



CLIA
2025
ASIA
MARKET
REPORT



Review - Asian Markets in 2025

The 2025 Asia passenger figures analysed in this report show the most recent size of and trends in the 12 principal Asian source markets. (These annual figures come from confidential returns supplied by the cruise lines drawing on Asia's markets, both Asian owned and international brands).

All Asia

Across the twelve primary source markets of Asia, 2025 showed passenger growth of 17.1%. While not as robust as the past two years (46% in 2024, 128% in 2023) the 2025 growth rate on a higher base is healthy, encouraging - and more sustainable.

3,082K Asian residents took cruises on the world's fleets last year (still 18% below but growing closer to the 2019 volume of 3,738K).

The Asia-wide average duration of 4.1 days and average age of 49.5 years remained steady.

In recent years Asian residents have cruised close to home: just over a million cruisers departed from Mainland China, Hong Kong, and Taiwan, while nearly 1.5 million sailed the rest of Asia. Those going to Europe and other world destinations accounted for about 525K travelers, or 17% of the region's total.

East Asia

Mainland China remains the leading Asian market, posting 23% growth and Asia share of 37%, reaching 1,145K passengers. Fastest growth of all major Asian markets in 2025 was Taiwan Region at 49.8%. With 297K passengers, it now has almost 10% share in Asia and passes Japan to rank fourth in the region. Japan grew 12.1% to 255K passengers and ranks fifth with an 8.2% share of Asia's cruise passengers. Hong Kong had modest growth - 1.4% - and accounted for 150K Asian travelers, ranking it sixth in the region. While South Korea grew strongly, up 34.4% from last year, it remains a small market with 73K passengers, representing a 2.4% share of the Asian market and ranking eighth.

Southeast Asia

Singapore remains Asia's second largest source market but grew little in 2025 (0.7%), reaching 580k passengers, or 19% of all of Asia. Malaysia ranks seventh with 99K passengers; the Philippines grew by almost 70% to 41K passengers while Indonesia grew by 15% to 44K cruisers, ranking them ninth and tenth, respectively. Thailand follows in 11th place with 35K cruisers, close to 4 times its 2024 volume. Vietnam's cruisers more than doubled from 2024, but the country remains a small source market with just over 9K travellers.

South Asia

India continued its steady growth, up 5.4% from 2024 to 325K passengers, accounting for 10.5% of all Asian cruisers and ranking third in the region.

Average Ages

As usual we see some outliers to the overall average Asian age of 49.5: Japanese cruisers are older (average age of 61.8) while those from Indonesia tend to be younger (average age of 42.6). The average age of Indian cruisers has increased from 38.5 in 2022 to 45.1 in 2025.

Average Durations

4 to 5 days is the average cruise duration across Asia, but varies from market to market, dictated largely by deployment and itineraries offered. In South and Southeast Asia cruise vacations are typically shorter, with average durations in Singapore, Malaysia, Indonesia, and India all falling at or below 2.5 days. Average durations for Mainland China and Hong Kong SAR fall closer to the regional average while Japan's is higher at nearly 7 days.

Thirteen year trends

Since our first analysis of Asia's source markets in 2012, the compound annual growth has been 11.2% across the three regions, despite the ravages of the pandemic.

The six largest Asian markets have become globally significant over those 13 years: Mainland China is climbing back gradually, its 13-year CAGR being 13.7%; Singapore's rate is 9.0% while India has posted 15.6%, Taiwan Region 8.2%, Japan 9.1% and Hong Kong 14.3%.

Deployment and capacity, from both the internationals and the Asian heavyweights, will dictate the year ahead.

Data collection of non-CLIA data, plus commentary provided by:



CHART MANAGEMENT CONSULTANTS PTY LTD
CRUISE SHIPPING AND TOURISM STRATEGY & EXECUTION

Regional Overview: Asia 2022 to 2025

Passenger Volume (K)

| 2022 | 2023 | 2024 | 2025 |
|-------|--------------------|-------------------|-------------------|
| 791.0 | 1,802.3 (127.8% ▲) | 2,632.2 (46.0% ▲) | 3,082.0 (17.1% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 2.9 | 3.5 | 4.0 | 4.1 |

Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 39.2 | 48.0 | 49.4 | 49.5 |

Passenger Volume (K) from Top Source Markets (Ranked by 2025)

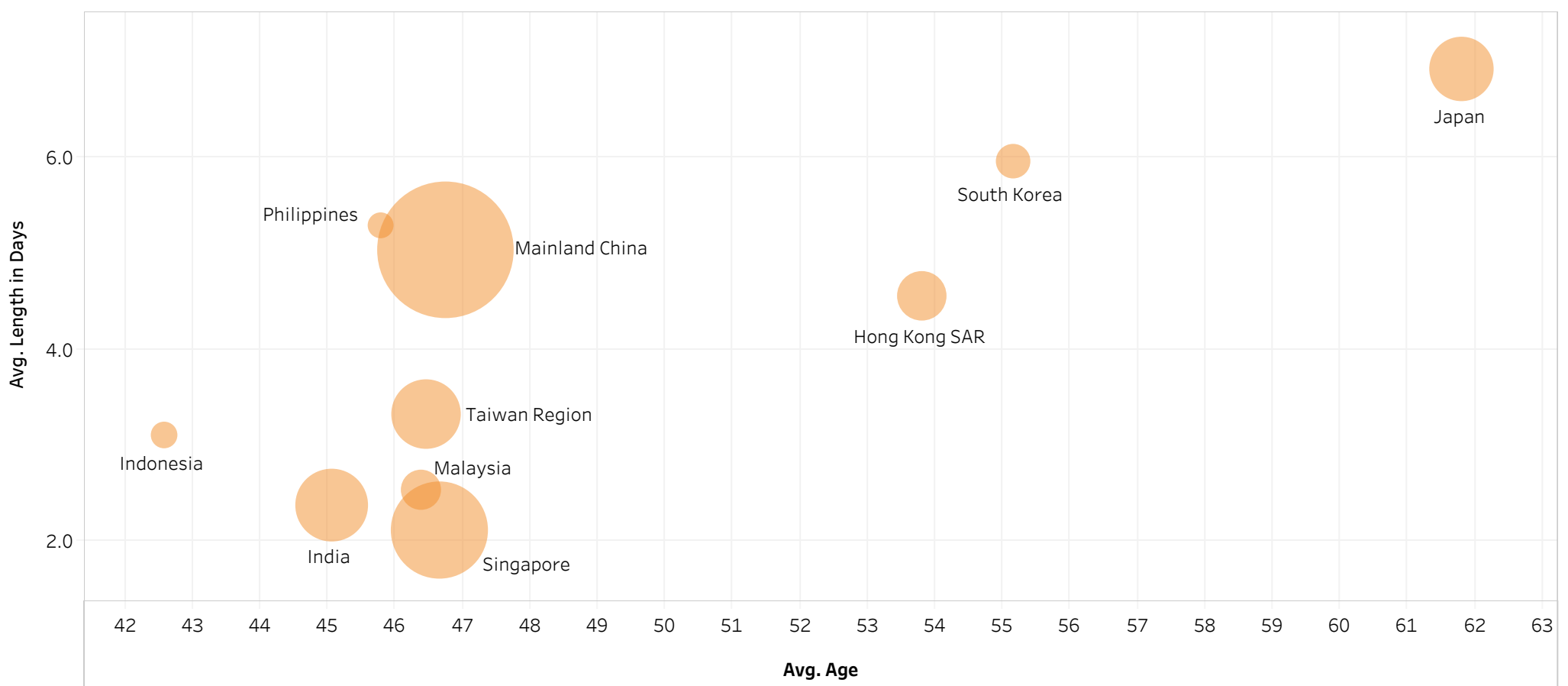
| | 2022 | 2023 | 2024 | 2025 |
|----------------|-------|-------------------|------------------|-------------------|
| Mainland China | | 146.6 | 931.0 (535.2% ▲) | 1,145.1 (23.0% ▲) |
| Singapore | 424.7 | 573.1 (35.0% ▲) | 576.0 (0.5% ▲) | 580.0 (0.7% ▲) |
| India | 200.8 | 289.4 (44.1% ▲) | 308.4 (6.6% ▲) | 325.1 (5.4% ▲) |
| Taiwan Region | | 123.9 | 198.1 (59.9% ▲) | 296.7 (49.8% ▲) |
| Japan | 42.3 | 202.3 (378.3% ▲) | 227.2 (12.3% ▲) | 254.7 (12.1% ▲) |
| Hong Kong SAR | 4.3 | 159.9 (3595.6% ▲) | 148.2 (-7.3% ▼) | 150.3 (1.4% ▲) |
| Malaysia | 74.5 | 146.7 (97.0% ▲) | 86.2 (-41.2% ▼) | 99.1 (15.0% ▲) |
| South Korea | 5.8 | 43.6 (653.5% ▲) | 54.5 (25.0% ▲) | 73.3 (34.4% ▲) |
| Indonesia | 16.0 | 44.6 (178.2% ▲) | 37.8 (-15.2% ▼) | 43.6 (15.2% ▲) |
| Philippines | 7.3 | 27.0 (270.4% ▲) | 24.2 (-10.4% ▼) | 41.1 (69.7% ▲) |
| Thailand | 5.8 | 15.2 (160.6% ▲) | 9.7 (-36.1% ▼) | 35.1 (262.3% ▲) |
| Vietnam | 3.1 | 7.2 (131.4% ▲) | 4.6 (-35.7% ▼) | 9.4 (103.6% ▲) |

Passenger Share from Top Source Markets (Ranked by 2025)

| | 2022 | 2023 | 2024 | 2025 |
|----------------|-------|-------|-------|-------|
| Mainland China | | 8.2% | 35.4% | 37.2% |
| Singapore | 54.1% | 31.9% | 21.9% | 18.8% |
| India | 25.6% | 16.1% | 11.7% | 10.6% |
| Taiwan Region | | 6.9% | 7.5% | 9.6% |
| Japan | 5.4% | 11.3% | 8.6% | 8.3% |
| Hong Kong SAR | 0.6% | 8.9% | 5.6% | 4.9% |
| Malaysia | 9.5% | 8.2% | 3.3% | 3.2% |
| South Korea | 0.7% | 2.4% | 2.1% | 2.4% |
| Indonesia | 2.0% | 2.5% | 1.4% | 1.4% |
| Philippines | 0.9% | 1.5% | 0.9% | 1.3% |
| Thailand | 0.7% | 0.8% | 0.4% | 1.1% |
| Vietnam | 0.4% | 0.4% | 0.2% | 0.3% |

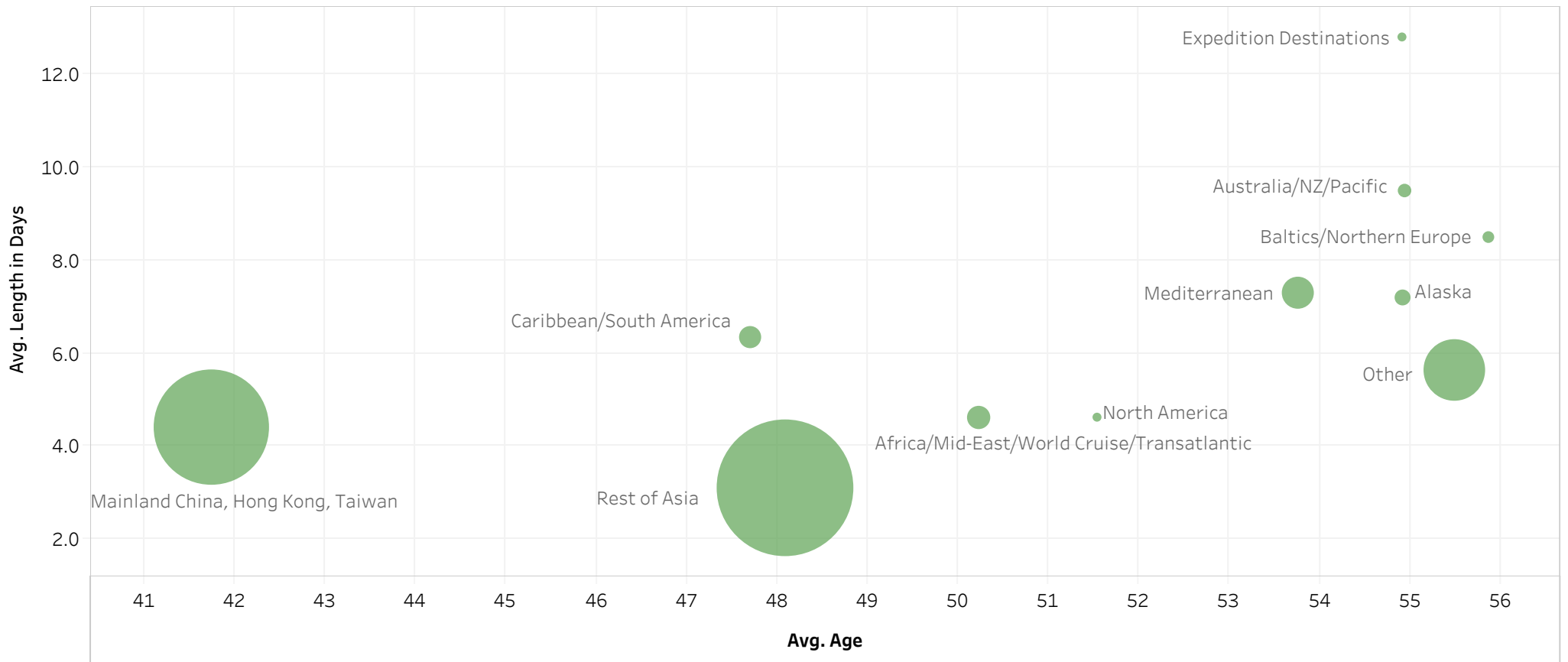
Average Age and Cruise Length from Top Source Markets,

Bubble size indicates relative passenger volume

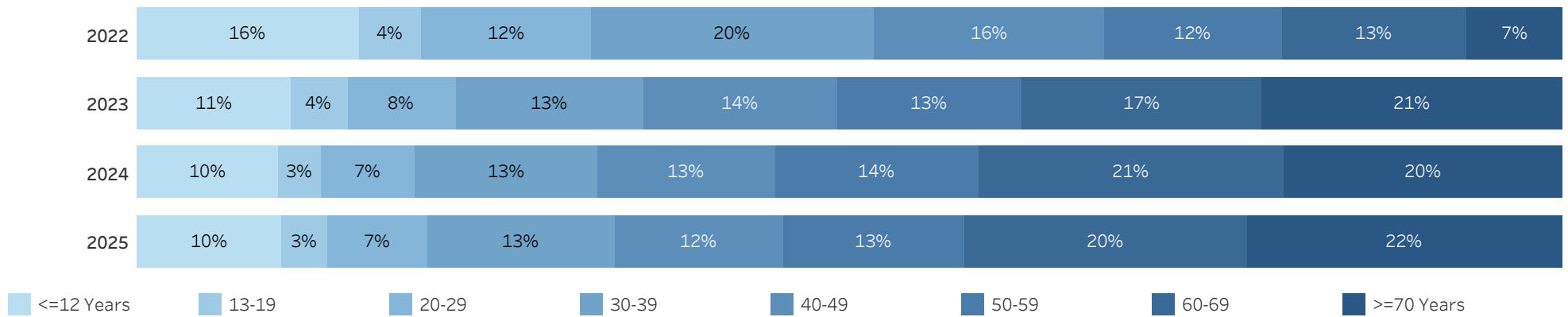


Regional Overview: Asia (Continued)

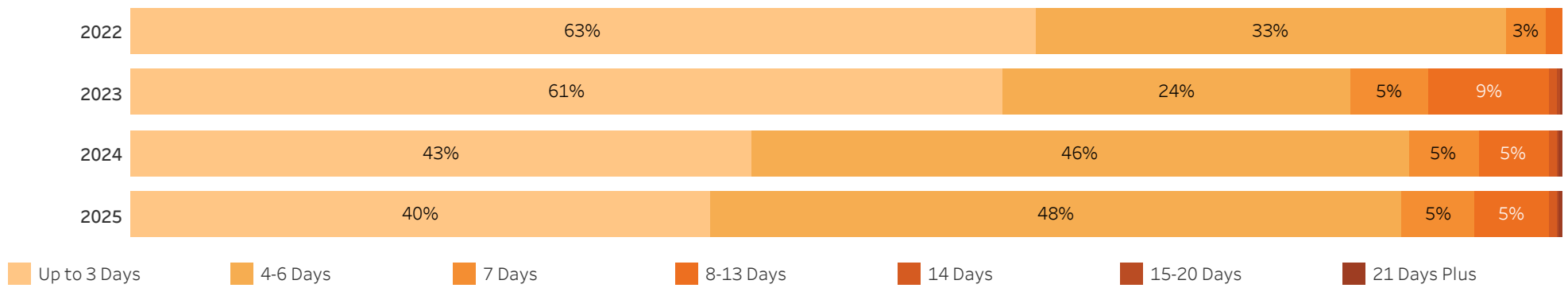
Average Age and Cruise Length by Destination / Trade Route, 2025



