



Alexandria University
Faculty of Fine Arts
Décor Department
Specialization of Interior Architecture

**Contemporary vision of the interior design of
passenger terminals Marine
(An Analytic study with marine passenger station in
Alexandria)**

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Introduced by:

Salma Mahmoud Kamal Mohamed Mostafaa Elkhloaey

Demonstrator in faculty of Arts & Design - Décor Department
Specialization Interior Architecture – Pharos University

Supervised by:

Prof. Dr./ Essam Abd-elsalam El-azzazy

**Professor of Interior Architecture
Decor Department
Faculty of Fine Arts
Alexandria University**

Dr/Ola Sama Abd al-maabod

**Teacher interior architecture – decore
Departement
Faculty Of Fine Art – Alexandria
university
(seconded out of the country)**

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Introduction:

Having gained experience of the elementary principles of the arts of navigation in the ride of the above-land water bodies, the man moved to the next stage represented in the flat ride of shallow marine areas adjacent to the ground blocks, which has been designated as coastal navigation and which has enabled it to master the arts Marine navigation that has taken him to move to the stage of coming out to the sea, especially after the human being has enough experience for the construction of marine boats as well as the incentive to ride offshore bodies in trade and exchange of goods.

Port ports are an essential component of the maritime transport system, the main outlet for the internal and external trade of a state, in addition, it is the port of the state that combines its inner cities and even other ports through land and sea relations.

Most researchers are likely to have boarded the sea and its barrier as an obstacle to its movements, thus winning this challenge to begin a new stage of human civilization the mutual relations based on maritime activity nearly 7,000 years ago are the Mediterranean Sea, the Red Sea, the Gulf of Aden and the Gulf of Oman The Arabian Gulf, the Seas of Japan, east China, South China, the Indian Ocean and the North Atlantic are the maritime ranges that have seen the first experiments and pioneering voyages in the field of the sea ride.

Seaports are used in different forms within the national economy of the state, as they are affected and affect international trade at different ports in terms of: the size, design, nature of the activity and the quality of the facilities it provides to serve its purposes, and the location of the port is one of the most important commercial factors Its geographical, historical and political, as well as the abundance of land available for use for purposes of expansion and development, leading to different types of ports in terms of function, location, ownership and nature of work.

Summary of chapter I:

When you classify marine passenger stations as an architectural vacuum, the designer must take into account the effect of determining design thinking. The inner spaces of these marine stations are considered to be among the most important of the metal pheromones created by the designer, and he creates them and controls their qualities and proportions to reach the desired effects on Tourists use this void, and to bring the Forum's pleasure into its inner spaces to stretch from closed indoor spaces to natural exterior spaces around the building must be studied:

1. Concept of Vacuum
2. Architectural Vacuum
3. Leisure and freedom
4. Scale of the place

Inner spaces are divided into positive spaces the interior designer has the ability to create exciting areas of positive and negative spaces, a positive void is a shape that rhymes with color, texture, and mass, while the negative void surrounds the positive void. As a link to Windows With walls and the link of walls and vertical surfaces to the artwork in the vacuum, so the balance must be in the positive and negative, in terms of ratio and mass.

The positive design is shown by the design of the Sea Passenger terminal (Kai TAC cruise terminal)

The interior designer is the primary responsible for the efficiency of the terminal building for the convenience of its users throughout the building's performance and is responsible for their safety and security throughout their stay within the building and must also take into account the future outlook.

The efficiency of the passenger terminal building is dependent on the provision of the required beneficial spaces with logical functional relationships for the movement passengers inside the building those blanks and interiors must be in the space, size and specifications that provide the passengers with the right conditions.

It is possible to categorize and divide the interior design requirements into four main groups:

First: Study the inner vacuum to achieve passenger comfort

Second: flexibility in design

III. Operational effectiveness

IV: Economic efficiency

Based on the foregoing, it was necessary for the interior and architectural designers to design the initial designs and take into account a certain balance between the axes or the parties the four mentioned above and these bases can be divided into the bases and the planning standards, where most of the marine passenger stations have a pattern of environmental transformation. Enclosed spaces to open spaces with large acceptance and multiple functional environments through the inner function of various vacuum, with the designer perceiving the new elements gradually, where open spaces are found to give great flexibility in dealing with them through planning.

