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**Je crois vraiment
dans l'idée du futur**

**Credo veramente
nell'idea del futuro**

**I really believe
in the idea of the future**

Zaha Hadid

TERMINAL MARITTIMO

SALERNO, ITALY

Zaha Hadid Architects

www.zaha-hadid.com

Située sur le quai du port commercial et touristique de Salerne, la nouvelle gare maritime “renforce la relation intime entre la ville et le front de mer” et relie aujourd’hui “les traditions maritimes de Salerne à son tissu urbain historique, et au-delà des collines qui encadrent la ville”. À la manière d’une huître, le bâtiment se compose d’une coque rigide asymétrique qui, pendant la saison touristique, protège son intérieur fluide aux lignes ondulantes contre “l’intense ensoleillement méditerranéen”.

La nouvelle gare maritime s’articule autour de trois éléments principaux qui s’encastrent : les bureaux administratifs pour les contrôles frontaliers et les lignes maritimes, le terminal destiné aux ferries et aux bateaux de croisière internationale provenant du monde entier, et le terminal pour les ferries locaux et régionaux.

Le quai monte doucement de la ville en s’approchant du terminal, en signalant le parcours avec la pente douce des rampes dans le bâtiment qui conduisent les passagers à la plateforme d’embarquement des grands navires et des ferries. À l’intérieur, les passagers sont guidés à travers une succession d’espaces qui débouchent l’un dans l’autre et s’organisent autour de points focaux comme le restaurant et la salle d’attente.

Les “banlieusards” qui utilisent les ferries locaux et régionaux peuvent traverser la gare maritime rapidement, pour arriver au rez-de-chaussée et monter ensuite par les rampes à l’accès au niveau supérieur et à l’embarquement. Les passagers des ferries et des bateaux de croisière internationale sont guidés directement vers leur bateau au moment de l’enregistrement, du contrôle des passeports, de sécurité et des contrôles douaniers. Les passagers qui arrivent, suivent un parcours similaire à travers la gare maritime, qui comprend en plus l’espace de récupération des bagages.

La nuit, l’éclairage du terminal ressemble à un phare à l’entrée du port pour accueillir les visiteurs en ville.

Le nouveau terminal sert aussi, tant au niveau opérationnel que visuel, de transition progressive entre la mer et la terre, une formation côtière qui sert de médiation entre solide et liquide. Ses terrasses et ses fenêtres offrent des vues spectaculaires sur la Côte amalfitaine, le Golfe de Salerne et les plages du Cilento.

La nouvelle gare maritime contribuera à améliorer considérablement l’accessibilité et l’expérience des visiteurs qui viennent découvrir les points d’intérêt culturels du littoral et de l’arrière-pays. Elle permettra par ailleurs au port de Salerne d’augmenter de 500 000 passagers supplémentaires par an les arrivées de ferries et de bateaux de croisière, créant ainsi 2 000 nouveaux emplois dans les secteurs hôteliers, des services et du commerce de détail.

Situato sulla banchina pubblica che si estende nel porto commerciale e turistico di Salerno, il nuovo terminal marittimo continua il rapporto della città con il mare e stabilisce nuovi collegamenti, connettendo le ricche tradizioni marittime di Salerno con il suo tessuto storico urbano e con le colline che incorniciano la città.

Come un’ostrica, il duro guscio asimmetrico del terminal protegge gli elementi più morbidi all’interno, riparando i passeggeri dal sole intenso del Mediterraneo durante la stagione turistica.

Il nuovo terminal marittimo è costituito da tre componenti principali a incastro: uffici amministrativi per i controlli della frontiera nazionale e per le linee di navigazione; il terminal per i traghetti e le navi da crociera internazionali provenienti da tutto il mondo e il terminal per i traghetti locali e regionali.

