



**PIANC**

The World Association for  
Waterborne Transport Infrastructure

**MarCom**

**PIANC WG 152**

## **GUIDELINES FOR CRUISE TERMINALS**

### **TERMS OF REFERENCE**

#### **1. Historical background - Definition of the problem**

Cruise tourism has been one of the fastest growing sector of the tourist industry for the past 25 years. Since 1980, the industry has had an average annual passenger growth rate of some 8% per year. This growth is expected to continue in the future.

The rapid growth is shown by the large number of cruise ships, cruise lines and cruise corporations.

As well as the increase of the number of small ships, which offer a high degree of services, there is a huge growth in the number of large ships being built and the average size is growing too.

New cruise ships are being built between 100.000 and 150.000 t with capacities of over 3000 passengers.

The year 2004 saw the launch of the world's largest cruise liner, the well known Queen Mary II, carrying around 3000 passengers and over 1000 crew.

However, in 2006 it was passed in size by the new RCI Freedom of the Seas, 158.000 t, 339 m long, 56 m wide, 8.5 m draft. It cruises at 21 knots and has an occupancy of 4370 passengers.

On the other hand, the rise of acts of terrorism combined with the growth of the cruise industry has inevitably led to a stronger interest about security.

The International Maritime Organization has published security rules against crimes (International Ships and Port Facility Security Code, chapter XI-2 SOLAS 74), that strictly involves the design and construction of cruise terminals and their related port areas.

In this quickly evolving market it is fundamental that port development should be carefully planned with specific and updated cruise terminals and other cruise berthing facilities.

#### **2. Objective of the study**

The study should review the current state-of-the-art of the modern cruise ships needs. It should well recognize and outline the ship/port interface and it should evaluate port facilities involved in this kind of traffic.

Then, the study should provide technical guidelines for the main aspects involved by the above-mentioned items (including functional design), stressing out the need for a flexible design approach, in order to adapt the terminal to the potentially different needs of cruise lines companies.



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### **3. Earlier reports to be reviewed**

No specific report has already been produced by PIANC , but some previous reports shall be analysed such as Port facilities for ferries. Practical guide” PTC2 Report of MarCom WG 11 (1995).

### **4. Matters to be investigated**

Functional design of cruise terminals and facilities (home terminals and transit terminals; new terminals and upgrade of the existing ones). Modern cruise ships design features. Port security related issues. Special focus on the aspects related to port logistics (due to the presence of a large number of passengers) and to power supply to cruise ships.

### **5. Method of approach**

- Preliminary audit phase, involving cruise lines companies (so that to point out the main goals); cruise terminal designers (so that to point out possible
- Organizing 1-2 technical visits on modern cruise terminals (on the occasion of WG’s meetings).
- Confronting experiences, rules and regulations, best practices.
- Drawing up of the draft.
- Building up a database of selected case studies.

### **6. Suggested final product of the Working Group**

Technical Report providing guidelines for functional design of cruise terminals and facilities.

### **7. Desirable disciplines of the members of the Working Group**

Cruise ships designers, cruise lines managers, port authorities managers, port facilities managers, port terminals designers, port facilities designers, port security experts. Members from ICOMIA and RECCOM should also participate.

### **8. Relevance for countries in transition**

The Technical Report could have a great relevance for countries in transition with a significant tourist attraction capability. Nowadays, cruise lines companies focus their attention, more and more, on the tourist and historical sites of these countries.