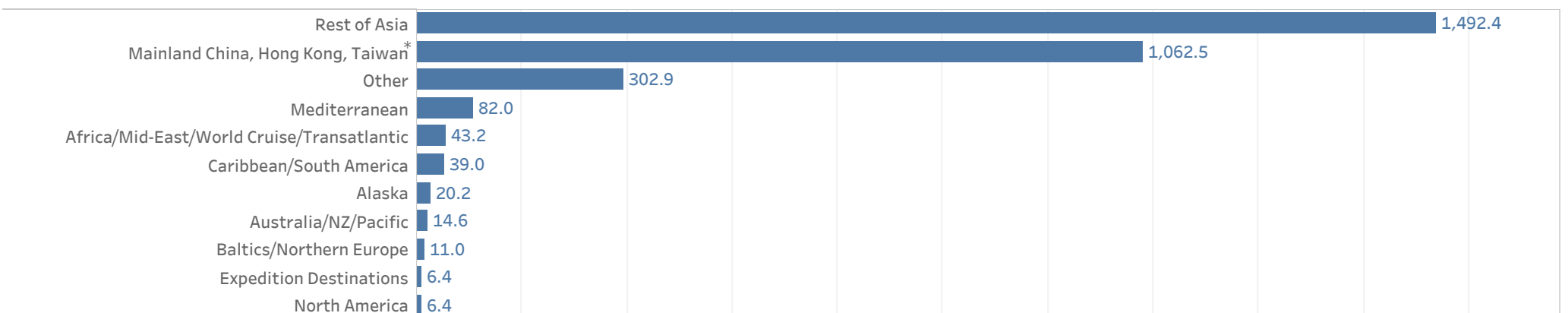
Average Passenger Age Groups



Average Cruise Duration



Volume of Passengers (K) by Destination/ Trade Route, 2025
At least 4K Passengers per Destination



* China, Hong Kong SAR, Taiwan Region counts passengers departing from their ports. All others count passengers where ships predominantly sail

Source Market: Mainland China

Passenger Volume (K)

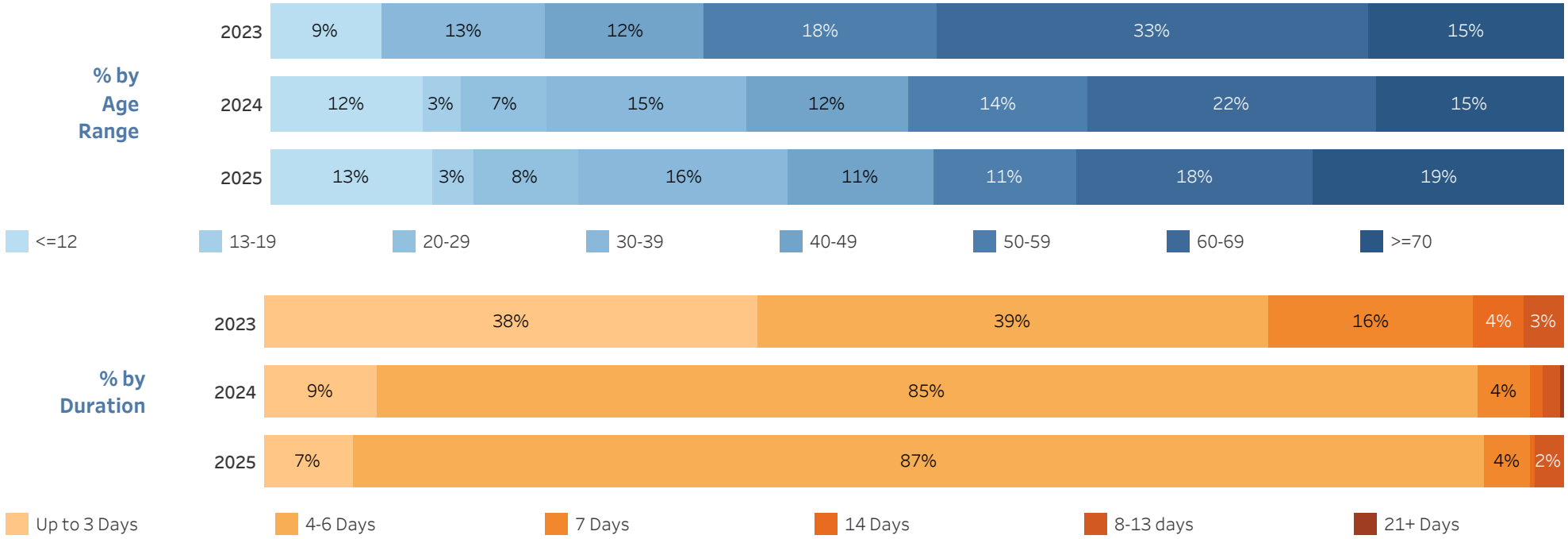
| 2023 | 2024 | 2025 |
|-------|------------------|-------------------|
| 146.6 | 931.0 (535.2% ▲) | 1,145.1 (23.0% ▲) |

Average Duration, in Days

| 2023 | 2024 | 2025 |
|------|------|------|
| 4.8 | 5.0 | 5.0 |

Average Age

| 2023 | 2024 | 2025 |
|------|------|------|
| 51.1 | 47.0 | 46.7 |



Passenger Percentages by Destination/Trade Route

| | 2023 | 2024 | 2025 |
|--|-------|-------|-------|
| Mainland China, Hong Kong, Taiwan | 80.0% | 60.8% | 65.3% |
| Other | | 21.9% | 17.6% |
| Rest of Asia | 10.7% | 13.1% | 13.4% |
| Mediterranean | 5.8% | 1.9% | 1.3% |
| Africa/Mid-East/World Cruise/Transatlantic | 2.0% | 0.6% | 0.8% |
| Caribbean/South America | 1.5% | 0.8% | 0.8% |
| Australia/NZ/Pacific | | 0.3% | 0.3% |
| Exploration Destinations | | 0.3% | 0.3% |
| Baltics/Northern Europe | | 0.2% | 0.2% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | YOY along Sail Year | | |
|-------|-----------|-------|-------|---------------------|-------|------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| <=12 | 2.4 | 54.7 | 72.0 | 2194.1% | 31.6% | |
| 13-19 | | 13.8 | 18.3 | | 33.0% | |
| 20-29 | | 31.4 | 46.2 | | 47.0% | |
| 30-39 | 3.5 | 71.9 | 93.4 | 1949.0% | 29.9% | |
| 40-49 | 3.4 | 58.1 | 64.2 | 1588.6% | 10.5% | |
| 50-59 | 5.0 | 64.7 | 63.4 | 1186.9% | -2.0% | |
| 60-69 | 9.3 | 104.4 | 104.9 | 1026.4% | 0.5% | |
| >=70 | 4.2 | 67.7 | 111.7 | 1506.3% | 65.0% | |

Passenger Volume (K) & YOY Change by Duration

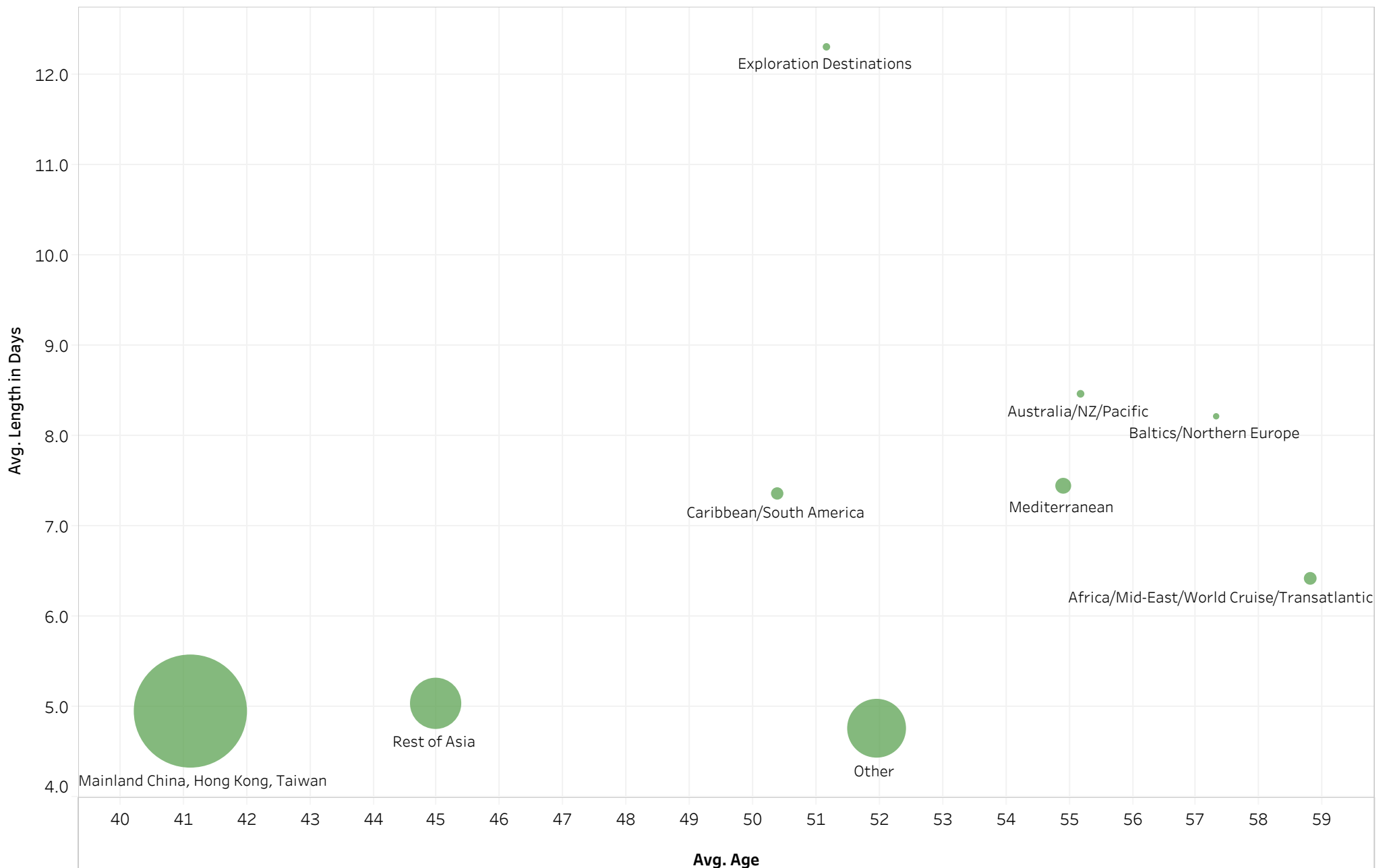
| | Passenger | | | YOY along Sail Year | | |
|--------------|-----------|-------|-------|---------------------|--------|------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| Up to 3 Days | 54.7 | 81.1 | 77.4 | 48.1% | -4.5% | |
| 4-6 Days | 56.7 | 787.6 | 994.9 | 1289.0% | 26.3% | |
| 7 Days | 22.7 | 37.2 | 40.5 | 63.9% | 8.9% | |
| 8-13 Days | 4.4 | 11.5 | 25.2 | 164.9% | 118.5% | |
| 14 Days | 5.7 | 9.5 | 4.1 | 65.8% | -57.3% | |
| 21+ Days | | 2.7 | | | | |

Source Market: Mainland China (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | YOY along Sail Year | | |
|--|-----------|-------|-------|---------------------|------|--------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| Mainland China, Hong Kong, Taiwan | 113.8 | 565.1 | 746.2 | 396.7% | | 32.0% |
| Other | | 203.8 | 201.6 | | | -1.1% |
| Rest of Asia | 15.2 | 122.0 | 153.2 | 700.6% | | 25.5% |
| Mediterranean | 8.2 | 17.3 | 14.7 | 111.1% | | -15.4% |
| Africa/Mid-East/World Cruise/Transatlantic | 2.8 | 6.0 | 9.4 | 111.5% | | 57.0% |
| Caribbean/South America | 2.2 | 7.1 | 8.9 | 229.2% | | 25.4% |
| Australia/NZ/Pacific | | 2.6 | 3.4 | | | 33.0% |
| Exploration Destinations | | 2.9 | 3.2 | | | 10.3% |
| Baltics/Northern Europe | | 2.2 | 2.4 | | | 8.8% |

Mainland China, Average Age and Cruise Length by Destination/Trade Route, 2025



Data Points with Values Below 2,000 Passengers are not Displayed in the above Visuals and Tables.

Some Data Points in the following dimensions were not captured, and were ignored from the corresponding tables and visuals: Age Group, Duration Group, and Trade Name; these exclusions account for, on average, 1% of each display in normal years, but are exaggerated in 2022 (a recovery year for the industry) due to impacts from the Covid-19 pandemic.

Source Market: Taiwan Region

Passenger Volume (K)

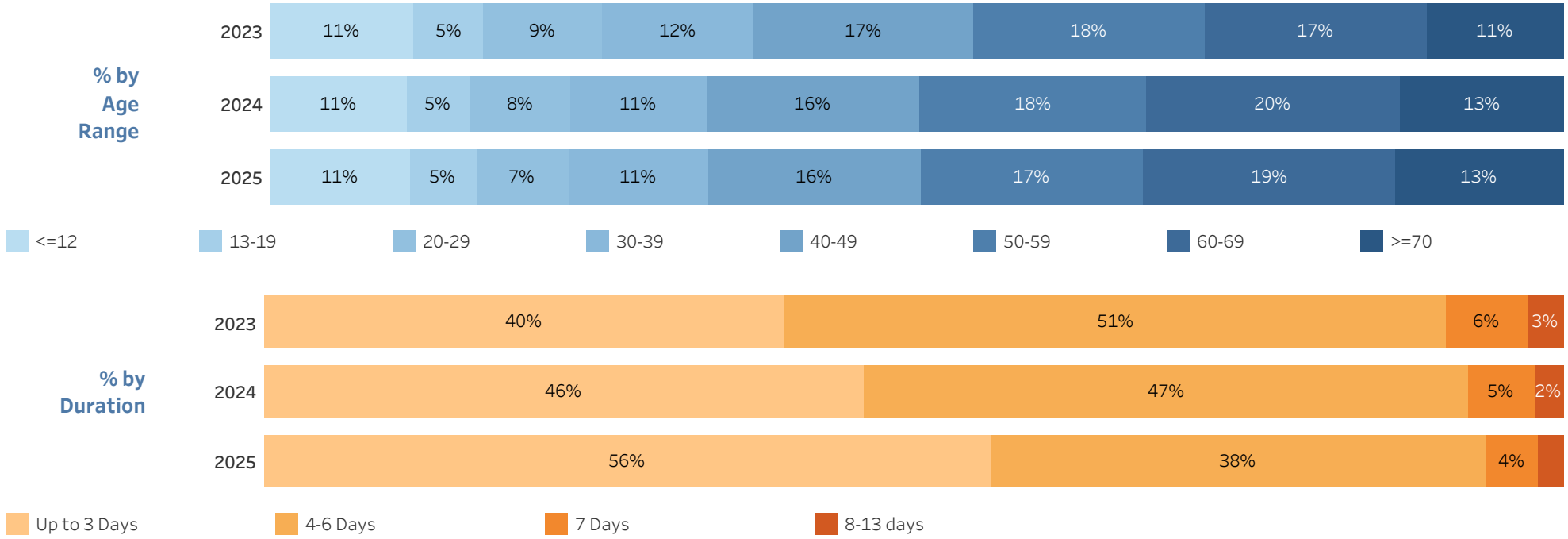
| 2023 | 2024 | 2025 |
|-------|-----------------|-----------------|
| 123.9 | 198.1 (59.9% ▲) | 296.7 (49.8% ▲) |

Average Duration, in Days

| 2023 | 2024 | 2025 |
|------|------|------|
| 4.0 | 3.7 | 3.3 |

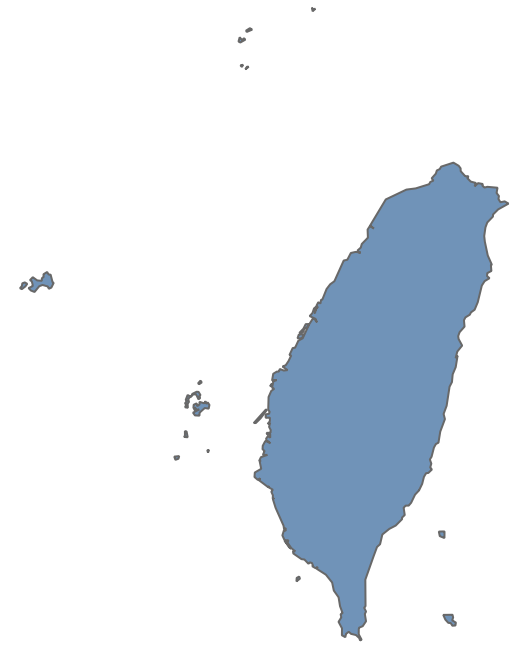
Average Age

| 2023 | 2024 | 2025 |
|------|------|------|
| 44.6 | 46.5 | 46.5 |



Passenger Percentages by Destination/Trade Route

| | 2023 | 2024 | 2025 |
|-----------------------------------|-------|-------|-------|
| Mainland China, Hong Kong, Taiwan | 14.6% | 36.5% | 59.3% |
| Rest of Asia | 80.3% | 58.3% | 36.5% |
| Mediterranean | 5.1% | 3.5% | 2.3% |
| Alaska | | 1.6% | 1.2% |
| Caribbean/South America | | | 0.7% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | YOY along Sail Year | | |
|-------|-----------|------|------|---------------------|------|-------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| <=12 | 11.6 | 13.1 | 13.2 | 12.8% | | 1.2% |
| 13-19 | 5.8 | 6.0 | 6.3 | 3.3% | | 5.0% |
| 20-29 | 9.7 | 9.5 | 8.7 | -2.2% | | -7.6% |
| 30-39 | 12.2 | 13.0 | 13.1 | 6.8% | | 0.2% |
| 40-49 | 18.0 | 20.2 | 20.1 | 12.8% | | -0.9% |
| 50-59 | 18.8 | 21.7 | 21.0 | 15.0% | | -3.0% |
| 60-69 | 18.1 | 24.1 | 23.8 | 33.2% | | -1.0% |
| >=70 | 11.1 | 15.7 | 15.9 | 40.8% | | 1.8% |