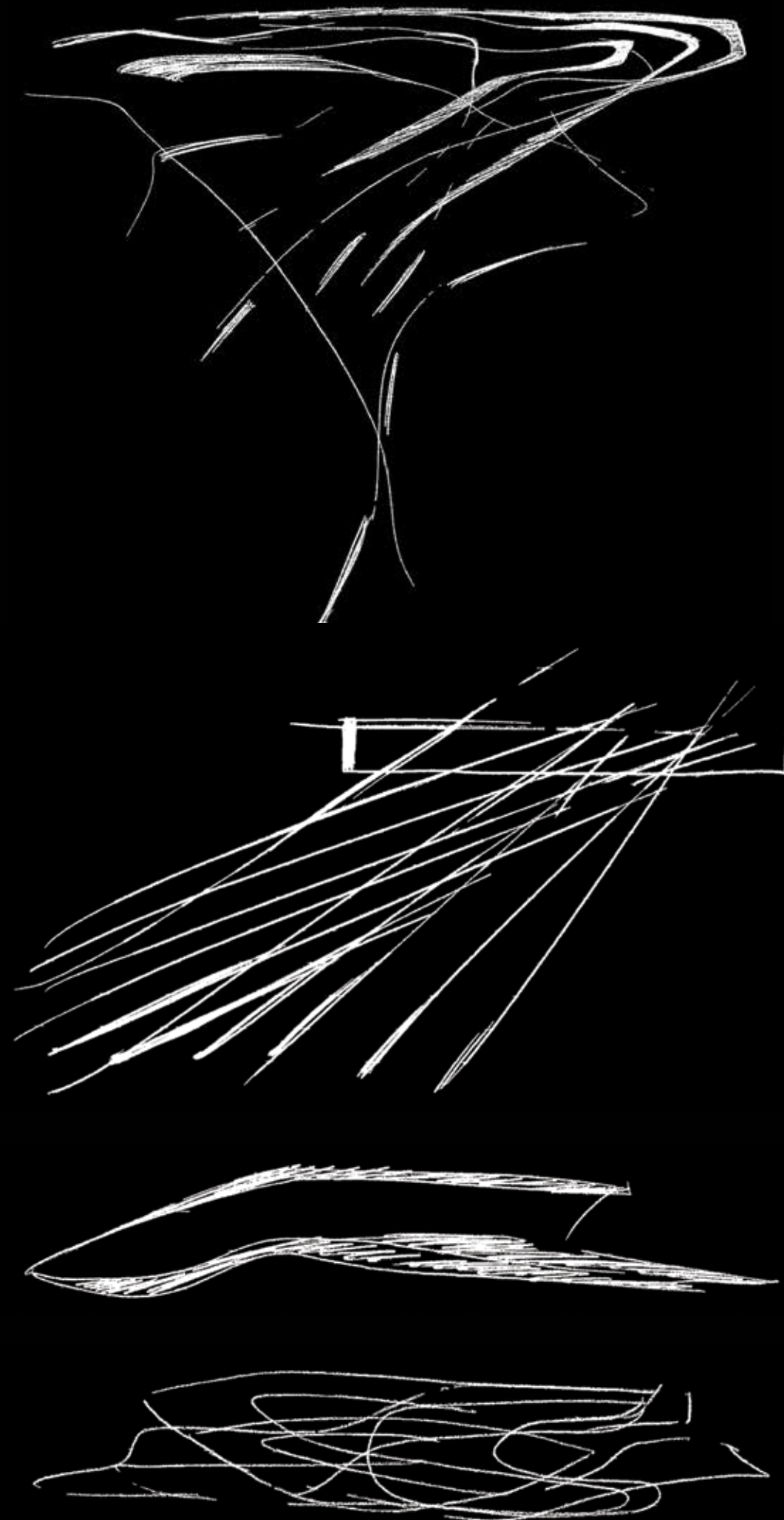
La banchina sale dolcemente avvicinandosi al terminal dalla città, indicando il percorso in graduale pendenza delle rampe che all’interno dell’edificio conducono i passeggeri al livello imbarco delle grandi navi e dei traghetti. La disposizione interna del terminal orienta e guida i passeggeri attraverso una sequenza di spazi che fluiscono l’uno nell’altro e si organizzano intorno a punti focali, come il ristorante e la sala d’attesa.

