[PUBLISH]

IN THE UNITED STATES COURT OF APPEALS

FOR THE ELEVENTH CIRCUIT

No. 17-14237

D.C. Docket No. 1:16-cv-25157-KMM

K.T.,

Plaintiff-Appellant,

versus

ROYAL CARIBBEAN CRUISES, LTD.,

Defendant-Appellee.

Appeal from the United States District Court
for the Southern District of Florida

(July 24, 2019)

Before ED CARNES, Chief Judge, ROSENBAUM, and HULL, Circuit Judges.

ED CARNES, Chief Judge:

According to the complaint in this case, on the day after Christmas in 2015, K.T. embarked on a seven-day Royal Caribbean cruise with her two sisters and her

grandparents. She was a minor at the time.[1] She alleges that on the first night of the cruise, a group of nearly a dozen adult male passengers bought multiple alcoholic beverages for her in a public lounge and other public areas of the ship. They plied her with enough alcohol that she became "highly intoxicated," "obviously drunk, disoriented, and unstable," and "obviously incapacitated." The group of nearly a dozen men then steered her "to a cabin where they brutally assaulted and gang raped her."

She also alleges that everything (other than the assault and gang rape) happened in the view of multiple Royal Caribbean crewmembers, including those responsible for monitoring the ship's security cameras. But Royal Caribbean's crewmembers allegedly did nothing to stop the group of adult male passengers from buying alcohol for K.T., from getting her drunk, or from leading her away to a cabin while she was incapacitated. They allegedly did nothing to protect or help her.

[1] While the complaint and amended complaints allege that K.T. was a minor when the events took place on December 26, 2015, they do not otherwise specify her age on that date. When she filed her Third Amended Complaint on November 7, 2017, K.T. alleged that she was at least 18 years old by that date, which would mean that she had been 16 or 17 when the events occurred. In various submissions to the district court and in her opening brief to this Court, however, K.T. asserted that she was only 15 on the day in question. In any event, according to all of the relevant allegations and assertions, K.T. was a minor, somewhere between the ages of 15 and 17 at the time of the cruise.

K.T. sued Royal Caribbean and the district court dismissed her lawsuit under Rule 12(b)(6) of the Federal Rules of Civil Procedure for failure to state a claim. This is her appeal.

I.

This Court "review[s] de novo the district court's grant of a motion to dismiss under 12(b)(6) for failure to state a claim." Butler v. Sheriff of Palm Beach Cty., 685 F.3d 1261, 1265 (11th Cir. 2012) (quotation marks omitted). When doing that, "we accept the factual allegations supporting a claim as true and draw all reasonable inferences in favor of the nonmovant." Newton v. Duke Energy Fla., LLC, 895 F.3d 1270, 1275 (11th Cir. 2018). To get past a motion to dismiss, "[t]he plaintiff's [f]actual allegations must be enough to raise a right to relief above the speculative level, on the assumption that all the allegations in the complaint are true (even if doubtful in fact)." Butler, 685 F.3d at 1265 (second alteration in original) (quotation marks omitted). Stated a bit differently, "[t]o survive a motion to dismiss, the plaintiff must plead a claim to relief that is plausible on its face." Id. (quotation marks omitted).

The operative complaint[2] included more claims, but the only ones relevant to this appeal are for Royal Caribbean's negligence, both in failing to warn

[2] In its order dismissing K.T.'s claims against Royal Caribbean, the district court treated her Second Amended Complaint as the operative one. K.T. filed her Third Amended Complaint

passengers and prospective passengers of the danger of sexual assault on a cruise ship, and in failing to take action to prevent the physical assault, including the sexual assault, that K.T. suffered. The district court found that K.T.'s negligence claims against Royal Caribbean failed because they did not sufficiently allege that Royal Caribbean breached its duty of care or that any breach proximately caused her injuries. Reviewing the matter anew, as we must, we conclude otherwise.

II.

"In analyzing a maritime tort case, we rely on general principles of negligence law." Chaparro v. Carnival Corp., 693 F.3d 1333, 1336 (11th Cir. 2012) (quotation marks omitted).[3] "To plead negligence, a plaintiff must allege that (1) the defendant had a duty to protect the plaintiff from a particular injury; (2) the defendant breached that duty; (3) the breach actually and proximately caused the plaintiff's injury; and (4) the plaintiff suffered actual harm." Id. "Determination of negligence tends to be a fact-intensive inquiry highly dependent

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while this appeal was pending to clear up any doubt about diversity jurisdiction. There is no material difference between the Second and Third Amended Complaints as far as the negligence claims against Royal Caribbean are concerned. We will treat the Third Amended Complaint as the operative one because it is the last one.

[3] "[F]or federal common law to apply" in a diversity case like this one, the "suit must also be sustainable under the admiralty jurisdiction." Norfolk. S. Ry. Co. v. Kirby, 543 U.S. 14, 23, 125 S. Ct. 385, 392–93 (2004) (emphasis omitted). This one is. See Doe v. Celebrity Cruises, Inc., 394 F.3d 891, 900–02 (11th Cir. 2004). So we apply federal admiralty law, which is the law "argued by the parties." Id. at 902.

upon the given circumstances." Souran v. Travlers Ins. Co., 982 F.2d 1497, 1506 (11th Cir. 1993).

K.T. has sufficiently alleged that she suffered actual harm. And the parties agree that Royal Caribbean owed K.T. a duty of "ordinary reasonable care under the circumstances, a standard which requires, as a prerequisite to imposing liability, that the carrier have had actual or constructive notice of the risk-creating condition, at least where, as here, the menace is one commonly encountered on land and not clearly linked to nautical adventure." Keefe v. Bahama Cruise Line, Inc., 867 F.2d 1318, 1322 (11th Cir. 1989); see also Kermarec v. Compagnie Generale Transatlantique, 358 U.S. 625, 630, 79 S. Ct. 406, 409 (1959) ("[A] shipowner owes the duty of exercising reasonable care towards those lawfully aboard the vessel who are not members of the crew."); Guevara v. NCL (Bahamas) Ltd., 920 F.3d 710, 720 (11th Cir. 2019) ("In this circumstance, a cruise ship operator's liability hinges on whether it knew or should have known about the dangerous condition.") (quotation marks omitted). The scope of Royal Caribbean's duty to protect its passengers is informed, if not defined, by its knowledge of the dangers they face onboard. And it allegedly knew a lot.

The allegations are that Royal Caribbean "had experienced and had actual knowledge of . . . assaults and batteries and sexual crimes, and other violence between passengers and between passengers and crew," and "anticipated and

foresaw that crimes would be perpetrated on passengers aboard its vessels." Not only that but Royal Caribbean also allegedly "had experienced and had actual knowledge of minors wrongfully being provided with or allowed to gain access to alcohol, and then becoming the victim of assaults and batteries and sexual crimes, perpetrated aboard its vessels both by crew and by other passengers." It allegedly "knew or should have known, that the high risk to its passengers of crime and injury aboard the vessels was enhanced by [its] sale of copious quantities of alcohol on its vessels," and "knew or should have known of the need to prevent minors wrongfully being provided with or allowed to gain access to alcohol, both by crew and by other passengers."