In the phase of the selection and division of the vacuum, many decisions of the interior design of the marine passenger terminals are developed through the coordination of the conditions prevalent (current) for the preparation of the project and the work of the horizontal waterfalls to illustrate the internal partitioning of the vacuum from furnishing, lighting requirements, and also any ideas need any clarification in this The stage is then developed, and the planning phase contains the determination of all the vacuum requirements of the floor loads. Cables, electrical works and sound considerations, the designer prepares studies to promote the idea of comprehensive design patterns and

quality of ores, finishing and furniture, as well as may contain a color test and plate Raw samples and initial choice of suitable furniture types.

Taking into account the humanitarian needs of tourists in the planning of marine passenger terminals

In general, the humanitarian needs of the tourist can be divided into two parts:

I. Physiological needs

II. Psychological needs

General principles governing the itinerary of passengers and employees of the SUBABLA building the objectives of convenience, efficiency and security of the passenger building must be separated between the lines travel of travellers and employees until they meet in specially designed spaces and result in violation of that waste of time and effort and the possibilities of attacking and crowding and robberies by studying:

- A. Characteristics of passenger movement
- B. Movement of the start of travel procedures
- C. Access Clearance Movement
- D. Movement rate
- E. Flow rates for itineraries according to size, speed and intensity

Required characteristics of passenger traffic flow

One of the basics in the design of passenger buildings is to take into account the flow of the movement between the different elements within it and to provide the necessary surfaces for each of them according to their standard specifications. These measures are defined (2 square meters per passenger), so by knowing the total number of passengers the required flat can be reached.

How to access the Transportation to site:

When designed for the passenger lounge, the architect is looking at how passengers and employees arrive on the site, depending on the conditions of the site itself and related to the city that is part of it in general, there are two types of access to the site: private transport and public transport.

The first steps to interior design marine passenger terminals

The interior design of marine passenger terminals is in many early stages of implementation, a process that takes place in the context of a broad design framework that cares by identifying the various decisions and adhering to standards that offer greater

opportunities to reduce the negative environmental impacts of the internal design of the unit. There is also a relationship Between project decisions and decisions taken by the interior designer, for example, design decisions fundamental to the size and shape of the building influenced by different issues of internal design like energy performance and resources, also, determining the direction of the building affects the amount of glass places Required as well as the type of insulating materials used and other decisions that result from each other.

In applying the various design decisions, the specific circumstances of the project itself must be taken into account as the final design will not only be the result of nature environmental but for the amount of processors and decisions that the unit needs, the design phase takes many of the initial stages and is as follows:

First: The relationship between need and behaviour according to the quality of vacuum within seaports

Second: Analysis of the internal vacuum of marine passenger terminals as an environmental system

III. Internal sensations within the marine passenger stations as an internal architectural vacuum

From the foregoing, it is clear that the main objective of the design process is "to find the spatial pattern that achieves and preserves the functional balance between the needs of travellers and employees in the hall and the human desires of its various activities that are compatible with environmental factors and economic determinants and social surroundings. "

Summary of chapter II:

Interior design is designed to meet the requirements of three main axes:

1. Passenger and subsequent luggage and belongings.
2. The operator is responsible for the vacuum of the terminal building and the consequent functions and services that occupy the void of the building.
3. The owner is an investor and is followed by shareholders

The three parties constitute a continuum in the personality and aspirations of both the owner of the terminal building and the operator responsible for the impact strong on the quality of the services provided to the passengers, and to reach the planning bases to achieve the design objectives and requirements.

• Basics & Specifications:

When designing the executive design and drawings of the passenger lounge, the designer is required to have a variety of grounds and design criteria that make designing viable for

future development and renovation through the use of legislation and laws on design systems and the establishment of passenger buses at seaports.

How to enter the building: How to enter?

A. Entrances:

- Income is a structural sensory translation of the designer's thought, which is crystallized through the analysis of psychological motivations and the desire to discover beyond a determined inner vacuum.
- The entrance to any facility is an invitation to enter and move from the outer perimeter to the limited inner void, which is a transition, reception, psychological and orientation, and contact with the outer perimeter.

Entrances and personnel must be provided in the individual passenger building, where each has its own requirements, it also improves--if space is available--these entrances are far from the outer gates of each entrance and are separated by a part of the exterior garden or inner courtyard in order to provide space for the movement and wait Approaching Approach The entrance is generally a transition between home and abroad for reception, surveillance, mentoring and giving the first impression of the building is preferred to precede the entrance of an external vacuum porch to wait in front of the gate under Capoly roof or mounted on Canopy columns

Horizontal anchor elements (corridors or roads) at passenger terminal buildings:

Horizontal anchor elements are the corridors that link the parts of the passenger building to each other. Image (20), the corridors can be located at or above ground level – pedestrian crossing bridges – or underground, such as tunnels, and there may be rotations in the transition between different horizontal levels (corridors) Eventually lead to vertical ligators, including fixed stairs, escalators and lifts that we will be exposed to later.