Passenger Volume (K) & YOY Change by Duration

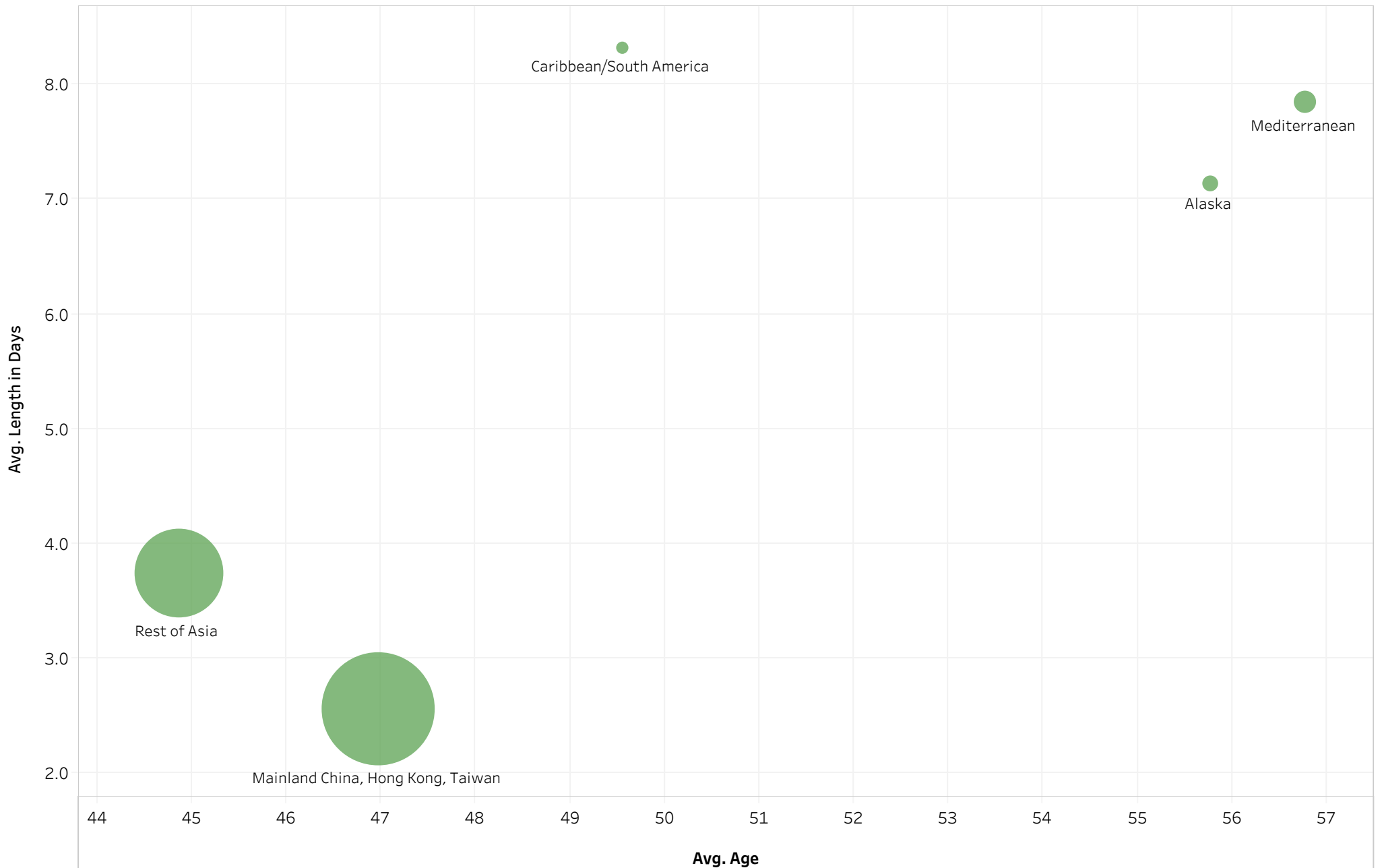
| | Passenger | | | YOY along Sail Year | | |
|--------------|-----------|------|-------|---------------------|------|-------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| Up to 3 Days | 49.3 | 90.8 | 164.7 | 84.1% | | 81.4% |
| 4-6 Days | 62.6 | 91.5 | 112.4 | 46.3% | | 22.8% |
| 7 Days | 7.8 | 10.2 | 12.0 | 30.7% | | 17.3% |
| 8-13 Days | 3.3 | 4.2 | 5.7 | 26.6% | | 33.9% |

Source Market: **Taiwan Region** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | YOY along Sail Year | | |
|-----------------------------------|-----------|-------|-------|---------------------|------|--------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| Mainland China, Hong Kong, Taiwan | 17.3 | 70.0 | 172.5 | 304.3% | | 146.7% |
| Rest of Asia | 95.1 | 111.6 | 106.3 | 17.4% | | -4.8% |
| Mediterranean | 6.1 | 6.7 | 6.7 | 10.8% | | -0.6% |
| Alaska | | 3.1 | 3.4 | | | 8.4% |
| Caribbean/South America | | | 2.0 | | | |

Taiwan Region, Average Age and Cruise Length by Destination/Trade Route, 2025



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Source Market: Japan

Passenger Volume (K)

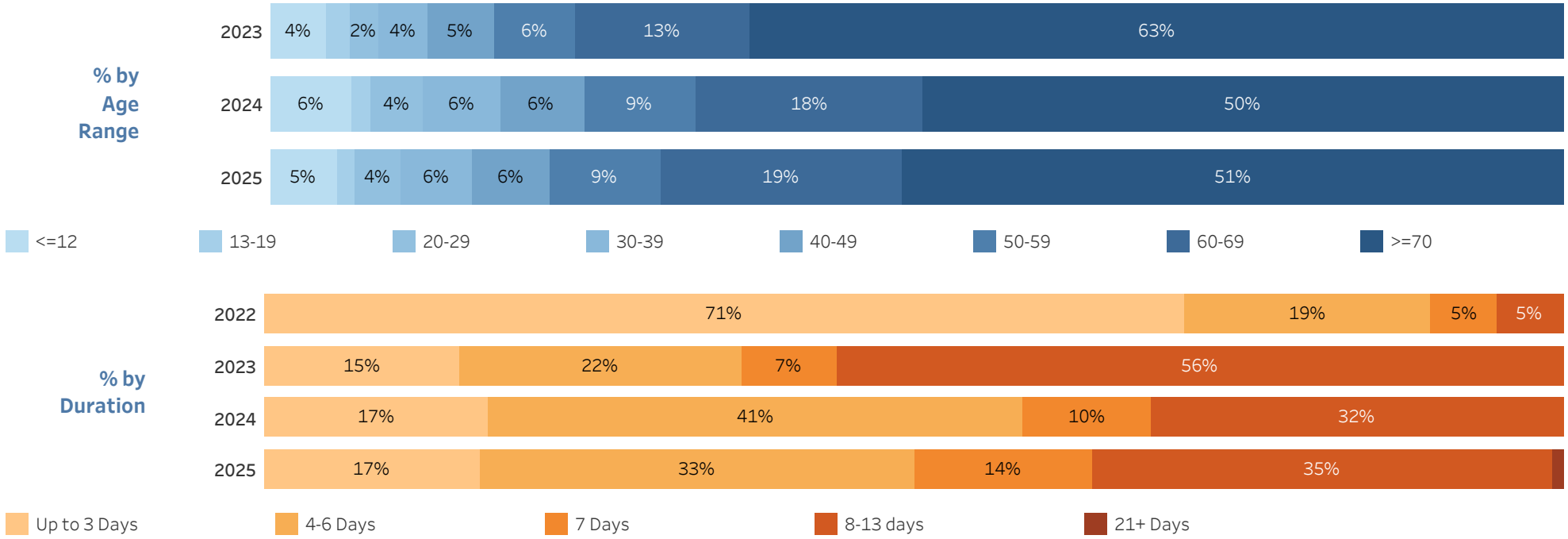
| 2022 | 2023 | 2024 | 2025 |
|------|------------------|-----------------|-----------------|
| 42.3 | 202.3 (378.3% ▲) | 227.2 (12.3% ▲) | 254.7 (12.1% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 3.1 | 7.8 | 6.5 | 6.9 |

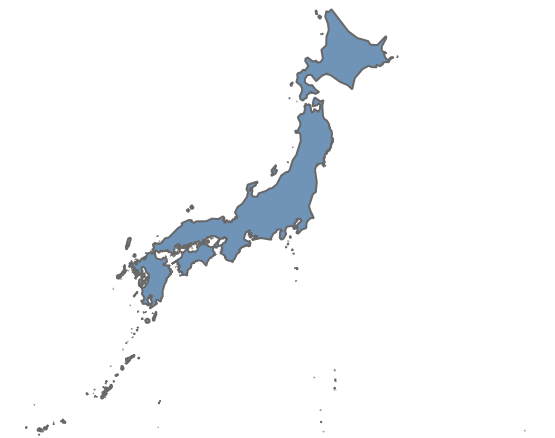
Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 48.6 | 64.8 | 60.4 | 61.8 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|--------|-------|-------|-------|
| Rest of Asia | 100.0% | 43.8% | 41.3% | 51.8% |
| Other | | 50.9% | 49.6% | 38.2% |
| Mediterranean | | 3.9% | 5.9% | 6.0% |
| Caribbean/South America | | 1.4% | 2.0% | 2.0% |
| Australia/NZ/Pacific | | | 1.3% | 1.1% |
| Mainland China, Hong Kong, Taiwan | | | | 0.9% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | YOY along Sail Year | | |
|-------|-----------|------|------|---------------------|--------|------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| <=12 | 7.0 | 11.0 | 9.0 | 58.2% | -18.4% | |
| 13-19 | 2.9 | 2.7 | 2.4 | -8.4% | -10.5% | |
| 20-29 | 3.6 | 7.1 | 6.4 | 95.7% | -10.6% | |
| 30-39 | 6.2 | 10.6 | 9.8 | 71.4% | -7.2% | |
| 40-49 | 8.3 | 11.3 | 10.5 | 36.7% | -7.2% | |
| 50-59 | 10.3 | 15.2 | 15.2 | 48.3% | -0.2% | |
| 60-69 | 21.8 | 30.9 | 32.9 | 41.6% | 6.3% | |
| >=70 | 102.2 | 87.3 | 90.3 | -14.7% | 3.5% | |

Passenger Volume (K) & YOY Change by Duration

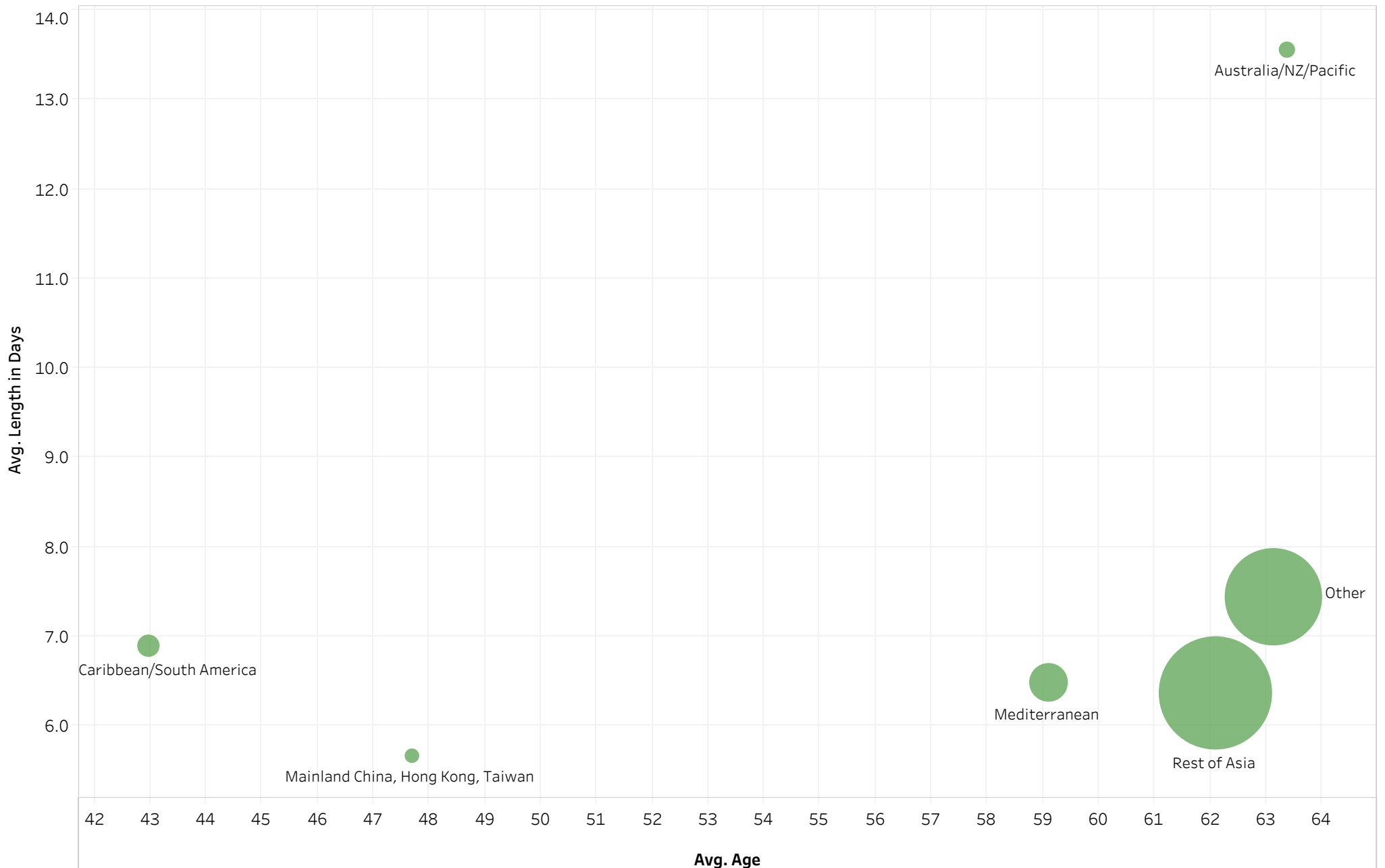
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|-------|------|------|---------------------|--------|-------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | 29.6 | 30.2 | 38.6 | 42.1 | 1.8% | 28.0% | 8.9% | |
| 4-6 Days | 7.9 | 43.7 | 92.5 | 84.7 | 452.9% | 111.8% | -8.5% | |
| 7 Days | 2.2 | 14.7 | 22.4 | 34.6 | 576.0% | 52.3% | 54.3% | |
| 8-13 Days | 2.1 | 112.6 | 71.3 | 89.3 | 5185.4% | -36.7% | 25.4% | |
| 21+ Days | | | | 2.3 | | | | |

Source Market: **Japan** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|-------|-------|-------|---------------------|--------|-------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 39.1 | 86.7 | 91.1 | 128.5 | | 121.7% | 5.2% | 41.0% |
| Other | | 100.7 | 109.5 | 94.9 | | | 8.8% | -13.3% |
| Mediterranean | | 7.7 | 13.1 | 15.0 | | | 69.7% | 14.8% |
| Caribbean/South America | | 2.7 | 4.3 | 5.0 | | | 58.1% | 16.2% |
| Australia/NZ/Pacific | | | 2.8 | 2.7 | | | | -4.4% |
| Mainland China, Hong Kong, Taiwan | | | | 2.1 | | | | |

Japan, Average Age and Cruise Length by Destination/ Trade Route, 2025



Data Points with Values Below 2,000 Passengers are not Displayed in the above Visuals and Tables.

