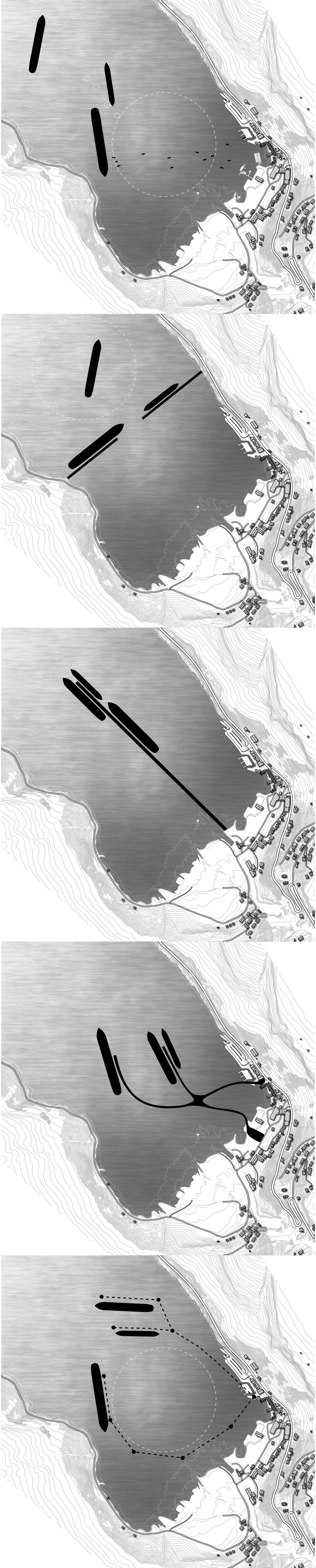




THE GEIRANGER HUG PROMENADE

APPROACH VARIATION



Electric ships
To keep everything like it is and say "everything is fine". Newer shuttle ships would run on electricity and wouldn't pollute the environment. But the main logistic problem of tourists switching from one vehicle to another stays. We are kept with same busy fjord in this dramatic but calm landscape.

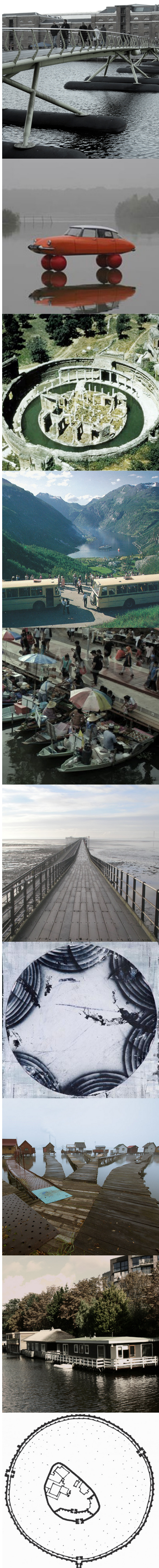
Two piers
Two piers could make the current anchorage positions accessible on foot. But since the exits from the piers would be located far from the city centre and on in the summer busy streets, we could probably expect that instead of shuttle ships, buses would be in frequent use. This wouldn't be a solution, just a relocation of the problem.