I pendolari che utilizzano i traghetti locali e regionali attraversano il terminal rapidamente, arrivando al piano terra per poi salire tramite rampe all’ingresso superiore e imbarcarsi. I passeggeri dei traghetti e delle navi da crociera internazionali sono guidati senza soluzione di continuità alla loro nave attraverso il check-in, il controllo passaporti, la sicurezza e controlli doganali. I passeggeri in arrivo seguono un percorso simile attraverso il terminal con l’aggiunta dell’area per il ritiro bagagli.

Di notte, il bagliore del terminal all’ingresso del porto agisce come un faro che accoglie i visitatori in città.

Il nuovo terminal opera, sia funzionalmente che visivamente, come una transizione graduale tra terra e mare; una formazione costiera che media tra solido e liquido. Dalle sue terrazze e finestre, offre una vista spettacolare della Costiera Amalfitana, del Golfo di Salerno e del Cilento.

Il nuovo terminal migliora l’accessibilità e l’esperienza per i visitatori delle attrazioni culturali, della costa e dell’interno della regione. Consentirà inoltre a Salerno di incrementare di 500.000 unità i passeggeri in arrivo con i traghetti e le navi da crociera, creando un indotto di 2.000 nuovi posti di lavoro nei settori dell’ospitalità, dei servizi e del commercio.



Located on the public quay that extends into Salerno's working harbor and marina, the new maritime terminal continues the city's relationship with the sea and establishes new links; connecting Salerno's rich maritime traditions with its historic urban fabric and beyond to the hills that frame the city.

Like an oyster, the terminal's hard, asymmetric shell protects the softer elements within, sheltering passengers from the intense Mediterranean sun during the popular tourist season.

The new maritime terminal is composed of three primary interlocking components: administration offices for national border controls and shipping lines; the terminal for international ferries and cruise ships from around the world; and the terminal for the local and regional ferries.

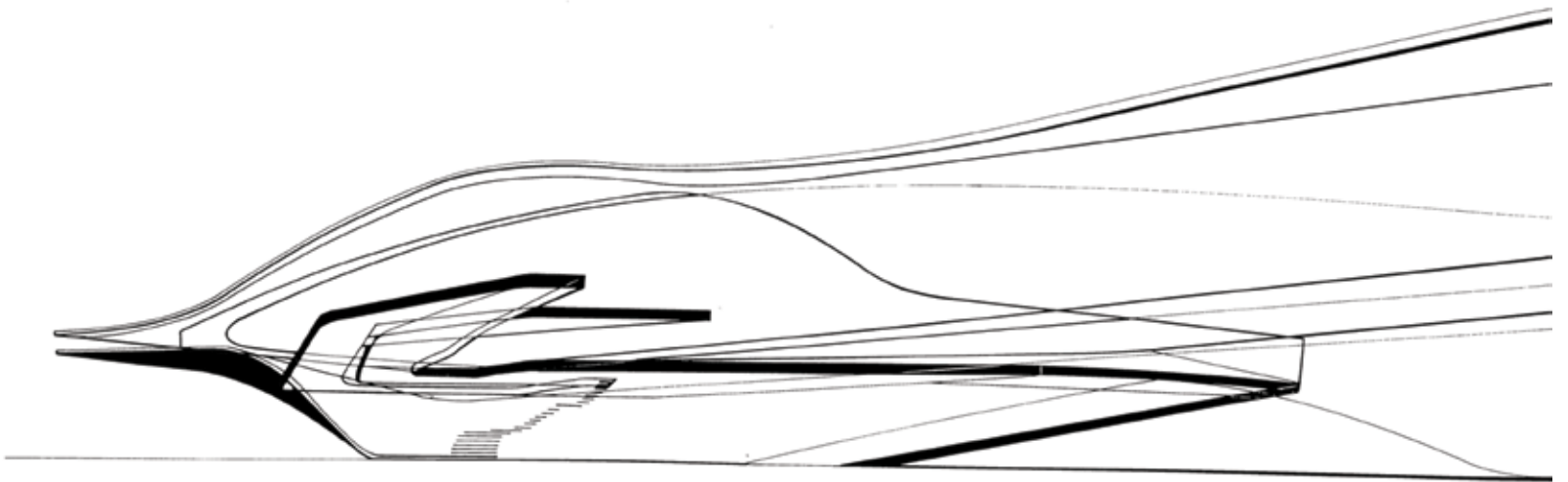
The quayside gently rises as passengers approach the terminal from the city, indicating the gradually sloping path of ramps within the building which raise passengers to the embarking level of large ships and ferries. The terminal's interior arrangement orientates and leads passengers through a sequence of interior spaces that flow into each other and are organized around focal points such as the restaurant and the waiting lounge.