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Source Market: Hong Kong SAR

Passenger Volume (K)

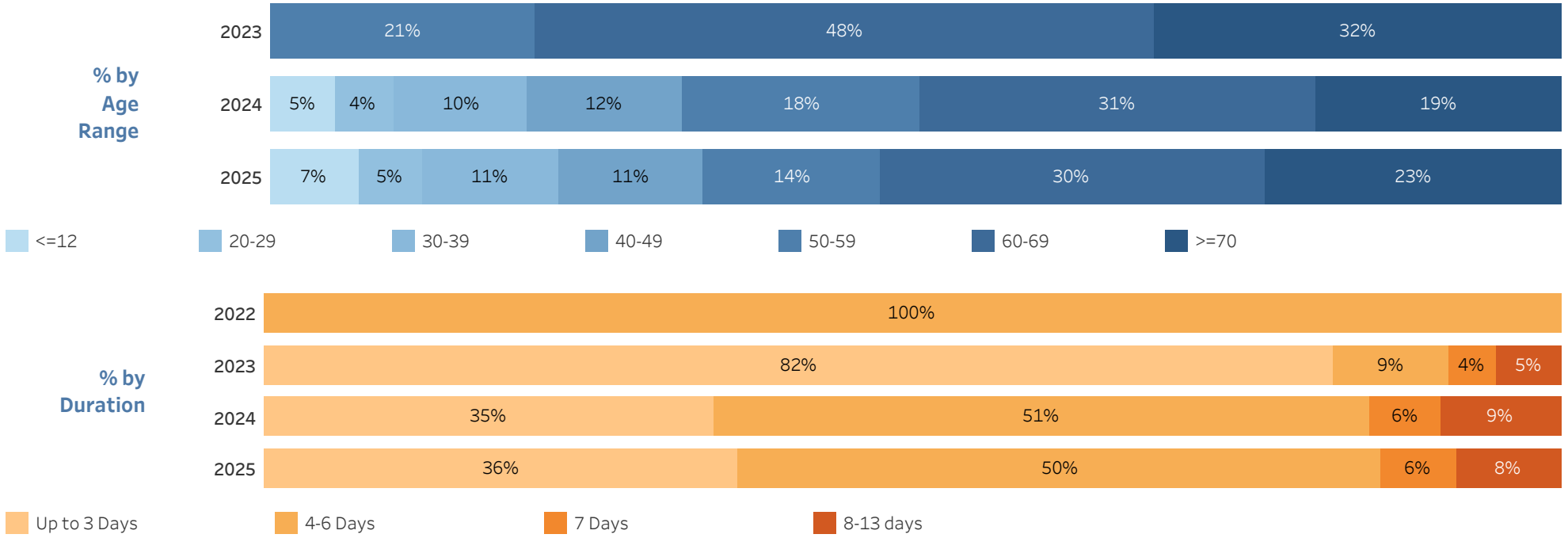
| 2022 | 2023 | 2024 | 2025 |
|------|-------------------|-----------------|----------------|
| 4.3 | 159.9 (3595.6% ▲) | 148.2 (-7.3% ▼) | 150.3 (1.4% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 6.5 | 2.6 | 4.6 | 4.6 |

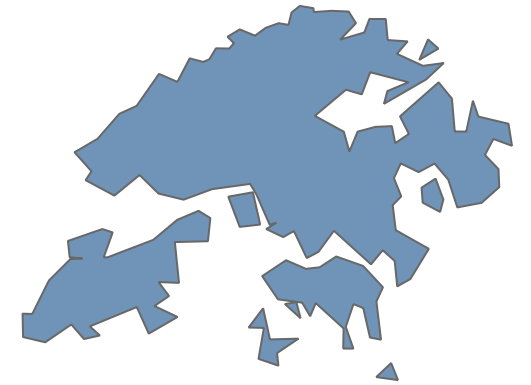
Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 49.7 | 56.2 | 54.4 | 53.8 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|--------|-------|-------|-------|
| Mainland China, Hong Kong, Taiwan | 100.0% | 89.9% | 81.1% | 81.4% |
| Rest of Asia | | 7.6% | 12.9% | 14.0% |
| Mediterranean | | 2.5% | 4.5% | 4.6% |
| Australia/NZ/Pacific | | | 1.5% | |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | YOY along Sail Year | | |
|-------|-----------|------|------|---------------------|--------|--------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| <=12 | | 3.9 | 3.2 | | | -18.4% |
| 20-29 | | 3.4 | 2.2 | | | -34.7% |
| 30-39 | | 8.0 | 4.9 | | | -39.4% |
| 40-49 | | 9.2 | 5.2 | | | -43.6% |
| 50-59 | 2.6 | 14.2 | 6.4 | | 441.0% | -55.2% |
| 60-69 | 6.1 | 23.6 | 13.7 | | 284.6% | -41.9% |
| >=70 | 4.0 | 14.7 | 10.6 | | 262.4% | -27.5% |

Passenger Volume (K) & YOY Change by Duration

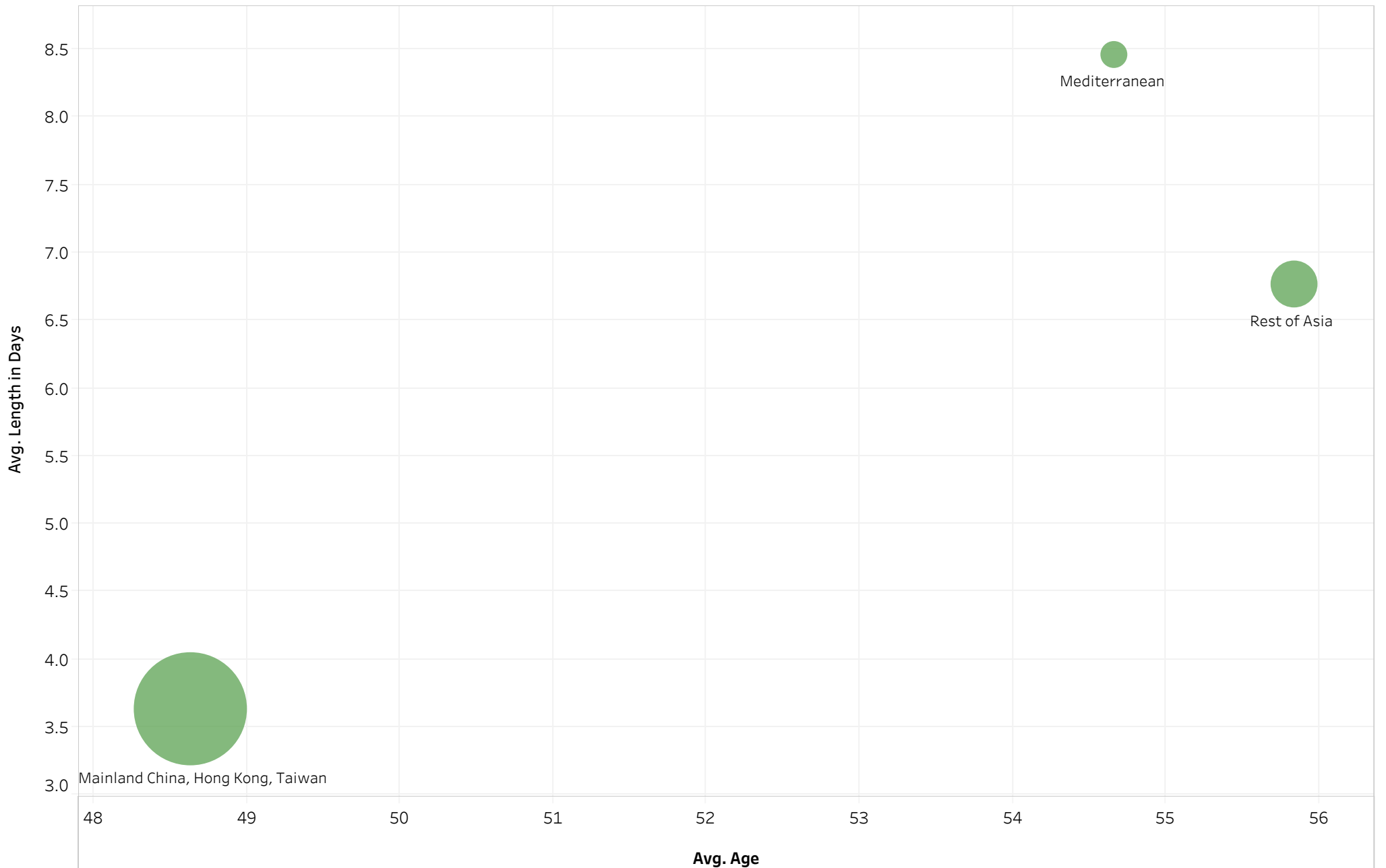
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|-------|------|------|---------------------|--------|--------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | | 130.6 | 50.5 | 53.7 | | | -61.3% | 6.3% |
| 4-6 Days | 2.9 | 14.3 | 73.5 | 73.0 | | 396.3% | 415.1% | -0.6% |
| 7 Days | | 5.7 | 8.1 | 8.7 | | | 42.5% | 6.8% |
| 8-13 Days | | 8.0 | 13.4 | 11.8 | | | 68.2% | -12.3% |

Source Market: Hong Kong SAR (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|-------|-------|-------|---------------------|---------|--------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Mainland China, Hong Kong, Taiwan | 2.4 | 138.5 | 114.8 | 115.8 | | 5647.0% | -17.1% | 0.9% |
| Rest of Asia | | 11.7 | 18.3 | 19.9 | | | 55.8% | 9.1% |
| Mediterranean | | 3.9 | 6.4 | 6.5 | | | 64.8% | 3.1% |
| Australia/NZ/Pacific | | | 2.1 | | | | | |

Hong Kong SAR, Average Age and Cruise Length by Destination/Trade Route, 2025



Data Points with Values Below 2,000 Passengers are not Displayed in the above Visuals and Tables.

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Source Market: South Korea

Passenger Volume (K)

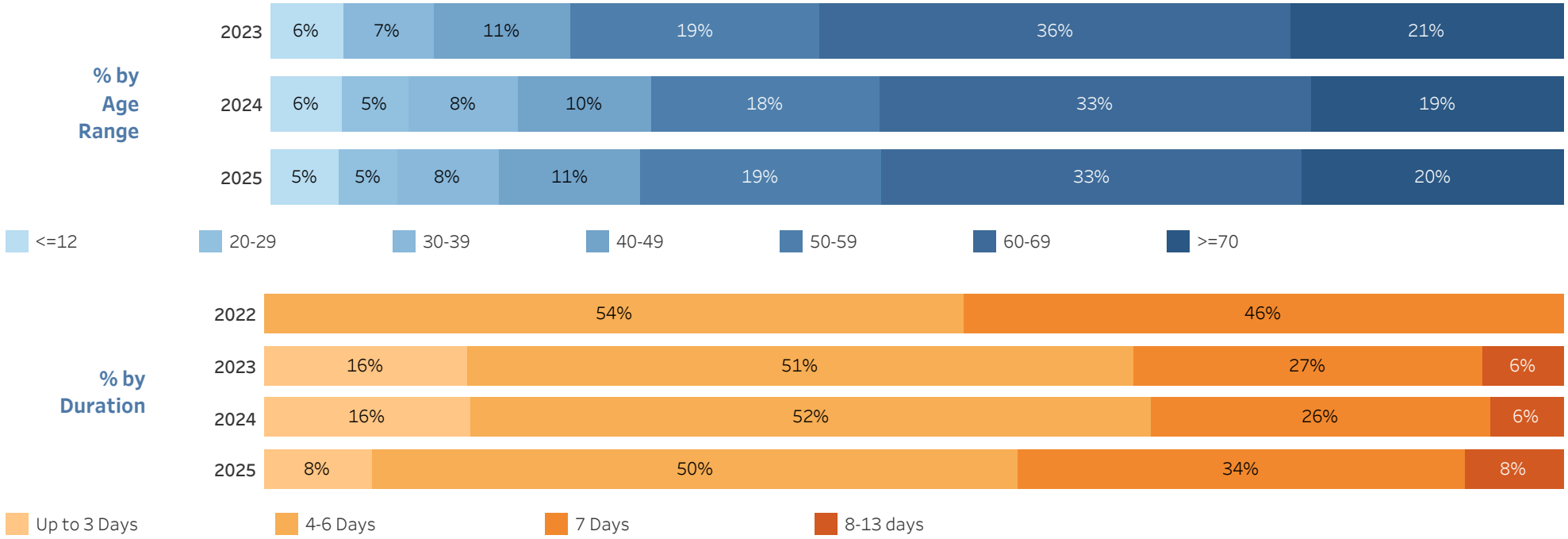
| 2022 | 2023 | 2024 | 2025 |
|------|-----------------|----------------|----------------|
| 5.8 | 43.6 (653.5% ▲) | 54.5 (25.0% ▲) | 73.3 (34.4% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 6.1 | 5.4 | 5.4 | 6.0 |

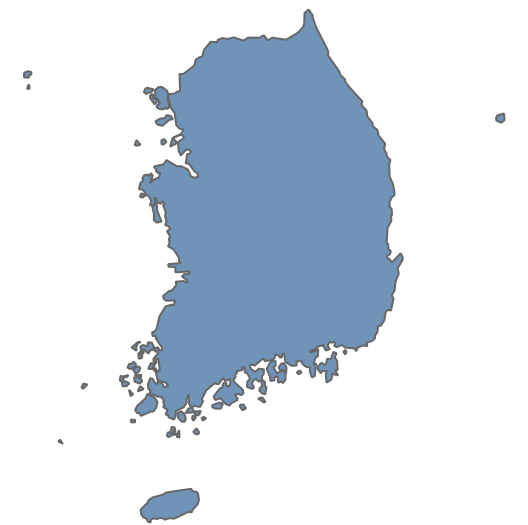
Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 51.0 | 56.1 | 54.8 | 55.2 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|--------|-------|-------|-------|
| Rest of Asia | 100.0% | 71.9% | 71.6% | 60.6% |
| Mediterranean | | 22.7% | 22.1% | 23.4% |
| Other | | | | 4.9% |
| Alaska | | | 6.3% | 4.2% |
| Caribbean/South America | | 5.4% | | 3.8% |
| Mainland China, Hong Kong, Taiwan | | | | 3.0% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | YOY along Sail Year | | |
|-------|-----------|------|------|---------------------|-------|-------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| <=12 | 2.4 | 3.0 | 3.7 | 25.9% | 26.1% | |
| 20-29 | | 2.8 | 3.3 | | | 19.8% |
| 30-39 | 2.9 | 4.6 | 5.6 | 58.7% | 21.9% | |
| 40-49 | 4.4 | 5.5 | 7.8 | 25.5% | 42.4% | |
| 50-59 | 8.0 | 9.5 | 13.4 | 18.8% | 41.4% | |
| 60-69 | 15.1 | 17.9 | 23.3 | 18.5% | 30.2% | |
| >=70 | 8.8 | 10.4 | 14.5 | 19.3% | 38.6% | |

Passenger Volume (K) & YOY Change by Duration

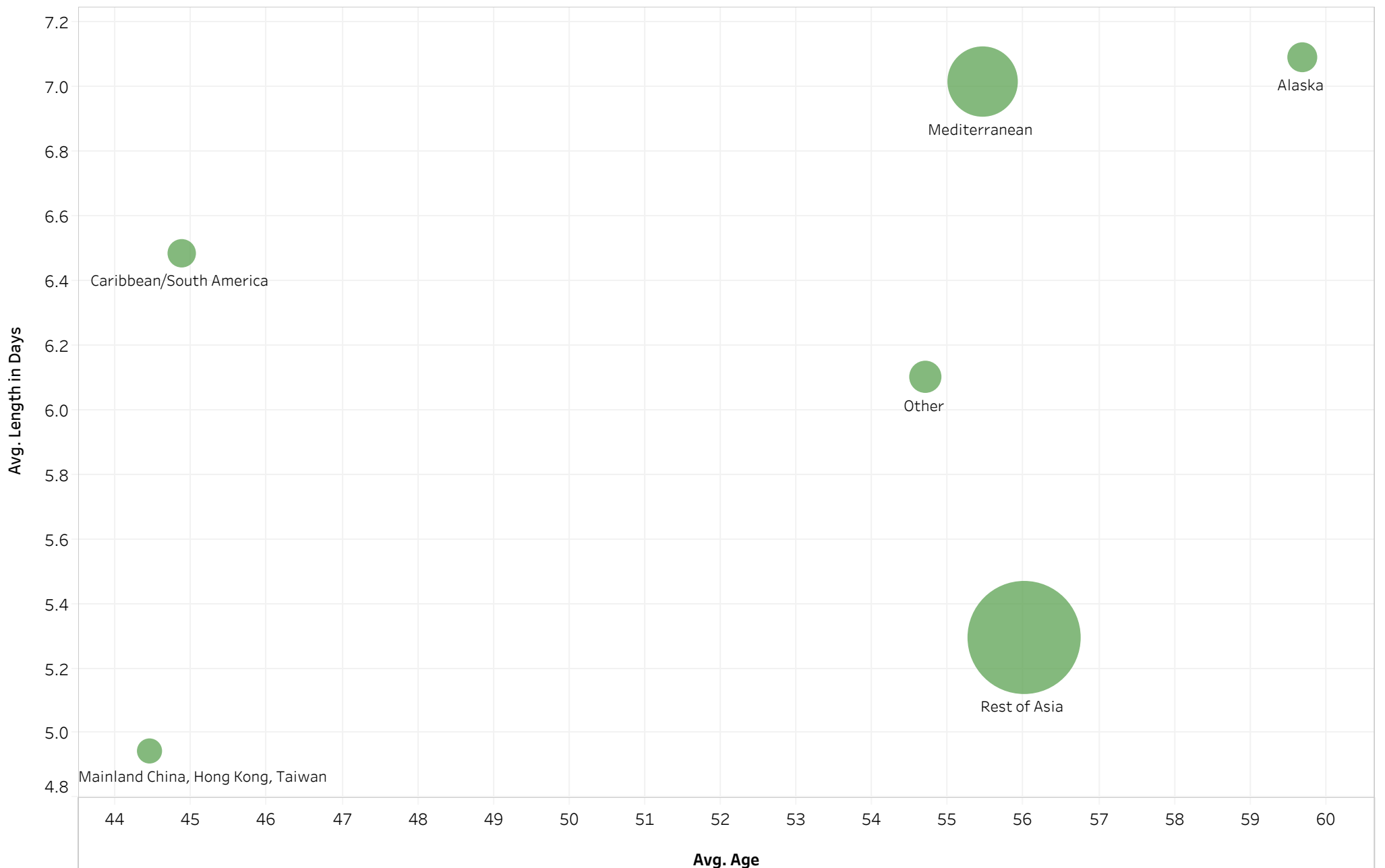
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|------|------|------|---------------------|-------|-------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | | 6.7 | 8.6 | 6.0 | | | 27.2% | -30.2% |
| 4-6 Days | 2.3 | 22.2 | 28.2 | 36.0 | 844.5% | 27.2% | 27.6% | |
| 7 Days | 2.0 | 11.6 | 14.1 | 24.9 | 477.4% | 20.8% | 77.2% | |
| 8-13 Days | | 2.7 | 3.1 | 5.5 | | | 14.0% | 79.4% |