So that horizontal ligation means can be optimized to the maximum extent that the waist and passenger flows are calculated by scanning or mixing with the computer. It is likely that the figures are approximate, recognizing the typical accuracy of the data. Data from the survey that was dragged on the site may also vary by 10% From one day to another, the data is applicable to the possibility of a cumulative error that must be taken into account. Flows may occur from those whose journeys have been delayed or some passengers who have missed their flight date.

Vertical anchor elements (ladders and lifts):

- A) stairs
- b) Slopes
- c) escalators

d) Elevators

Waiting and resting rooms at the passenger terminal:

The waiting rooms within the sea ports are usually associated with a sense of pressure and anxiety, so taking care of these places helps on making waiting times more enjoyable, it also reduces and eliminates much stress and boredom, and this is achieved by taking into account the following points:

-The halls should be of great breadth to accommodate the expected numbers of passengers at any time, attention to good ventilation methods to prevent the spread of disease

Food and Beverage Services:

Food and beverage services vary in their capabilities and mechanisms within the passenger terminal

Places reserved for shipping companies:

-Separate places in the arrival and departure lounge for passengers and their office locations must be close to passenger movements in queues. While providing a series of THAMWIA corridors for easy access during queues and at the same time related to the movement of major travel lanes in the public area to reach it with sufficient flexibility, During peak hours, they also allow back to their positions in front of the pallets.

Free markets:

Free markets are shops where free currency is handled in order to support the economic state. Free markets are a system in place in all countries of the world in order to facilitate tourists to buy their imports of imported goods and, at the same time, to obtain the largest return from free currency, and free markets are divided To:

1. Free Markets for diplomats
2. Free passenger markets (ports and airports)
3. Free Markets for citizens

Security Offices:

Its function is to maintain order within the passenger terminal and to work for security, to meet the obstacles that may be encountered in the passenger population, and when designing these offices, take into account the following:

-Be in clear places so that any one of the passengers can easily access it, with a design that features a glass façade that can help supervise the passenger lounges if possible

Signage and presentation of information at passenger terminal terminals

Internal radio service and voice appeal

The use of voice appeal in passenger buildings for many years, passed through several stages of performance, and most of the passengers at one time were well-off the importance of the call which is emitted from the microphone and the most prominent problem in this system is the purity of the sound, we usually find the sound inaudible and confusing, where the sound collisions cause echo and confusion not only should the speakers be placed at the points studied in the lounge, but the interior designer must also pay attention to the fact that the material and finishing materials play an important role in good deal with the sound and its improvement and its jamming so for example choosing the quality of coarse flooring has a big do around in the reflection which compels us to take A counterdesign procedure, like putting another element, absorbs those voices that are reflected.

CCTV Camera Surveillance Systems:

-use it to a high level of safety in the passenger lounges of seaports, where these systems cover the entire space and must be constantly monitored and give the observer a clear clean picture,

-The control must have the capacity to take appropriate action depending on the situation it deems

Telephone and communication machines:

Public telephones and communication machines must be distributed in the interior design of the passenger lounges, which are useful for passengers and are required and are not to be overlooked.

It can be used to provide free guidance and general information to passengers by dialing a free number that connects the passenger to the control room and gives him the information. that he demands, and I have said the risks of that type of machine being vandalized and stolen with the use of cards, have become money-free.

Escape Stairs:

The escape stairs must be performed directly, and these stairs must be continuously lit while occupants of the building are present. The lighting is regularly formatted and distributed to ensure that no part of the exposure is exposed if a lamp is burned

Summary of Chapter III

The study of the system of internal and external spatial relations is the backbone of the architectural work, through which the design decisions that make up the urban space are adopted. This system is a direct corollary to workers:

First: Observe the physiological conditions of convenience of employees and travellers in passenger lounges.

- Second: The proper study of the movement of individuals and materials used in the vacuum from one vacuum to another.