Local and regional ferry commuters move through the terminal quickly, arriving on ground level and ascending via ramps to reach the upper and vessel entrance. Passengers travelling on international ferries and cruise ships are guided seamlessly through check-in, passport, security and customs controls to their ship. Arriving passengers follow a similar progression through the terminal with the inclusion of the luggage reclaim area.

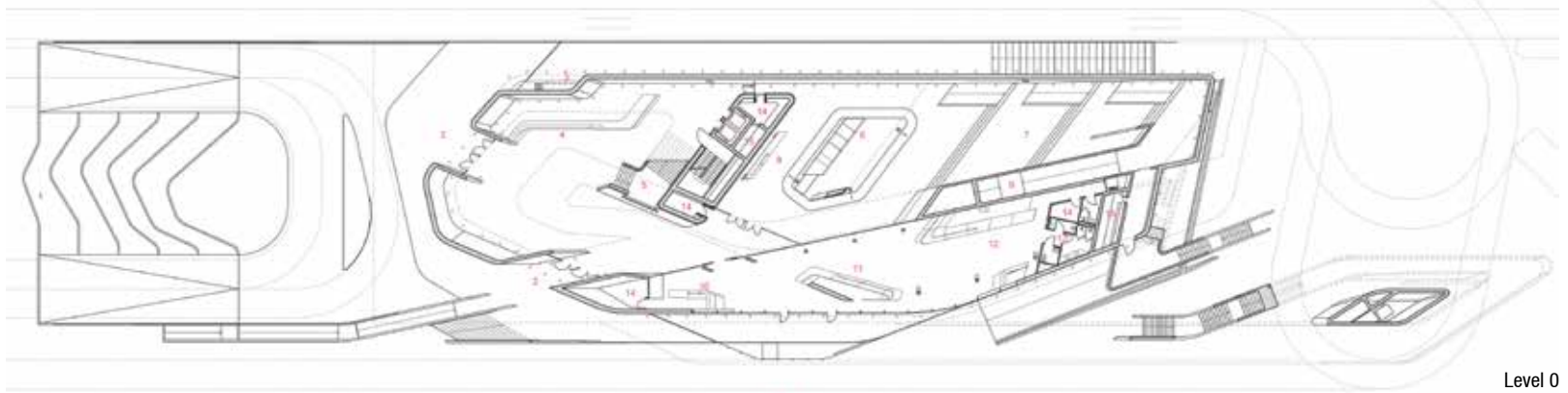
At night, the glow of the terminal near the harbour entrance will act as a lighthouse to the port, welcoming visitors to the city.

The new terminal operates, both functionally and visually, as a smooth transition between land and sea; a coastal land formation that mediates between solid and liquid.

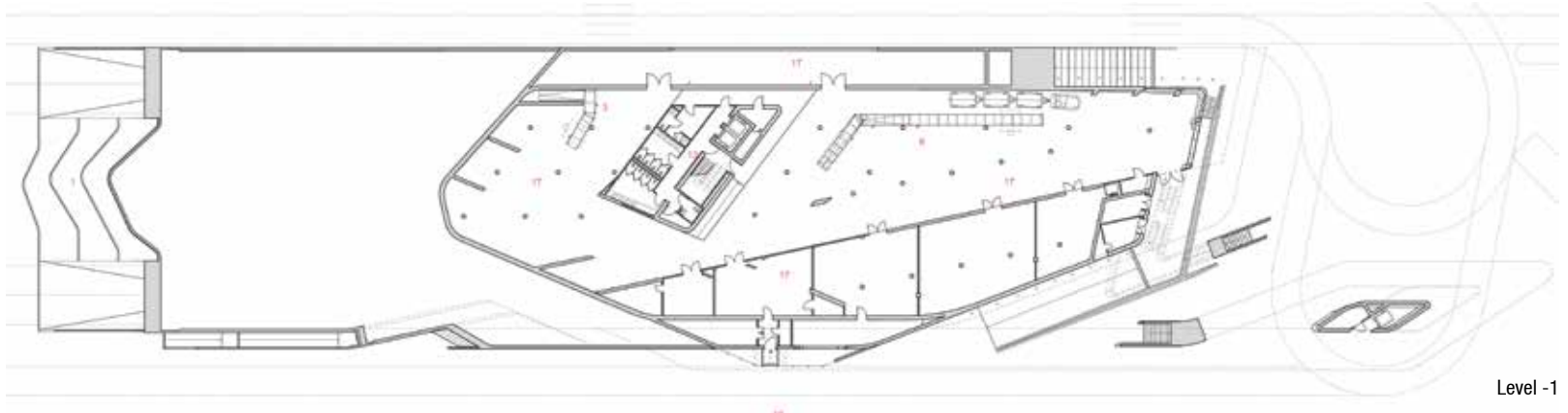
From its terraces and windows, the terminal offers spectacular views of the Amalfi Coast, the Gulf of Salerno and the Cilento. The new terminal will greatly improve the accessibility and experience for visitors to the region's renowned cultural attractions, coastline and countryside. The new Salerno Maritime Terminal will enable the port of Salerno to increase arrivals of ferry and cruise ships by 500,000 additional passengers each year, which would create up to 2,000 new jobs in the city's hospitality, services and retail sectors.