Source Market: **South Korea** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|------|------|------|---------------------|---------|-------|-------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 2.2 | 27.7 | 33.4 | 41.6 | | 1177.4% | 20.3% | 24.7% |
| Mediterranean | | 8.8 | 10.3 | 16.1 | | | 17.3% | 56.6% |
| Other | | | | 3.4 | | | | |
| Alaska | | | 2.9 | 2.9 | | | | -0.8% |
| Caribbean/South America | | 2.1 | | 2.6 | | | | |
| Mainland China, Hong Kong, Taiwan | | | | 2.1 | | | | |

South Korea, Average Age and Cruise Length by Destination/ Trade Route, 2025



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Source Market: Singapore

Passenger Volume (K)

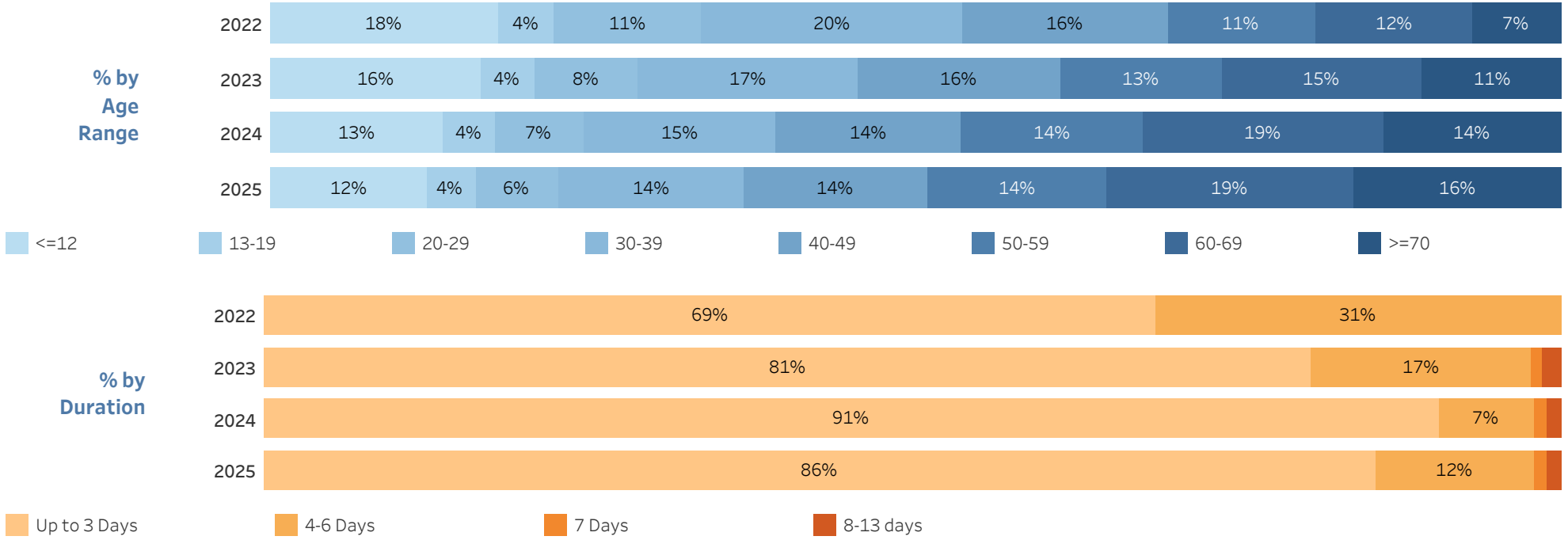
| 2022 | 2023 | 2024 | 2025 |
|-------|-----------------|----------------|----------------|
| 424.7 | 573.1 (35.0% ▲) | 576.0 (0.5% ▲) | 580.0 (0.7% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 2.7 | 2.3 | 1.9 | 2.1 |

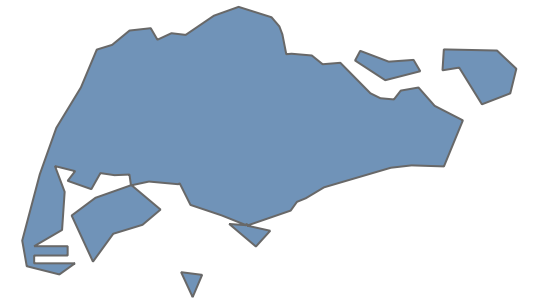
Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 38.3 | 41.8 | 45.2 | 46.7 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|--------|-------|-------|-------|
| Rest of Asia | 100.0% | 99.1% | 98.5% | 98.3% |
| Mainland China, Hong Kong, Taiwan | | | 0.4% | 0.6% |
| Alaska | | 0.5% | 0.6% | 0.6% |
| Mediterranean | | 0.4% | 0.5% | 0.5% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | | YOY along Sail Year | | | |
|-------|-----------|------|------|------|---------------------|--------|-------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| <=12 | 42.1 | 30.9 | 11.2 | 13.2 | -26.6% | -63.7% | 17.5% | |
| 13-19 | 10.3 | 7.8 | 3.5 | 4.0 | -24.7% | -54.9% | 15.6% | |
| 20-29 | 27.5 | 15.0 | 5.7 | 7.0 | -45.2% | -61.9% | 21.9% | |
| 30-39 | 48.4 | 32.3 | 12.5 | 15.6 | -33.2% | -61.4% | 24.8% | |
| 40-49 | 38.2 | 29.6 | 12.2 | 15.3 | -22.6% | -58.9% | 26.0% | |
| 50-59 | 27.1 | 23.6 | 11.9 | 15.1 | -12.8% | -49.7% | 26.8% | |
| 60-69 | 29.3 | 29.0 | 15.7 | 20.7 | -0.8% | -45.8% | 31.5% | |
| >=70 | 16.4 | 20.6 | 11.6 | 17.5 | 25.0% | -43.8% | 51.2% | |

Passenger Volume (K) & YOY Change by Duration

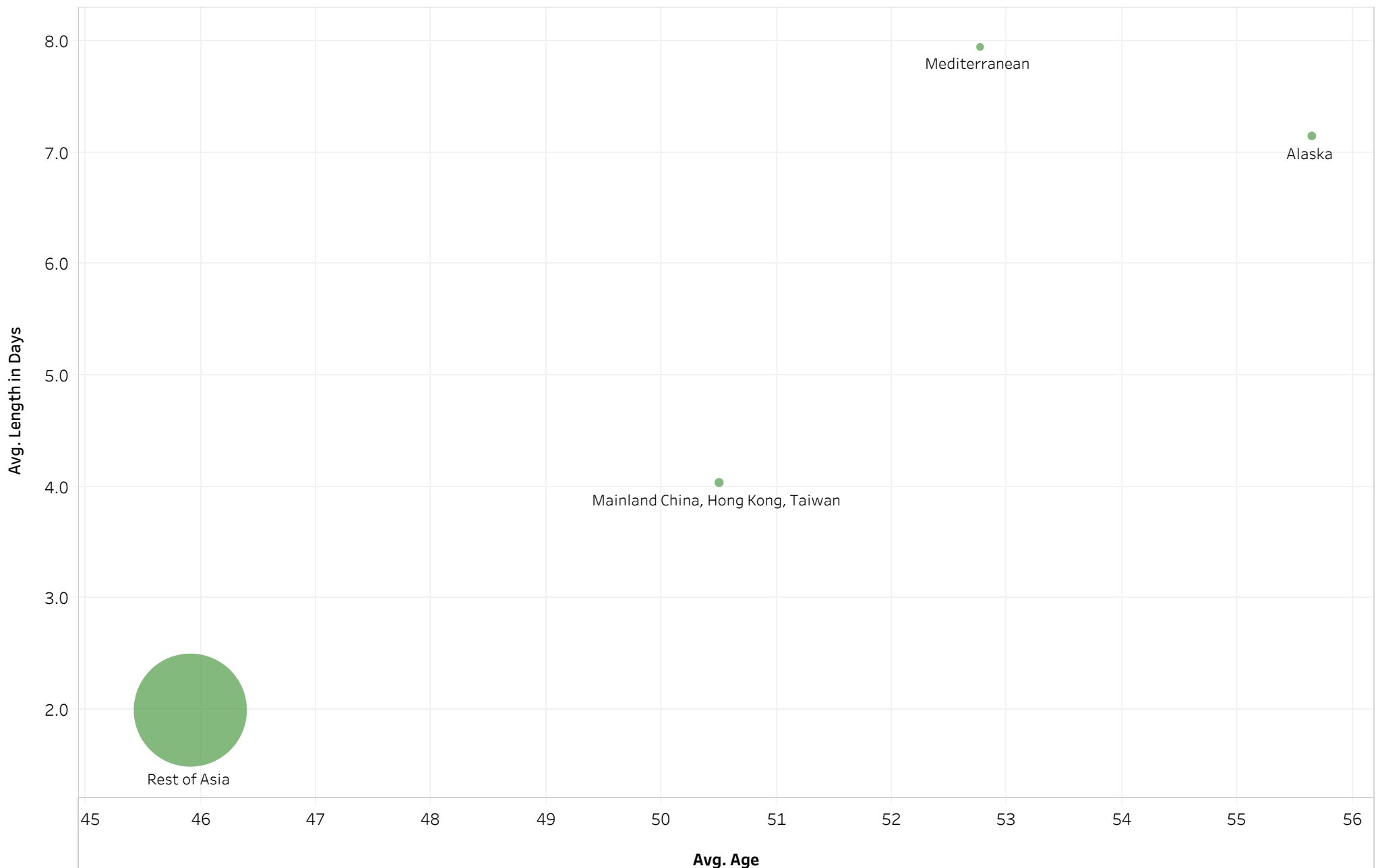
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|-------|-------|-------|---------------------|--------|--------|-------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | 289.6 | 461.4 | 520.8 | 495.9 | | 59.4% | 12.9% | -4.8% |
| 4-6 Days | 131.7 | 97.6 | 42.0 | 70.7 | | -25.9% | -57.0% | 68.2% |
| 7 Days | | 4.8 | 5.5 | 5.7 | | | 13.0% | 4.3% |
| 8-13 Days | | 8.2 | 6.5 | 6.4 | | | -21.2% | -1.2% |

Source Market: **Singapore** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|-------|-------|-------|---------------------|------|-------|-------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 421.1 | 564.7 | 562.6 | 565.9 | 34.1% | | -0.4% | 0.6% |
| Mainland China, Hong Kong, Taiwan | | | 2.4 | 3.6 | | | | 49.7% |
| Alaska | | 2.7 | 3.4 | 3.3 | | | 27.3% | -2.6% |
| Mediterranean | | 2.3 | 2.6 | 2.7 | | | 16.6% | 0.9% |

Singapore, Average Age and Cruise Length by Destination/Trade Route, 2025



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Source Market: Malaysia

Passenger Volume (K)

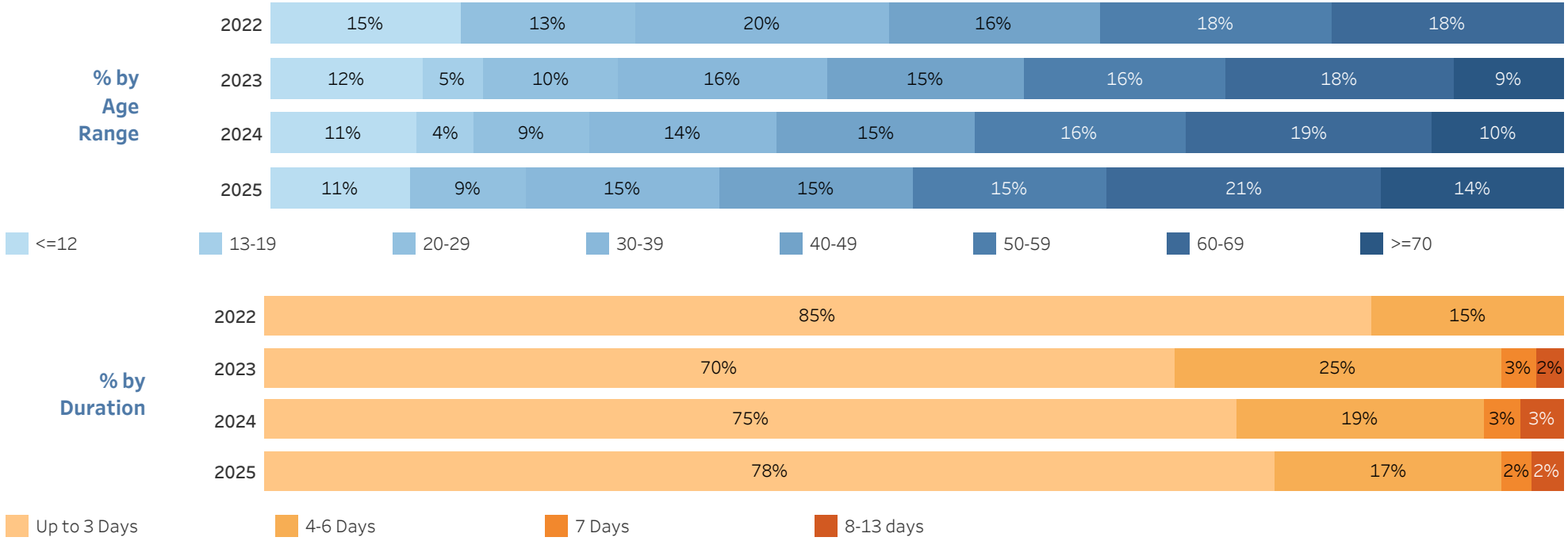
| 2022 | 2023 | 2024 | 2025 |
|------|-----------------|-----------------|----------------|
| 74.5 | 146.7 (97.0% ▲) | 86.2 (-41.2% ▼) | 99.1 (15.0% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 2.2 | 2.8 | 2.7 | 2.5 |

Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 41.3 | 43.1 | 44.7 | 46.4 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|--------|--------|-------|-------|
| Rest of Asia | 100.0% | 100.0% | 97.5% | 95.1% |
| Mainland China, Hong Kong, Taiwan | | | | 2.7% |
| Mediterranean | | | 2.5% | 2.2% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | | YOY along Sail Year | | | |
|-------|-----------|------|------|------|---------------------|--------|--------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| <=12 | 2.9 | 6.6 | 5.4 | 2.5 | 126.0% | -17.9% | -54.7% | |
| 13-19 | | 2.6 | 2.2 | | | | -16.0% | |
| 20-29 | 2.7 | 5.8 | 4.3 | 2.0 | 117.5% | -26.2% | -52.6% | |
| 30-39 | 3.9 | 9.1 | 7.0 | 3.4 | 132.2% | -22.9% | -51.0% | |
| 40-49 | 3.2 | 8.5 | 7.4 | 3.4 | 164.4% | -12.6% | -54.1% | |
| 50-59 | 3.6 | 8.7 | 7.8 | 3.4 | 144.4% | -10.1% | -56.5% | |
| 60-69 | 3.6 | 9.9 | 9.2 | 4.9 | 176.9% | -6.4% | -47.4% | |
| >=70 | | 4.8 | 4.9 | 3.2 | | | 2.7% | -34.3% |