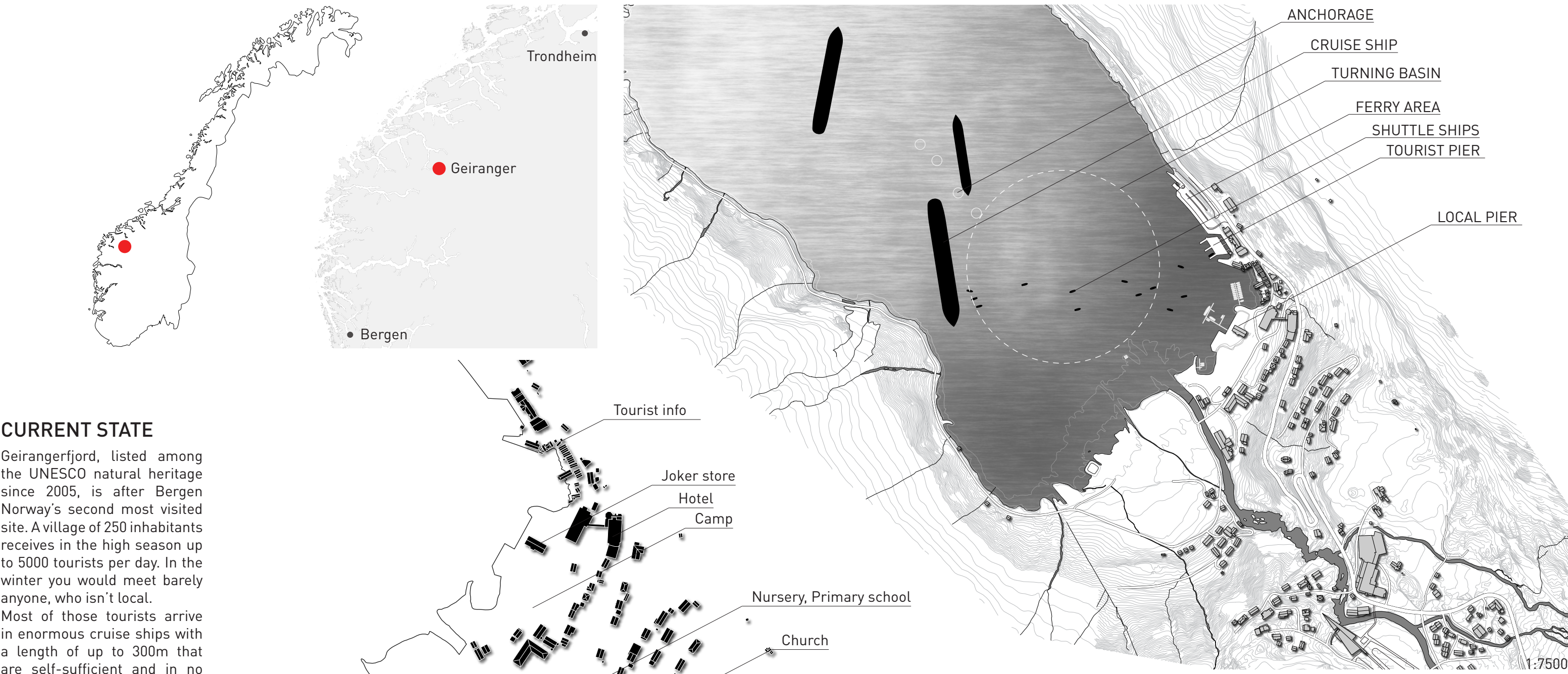
One pier
A pier that stretches directly in to the fjord is the easiest way, how to get to the location, where cruise ships can safely anchor. But such a gesture splits the fjord in two and becomes a symbol of human dominance in the natural landscape. At the same time the structure is not very practical for docking more than two ships at a time.

Hyper structure
It may be tempting, to create a hyper dock that could easily accommodate all the functions in the locality and that could be expanded in the future. Even a heliport could be added! But is it necessary at all? Since visiting cruise ships work on a self sufficient basis, there is no real need for a complex docking facility.

Cableway / Bridge
Cableways or bridges would be useful to create paths between minimal space docks in the fjord. The footprint of such a structure would be reduced to a minimum. On the other hand the visual impact would hardly go unnoticed. It can not be easily justified to build in such a manner in an UNESCO site.

REFERENCE





CURRENT STATE

Geirangerfjord, listed among the UNESCO natural heritage since 2005, is after Bergen Norway's second most visited site. A village of 250 inhabitants receives in the high season up to 5000 tourists per day. In the winter you would meet barely anyone, who isn't local. Most of those tourists arrive in enormous cruise ships with a length of up to 300m that are self-sufficient and in no relation to the site and to its value. Because of their size the ships have to dock in the middle of the fjord. The transport of passengers to the shore is provided by smaller ships. Cruise ships visit the site every year from May to September. Geirangerfjord was threatened to be unlisted from UNESCO, since there were plans to build power lines over the fjord.

REQUIREMENTS

- /Ship dock
- /Sum of ship length max. 600m
- /Shore-going
- /Optional tourist function
- /Turning basin
- /UNESCO approvable
- /Local power supply for ships