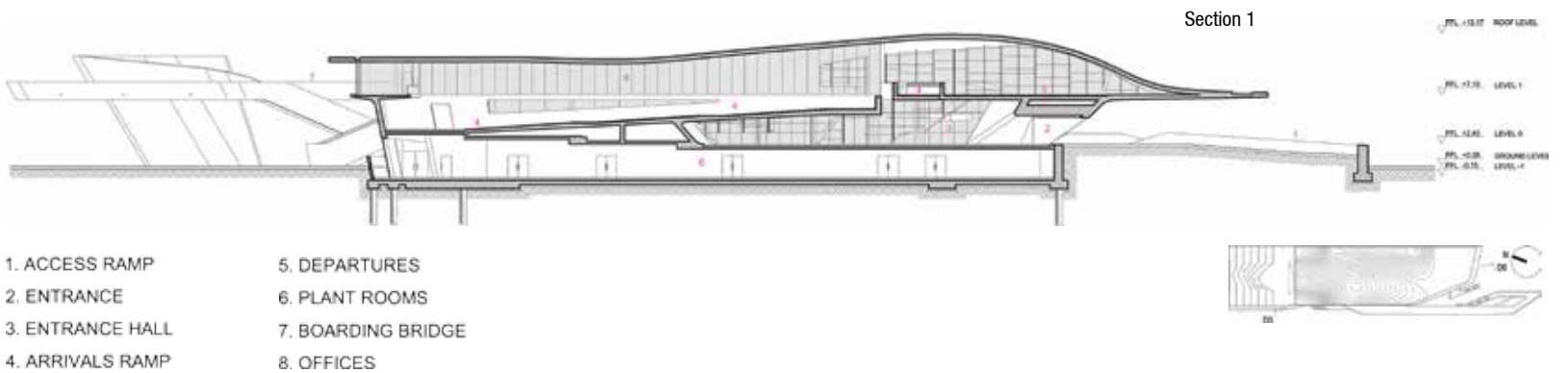


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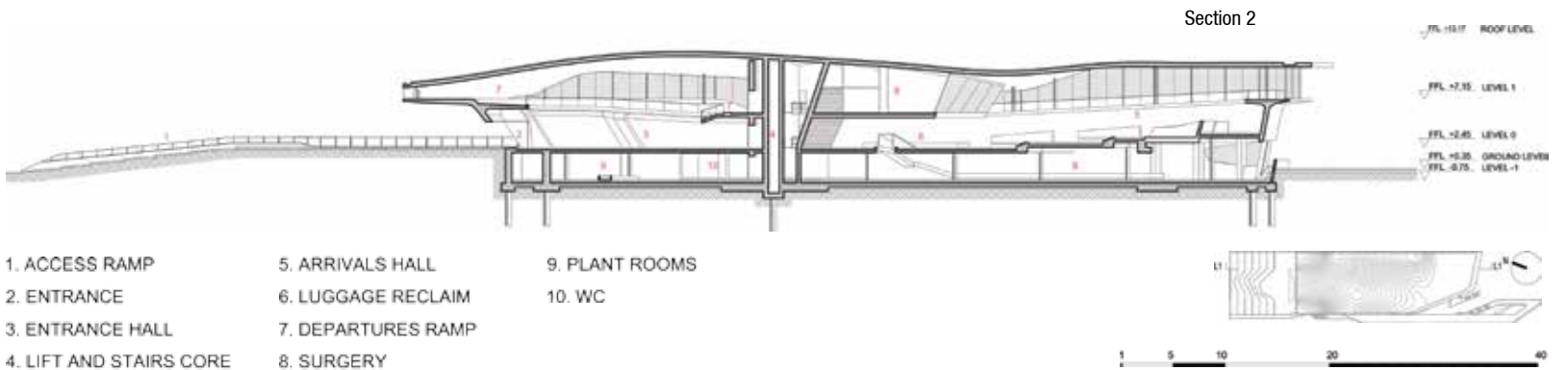
Level -1

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|---------------------------|---------------------------|--------------------|------------------|-------------|------------------|
| 1. ACCESS RAMP | 4. CHECK IN | 7. ARRIVALS LOUNGE | 10. TICKETING | 13. WC | 16. MOORING QUAY |
| 2. ENTRANCE | 5. DEPARTURES RAMP | 8. CUSTOM | 11. INFORMATIONS | 14. STORAGE | 17. PLANT ROOMS |
| 3. CONVEYOR BELT-CHECK IN | 6. CONVEYOR BELT-ARRIVALS | 9. ARRIVALS RAMP | 12. BAR | 15. SHAFT | |



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|------------------|--------------------|
| 1. ACCESS RAMP | 5. DEPARTURES |
| 2. ENTRANCE | 6. PLANT ROOMS |
| 3. ENTRANCE HALL | 7. BOARDING BRIDGE |
| 4. ARRIVALS RAMP | 8. OFFICES |