Passenger Volume (K) & YOY Change by Duration

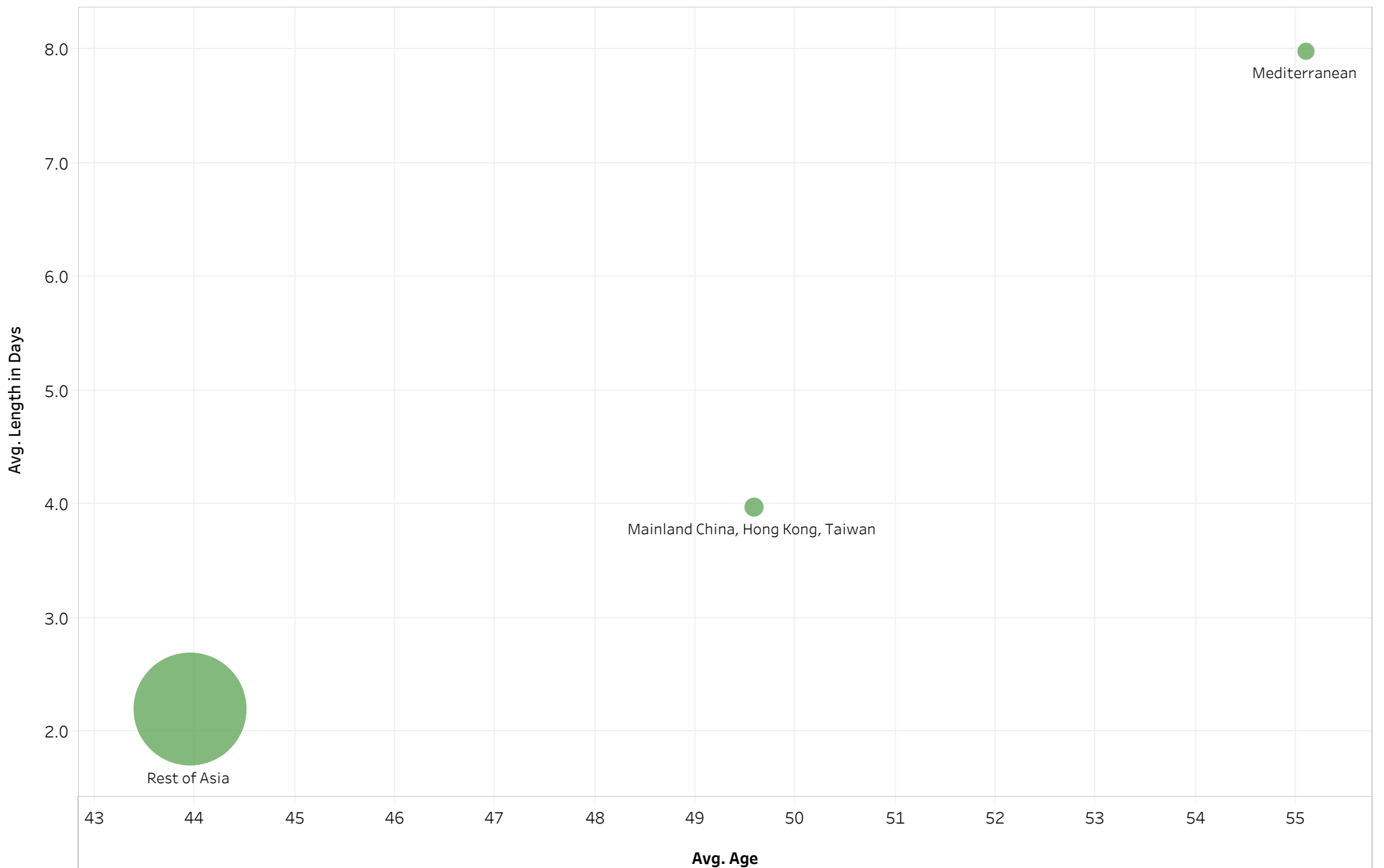
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|-------|------|------|---------------------|--------|--------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | 62.1 | 102.4 | 64.1 | 76.7 | 64.8% | -37.4% | 19.7% | |
| 4-6 Days | 10.8 | 36.8 | 16.3 | 17.2 | 241.6% | -55.7% | 5.5% | |
| 7 Days | | 4.0 | 2.4 | 2.3 | | | -40.4% | -5.0% |
| 8-13 Days | | 3.0 | 2.9 | 2.5 | | | -4.4% | -14.7% |

Source Market: **Malaysia** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|-------|------|------|---------------------|-------|--------|-------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 72.7 | 140.9 | 79.2 | 91.2 | | 93.7% | -43.8% | 15.1% |
| Mainland China, Hong Kong, Taiwan | | | | 2.6 | | | | |
| Mediterranean | | | 2.0 | 2.1 | | | | 5.1% |

Malaysia, Average Age and Cruise Length by Destination/ Trade Route, 2025



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Source Market: Indonesia

Passenger Volume (K)

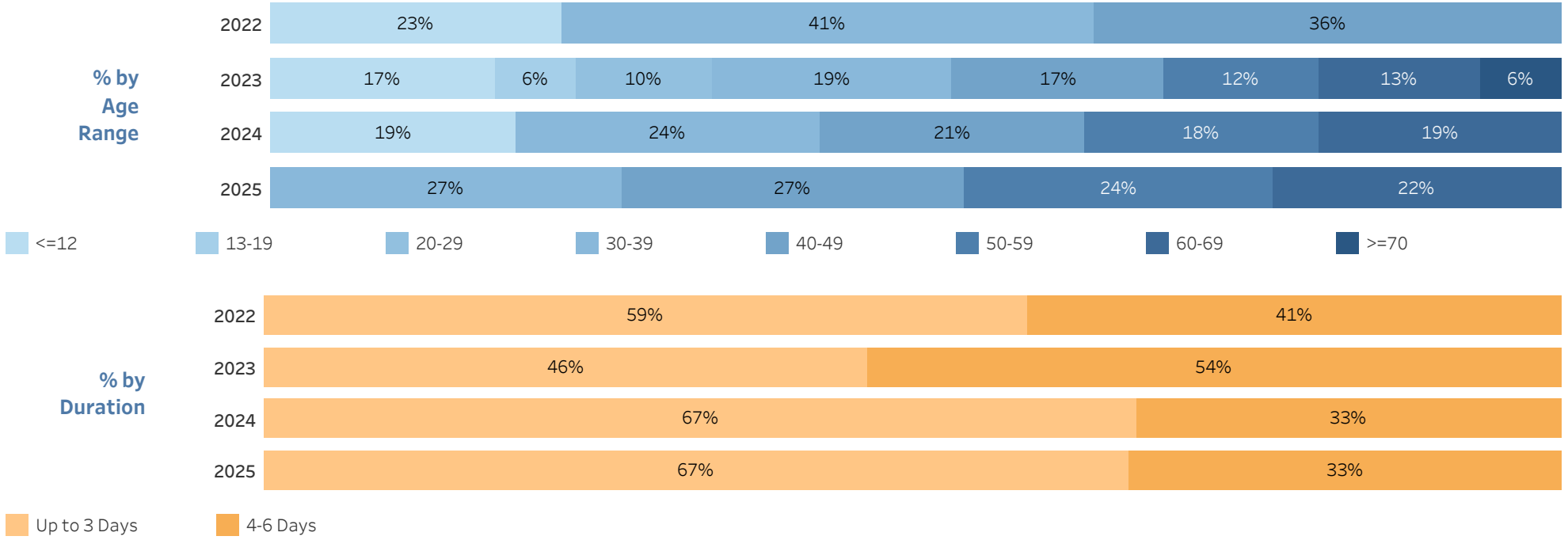
| 2022 | 2023 | 2024 | 2025 |
|------|-----------------|-----------------|----------------|
| 16.0 | 44.6 (178.2% ▲) | 37.8 (-15.2% ▼) | 43.6 (15.2% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 3.3 | 3.8 | 3.2 | 3.1 |

Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 38.1 | 38.1 | 40.9 | 42.6 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|--|--------|--------|-------|-------|
| Rest of Asia | 100.0% | 100.0% | 77.9% | 87.8% |
| Mainland China, Hong Kong, Taiwan | | | | 12.2% |
| Africa/Mid-East/World Cruise/Transatlantic | | | 22.1% | |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | | YOY along Sail Year | | | |
|-------|-----------|------|------|------|---------------------|--------|--------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| <=12 | 2.2 | 7.7 | 2.4 | | | 256.9% | -68.6% | |
| 13-19 | | 2.8 | | | | | | |
| 20-29 | | 4.6 | | | | | | |
| 30-39 | 4.0 | 8.3 | 3.0 | 2.7 | | 108.3% | -63.4% | -11.3% |
| 40-49 | 3.5 | 7.4 | 2.6 | 2.6 | | 111.4% | -64.3% | -0.6% |
| 50-59 | | 5.3 | 2.3 | 2.4 | | | -56.2% | 1.3% |
| 60-69 | | 5.6 | 2.4 | 2.2 | | | -57.0% | -8.3% |
| >=70 | | 2.8 | | | | | | |

Passenger Volume (K) & YOY Change by Duration

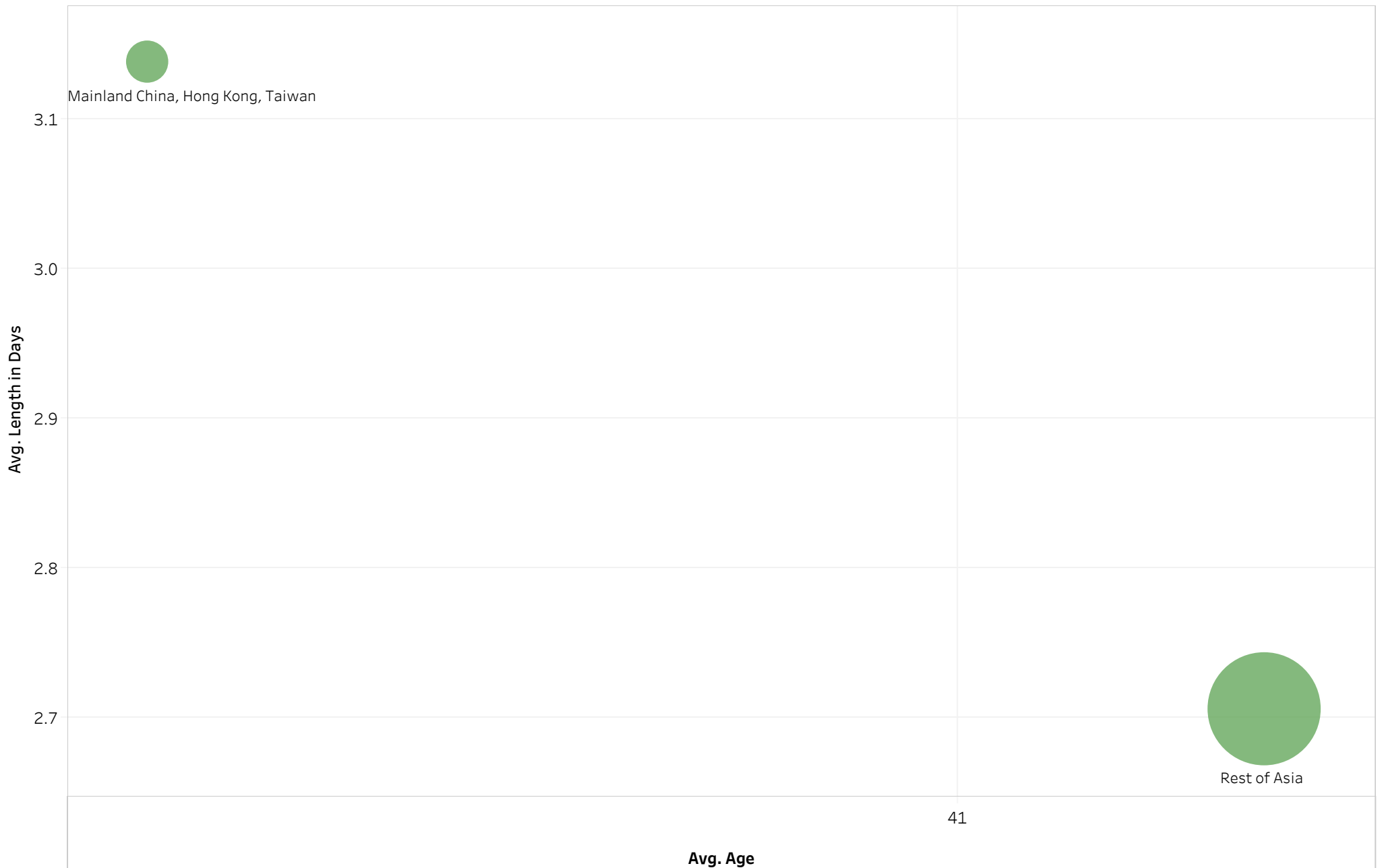
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|------|------|------|---------------------|--------|--------|-------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | 8.9 | 19.1 | 23.1 | 27.1 | | 115.0% | 20.8% | 17.2% |
| 4-6 Days | 6.2 | 22.0 | 11.3 | 13.5 | | 254.1% | -48.9% | 20.2% |

Source Market: **Indonesia** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|--|-----------|------|------|------|---------------------|------|--------|-------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 14.9 | 41.7 | 26.0 | 35.8 | 180.0% | | -37.6% | 37.5% |
| Mainland China, Hong Kong, Taiwan | | | | 5.0 | | | | |
| Africa/Mid-East/World Cruise/Transatlantic | | | 7.4 | | | | | |

Indonesia, Average Age and Cruise Length by Destination/ Trade Route, 2025



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Source Market: Philippines

Passenger Volume (K)

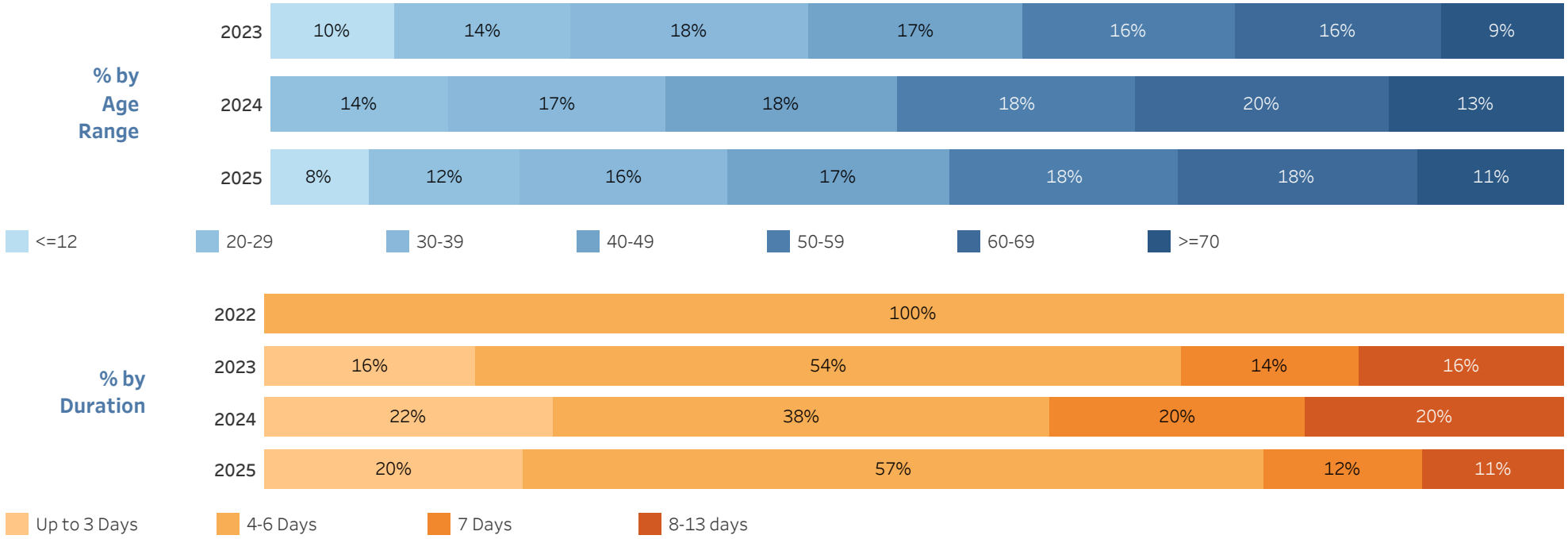
| 2022 | 2023 | 2024 | 2025 |
|------|-----------------|-----------------|----------------|
| 7.3 | 27.0 (270.4% ▲) | 24.2 (-10.4% ▼) | 41.1 (69.7% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 5.5 | 5.8 | 6.0 | 5.3 |

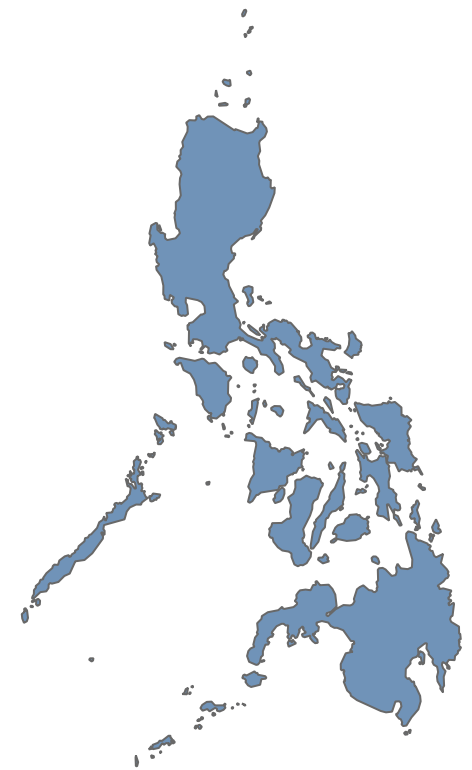
Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 41.6 | 42.9 | 45.1 | 45.8 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|--------|-------|-------|-------|
| Rest of Asia | 100.0% | 85.3% | 76.6% | 75.3% |
| Mainland China, Hong Kong, Taiwan | | | | 10.0% |
| Mediterranean | | 14.7% | 23.4% | 9.1% |
| Alaska | | | | 5.6% |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | YOY along Sail Year | | |
|-------|-----------|------|------|---------------------|--------|-------|
| | 2023 | 2024 | 2025 | 2023 | 2024 | 2025 |
| <=12 | 2.4 | | 2.5 | | | |
| 20-29 | 3.5 | 2.5 | 3.9 | | -27.7% | 54.4% |
| 30-39 | 4.7 | 3.1 | 5.3 | | -34.9% | 74.7% |
| 40-49 | 4.2 | 3.3 | 5.7 | | -22.5% | 73.5% |
| 50-59 | 4.2 | 3.4 | 5.9 | | -19.4% | 74.7% |
| 60-69 | 4.0 | 3.6 | 6.1 | | -11.4% | 71.3% |
| >=70 | 2.4 | 2.5 | 3.8 | | 1.9% | 53.2% |