Those allegations, which we must accept as true for present purposes, are enough to establish that the danger of sexual assault in general and of sexual assault on minors in particular was foreseeable, and indeed was known, to Royal Caribbean. And that foreseeable and known danger imposed on Royal Caribbean and its crew a duty of ordinary reasonable care, which included the duty to monitor and regulate the behavior of its passengers, especially where minors are involved.

The allegations are that Royal Caribbean and its crew breached that duty by failing to: "adequately monitor the public areas" of its ship; "promulgate and/or enforce adequate policies and/or procedures to prevent alcohol being served to minors"; "promulgate and/or enforce adequate policies and/or procedures to

prevent sexual assaults on minors aboard [its] ships"; and "intervene to prevent the service of alcohol to a minor and/or to assist an obviously intoxicated minor, when a reasonable and prudent crewmember would have taken action." The complaint alleges that Royal Caribbean already "had experienced and had actual knowledge of minors wrongfully being provided with or allowed to gain access to alcohol, and then becoming the victim of assaults and batteries and sexual crimes, perpetrated aboard its vessels . . . by other passengers." And Royal Caribbean allegedly "knew . . . from previous experience[] that the risk of crime and injury against passengers aboard its vessels tended to be greatest in passenger cabins and in bars."

The complaint also alleges that K.T. was a minor on the day in question, so the duty of ordinary reasonable care under the circumstances required Royal Caribbean's crewmembers to do more than simply refuse to sell alcoholic beverages to her directly; the duty also required that they refuse to sell alcoholic beverages to any adult male passengers they knew were "purchas[ing] multiple alcoholic beverages" for K.T. And it certainly required that crewmembers intervene when they saw a group of nearly a dozen men steering a "highly intoxicated," "obviously drunk, disoriented," "unstable," and "obviously incapacitated" girl to a private cabin. Even though that allegedly happened "[i]n

view of multiple crewmembers and still under surveillance by the ship's security cameras," no crewmember did anything to help K.T. as she was led away.

In sum, the complaint has sufficiently alleged that because Royal Caribbean's crewmembers did nothing to prevent the large group of men from plying K.T. with enough alcohol to incapacitate her and did nothing to stop those men from leading her away to a private cabin, Royal Caribbean breached the duty of ordinary care it owed her. And it is self-evident from the allegations of the complaint that but for Royal Caribbean's breach of its duties of care to K.T. she would not have been brutalized and gang raped. If the allegations are true, Royal Caribbean proximately caused the alleged injuries. The complaint states a claim against Royal Caribbean.

Royal Caribbean protests that allowing liability for its alleged failures would effectively impose strict liability for harm passengers suffer aboard its ships and would make cruise lines insurers of their passengers. We recognize that "[a] carrier by sea . . . is not liable to passengers as an insurer." Kornberg v. Carnival Cruise Lines, Inc., 741 F.2d 1332, 1334 (11th Cir. 1984). But we are not talking about strict liability. We are talking about negligence in failing to act to prevent a foreseeable or known danger. If K.T. can prove the allegations in her complaint, Royal Caribbean is liable for its negligence and that of its crew.

III.

We turn now to K.T.'s second theory of negligence, which is based on the claimed failure of Royal Caribbean to warn K.T. and her grandparents of known dangers. "A defendant's failure to warn [a] plaintiff does not breach" the duty of reasonable care under federal maritime law "unless the resultant harm is reasonably foreseeable." Daigle v. Point Landing, Inc., 616 F.2d 825, 827 (5th Cir. 1980). "Liability for a failure to warn thus arises from foreseeability, or the knowledge that particular conduct will create danger." Id.

We have held that a cruise line's duty of "ordinary reasonable care under the circumstances" includes a "duty to warn of known dangers beyond the point of debarkation in places where passengers are invited or reasonably expected to visit." Chaparro, 693 F.3d at 1336 (quotation marks omitted). If a cruise line owes its passengers a "duty to warn of known dangers" at excursion destinations, id. — areas over which it usually has little (if any) control — a cruise line certainly owes its passengers a "duty to warn of known dangers" aboard its ship. See Keefe v. Bahama Cruise Line, Inc., 867 F.2d 1318, 1322 (11th Cir. 1989).

The allegations in the complaint demonstrate that Royal Caribbean must have known about the dangers of sexual assaults aboard its ships. See supra pp. 5–6. They are that Royal Caribbean: "anticipated and foresaw that crimes would be perpetrated on passengers aboard its vessels;" "knew, or should have known, that

the high risk to its passengers of crime and injury aboard the vessels was enhanced by [its] sale of copious quantities of alcohol on its vessels;" and "knew, or should have known of the need to prevent minors wrongfully being provided with or allowed to gain access to alcohol, both by crew and by other passengers." So Royal Caribbean allegedly had abundant notice and actual knowledge of the dangers that K.T. alleges resulted in the injuries she suffered during the cruise.

In short, the allegations in the complaint are that Royal Caribbean's duty of ordinary care under the circumstances required it to warn K.T. and her grandparents about the dangers of violent sexual crimes aboard its ships, including those committed against minors who have been wrongfully provided with alcohol. And it is alleged that Royal Caribbean breached that duty by not warning its passengers, including K. T. and her grandparents, of those dangers. The complaint also makes the additional (unnecessary but relevant) allegation that "Royal Caribbean willfully chooses not to warn its passengers about rapes and sexual assaults aboard its ships so as not to scare any prospective passengers away."

That leaves the element of causation. The complaint alleges that because of Royal Caribbean's failure to warn K.T. and her family members of the dangers and prevalence of sexual assault on its vessels, including sexual assaults on minors, they were unaware of the need to take any special precautions. It alleges that K.T. was injured due to Royal Caribbean's failure to warn passengers. More

specifically, the complaint alleges that "[a]s a direct and proximate result" of Royal Caribbean's negligence and failures, K.T. "was directly and proximately caused to be sexually assaulted and/or physically battered and/or gang raped." The complaint sufficiently alleges that Royal Caribbean's failure to warn was a but-for cause of the harm K.T. suffered.

"A carrier by sea" is liable to its passengers "for its negligence," Kornberg, 741 F.2d at 1334, and K.T.'s allegations are "more than a mere recitation of the elements of the cause of action." Chaparro, 693 F.3d at 1337. Her allegations "are plausible and raise a reasonable expectation that discovery could supply additional proof of [Royal Caribbean's] liability." Id. As a result, "the district court erred in dismissing [the] negligence claim[s]." Id.

IV.