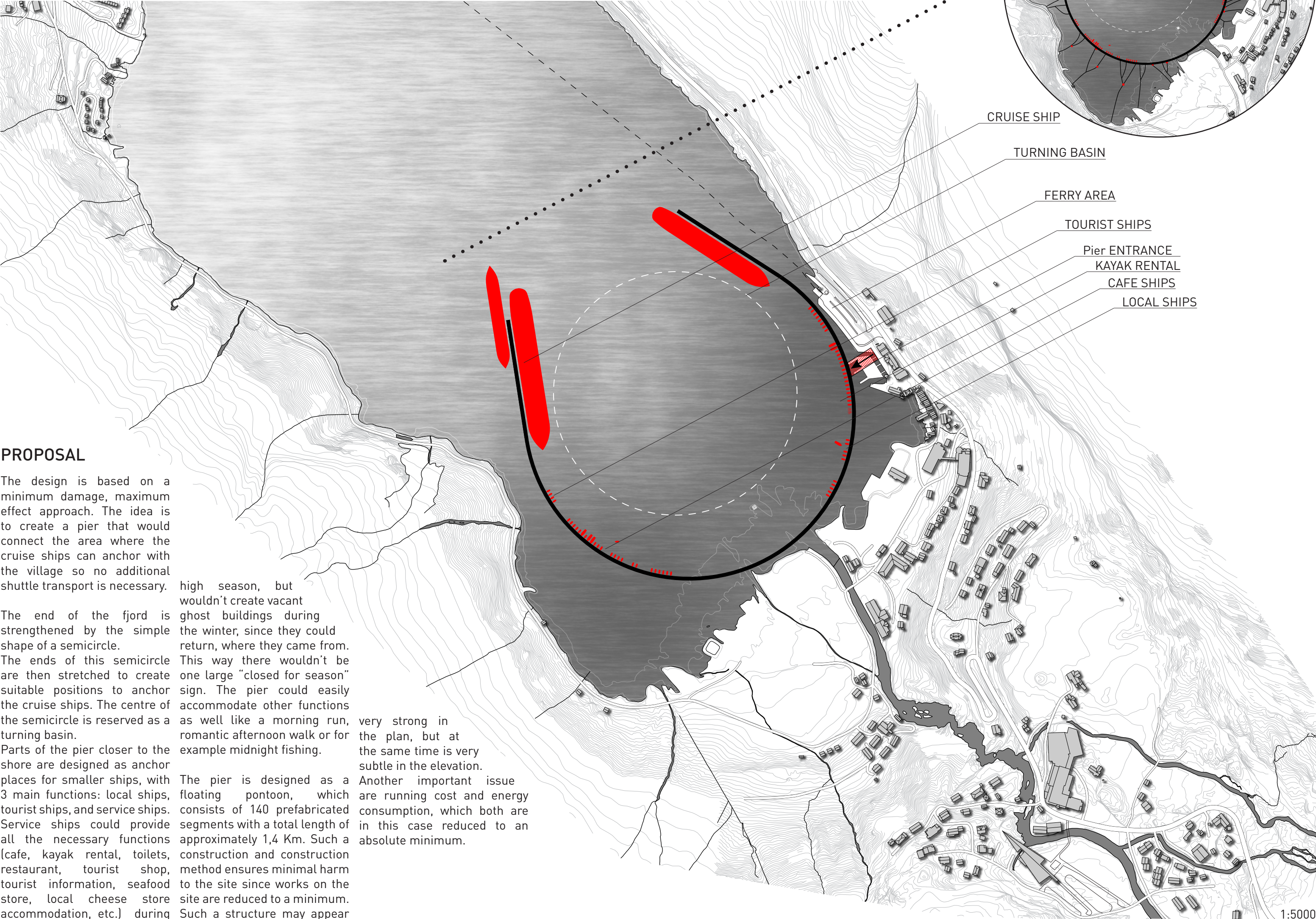
DESIGN PRINCIPLES

Is there a way to design a system that would serve as a connection between the "misplaced" cruise ships and the local landscape?

A system that wouldn't be to small in direct relation to the cruise ships, but would as well respect the site?

A system that wouldn't lead to the delisting of the site from UNESCO.

- //CONNECT//
- //RESPECT//
- //UNESCO//



PROPOSAL

The design is based on a minimum damage, maximum effect approach. The idea is to create a pier that would connect the area where the cruise ships can anchor with the village so no additional shuttle transport is necessary.

The end of the fjord is strengthened by the simple shape of a semicircle. The ends of this semicircle are then stretched to create suitable positions to anchor the cruise ships. The centre of the semicircle is reserved as a turning basin. Parts of the pier closer to the shore are designed as anchor places for smaller ships, with 3 main functions: local ships, tourist ships, and service ships. Service ships could provide all the necessary functions (cafe, kayak rental, toilets, restaurant, tourist shop, tourist information, seafood store, local cheese store accommodation, etc.) during

high season, but wouldn't create vacant ghost buildings during the winter, since they could return, where they came from. This way there wouldn't be one large "closed for season" sign. The pier could easily accommodate other functions as well like a morning run, romantic afternoon walk or for example midnight fishing.

The pier is designed as a floating pontoon, which consists of 140 prefabricated segments with a total length of approximately 1,4 Km. Such a construction and construction method ensures minimal harm to the site since works on the site are reduced to a minimum. Such a structure may appear

very strong in the plan, but at the same time is very subtle in the elevation. Another important issue are running cost and energy consumption, which both are in this case reduced to an absolute minimum.

POSSIBLE EVOLUTION

The structure creates a strong position as the mountains surrounding the fjord do. Such a position gets assimilated in Norway over time. This way it is thinkable that over time new connection to the pier would emerge and we could witness a new form of interaction between man and (artificial) landscape.