Passenger Volume (K) & YOY Change by Duration

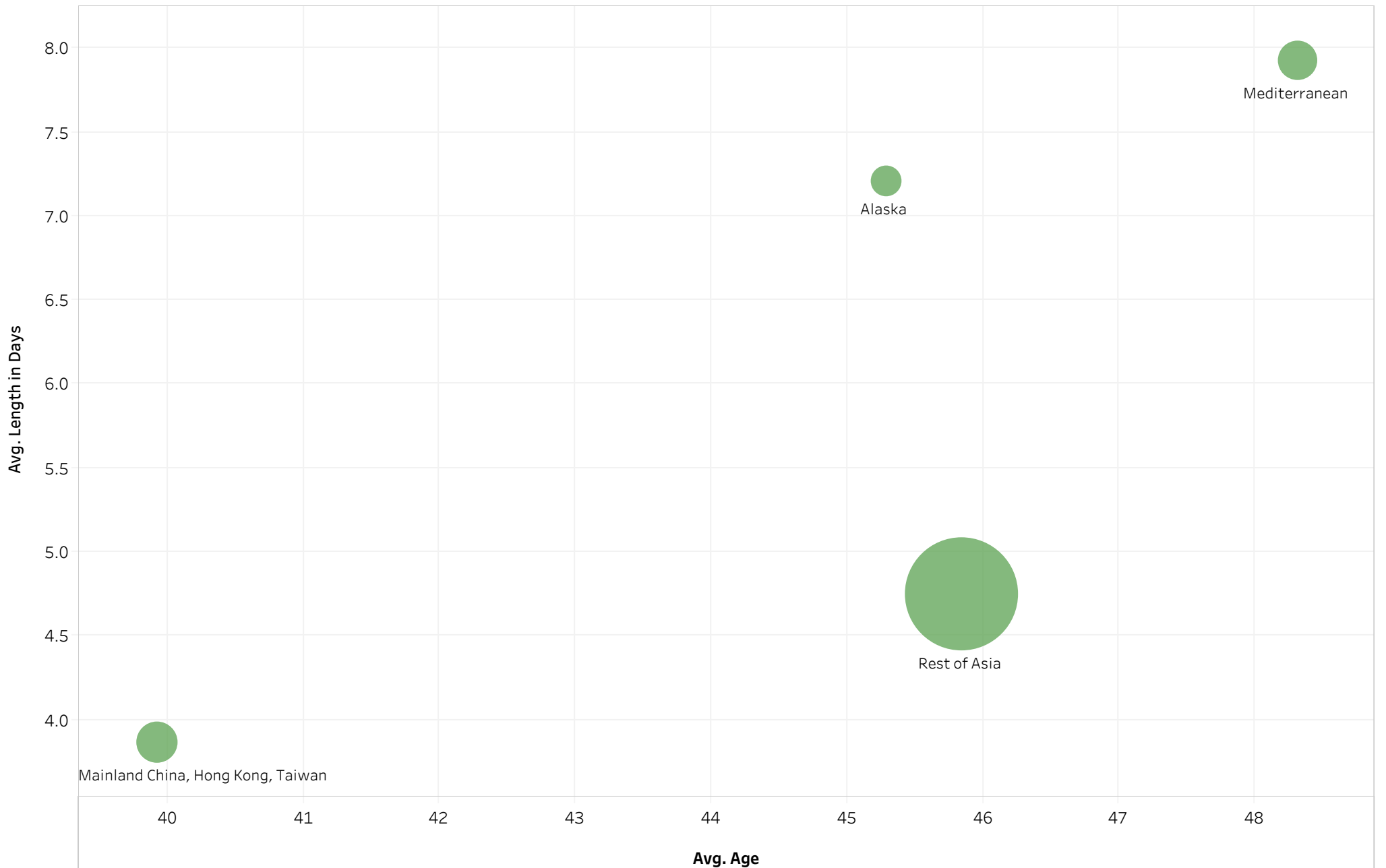
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|------|------|------|---------------------|--------|--------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | | 4.3 | 5.3 | 8.1 | | | 21.7% | 53.8% |
| 4-6 Days | 3.8 | 14.4 | 9.0 | 23.1 | | 283.5% | -37.4% | 156.0% |
| 7 Days | | 3.6 | 4.6 | 4.9 | | | 28.7% | 6.9% |
| 8-13 Days | | 4.2 | 4.7 | 4.4 | | | 12.4% | -6.2% |

Source Market: **Philippines** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|------|------|------|---------------------|--------|--------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 4.0 | 19.2 | 11.7 | 27.4 | 377.8% | -39.3% | 134.9% | |
| Mainland China, Hong Kong, Taiwan | | | | 3.6 | | | | |
| Mediterranean | | 3.3 | 3.6 | 3.3 | | 7.9% | -6.8% | |
| Alaska | | | | 2.0 | | | | |

Philippines, Average Age and Cruise Length by Destination/ Trade Route, 2025



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Source Market: Thailand

Passenger Volume (K)

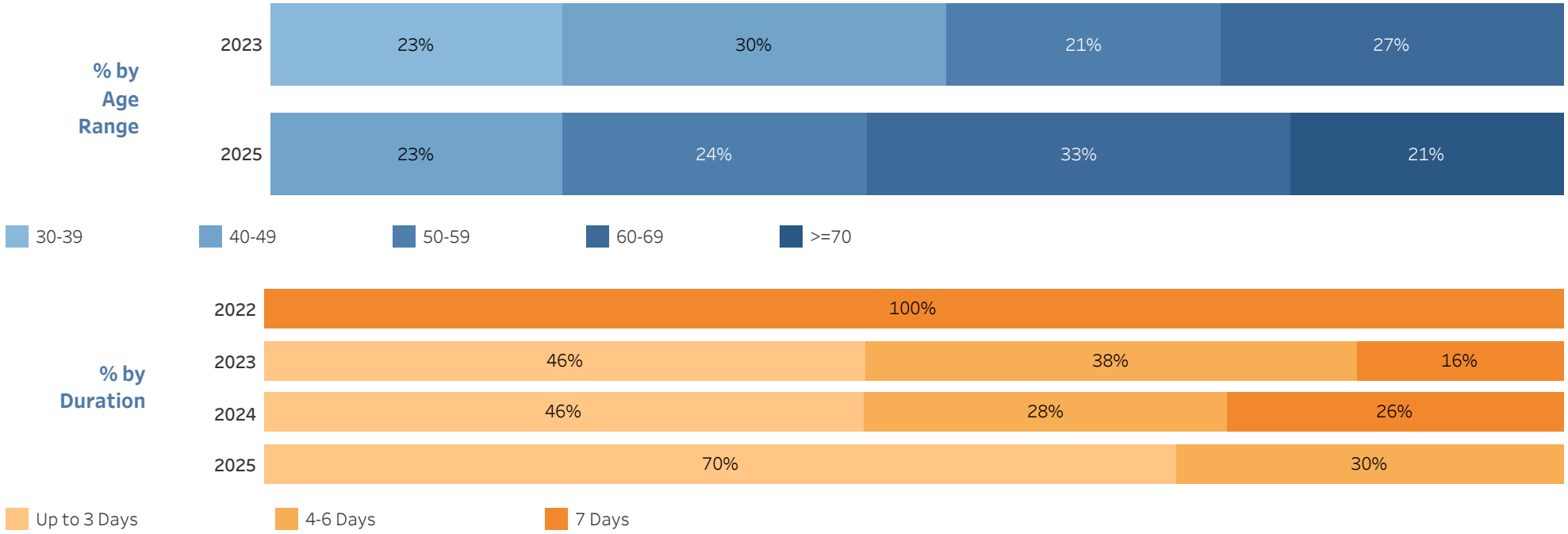
| 2022 | 2023 | 2024 | 2025 |
|------|-----------------|----------------|-----------------|
| 5.8 | 15.2 (160.6% ▲) | 9.7 (-36.1% ▼) | 35.1 (262.3% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 5.7 | 4.8 | 5.5 | 3.3 |

Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 44.1 | 46.4 | 49.2 | 51.3 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|-----------------------------------|-------|--------|--------|-------|
| Rest of Asia | 50.1% | 100.0% | 100.0% | 86.6% |
| Mainland China, Hong Kong, Taiwan | | | | 13.4% |
| North America | 49.9% | | | |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | YOY along Sail Year | |
|-------|-----------|------|---------------------|--------|
| | 2023 | 2025 | 2023 | 2025 |
| 30-39 | 2.3 | | | |
| 40-49 | 3.1 | 2.2 | | -29.6% |
| 50-59 | 2.2 | 2.3 | | 2.5% |
| 60-69 | 2.7 | 3.1 | | 14.4% |
| >=70 | | 2.0 | | |

Passenger Volume (K) & YOY Change by Duration

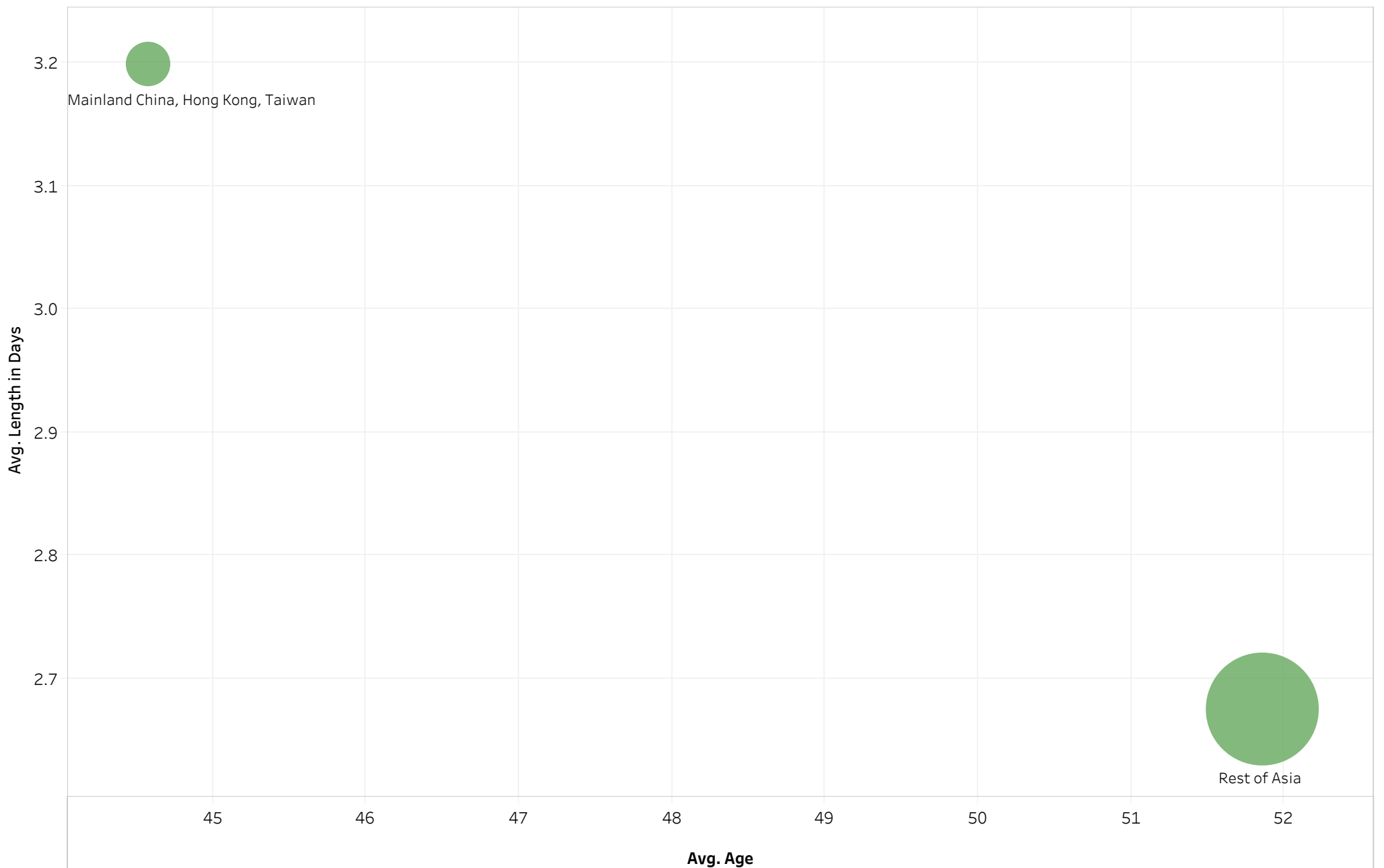
| | Passenger | | | | YOY along Sail Year | |
|--------------|-----------|------|------|------|---------------------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 |
| Up to 3 Days | 6.0 | 3.6 | 22.1 | | -41.0% | 519.8% |
| 4-6 Days | 4.9 | 2.2 | 9.4 | | -56.3% | 333.7% |
| 7 Days | 3.0 | 2.1 | 2.0 | | -31.7% | -3.2% |

Source Market: **Thailand** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|-----------------------------------|-----------|------|------|------|---------------------|--------|--------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 2.3 | 11.6 | 4.7 | 27.4 | | 413.3% | -59.7% | 486.8% |
| Mainland China, Hong Kong, Taiwan | | | | 4.3 | | | | |
| North America | 2.2 | | | | | | | |

Thailand, Average Age and Cruise Length by Destination/ Trade Route, 2025



Data Points with Values Below 2,000 Passengers are not Displayed in the above Visuals and Tables.

Some Data Points in the following dimensions were not captured, and were ignored from the corresponding tables and visuals: Age Group, Duration Group, and Trade Name; these exclusions account for, on average, 1% of each display in normal years, but are exaggerated in 2022 (a recovery year for the industry) due to impacts from the Covid-19 pandemic.

Source Market: Vietnam

Passenger Volume (K)

| 2022 | 2023 | 2024 | 2025 |
|------|----------------|----------------|----------------|
| 3.1 | 7.2 (131.4% ▲) | 4.6 (-35.7% ▼) | 9.4 (103.6% ▲) |

Average Duration, in Days

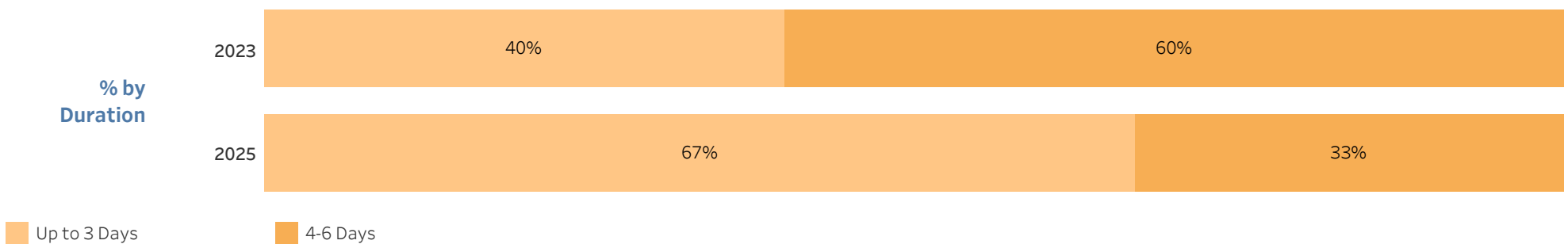
| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 4.4 | 4.1 | 4.7 | 3.1 |

Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 43.3 | 43.0 | 44.4 | 48.8 |

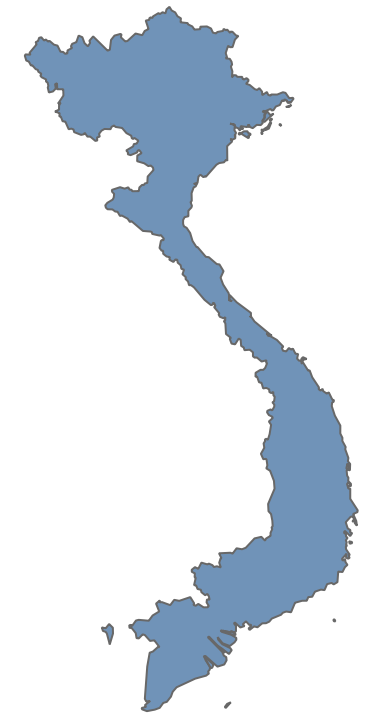
% by Age Range

% by Duration



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|--------------|--------|--------|--------|--------|
| Rest of Asia | 100.0% | 100.0% | 100.0% | 100.0% |