The intellectual philosophy affecting the determination of the internal design standards for marine passenger terminals:

The idea of an environmentally-balanced, environment-reactive vacuum captures most of the studies of the interior design philosophy of marine passenger terminals. On the part of the interior designer, the principles required in the design of the unit's built environment must be understood, especially a good understanding of the role the building plays through Wall systems roofs, floors and windows that a designer can manipulate to respond to local conditions of the site in shaping internal environments with different functions. Also maintain visual communication between design and nature and take advantage of the surrounding environment in the identification of different processors That needs to be vacuum like lighting systems and selection of ores and other

-The main objectives of the realization of the layout of the passenger building in seaports:

The internal architecture of the marine passenger terminals is determined by the vacuum elements as a whole and regularly in a self-verification way that is more space than a mere grouping of parts within the unit. This conscious organization of their own vacuum elements with their inner relations, any way of connecting the blanks together, or linking inward Out in a way that's understandable to each unit.

There are three main objectives to achieve the general philosophy of leisure planning in the passenger building:

1. Avoiding overcrowding and congestion
2. Flexibility in the reception of passengers to and from ships
3. Appropriate capacity to evacuate when required

Aesthetic values of inland marine Passenger Terminal architecture:

Water bodies around the floating unit as horizontal surfaces help to move the water hole around it so that it does not reflect the solar rays within the space. This is in addition to the aesthetic value of the Sicilian that is confirmed by the harmony of the elements of nature with the inner space so it requires the design of the floating units of the designer By providing natural amenities whenever possible to maximize the human comfort of the tourist through the general distribution of the design vocabulary within the space to cope with nature and relate to it this is achieved by going out into the nature of inner spaces and visually enjoying it from the inside to bring about the fun of the contradiction between Closed and open and between positive and negative

Nature of aesthetic look at marine passenger stations

Architecture research has tried to explain the relationship between man and beauty and it has been possible to crystallize it in my view, I addressed the beauty of the art of emotional architecture on the basis that it related to human sensations, the second dealt with the beauty of the art of optical architecture based on the study of the shape and the effect of architectural form on the design of procedure.

The relationship of the shape to the job is not a direct relationship, it is a dialectic relationship that relies on the element between these two human rights, the man, the private buildings. and the public with different functions is the result of multiple humanitarian decisions taken in different times and circumstances to meet certain needs

The relationship between the interior design of marine passenger terminals and the surrounding environment as an architectural vacuum

The first objective of the inner architecture of the passenger terminals is to create the appropriate environment for the tourists with a system that provides them with material and moral needs within the vacuum. The internal architecture of these units must reflect a visual and creative process of creating "internal" spaces that allow these The spaces of the tourist's daily and recreational needs within the station are physiologically, psychologically, socially compatible and artistic and intellectual, through its internal designs.

Extension of the environment in the interior design of marine passenger terminals

The marine environment is based on four elements (water – air – sky – sea floor). These four elements are the ones that consist of the water bodies surrounding the offshore passenger terminals. And their natural systems in different proportions and rates so these elements cross a useful way of studying how Through which we interact between our built environment and the natural world, where the offshore passenger terminals and their occupants depend and react on their day within the space with that environment surrounding the four sides

Impact of the aquatic component on the design of marine passenger terminals

The architectural and interior design of marine passenger terminals is influenced by the presence of the surrounding water component and the use of that water element through open optical weathering is the most appropriate means of creating a natural environment with its inner vacuum. The water component is characterized by water bodies surrounding the plant, such as sea or Oceans with multiple and infinite formations being natural elements, the nature of their water movement is a major and influential factor in the internal visibility of the passenger terminals freedom. The static water surface works as a shiny mirror reflecting high temperatures, as the water texture changes as a result of the effect of the resulting waves. About Tidal

This is reflected in the interior design of the Lexus Swiss passenger station (Leixões Cruise terminal).

Use openings and transparent elements in the vertical parameters of the station

The designers of the offshore passenger terminals have relied upon their desire to achieve an optical extension of the environment surrounding the interior design of the element of openness the visual of the station in the design of the vertical parameters represented in the walls by using the openings or their transparent elements. And in some of the designs he was doing To blend the two elements together as one means of achieving coherence and communication between the internal vacuum of the unit and the surrounding marine environment.

The elements for determining any internal vacuum in vertical and horizontal determinants and ceilings and their relationships and the nature of their composition have a direct impact on the internal design of space

Use of glass wall in the design of marine passenger terminals

The glass walls at the passenger terminals represent a kind of wall with a design that is interacting with the environment and that play the glass and openings have a significant role to play through the technical development that the design process has undergone. Where these walls can control the intensity of the inner vacuum lighting and the normal lighting rate inside

The greater the number of openings and the areas of transparent elements, the more they become, visual communication between space and outer space has increased and space has begun to lose its own England, and it has begun to integrate with space and the flow of vision is based on the opening of openings for each other.

Summary of chapter IV

The light for man is the centerpiece of his life, it is not only the element of vision for his movement but much deeper than this, as human life without light is not upright.

The light works to create a comfortable vision environment that enables a person to engage in activities within the place where he/she is lively and efficient. This environment, which would affect human inclinations and emotions, would have a psychological and intellectual comfort if it was in a suitable environment, and of course it reflected its actions and actions.

First: The light and its relationship to interior design:

The light plays an important and vital role in interior design, as it affects the different elements, which are contained in the space and its component, in terms of the strength and intensity of the lighting on the one hand, and the effects it causes as a result of its reflection on different surfaces: such as walls, floors and ceilings, or on materials such as Wood and Al Metals, stones, or surfaces: like the pointy surface, the rain, the shiny, the smooth, the other.

Also, physiological and psychological light affects different effects on design elements due to several factors such as light, and its degree whether it is light or dark, cold, pale or hot, and the distribution of lighting and its relationship to the flat that proves it, the power of light and its intensity, whether direct, or indirect, the amount of light in terms of density, as well as its quality. In addition to the order and direction of the light and its position, these factors effectively affect the design of the space, the composition of its vocabulary, and the elements selected for it.

Second: Lighting types:

The lighting is divided into two main types: natural lighting and industrial lighting and until recently the natural daylight was the primary source for getting light inside and outside the various blanks, the Windows slots in both roofs and walls were the most important considerations to be taken into account when designing the Buildings.

We summarize the lighting objectives of marine passenger terminals in the following aspects.

. Functional aspect

-Beauty side

-Health aspect

Problems encountered by the designer when designing interior lighting for passenger lounges for sea ports:

1. Vision Disorder

2. Glare

3. Optical balance

4. Visual Deception

Color and Light:

The nature of the colours varies with the nature of the light, and the colours are different in appearance under the light of daylight than under the industrial lighting. and the color as light has the ability to transform the void and correct its proportions, whether limited, low, or large, so the designer and by colors can control the shape and size of the vacuum. Available, the designer has to take advantage of his conscious instincts and knowledge of the psychological requirements of the individuals who will use it. Interior design relies mainly on the choice of colors that play an important role in making the place comfortable, and color plays a role in optical sensory perception and then creates these effects The color is also a special atmosphere for the inner vacuum that has the ability to control the size, proximity and dimension where there is a balance between the mass and

the vacuum and confer unity on the place, the function, size, shape, and source of lighting, whether natural or industrial in use.

Lighting conditions and their relationship to interior design: Lighting Conditions:

Despite the ability of the eye to adapt involuntarily to lighting levels and colours, some of the industrial light sources cause some cognitive changes to the colours of the objects compared to their appearance in natural light.

The designer must choose colors under light conditions similar to those expected to be seen by the traveler. You should study the inner space of the departure lounge for the passengers whose color design is to be selected if it is in the north, south, east, or west direction.

There are three main considerations that must be taken into account:-

Selection of material and finishing materials

Area of marine passenger terminals

Total design of marine passenger terminals

Selection of material and finishing materials:-

You must choose the material and finishing materials:

You must choose the appropriate material and finishing materials that offer the optimum performance required when using. Nowadays, the designer has a wide range of materials to differentiate between us more than ever before, and he only has to report the specifications required for each part of the section to find a lot of possibilities to choose. Before we review the specification of these materials, the interior designer must be familiar with the specifications of the construction materials that can be used in the passenger lounges, which facilitates his work and choice of the required materials.

Technical treatments for interior design elements of the embarkation halls of the seaports

First: Flooring

3. Partition walls (al-Qawobey)

II. Treatment of walls

IV. The Bishop

By studying the interior design of the different sections of the marine passenger terminals, an analytical study of some global models of marine passenger terminals around the world is possible.

Abstract

First: The naval passenger station Kawxiong, Taiwan.

Second: The Marine terminal of San Francisco, America.

Third: The sea passenger Terminal Bilbao, Spain.

Fourth: Alexandria Marine Terminal.

Search results

Some of the points reached by the study are included through research studies

Recommendations

The study developed a set of points that the study recorded and referred to to be taken and taken into account in the interior design of the offshore passenger terminals.