

# cruise & ferry terminals



**ROYAL HASKONING**

thinking in  
all dimensions

# cruise & ferry terminals



*Clockwise from left: Cruise liner in Guatemala; Pembroke Dock, UK; Port of Tyne, UK.*

## facilities designed for the vessels they serve

They often sit within metres of each other at the quayside, yet the needs of cruise ships and ferries demand quite different facilities. Ferry terminals must use limited space to generate efficient freight loading and vehicle access facilities. Cruise ship facilities in the same port will need to focus on providing a prestigious experience for cruise passengers.

The challenge for port managers and shipping lines is to plan terminal facilities that take into account current needs, but that also pay attention to future trends. Chief among these is the ever-changing design and size of the

vessels themselves. Facilities designed for today's vessels could be redundant in five years if flexibility is not built into the planning and design of terminals.

Royal Haskoning, through Posford Haskoning Ltd., and Haskoning Nederland B.V., has a team of in-house experts in every key discipline for these projects. Architectural, civil, structural, mechanical and electrical engineers cover each task, from below the seabed to all aspects above water, from the berth through passenger and freight facilities to the terminal gate.



*Clockwise from left: Dublin Ferry Port Terminal, Ireland; Rosslare Harbour, Ireland; Dover Cruise Terminal, UK.*

## efficient solutions that place safety as a priority

From the first site meeting with clients and throughout the planning process, we identify potentially troublesome and expensive issues, setting the tone for a cost effective approach to the project. Any new development must be matched with expected new income generation. For example, where maximising the use of land is important, we create a logical combination of queuing, parking, dropping-off points, security, catering and other essential facilities.

### **world-leading vessel movement expertise**

Efficiency must always be achieved in parallel with maximum safety standards. One example is the need to

consider vessel movement when designing access facilities between ship and quayside. We take this issue so seriously that we pioneered unique studies at Southampton, UK.

A global positioning satellite, attached to a berthed vessel, tracked all movements from specially installed masts, every second in three dimensions. Data about the effects of tide, wind, activity in the vessel and the passing of other ships in port were analysed in conjunction with the movement data to create an entirely new set of design criteria for the final link. This technique is now available to every new project where vessel movement is important.



*Clockwise from top left: Berth 106 Cruise Terminal, Southampton, UK; Durrës Ferry Terminal, Albania; HSS Berth, Hoek van Holland, The Netherlands; Berth 38/39 Cruise Terminal, Southampton, UK.*

## enhancing the passenger experience

Cruise liner passenger numbers have grown in recent years, largely because more people are looking for a 'unique' experience, with the right ambience and atmosphere. This experience extends beyond the confines of the ship. Their time in port may be brief, so cruise passengers need terminals that provide them with easy and comfortable access to local facilities and attractions.

And although ferry passengers expect different comfort levels, they too have important needs, including fast access on and off the vessel. So whether creating cruise or ferry facilities, the end users' needs are just as

important as the financial and operational demands of developers and shipping lines.

### **a berth fit for a queen**

A classic example of the need to combine safety and a high quality passenger experience is seen in our design for a walkway at Berth 38/39 in Southampton, UK. This will be a dedicated berth for the Queen Mary II, Cunard's replacement for the QEII. The new berthing facilities will mirror the ship's high standards.



*Clockwise from left: HSS Berth, Dun Laoghaire, Ireland.; Port of Cork Terminal, Ireland; Garrison Point, Sheerness, UK.*

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### broad expertise

Many of our team members have worked together for the past three decades. Their combined experience delivers market leading in-house skills in these key areas:

- Terminal planning that takes into account future trends, including feasibility studies, economic surveys, site surveys and investigations
- Project management, either for whole projects or selected elements where you especially need expert support
- A detailed architectural design service, including working drawings and specifications for all structural, electrical and mechanical items
- Quantity surveying, contract documents, bid appraisals, project estimates and evaluations
- Structural appraisals and condition assessments
- Environmental studies and impact assessments on issues as diverse as light pollution, transport infrastructure and the needs of local wildlife
- Geographical information systems for the collection, analysis and display of essential data

You can access this expertise for projects small and large, from one-off tasks like creating new dedicated passenger walkway facilities, right up to the planning and design of complete terminal facilities.

Royal Haskoning is an independent, worldwide operating consultancy that has its origins in a firm established in 1881 in the Netherlands. The consultancy now has a staff of 3,000 who together combine a wide range of knowledge and experience. Rooted in a technical background, our consultancy services focus on the broad field of the interaction between people and their environment, in the fields of spatial development, infrastructure & transport, architecture & building, mechanical & electrical services, environment, water, coastal & rivers and maritime.

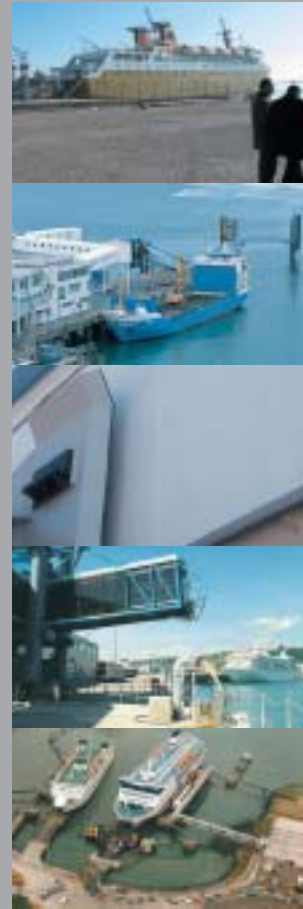
We are committed to working enthusiastically with our clients to achieve sustainable solutions in an increasingly complex society. The expertise and experience of our professionals in a variety of disciplines allow us to

consider all technical, logistical, architectural, legal, organisational, social, environmental and economic aspects of your project, in order to develop sustainable and practical solutions. Royal Haskoning has subsidiaries and partners throughout the world. Through our branch and project offices in Europe and overseas, we have access to all major international markets. This way, Royal Haskoning offers multidisciplinary and integrated services locally, based on experience built globally. With our personal service in consultancy, we contribute effectively to the successful planning, design, implementation, commissioning and operation of projects and programmes and enhance our clients' work with added value.

Royal Haskoning, through Posford Haskoning Ltd., and Haskoning Nederland B.V. is a member of:

- ACE The Association of Consulting Engineers
- BCCB British Consultants & Construction Bureau
- PIANC International Navigation Association
- ICHCA International Cargo Handling Co-ordination Association
- CIRIA Construction Industry Research Information Association British Section
- ICID International Commission on Irrigation and Drainage
- IEMA Institute of Environmental and Management Assessment
- FIDIC International Federation of Consulting Engineers

Royal Haskoning, through Posford Haskoning Ltd., or Haskoning Nederland B.V. is registered with: African Development Bank, Asian Development Bank, Caribbean Development Bank, European Bank for Reconstruction and Development, European Development Fund, International Development Bank, Islamic Development Bank, Kuwait Fund for Arab Economic Development, Department for International Development, United Nations Development Programme World Bank, and many other Funds and National Authorities.



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