Passenger Volume (K) & YOY Change by Age Group

Passenger Volume (K) & YOY Change by Duration

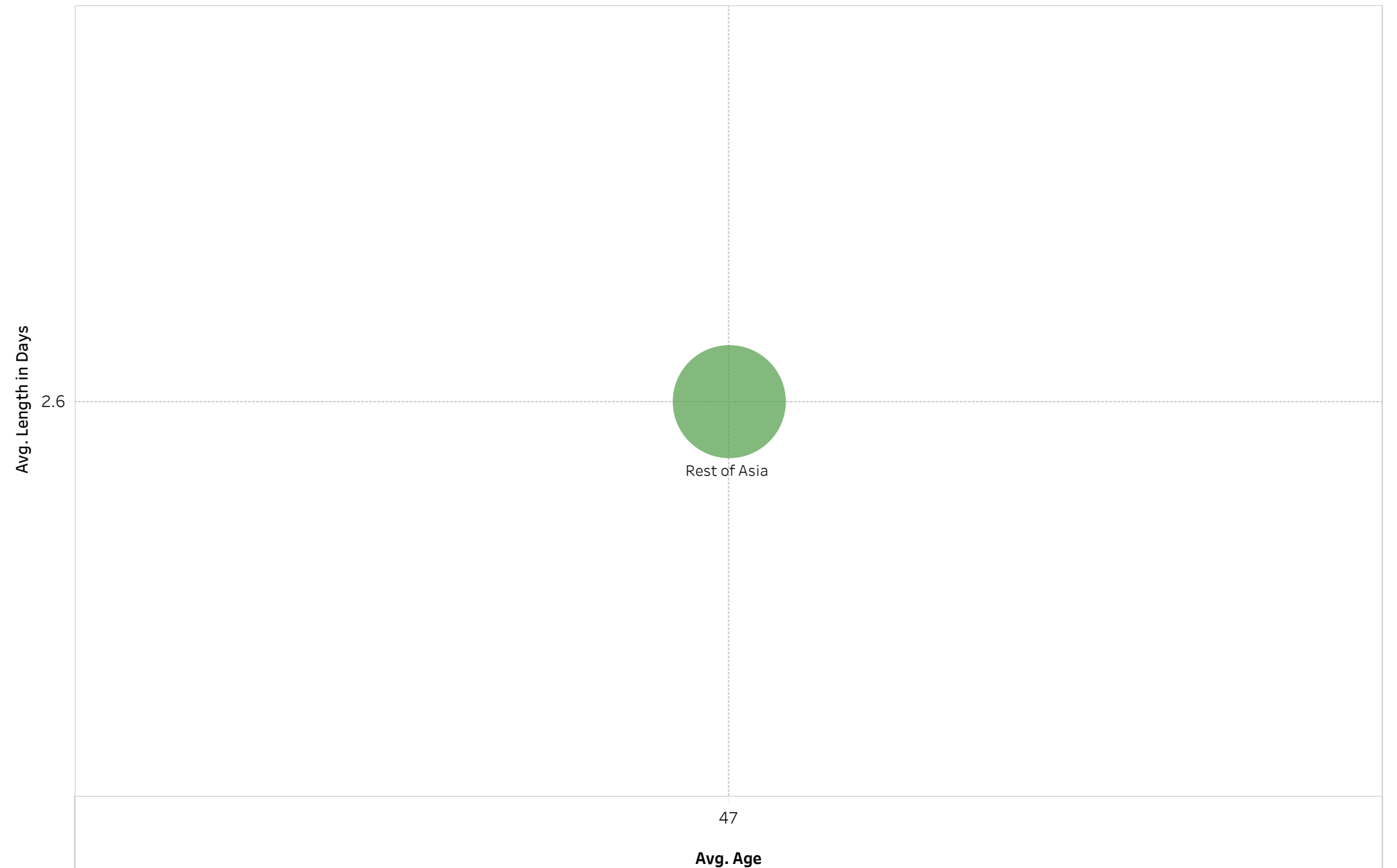
| | Passenger | | YOY along Sail Year | |
|--------------|-----------|------|---------------------|--------|
| | 2023 | 2025 | 2023 | 2025 |
| Up to 3 Days | 2.6 | 5.7 | | 121.2% |
| 4-6 Days | 3.9 | 2.8 | | -27.1% |

Source Market: **Vietnam** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|------|------|------|---------------------|--------|--------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 2.3 | 6.0 | 3.2 | 6.9 | 160.2% | -47.0% | 116.7% | |

Vietnam, Average Age and Cruise Length by Destination/ Trade Route, 2025



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Source Market: India

Passenger Volume (K)

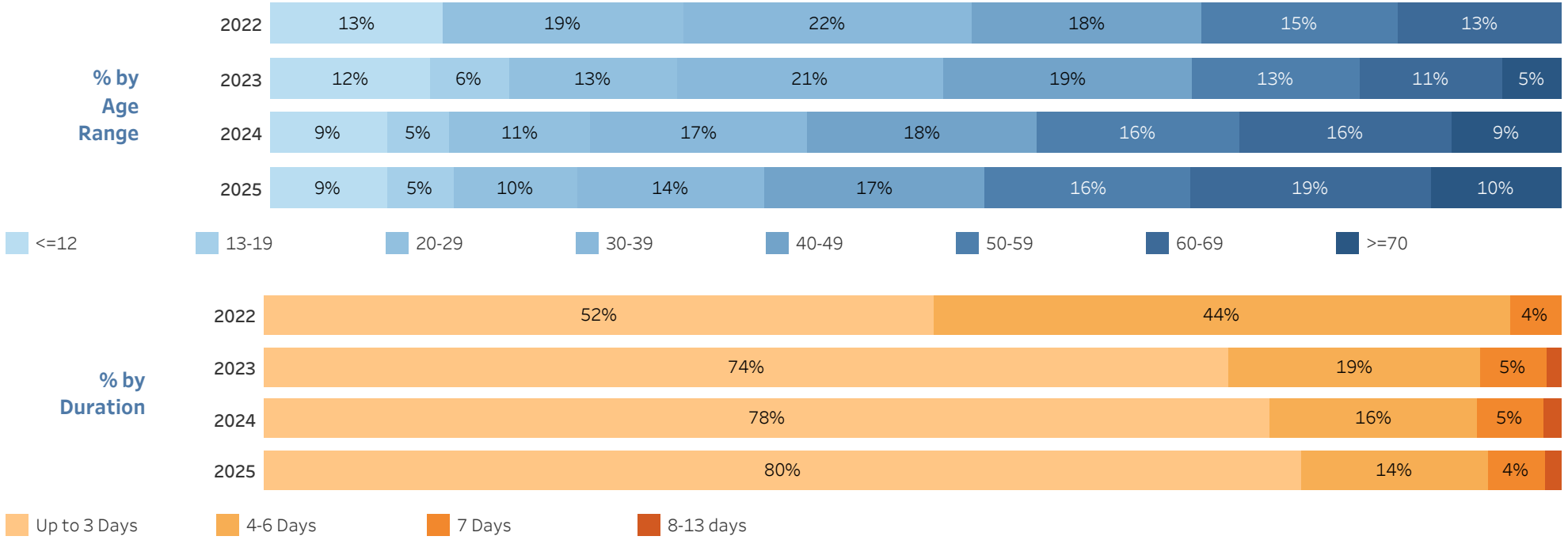
| 2022 | 2023 | 2024 | 2025 |
|-------|-----------------|----------------|----------------|
| 200.8 | 289.4 (44.1% ▲) | 308.4 (6.6% ▲) | 325.1 (5.4% ▲) |

Average Duration, in Days

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 3.3 | 2.6 | 2.5 | 2.4 |

Average Age

| 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|
| 38.5 | 38.7 | 43.7 | 45.1 |



Passenger Percentages by Destination/Trade Route

| | 2022 | 2023 | 2024 | 2025 |
|--|-------|-------|-------|-------|
| Rest of Asia | 94.6% | 92.6% | 89.8% | 88.1% |
| Africa/Mid-East/World Cruise/Transatlantic | 1.4% | 1.5% | 2.3% | 4.7% |
| Caribbean/South America | 2.2% | 2.0% | 3.1% | 3.6% |
| Mediterranean | 1.8% | 3.0% | 3.3% | 2.8% |
| Alaska | | 0.8% | 0.8% | 0.8% |
| Baltics/Northern Europe | | | 0.7% | |



Passenger Volume (K) & YOY Change by Age Group

| | Passenger | | | | YOY along Sail Year | | | |
|-------|-----------|------|------|------|---------------------|--------|--------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| <=12 | 4.7 | 11.3 | 4.0 | 4.0 | 139.8% | -64.2% | -1.1% | |
| 13-19 | | 5.6 | 2.1 | 2.2 | | -62.3% | 5.0% | |
| 20-29 | 6.6 | 12.0 | 4.9 | 4.2 | 81.7% | -59.2% | -14.2% | |
| 30-39 | 7.9 | 18.9 | 7.5 | 6.3 | 138.5% | -60.4% | -15.4% | |
| 40-49 | 6.3 | 17.7 | 7.9 | 7.5 | 180.4% | -55.2% | -5.5% | |
| 50-59 | 5.4 | 11.9 | 7.0 | 7.0 | 123.0% | -41.7% | 0.7% | |
| 60-69 | 4.5 | 10.1 | 7.3 | 8.2 | 124.7% | -27.5% | 11.4% | |
| >=70 | | 4.2 | 3.8 | 4.4 | | -9.9% | 16.1% | |

Passenger Volume (K) & YOY Change by Duration

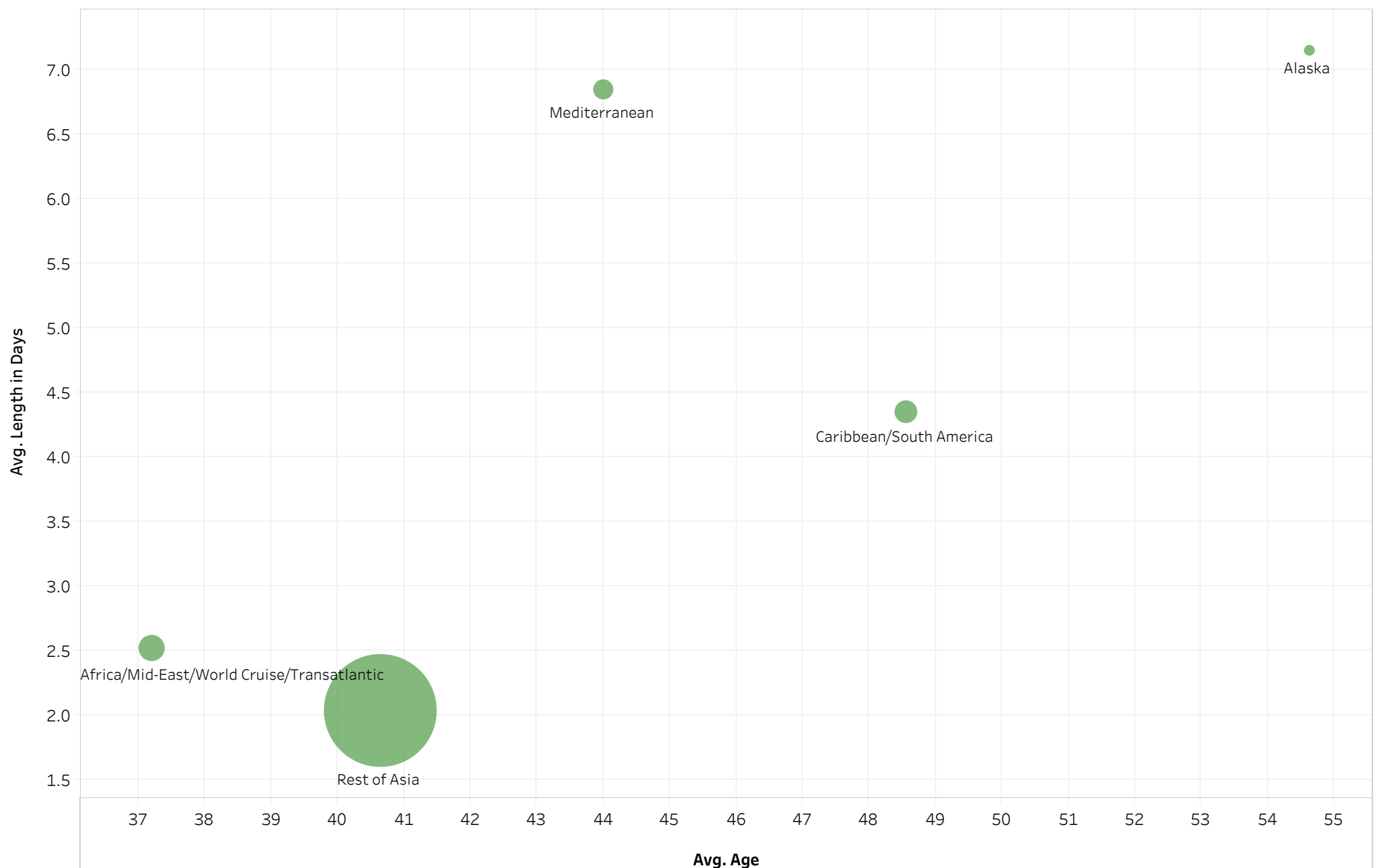
| | Passenger | | | | YOY along Sail Year | | | |
|--------------|-----------|-------|-------|-------|---------------------|--------|-------|------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Up to 3 Days | 103.0 | 214.9 | 238.7 | 259.6 | 108.5% | 11.1% | 8.8% | |
| 4-6 Days | 88.7 | 56.0 | 49.1 | 46.7 | -36.8% | -12.3% | -5.0% | |
| 7 Days | 7.7 | 15.0 | 15.8 | 14.3 | 93.7% | 5.3% | -9.5% | |
| 8-13 Days | | 3.1 | 4.3 | 4.1 | | 39.7% | -5.7% | |

Source Market: **India** (Continued)

Passenger Volume & YOY Change by Destination/Trade Route

| | Passenger | | | | YOY along Sail Year | | | |
|--|-----------|-------|-------|-------|---------------------|------|-------|--------|
| | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 |
| Rest of Asia | 187.3 | 263.9 | 273.7 | 281.3 | 40.9% | | 3.7% | 2.8% |
| Africa/Mid-East/World Cruise/Transatlantic | 2.7 | 4.3 | 6.9 | 15.2 | 59.4% | | 58.7% | 120.4% |
| Caribbean/South America | 4.3 | 5.7 | 9.6 | 11.5 | 30.8% | | 68.6% | 20.0% |
| Mediterranean | 3.7 | 8.7 | 10.1 | 8.9 | 136.8% | | 16.5% | -11.5% |
| Alaska | | 2.4 | 2.6 | 2.6 | | | 6.0% | 1.7% |
| Baltics/Northern Europe | | | 2.2 | | | | | |

India, Average Age and Cruise Length by Destination/ Trade Route, 2025



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April 27, 2026: Update to previously released passenger data (originally released April 14, 2026)

In reviewing the global passenger numbers for 2025, we identified a data submission error and are revising the global passenger volume from 37.2 million to 37.3 million. This revision reflects a net increase of 67,000 passengers due to a data input error by our research partner, CHART Management Consultants, in which 2024 passenger figures for one non-CLIA member brand were inadvertently submitted in place of 2025 data. Due to rounding, the previously reported total of 37.2 million now rounds to 37.3 million (37.301 million).

In addition, during the compilation of 2024 Asia-wide source market data, we identified a variance in passenger volumes reported into our One reSource data platform for the Asia market. At our request, CHART Management Consultants conducted a validation review with the underlying data provider. Through this review, one non-CLIA member cruise line determined that a portion of its 2023 reporting had been overstated across several Asian markets and provided corrected figures. As a result, 2023 passenger totals from Asian source markets have been reduced by 553,000 passengers.

These revisions are reflected in the updated report.



Research and Analysis by: **CHART Management Consultants**

CHART assists senior management to understand complex issues, to develop strategic solutions to problems and to devise innovative approaches to capitalizing on the growth of the cruise industry. The firm brings unique experience, analytical rigor, strong communication and implementation skills and exceptional client service to every project.

In recent years the firm's focus is mostly to Asia and the Pacific. The firm created the highly successful Cruise Tourism Strategy for Papua New Guinea, the National Cruise Tourism Development Strategy for the Philippines, the Pacific Cruise Market Research and Intelligence project and a Development Strategy for South Pacific Tourism.

CHART's recent analytical, research and strategic advice projects in Asia include: a new port development in China; financing newbuilds for Asia; private investment in a new Asian cruise operation; operational and market assessment for a new cruise port development in Vietnam; due diligence on and investment in the Asian river cruise industry; evaluating entry of, and preparing strategy for, a new niche ocean cruise product.

CHART Principal, Ted Blamey, is a regular speaker and moderator at major cruise conferences in Asia. The firm designed and delivered the 2013 Asia Cruise Association White Paper as well as all Asia Cruise Trends reports and the subsequent Asia Cruise Deployment & Capacity Reports published by CLIA.

For more information: www.CHARTmgmtconsultants.com

About CLIA

Cruise Lines International Association (CLIA) is the preeminent cruise association providing a unified voice for the industry as the leading authority of the global cruise community. The association has representation in North and South America, Europe, Asia, and Australasia. CLIA represents member lines which comprise over 90% of global cruise passenger capacity, including the world's most prestigious ocean, river, and specialty cruise lines, as well as business services providers and the largest network of travel professionals who specialize in cruise travel.



Data collection of non-CLIA data, plus
commentary provided by:

