Discussion overview

- CBP cruise terminal requirements – now and into the future?
- Terminal design basis and standards
- Future facilities and CBP impacts
Cruise terminal project requirements
Federal Inspection Services (FIS) Facility

• Transitioning from 2006 to 2008 to May 2014 + annexes... when?
  – Minimum facility design requirements for CBP Cruise Terminals.
  – Intended to be used as guidelines for establishing a CBP Cruise FIS.

• Any additional facility requirements required by local, state or federal law, code, standards or statute must be incorporated.

• The facility is provided at no cost to the government and will be constructed as a “turn-key” project
  – Configured in conformance with CBP approved 100% design plans.
Cruise terminal project requirements

Federal Inspection Services (FIS) Facility

- IT design, procurement and installation performed by CBP.

- All equipment and work costs paid by the terminal owner.

- Facility and furnishings must be maintained by the owner.
  - Including utilities, phone service, housekeeping, maintenance, etc.

- Complete design and construction documents must be submitted, reviewed and approved by all CBP points of contact.

- Point of contact - CBP Project Manager.
  - CBP One-Voice for the Cruise FIS facility through project completion.
# Design vessel templates

<table>
<thead>
<tr>
<th>Type</th>
<th>Design Vessel 1</th>
<th>Design Vessel 2</th>
<th>Design Vessel 3</th>
<th>Design Vessel 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers</td>
<td>200 – 1,500</td>
<td>2,000 to 2,600</td>
<td>2,500 to 4,000</td>
<td>Up to 5,400</td>
</tr>
<tr>
<td>Crew</td>
<td>450</td>
<td>850</td>
<td>1,200</td>
<td>+1,200</td>
</tr>
<tr>
<td>GRT / Displacement Tons</td>
<td>Up to 50,000 / + 20,000</td>
<td>Up to 100,000 / + 50,000</td>
<td>+100,000 / + 50,000</td>
<td>+ 150,000 / + 70,000</td>
</tr>
<tr>
<td>LOA (m)</td>
<td>125 to 250</td>
<td>275 to 300</td>
<td>300 to 345</td>
<td>350 plus</td>
</tr>
<tr>
<td>Beam (m)</td>
<td>Up to 28</td>
<td>Up to 36</td>
<td>Over 36 (generally 40 to 50)</td>
<td>Over 40</td>
</tr>
<tr>
<td>Draft (m)</td>
<td>Up to 6.5</td>
<td>Up to 8.5</td>
<td>8.5 to 10 +</td>
<td>8.6</td>
</tr>
<tr>
<td>Air Draft (m)</td>
<td>Less than 50</td>
<td>Less than 60</td>
<td>Up to 62</td>
<td>Up to 62</td>
</tr>
</tbody>
</table>
Terminal design basis...

- Homeport facilities designed on peak and base design loads
  - Peaking capacity – 5,400 pax. vessel
  - Baseline capacity – 3,200 pax. vessel

- Defines the following processes:
  - Berth
  - GTA
  - Security
  - Check-in (flexible to provide for new technology solutions)
  - Waiting area
  - Baggage areas (laydown and back of house operations)
  - CBP FIS areas
    - Scale / position to provide for flexibility to use for multiple terminals
CBP project development

• Facility requirements are determined by the volume of traffic processed at the peak hour of activity.

• Facility space requirements matrix categorizes cruise ship passenger processing facilities as follows (2014):
  
  – Small – processes less than 800 passengers per hour
  
  – Mid size – processes 800 – 2,000 passengers per hour
  
  – Large – processes more than 2,000 passengers per hour
Port Everglades

- 8 CBP FIS facilities
  - Due to port layout
  - CBP requirements
  - Primary (T26) unit

- Unit built CBPs
  - Primary
  - Secondary
  - Support
  - Negotiated sizes based on program
Project development and implementation

• Operator required to contact CBP in the early stages of project development for guidance and approval
  – Approvals must be in hand prior to moving forward

• For Port Everglades this was a positive event
  – Building multiple facilities simultaneously allowed for the development of a single terminal CBP FIS suite complex and the design of a “master back of house unit” in close proximity providing other requirements – ie., kennels, meeting facilities, etc.
Future performance standards... for a twin terminal

Base Design Load:
- 3,200 passengers
- 2 gangways
- 3.75 hour debarkation cycle
- 850 pax / hour

Peak Design Load:
- 5,400 passengers
- 2 gangways
- 3.75 hour debarkation cycle
- 1,440 pax / hour

Future Expansion Design Load:
- 9,000 passengers
- 4 to 5 gangways
- 3.75 hour debarkation cycle
- 2,400 pax / hour
Industry trends and standards

• “Highly Functional = World Class”
  – Performance targets achieved
  – Limited queue time/length
  – Vessel and Brand as the “experience”
  – Minimized labor costs
  – Two level operations
  – Multiple gangways
  – Flexible for future reconfiguration

• Next Level
  – Space for any holding scenario
  – More comfort and amenities – airport model
  – Elevators, escalators – redundancy
  – Large investment in AV/IT
  – Terminal as part of the “experience”
Next generation cruise terminals will be...

• Single terminal servicing multiple brands
  – Airport style concept

• Overlapping operations
  – Security portal
  – Centralized CBP unit (primary and secondary)
    • Technology savvy space
  – Possible back of house functions combined
    • Baggage screening with RFID

• Cruise lines using more technology for check-in / baggage
  – Check-in processes will disappear as we know it
  – Increase efficiencies / reduce costs

• Smaller terminal spaces
  – Relying on adjacencies, flow, technology and intuitive flow planning
Terminal for multiple users *using efficiencies to control costs*
New technology for future terminals

- Trusted Traveler Program
- Advanced Passenger Information System (APIS)
- Office of Biometric Identity Management (OBIM)
- The OBIM Program Office - DHS e-passport readers
- Radio Frequency Identification (RFID)
- Automated Biometric Identification System (IDENT)
- Integrated Automated Fingerprint Ident. (IAFIS)
• Compliance moving forward
  – 2014 standards and process changes
  – Embedded technology
  – Expansion of CBP areas into... (both embark and debark spaces)
  – Secondary terminal uses overlap

• Potential cost control strategies
  – Peak hour load methodology - match terminal design vessel methods
  – Back-of-house duplicity with other locations - multiple facilities
  – Primary inspection – space vs. equipment
Secondary terminal uses and CBP

- **Revenue production**
  - Pay for cruise requirements
  - Ensure CBP needs and expectations
  - Unencumbered high, flex-use space

- **Facilities in harmony with CBP**
  - Robust finishes & protective enclosures
  - AV/IT and tech control
  - Linear configuration
  - Open Design Plan – easily sterilized
  - Conservative regulatory size placement
CBP Impacts on future cruise terminal projects

• CBP as the de facto “authority having jurisdiction”
  – Building code submissions, energy & environmental submissions, etc.

• Increased design and construction costs

• More time to complete the project
  – 18 to 24 months

• Need for stakeholder coordination effort
Cruise Seminar

U.S. Customs & Border Protection
future cruise terminal planning and design

February 12, 2015