On its website, Royal Caribbean Cruises assures all who are thinking of sailing with it that "the safety and security of our guests and crew is our highest priority and fundamental to our operations."[4] It boasts that it "is committed to preventing illegal activity," and "[d]uring each voyage, we remain dedicated to

[4] Safety & Security, Royal Caribbean Cruises, https://www.royalcaribbean.com/resources/safety-and-security (last visited July 24, 2019). In keeping with Eleventh Circuit Internal Operating Procedure 10, "Citation to Internet Materials in an Opinion," under Federal Rule of Appellate Procedure 36, copies of all of the internet materials cited in this opinion are available at this Court's Clerk's Office.

safeguarding our guests and crew."[5] And it promises that the ship's Captain "will take appropriate action to ensure the safety, security and wellbeing of our guests."[6] Not if the allegations of the complaint are true.

Royal Caribbean's website also proclaims that the cruise line has an "ongoing commitment to innovation and continuous improvement in every aspect of [its] business."[7] Again, if the allegations of the complaint are true, Royal Caribbean's approach to protecting passengers from being sexually assaulted and raped certainly could be improved. One of the purposes of tort law is to spur along such improvements.

REVERSED AND REMANDED

[5] Id.

[6] Royal Caribbean Guest Conduct Policy, Royal Caribbean Cruises, https://www.royalcaribbean.com/content/dam/royal/resources/pdf/guest-conduct-policy.pdf (last updated Nov. 12, 2018).

[7] Safety & Security, supra note 4.

ED CARNES, Chief Judge, concurring specially:

Of course, I concur in every word of the Court's opinion. See United States v. Hough, 803 F.3d 1181, 1197 (11th Cir. 2015) (Carnes, C.J., concurring) ("Not surprisingly, as the author of the Court's opinion I concur in all of it."). Usually, there is nothing else for the author of a majority opinion to say, but here there is. I write separately to point out that, in addition to K.T.'s allegations, publicly available data (of which we can take judicial notice) reinforces the allegations in the complaint that Royal Caribbean knew or should have known about the danger of sexual assault aboard its cruise ships.

Since 2010 cruise lines have been required to keep records of all complaints about certain crimes — including sexual assault and rape — that occur aboard any of their ships during a cruise "that embarks or disembarks passengers in the United States." 46 U.S.C. § 3507(g)(1)(A); see id. § 3507(k)(1). Cruise lines must report those complaints to the FBI and the Department of Transportation. Id. § 3507(g)(3)(A)(i), (ii). The DOT has a statutory duty to compile the reports and publish quarterly "statistical compilation[s]" about certain crimes — including sexual assault and rape — that occur on board cruise vessels. See id. § 3507(g)(4). Those compilations are called Cruise Line Incident Reports. Cruise Line Incident Reports, U.S. Dep't Transp., https://www.transportation.gov/mission/safety/cruise-line-incident-reports (last updated Apr. 17, 2019).

We may take judicial notice of Cruise Line Incident Reports. See Fed. R. Evid. 201(b), (d); Terrebonne v. Blackburn, 646 F.2d 997, 1000 n.4 (5th Cir. June 1981) (en banc) ("Absent some reason for mistrust, courts have not hesitated to take judicial notice of agency records and reports."); In re PEC Sols., Inc. Sec. Litig., 418 F.3d 379, 388 & n.7, 390 & n.10 (4th Cir. 2005) (taking judicial notice of information in public documents the parties had filed with a federal agency).

And in ruling on a motion to dismiss courts may supplement the allegations in a complaint with facts contained in judicially noticed materials. See Tellabs, Inc. v. Makor Issues & Rights, Ltd., 551 U.S. 308, 322, 127 S. Ct. 2499, 2509 (2007) ("[C]ourts must consider the complaint in its entirety, as well as other sources courts ordinarily examine when ruling on Rule 12(b)(6) motions to dismiss, in particular, documents incorporated into the complaint by reference, and matters of which a court may take judicial notice.") (emphasis added); Lozman v. City of Riviera Beach, 713 F.3d 1066, 1075 n.9 (11th Cir. 2013) ("Although this matter is before the court on a motion to dismiss, we may take judicial notice of the court documents from the state eviction action."); Kaspersky Lab, Inc. v. U.S. Dep't of Homeland Sec., 909 F.3d 446, 464 (D.C. Cir. 2018) ("Among the information a court may consider on a motion to dismiss are public records subject to judicial notice.") (quotation marks omitted).

We may take judicial notice of matters that the district court did not. See Fed. R. Evid. 201(d) ("The court may take judicial notice at any stage of the proceeding."); United States v. Greer, 440 F.3d 1267, 1272 (11th Cir. 2006) (taking judicial notice of a fact even though the district court did not); Coney v. Smith, 738 F.2d 1199, 1200 (11th Cir. 1984) (noting that although the matter was "not made a part of the record before the district court, we may take judicial notice of the same").

The attorneys were put on notice at oral argument that we might consider Cruise Line Incident Reports, and Royal Caribbean's counsel agreed that knowledge of those reports could be imputed to Royal Caribbean. See Oral Argument at 11:42–14:14.[1]

[1] The relevant exchange with Royal Caribbean's counsel went as follows:

> Q: [P]art of the thing that, in my view — and I'm speaking my tentative position to give you an opportunity to convince me to the contrary — part of the thing that does turn it into a cause of action is that it's a sad and often told tale. Sad and repeated facts. This is not the first time this has happened on one of Royal Caribbean's vessels. You're familiar, of course, with the Cruise Vessel Safety and Security Act of 2010 requiring that there be a compilation of incidents, statistical incidents, in which passengers or crew were sexually assaulted, are you not?
>
> A: I am.
>
> Q: And your client, of course, is too.
>
> A: Yes.

For all of those reasons, it is appropriate to take judicial notice of the contents of the Cruise Line Incident Reports. According to the reports covering

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Q: And according to those reports, even if you exclude all those that are still under investigation, in the five-year period before this assault, 2010 to 2015, there were twenty assaults, actually sexual assaults, on your client's vessels, were there not?

A: I don't know that statistic offhand, but it's possible.

Q: Sounds reasonable, doesn't it?

A: Yes.

Q: Except it's not reasonable to allow that to happen.

A: I would agree.

Q: And on all cruise lines, 64. So that knowledge is imputed to your client, is it not?

A: I would agree.

Q: So they were well aware of the risk. And that's what the plaintiff has alleged. In paragraph 11: "knew of the serious risk of crime and injury to its passengers aboard"; "had experienced and had actual knowledge of such crimes and injuries perpetuated aboard its vessels both by crew and by other passengers"; "assault and batteries and sexual crimes and other violence." And so having that knowledge, you'd agree that under just general negligence law they had an obligation to protect their passengers and crew from those kinds of sexual assaults that they knew happen all too frequently, didn't they?

A: Well I do think there is a distinction there, and if I may go into it for a minute, your honor —

Q: I mean, before you go into it, you're telling me they didn't have an obligation to take reasonable efforts, measures, to protect the passengers from that?

A: Of course. Under the law their obligation is to provide reasonable care under the circumstances, and that applies in this case just as it would in any other negligence case.

Oral Argument at 11:30–14:14, K.T. v. Royal Caribbean Cruises, Ltd., No. 17-14237 (11th Cir. Nov. 7, 2018).

the period from 2010 to September 30, 2015, which was just before the alleged events in this case, cruise lines had reported a total of at least 66 complaints of sexual assault committed by passengers aboard cruises embarking or disembarking passengers in the United States.[2] See Cruise Line Incident Reports, supra. And Royal Caribbean itself had reported receiving at least 20 complaints of sexual assaults committed by passengers, which is nearly one-third of the number reported for all cruise lines. See id.

Those numbers probably understate the number of complaints of sexual assault Royal Caribbean received because the reports include only matters that were "no longer under investigation" by the FBI at the time of the report. See 46 U.S.C. § 3507(g)(4) (2012), amended by Howard Coble Coast Guard and Maritime Transportation Act of 2014, Pub. L. No. 113-281, § 321, 128 Stat. 3022, 3054 (2014) (codified at 46 U.S.C. § 3507(g)(4)(A)(i) (2018)). As a congressional staff report explained:

> [W]ith respect to alleged sexual assault crimes, the 13 alleged crimes publicly reported [in the Cruise Line Incident Reports] in 2011 represented only 31% of the 42 alleged crimes reported to the FBI, and in 2012 the 11 alleged crimes publicly reported represented only 38% of the 28 alleged crimes reported to the FBI.

[2] These numbers do not include any of the complaints of sexual assaults by passengers that are contained in the Cruise Line Incident Reports for the fourth quarter of 2015 — the quarter in which K.T. embarked on the cruise in question. I have excluded from the totals those last quarter numbers to ensure that no alleged rapes that occurred after K.T.'s were included.

Staff of S. Comm. on Commerce, Science, and Transp., 113 Cong., Cruise Ship Crime: Consumers Have Incomplete Access to Cruise Crime Data 11 (2013).

The reports this Court cited in Doe v. Princess Cruise Lines, Ltd., 657 F.3d 1204 (11th Cir. 2011), also support K.T.'s allegations that Royal Caribbean was on notice a decade before K.T.'s cruise that sexual assaults on cruise ships were a serious problem. In that opinion we stated:

> Unfortunately, if congressional reports are to be believed, sexual assaults and other violent crimes on cruise ships are a serious problem. The House Subcommittee on Coast Guard and Maritime Transportation Staff has reported that:
>
> > At a hearing in March 2006 convened by the Committee on Government Reform, cruise industry executives testified that 178 passengers on North American cruises reported being sexually assaulted between 2003 and 2005. During that same period, 24 people were reported missing and four others reported being robbed.
> >
> > From fiscal year 2000 through June 2005, the FBI opened 305 case files involving "crime on the high seas," and during those five years about 45% of those cases were sexual assaults that occurred on cruise ships.
> >
> > Salvador Hernandez, Deputy Assistant Director of the FBI, testified before Congress in 2007 about sexual and other physical assaults that have taken place on cruise ships: "Sexual assault and physical assaults on cruise ships were the leading crime reported to and investigated by the FBI on the high seas over the last five years, 55 percent and 22 percent respectively . . . ."

Id. at 1208 n.4 (citations omitted).

All of this data supplements the allegations contained in the complaint and reinforces the conclusion that the complaint states a valid claim and adequately pleads that, among other things, Royal Caribbean knew or should have known that there was a serious problem of violent crime, including passenger-on-passenger sexual assaults, on cruise ships including its own. The Cruise Line Incident Reports, after all, are based in part on information Royal Caribbean itself submitted. And it would be absurd to suggest that a multi-billion dollar business like Royal Caribbean was not aware of congressional reports about the problem of sexual assaults aboard its cruise ships.

The allegations of the complaint alone are enough to state a cause of action. If anything else were needed, the reports of which we can take judicial notice would provide it.

(866) 562-7625

SAFETY & SECURITY

At Royal Caribbean International, the safety and security of our guests and crew is our highest priority and fundamental to our operations. Our marine safety record over our 42-year history clearly illustrates our commitment to the safety of the millions of guests and crew that sail on our ships. The measures we take in the interest of safety are many, with our ships often exceeding what is required by regulatory authorities - these are all part of our ongoing commitment to innovation and continuous improvement in every aspect of our business.

At the beginning of every cruise, all guests and crew must complete a drill known as the "muster" drill, to ensure they are familiar with what to do and where to go in the unlikely event of an emergency. To further ensure they are aware of their specific muster location, we identify it on each of guest's card keys. The location also is prominently noted on the back of every stateroom door.

In addition to the muster drill for our guests, our officers and crew conduct weekly, monthly and annual drills on every ship, and complete extensive training, certification and scenarios in preparation for the very unlikely event of an emergency, including training on ship evacuation procedures. All of our ships have sufficient lifesaving craft to accommodate every guest and crew member onboard, as well as additional capacity in reserve.

All of our ships are designed and operated in compliance with the strict requirements of the International Maritime Organization, the UN agency that sets global standards for the safety and operation of cruise ships, codified in the Safety of Life at Sea (SOLAS) Convention. Safety-related regulations are rigorous – and we often go above and beyond what is required; for example, carrying backup mechanical, navigational and safety provisions.

In addition, our vessels, regardless of where they sail in the world, comply with the U.S. Cruise Vessel Security and Safety Act (CVSSA) requirements, including railing heights, access control, closed

circuit TV, medical preparedness, crime allegation reporting and crew training. Our own requirements generally exceed those specified within the CVSSA. We work closely with regulatory authorities to improve safety laws, and regularly participate in discussions and studies to inform legislators of current practices and offer our perspective on regulations and standards to assure safety.

Flag State authorities and other maritime safety regulatory bodies, such as the U.S. Coast Guard, from each country our ships visit also regularly inspect our ships. Their examinations focus on life-saving equipment and safety and environmental protection items and these officials have the authority to prevent our ships from sailing if we fail to adhere to regulations. In addition to these inspections, ongoing system of internal as well as external (independent) marine expert audits also helps us remain vigilant, safely operate our ships and maintain effective systems.

ZIKA VIRUS UPDATE

Royal Caribbean Cruises Ltd. is committed to the safety and health of our guests and crew. We are closely monitoring the Zika virus situation and are aware that the CDC has issued a travel alert for certain countries where Zika virus transmission is ongoing. Guests seeking additional information on the Zika virus are encouraged to contact their primary care physician or visit the CDC's website.

CRUISE SHIP CRIME ALLEGATION STATISTICS

Royal Caribbean International is committed to preventing illegal activity and treats all allegations seriously. We report all allegations of crimes to law enforcement, regardless of the validity of the claim. The Cruise Vessel Security and Safety act of 2010 (CVSSA) requires that statistics for cruise ship crime allegations be posted on the Internet by the US Government for public viewing. This public reporting requirement is unique to the cruise industry, as there is no similar requirement for any other commercial industry, including hotels and airlines.

SECURITY GUIDE

Cruise lines which operate in United States waters are required by U.S. law to make a Security Guide and certain law enforcement points of contact available to guests. This Security Guide can be found here.