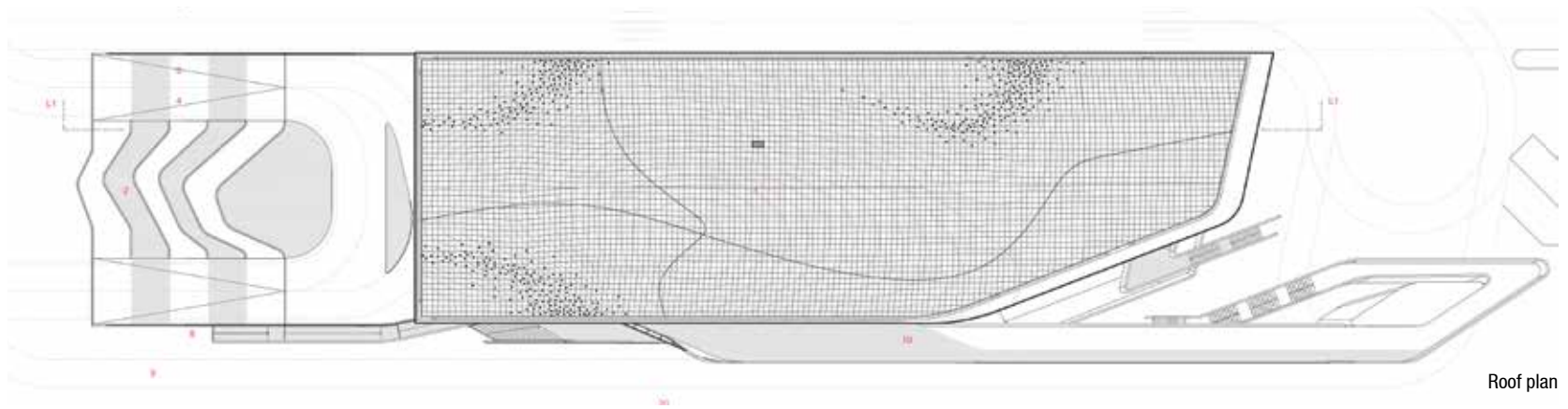
Section 1



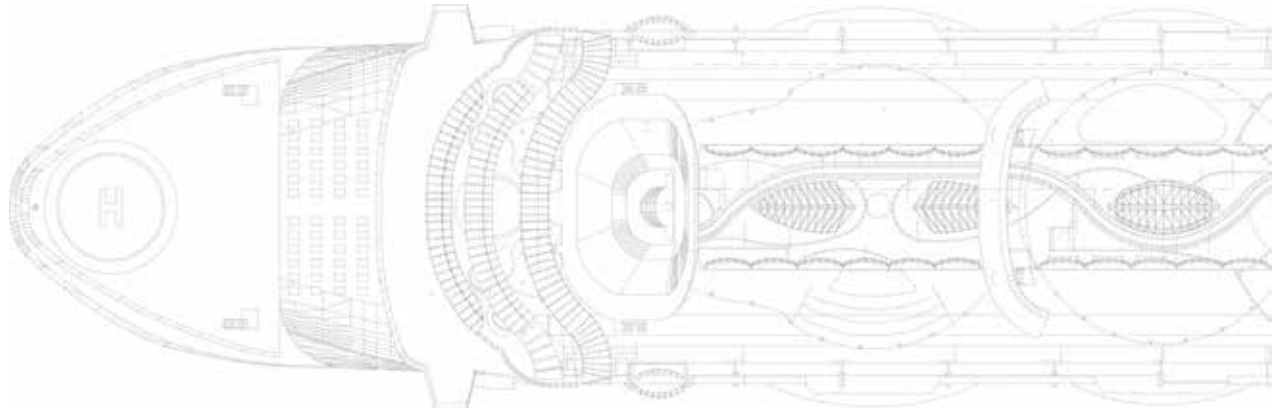
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|-------------------------|--------------------|----------------|
| 1. ACCESS RAMP | 5. ARRIVALS HALL | 9. PLANT ROOMS |
| 2. ENTRANCE | 6. LUGGAGE RECLAIM | 10. WC |
| 3. ENTRANCE HALL | 7. DEPARTURES RAMP | |
| 4. LIFT AND STAIRS CORE | 8. SURGERY | |

Section 2



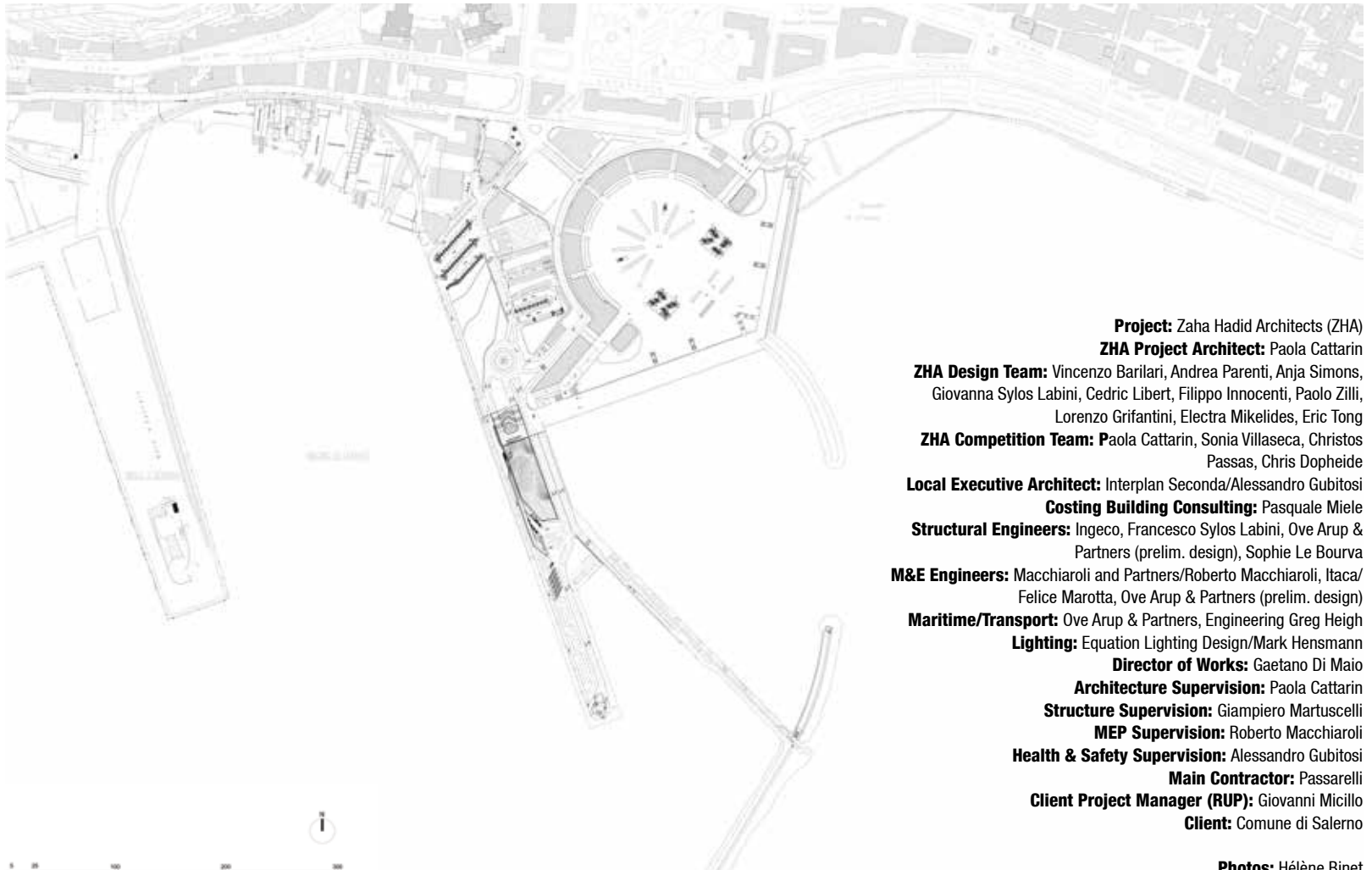


Roof plan



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|--------------------|---------------------|-------------|-------------------|
| 1. ACCESS RAMP | 5. DEPARTURES HALL | 9. STORAGE | 13. CONTROL ROOM |
| 2. DEPARTURES RAMP | 6. PASSPORT CONTROL | 10. SHAFT | 14. ARRIVALS HALL |
| 3. ARRIVALS RAMP | 7. BOARDING BRIDGE | 11. WC | 15. MOORING QUAY |
| 4. ARRIVALS HALL | 8. OFFICES | 12. SURGERY | |

Site plan



Project: Zaha Hadid Architects (ZHA)

ZHA Project Architect: Paola Cattarin

ZHA Design Team: Vincenzo Barilari, Andrea Parenti, Anja Simons, Giovanna Sylos Labini, Cedric Libert, Filippo Innocenti, Paolo Zilli, Lorenzo Grifantini, Electra Mikelides, Eric Tong

ZHA Competition Team: Paola Cattarin, Sonia Villaseca, Christos Passas, Chris Dopheide

Local Executive Architect: Interplan Seconda/Alessandro Gubitosi

Costing Building Consulting: Pasquale Miele

Structural Engineers: Ingeco, Francesco Sylos Labini, Ove Arup & Partners (prelim. design), Sophie Le Bourva

M&E Engineers: Macchiaroli and Partners/Roberto Macchiaroli, Itaca/Felice Marotta, Ove Arup & Partners (prelim. design)

Maritime/Transport: Ove Arup & Partners, Engineering Greg Heigh

Lighting: Equation Lighting Design/Mark Hensmann

Director of Works: Gaetano Di Maio

Architecture Supervision: Paola Cattarin

Structure Supervision: Giampiero Martuscelli

MEP Supervision: Roberto Macchiaroli

Health & Safety Supervision: Alessandro Gubitosi

Main Contractor: Passarelli

Client Project Manager (RUP): Giovanni Micillo

Client: Comune di Salerno

Photos: Hélène Binet