STEWARDSHIP REPORT

During each voyage, we remain dedicated to safeguarding our guests and crew, as well as the destinations and marine

environments where we operate. We invite you to read more about our efforts on our corporate site.

GUEST CONDUCT POLICY

One of the most amazing parts of your cruise vacation experience will be the many rich and varied cultures represented among our guests. This diversity offers a chance to learn about different parts of the world and to make new friends. But just as a new friend can enhance your vacation experience, some guests may behave in ways you find unusual or undesirable. Since our guests do come from different and diverse backgrounds, it is important that everyone have a common understanding of the behavioral standards in place on Royal Caribbean International ships. We invite you to review our Guest Conduct Policy, which sets forth behavioral standards to help you participate in a safe and enjoyable cruise experience.

REFUSAL TO TRANSPORT POLICY

To facilitate our ability to continue to provide safe and enjoyable cruises to our guests, we reserve the right to refuse to accept a booking request from an individual or group and reserve the right to cancel an existing reservation. For more details, see our Refusal to Transport Policy.

For more information on this topic, read other frequently asked questions about safety.

FIND A CRUISE

VACATION DESTINATIONS

POPULAR PORTS

PLAN A CRUISE

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Guest Conduct Policy

Throughout its history, Royal Caribbean International® has provided its guests with a wide variety of cruise experiences that lead to exceptional vacations. Whether it's our professional and friendly crew, our unmatched fleet of ships, our almost endless variety of activities, our extensive list of beautiful and exotic destinations and excursions, our exciting entertainment, or our wide variety of delicious food, you will find many reasons why your Royal Caribbean International cruise vacation will be one of the best you have ever experienced.

You may also find that one of the most amazing parts of your cruise vacation experience will be the many rich and varied cultures represented among our guests. This diversity offers a chance to learn about different parts of the world and to make new friends. But just as a new friend can enhance your vacation experience, some guests may behave in ways you find unusual or undesirable. Since our guests do come from different and diverse backgrounds, it is important that everyone have a common understanding of the behavioral standards in place on Royal Caribbean International ships.

This Guest Conduct Policy is intended to help ensure that all guests are able to participate in a safe and enjoyable cruise vacation and sets forth standards of conduct for guests to follow throughout their Royal Caribbean International cruise vacation, including transfers to and from ships, inside terminals, while onboard, at ports of call, during shore excursions and at our private destinations. This policy is not intended to be all inclusive, and it is likely there will be conduct issues that it does not specifically address. In that event, as in all others, guests are expected to follow the direction of the ship's Captain who will take appropriate action to ensure the safety, security and wellbeing of our guests. In addition to this policy, guests are expected to comply with applicable laws of the various countries that they visit. Updates to the Guest Conduct Policy may be made between publications of this document. Any updates to this Guest Conduct Policy are available for review on the Royal Caribbean International internet site, www.RoyalCaribbean.com.

Safety and Security

Safety and security are everyone's responsibility. All guests must attend the mandatory muster drill, and follow all other safety instructions issued by the Captain. Should anyone become aware of someone being injured, or of unsafe or possibly illegal behavior during their cruise vacation, they should immediately report this to the ship's Security Staff or other ship management. This may be done through ship's telephone or by seeking the assistance of a crew member. If you do not immediately report an injury or unsafe / illegal behavior this delay may cause ship's personnel to be unable to effectively respond to the situation. A reporting delay may also cause the ship to be unable to properly preserve information or evidence and may cause a delay in notifying the proper law enforcement or other Government officials. You can find additional helpful information in the "Security Guide" available on our website and onboard at Guest Services.

Guest Conduct

Guest and Crew Interaction

Our crew members are friendly, outgoing and helpful, and they will do their very best to make your vacation as enjoyable as possible. Please do not misinterpret their friendliness. Crew members are prohibited from engaging in physical relationships with guests. Crew members are not permitted to socialize with guests beyond their professional duties, and are not permitted to be in guest staterooms, except for the performance of their shipboard duties. Guests are expected to respect these policies and are similarly prohibited from engaging in physical relationships with crew members. Guests are not permitted in any restricted or crew area of the ship, including crew staterooms and corridors.

Verbally Abusive or Offensive Language

Verbally abusive or offensive language directed toward anyone, to include guests, crew members, governmental officials, or others is not permitted.

Inappropriate or Abusive Behavior

Inappropriate or abusive behavior is not permitted. This includes: uninvited physical contact, solicitation, harassment, vandalism, theft, violence, use of fake/false identification, underage drinking (see alcohol section below), providing alcohol to those under the allowed age (see alcohol section below), possession of illegal substances/items, placing materials (including signs, banners, decorations, etc.) anywhere on the exterior of the ship, placing materials anywhere on the interior of the ship (including stateroom doors, along corridors, etc.) which may be deemed by ship management as inappropriate, or any other illegal or offensive conduct.

Unsafe Behavior
Sitting, standing, laying or climbing on, over or across any exterior or interior railings or other protective barriers, or tampering with ship's equipment, facilities or systems designed for guest safety is not permitted. Guests may not enter or access any area that is restricted and for the use of crew members. Any other unsafe behavior, including failure to follow security instructions, is not permitted.

Discourteous or Disruptive Behavior
Pool, deck and theater chairs may not be reserved. Public nudity is not permitted and guests must be appropriately attired (including while on stateroom balconies if visible to others onboard, on other vessels or ashore). Topless sunbathing may be permitted on some ships and on some itineraries, but only in designated areas. (Contact Guest Services for Dress Code details.) Boom boxes or loud radios are not permitted. Roller blades, roller skates, skateboards, scooters, surfboards, bicycles, and similar items may not be utilized onboard; except for mobility aids related to special needs, as approved by the ship's medical staff.

Smoking
For the comfort and enjoyment of our guests, our ships are designated as non-smoking; however, we recognize that some of our guests do smoke. Therefore, to provide an onboard environment that also satisfies smokers, we have designated certain areas of the ship as smoking areas.

Cigarette, cigar, e-cigarette and pipe smoking is permitted in designated outdoor areas of the starboard side of all ships; with the exception of Oasis-class ships that will allow smoking on the port side of the ships. To assist in locating areas where smoking is permitted, guests will find visible signage posted within all smoking areas and ashtrays that are provided for use. Outdoor areas near restricted areas, food venues, and kids play areas and pools will not allow smoking. On Oasis-class, smoking is not permitted in Central Park or the Boardwalk neighborhoods.

Casino Royale allows smoking and has a designated area for non-smoking guests. There will be visible signage indicating the non-smoking area in the casino. Smoking is not permitted in Casino Royale on any cruises departing from the United Kingdom. There are also select cruises departing from China that will not have a non-smoking area in the casino.

Onboard all interior public spaces are smoke free*. Smoking is not permitted in any dining venue, theater, bar, lounge, hallway, elevator, and jogging track.

Smoking is not permitted inside any stateroom and any stateroom balcony. This applies to all stateroom categories onboard. If a guest is in violation of this stateroom policy, a cleaning fee of $250 USD will be applied to their SeaPass® account and may be subject to further action pursuant to the "Consequences Section" of the Guest Conduct Policy.

Cigarettes, cigars and pipe tobacco must be properly disposed of and never thrown overboard. Cigar and pipe tobacco is limited to designated outdoor areas and Cigar Bars**. You must be at least 18 years of age to purchase, possess or use tobacco onboard.

Electronic cigarettes or e-cigarettes are only permitted within the designated smoking areas.

Royal Caribbean International kindly asks all guests to please observe the smoking policy. These requests are made to provide a comfortable cruise for everyone. Guest may also inquire at Guest Services for the location of the designated smoking areas onboard. Guests who violate this smoking policy may be subject to further action pursuant to the "Consequences Section" of this Guest Conduct Policy.

**Mariner of the Seas and Voyager of the Seas offer one indoor smoking venue. Onboard Mariner of the Seas guest can smoke at the Connoisseur Club located on Deck 5. Onboard Voyager of the Seas guest can smoke at The Vault, nightclub, located on Deck 3.*

***Cigar Bars on Royal Caribbean International are called the Connoisseur Club and are featured on the Freedom Class and Voyager Class ships.*

Curfews
Ship's management reserves the right to enact curfews on an individual, group, or ship-wide basis, if in the sole judgment of the ship's Captain, such steps become necessary to ensure guest or crew safety.

Departing from a Ship
Parents or guardians must not permit any guest in their care under age 18 from leaving a ship in any port without responsible adult supervision.

Parental and Guardian Responsibility

For purposes of this Guest Conduct Policy, a minor is defined as anyone under the age of 18. A young adult is defined as anyone ages 18, 19 or 20. Parents and guardians are responsible for the behavior and appropriate supervision of their accompanying minor(s) and young adult(s) throughout their vacation. This obligation applies during transfers to and from ships, inside terminals, while onboard, at our ports of call, during shore excursions and at our private destinations. This responsibility applies at all times, regardless of whether the parents and guardians are physically in the company of their minor(s) and young adult(s). Under no circumstances should the parent or guardian of a minor debark the ship without their accompanying minor(s) or without having made arrangements for the accompanying minor(s) appropriate supervision on the ship during their absence.

Alcohol

Royal Caribbean International guests are expected to be responsible for their actions at all times, including during transfers to and from ships, inside terminals, while onboard, at our ports of call, during shore excursions and at our private destinations. Consuming alcohol to excess impairs one's judgment and reduces one's ability to recognize and avoid potentially dangerous situations. Guests who choose to consume alcohol must do so responsibly. The ship's staff may refuse to serve alcoholic beverages to any guest who does not consume alcohol responsibly, including those who have purchased an all-inclusive beverage package. Ship's personnel may request verification of a guest's age to verify they are of age to consume alcohol pursuant to this policy. Any guest that violates this alcohol policy will be considered for disciplinary action pursuant to the "Consequences Section" of this Guest Conduct Policy, and may lose their privileges to use the disco or other areas or facilities of the ship.

Guests are not permitted to bring alcoholic beverages onboard; with the exception of embarkation day when guests are permitted to bring onboard with them up to two (2) sealed 750 ml bottles of wine or champagne per stateroom, provided at least one guest in the stateroom is of drinking age. Boxed wine and other containers are prohibited. Security may inspect containers (including water bottles, soda bottles, mouthwash, canteens, etc.) at any time and will dispose of alcohol concealed in such containers. Alcoholic beverages that are purchased from onboard shops or in ports of call (which must be presented to security upon re-boarding), will be secured by ship's personnel. Alcohol secured by ship's personnel will be returned to guests just prior to the conclusion of their cruise vacation. Guests who are under the permitted drinking age will not have alcohol returned to them.

The minimum drinking age for all alcoholic beverages on Royal Caribbean International ships sailing from North America is 21. The minimum drinking age for all alcoholic beverages on Royal Caribbean International ships sailing from South America, Europe, Asia, Australia and New Zealand is 18. In certain circumstances where local laws permit or require, Royal Caribbean International may modify this policy which may also require parent/guardian request/authorization. Guests may contact Guest Services or refer to the Cruise Compass for specific minimum drinking age information on their cruise vacation.

For purposes of complying with the minimum drinking age requirements, a guest's age is established upon boarding at the beginning of the cruise vacation. If a guest celebrates their birthday during the cruise vacation, and thereby becomes of age to consume alcohol, the guest may thereafter ask the Guest Services Manager to modify ship's records to permit their consumption of alcohol during the remainder of the vacation. The guest will be required to appear at Guest Services to present a valid government-issued form of identification to permit verification of their age.

No guest under age 18 may possess or consume alcohol at any time while onboard. No guest under age 21 may possess or consume alcohol at our private destinations. Any guest who goes ashore and consumes alcohol (whether under the supervision of a parent/guardian or not, is responsible for ensuring they consume responsibly and retain their ability to recognize and avoid potentially dangerous situations when they return to the ship. Parents/guardians are reminded they are responsible for the actions of their minor and young adult children at all times while on a Royal Caribbean International cruise vacation.

Guests who violate any alcohol policy, including but not limited to underage drinking; providing alcohol to minors or young adults; possessing, concealing or attempting to conceal alcoholic items in their luggage, when boarding or while onboard; engaging in alcohol drinking games; or failing to consume alcohol responsibly, will be considered for discipline under the provisions of this policy.

Prohibited Items

Items with Heating Elements or Open Flames
Certain items that generate heat or produce an open flame are not permitted onboard. This includes clothing irons, hotplates, candles, incense and any other item that may create a fire hazard. Curling irons and hair dryers are allowed.

Drugs or Other Illegal Substances
No illegal drugs or other illegal substances are allowed onboard or may be utilized during a Royal Caribbean International cruise vacation, including during transfers to and from ships, inside terminals, while onboard, at our ports of call, during shore excursions or at our private destinations. Illegal drugs or substances will be confiscated and appropriate action taken, which may include removal from the ship and involvement of appropriate authorities. In addition, foreign governments at Royal Caribbean International ports of call have strict laws that address drug possession. Guests found in violation of such laws are subject to arrest and prosecution by the foreign jurisdiction (and perhaps United States or other authorities as well) and may be prevented from re-boarding the ship.

Weapons, Explosives or Other Dangerous Items
No weapon, explosive, fireworks, or other item that presents a risk of harm to persons or property, is permitted onboard. Items not permitted onboard will be taken by ship's Security.

Firearms and other weapons are not allowed onboard. Guests who declare to ship's personnel the presence of a firearm or other weapon (on their person or in their luggage) will be given the opportunity to dispose of it prior to boarding. Guests who fail to declare the presence of a firearm or other weapon may be denied boarding. Items such as dive knives must be reported to ship's personnel at the time of boarding and may be permitted onboard, but held in safe custody by the ship's Security staff when not in use ashore.

Health

Hand Washing
Guests are strongly encouraged to wash their hands with soap and hot water after using the restroom and before eating or handling food. Medical experts say that one of the best ways to prevent contagious illnesses, like gastrointestinal viruses, colds and flu, from starting or spreading is to wash your hands thoroughly for at least 20 seconds with soap and hot water after using the restroom and again before eating or handling food.

Illnesses and Isolation of Guests
Royal Caribbean International follows practices and maintains policies that seek to prevent illnesses from affecting our guests. In the event you experience symptoms that indicate a gastrointestinal illness, such as diarrhea or vomiting, or know of someone experiencing these symptoms, you must advise the medical staff immediately. In addition, some gastrointestinal illnesses remain contagious up to 72 hours or more after symptoms subside; therefore, if you or someone you know experienced such an illness just prior to your cruise vacation, you must immediately notify the ship's medical staff. This will permit the crew to take steps to reduce the chance that your illness will spread to others on the ship.
Failure to immediately report a contagious illness to the ship's medical staff, or to accurately describe its onset, greatly increases the likelihood the illness will spread to others and is a violation of this Guest Conduct Policy. In the event of a contagious illness, the ship's crew will take steps to curtail its spread to other guests, including if necessary, steps set forth in the Consequences Section below.

Fitness to Travel Safely
Guests with disabilities are not required to travel with another person as a condition to traveling on our ships. However, all guests must consider that crew members are not required to assist guests with personal tasks or personal hygiene needs. (E.g. assisting with eating, dressing, toileting.) Therefore guests requiring assistance with these functions should consider these needs when planning a cruise vacation.

If there is a question as to a prospective guest's ability to independently provide for their personal needs or hygiene without being a danger to themselves or others, and the guest plans to travel alone, this situation must be discussed with the company's Access Department prior to booking a cruise vacation. The Access Department can be reached at *Special_Needs@rccl.com* or by calling 1.866.592.7225. This will allow an individualized assessment of the guest's fitness to travel for the duration of the cruise without personal assistance. Unaccompanied guests attempting to board or found onboard without the ability to independently care for their personal needs will be evaluated to determine if they are fit to safely travel without assistance. Guests who are found unfit to travel may be denied boarding or removed from the ship at the next port of call.

Medication

Guests must ensure that they bring an adequate supply of any medication they require for the entire duration of the cruise. The ship's medical centers may not have a supply of any needed medication and not all medication will be available in the ports of call. Guests must not pack medication in checked luggage to ensure you always have immediate access if needed.

Environment

Save the Waves® Program and Trash/Waste Disposal

Royal Caribbean International maintains a Save the Waves® Program that focuses on three key principles: Reducing the creation or generation of waste materials; recycling as much as possible; and ensuring proper disposal of remaining waste. Trash should be properly disposed of in containers provided throughout the ship or in wastebaskets provided in each stateroom. Trash or other foreign objects should never be flushed down a toilet and guests are not permitted to discard any item overboard. Guests may not leave items unattended on balconies, as the wind may cause items to fall overboard.

Age Policies

Facility	Age Requirement
Solarium Pool and Jacuzzis*	Age 16 and over.*
Adventure Ocean® and Teen Facilities	Ages 3 through 17, with age-specific sections.
Theater	Under age 16 must be accompanied by a parent or adult guardian.
Pools**	Guests must be fully toilet trained to enter the pools or whirlpools. Therefore, guests in diapers, pull-ups or swimmers may not use the pools or whirlpools, even if accompanied by a parent or adult guardian. **
Whirlpools **	Under age 16 must be accompanied by a parent or adult guardian. **
Ports of Call	Under age 18 must be accompanied by a parent or adult guardian.
Bingo	Under age 18 must be accompanied by a parent or adult guardian.
FitnessCenter ***	Age 16 and over. See below for exceptions for ages 13 to 15.
Day Spa	Age 18 and over. Ages 13 through 17 may only be present while participating in scheduled treatments.
Adult Night Club / Disco	Age 18 and over. (See alcohol policy.)
Casino****	Age 18 and over (Except Alaska****)
Ice Skating Rink (Voyager/Freedom/Oasis℠ family of ships)	Adults and children of all ages; however, children under age 5 must be accompanied on the rink by a parent or adult guardian.

*During inclement weather and select hours, the ship may permit the Solarium Pool to be used by persons under age 16 provided they are directly supervised by a parent or guardian. Guests below the age of 16 are welcome in the Park Café in the Solarium, but are asked not to use the Solarium pool, Jacuzzis or sun beds.

**United States Public Health Department (USPHD) Policy prohibits persons who are not toilet trained and those who use diapers, pull-ups or swimmers from using pools or whirlpools. On Freedom and Oasis™ class ships, the USPHD has approved the Baby Splash Zone for use by children in diapers, pull-ups or swimmers.

***Guests ages 13 to 15 may be permitted to utilize the FitnessCenter during certain times of the day; provided the young guest is accompanied and supervised at all times by their parent or guardian and provided a waiver of liability has been signed by the parent or guardian who is present in the fitness center. See the Cruise Compass or contact Guest Services for the specific FitnessCenter age restrictions on your cruise vacation.

****For all Alaska itineraries, guests must be 21 years of age or older to gamble in the casino.

Consequences

Failure to act in accordance with this policy, or if a guest's presence onboard creates a concern for safety or security, may result in:

- Intervention by Security, other management personnel, or law enforcement;
- Removal of certain onboard privileges, which may include being detained, quarantined or confined in a stateroom or holding cell;

- Confiscation of illegal/contraband/prohibited items (may be turned over to law enforcement authorities);
- Denial of boarding on the current or any future Royal Caribbean International cruise vacation;
- Reporting of incidents to government and law enforcement authorities for follow-on legal action;
- **Removal from a ship at the next port of call.** Guests removed from a Royal Caribbean International ship pursuant to this policy are responsible for their own accommodations and transportation home, at their expense. Documentation requirements for re-entry into the guest's home country are also the responsibility of the guest.

Establishing and articulating a Guest Conduct Policy helps ensure that all guests are able to enjoy a fantastic, safe and secure cruise vacation experience. Royal Caribbean International appreciates your support of this policy and hopes this will be the best vacation you have ever had.

Cruise Line Incident Reports

The Cruise Vessel Security and Safety Act (CVSSA) of 2010 prescribes security and safety requirements for most cruise ships that embark and disembark in the United States. The Act mandates that reports of criminal activity be reported to the Federal Bureau of Investigation.

- Cruise Line Incident Report - 1 Jan - 31 Dec 2010
- Cruise Line Incident Report - 1 Jan - 31 Mar 2011
- Cruise Line Incident Report - 1 Apr - 30 Jun 2011
- Cruise Line Incident Report - 1 Jul - 30 Sep 2011
- Cruise Line Incident Report - 1 Oct - 31 Dec 2011
- Cruise Line Incident Report - 1 Jan - 31 Mar 2012
- Cruise Line Incident Report - 1 Apr - 30 Jun 2012
- Cruise Line Incident Report - 1 Jul - 30 Sep 2012
- Cruise Line Incident Report - 1 Oct - 31 Dec 2012
- Cruise Line Incident Report - 1 Jan - 31 Mar 2013
- Cruise Line Incident Report - 1 Apr - 30 Jun 2013
- Cruise Line Incident Report - 1 Jul - 30 Sep 2013
- Cruise Line Incident Report - 1 Oct - 31 Dec 2013
- Cruise Line Incident Report - 1 Jan - 31 Mar 2014
- Cruise Line Incident Report - 1 Apr - 30 Jun 2014
- Cruise Line Incident Report - 1 July - 30 Sep 2014
- Cruise Line Incident Report - 1 Oct - 31 Dec 2014
- Cruise Line Incident Report - 1 Jan - Mar 31 2015
- Cruise Line Incident Report - 1 Apr - 30 Jun 2015
- Cruise Line Incident Report - 1 Jul - 30 Sep 2015
- Cruise Line Incident Report - 1 Oct - 31 Dec 2015
- Cruise Line Incident Report - 1 Jan - 31 Mar 2016
- Cruise Line Incident Report - 1 Apr - 30 Jun 2016
- Cruise Line Incident Report - 1 Jul - 30 Sep 2016
- Cruise Line Incident Report - 1 Oct - 31 Dec 2016
- Cruise Line Incident Report - 1 Jan - 31 Mar 2017
- Cruise Line Incident Report - 1 Apr - 30 Jun 2017
- Cruise Line Incident Report - 1 Jul - 30 Sep 2017
- Cruise Line Incident Report - 1 Oct - 31 Dec 2017
- Cruise Line Incident Report - 1 Jan - 31 Mar 2018
- Cruise Line Incident Report - 1 Apr - 30 Jun 2018
- Cruise Line Incident Report - 1 Jul - 30 Sep 2018
- Cruise Line Incident Report - 1 Oct - 31 Dec 2018
- Cruise Line Incident Report - 1 Jan - 31 Mar 2019

Updated: Wednesday, April 17, 2019

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Related Links

- Passenger Cruise Ship Information
- Maritime and Waterways Main Page

Contact Us

US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States
IncidentReports@dot.gov

Phone: 202-366-4000
TTY/Assistive Device: 800-877-8339

Business Hours:
9:00am-5:00pm ET, M-F

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Cruise Line Incident Reporting Statistics

January 1, 2010 - December 31, 2010

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Line	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	8	4	0	**12**	**16**
Disney Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Holland America	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	2	0	**4**	**4**
MSC Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Norwegian Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	**3**
Royal Caribbean	0	0	0	**0**	1	1	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	**8**
Total	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**10**	**0**	**28**	**35**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no under longer investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000**;**

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

Cruise Line Incident Reporting Statistics

January 1, 2011 - March 31, 2011

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**3**
Holland America	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**1**
MSC Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Oceana Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**5**	**7**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no under longer investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000**;**

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

April 1, 2011 - June 30, 2011

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	1	0	**3**	**3**
Norwegian Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**5**	**6**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no under longer investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000**;**

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

July 1, 2011 - September 30, 2011

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
The FBI closed 0 cases during July 1, 2011 - September 30, 2011 pursuant to Title 46 USC Section 3507(g)(4)(A)																																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

October 1, 2011 - December 31, 2011

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	**3**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**3**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no under longer investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

January 1, 2012 - March 31, 2012

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Holland America	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Princess	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**3**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no under longer investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000**;**

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

April 1, 2012 - June 30, 2012

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Line	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Royal Caribbean Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

July 1, 2012 - September 30, 2012

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Cunard	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	**2**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Seven Seas	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**5**	**0**	**6**	**7**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

October 1, 2012 - December 31, 2012

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**2**
Bahamas Celebration	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**3**	**3**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

January 1, 2013 - March 31, 2013

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	**4**
Royal Caribbean Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**5**	**6**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

April 1, 2013 - June 30, 2013

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	2	0	**4**	**5**
Royal Caribbean Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**2**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**5**	**7**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

July 1, 2013 - September 30, 2013

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Princess Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Carnival Cruise Line	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**2**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

October 1, 2013 - December 31, 2013

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Lines	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**4**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**2**
Princess Cruises	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**2**
Royal Caribbean Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**6**	**10**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no longer under investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

January 1, 2014 - March 31, 2014

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**2**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Royal Caribbean Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	**3**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**6**	**7**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no longer under investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

April 1, 2014 - June 30, 2014

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				
Committed by:	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Grand Total
Carnival Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	**4**
Celebration Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Holland America Cruise Lines	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Norwegian Cruise Lines	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**3**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**6**	**11**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

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1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

July 1, 2014 - September 30, 2014

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**4**
Celebration Cruise Lines	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Royal Caribbean	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**3**
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**10**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

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1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

October 1, 2014 - December 31, 2014

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**3**
Celebration Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Holland America Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Princess Cruises	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**3**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**6**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

January 1, 2015 - March 31, 2015

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**	**2**
Celebration Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Holland America Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	1	1	0	**2**	**3**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**2**	**1**	**0**	**3**	**6**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

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1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

April 1, 2015 - June 30, 2015

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**		0	0	**0**	1	0	0	**1**	**2**
Celebration Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Holland America Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**2**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**3**	**6**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

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3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.

CRUISE VESSEL SECURITY AND SAFETY ACT (CVSSA) STATISTICAL COMPILATION

July 1, 2015 - September 30, 2015

CASES NO LONGER UNDER INVESTIGATION BY FBI[1]

Committed by:	Homicide				Death (suspicious)				Missing U.S. National				Kidnapping				Assault with serious bodily injury				Firing or tampering with vessel				Theft >$10,000				Sexual assault				Grand Total
	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	Passenger	Crew	Other	Total	
Carnival Cruise Lines	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**4**
Celebrity Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Holland America Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Norwegian Cruise Lines	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**2**
Princess Cruises	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Royal Caribbean	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	1	0	0	**1**	**2**
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	**1**	**0**	**6**	**10**

Note - The cruise lines included herein represent those involving cases no longer under investigation by the FBI during the time period.

[1]Pursuant to Title 46 U.S.C section 3507(g)(4)(A):

"The Secretary shall maintain a statistical compilation of all incidents described [above] on an Internet site that **provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed [above] that are no longer under investigation by the Federal Bureau of Investigation**. The data shall be updated no less than quarterly, aggregated by cruise line, each cruise line shall be identified by name, and each crime shall be identified as to whether it was committed by a passenger or a crew member." (emphasis added)

Note:

The number of matters "no longer under investigation" provided on this Internet site is necessarily different than the aggregate number of matters required to be reported to the FBI per the above. A matter may be reported but not opened as a full investigation if, for example, there is insufficient evidence of a federal crime within FBI jurisdiction or prosecution is declined.

The "matters no longer under investigation" provided herein do not include:

1) open investigations or pending prosecutions;

2) reported matters other than homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, sexual assault, firing or tampering with a vessel, or theft of money and property in excess of $10,000;

3) any matters that were reported that did not result in open investigations, e.g., lack of federal jurisdiction.