



Aruba Ferry Terminal

Studio Aruba - Complex Projects
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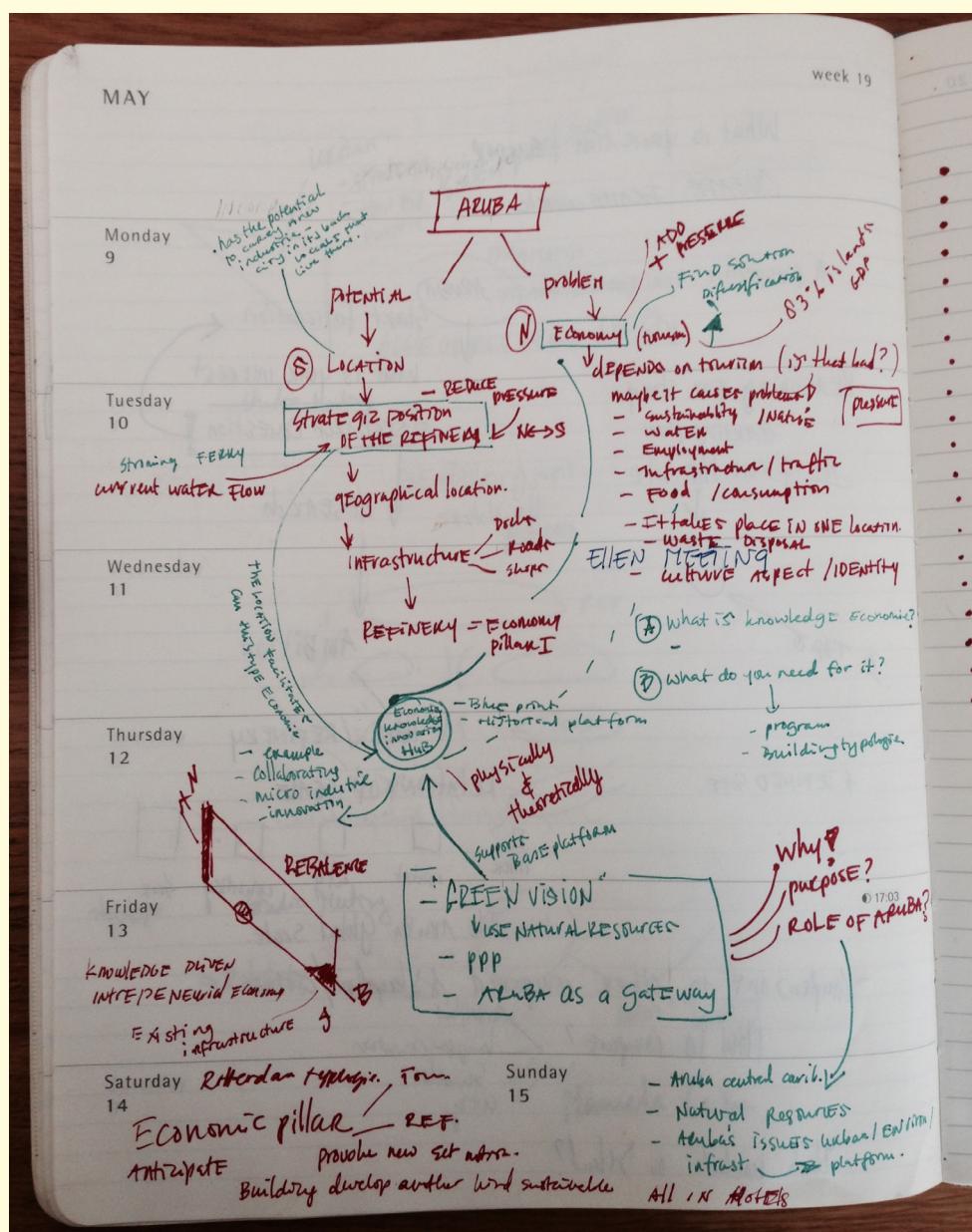
P4 Reflection
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Introduction

The graduation project is located on the island of Aruba, a former Dutch colony. In the late 20's the Lago oil refinery was established on the South-eastern end of the island contributing to the rapid urbanisation of the local culture, resources and a more profound built environment. In 1985 the economy of Aruba suffered due to a reduced worldwide demand for oil. This brought the island to direct its economy towards tourism. The Capital city became a port of call for Caribbean cruise ships and the northern coast accommodated luxury hotels. Since 2009 the oil refinery has discontinued operations, meaning that tourism is the only promising sector, making the island fully reliant on tourism. Recessions in countries that are main suppliers to the Aruban economy reverberate heavily and demonstrate the fragile state of the dependent tourism industry. More than 88% of Arubas total GDP is contributed by the tourism industry. This dependency on tourism and the influence of the oil refinery also brought with it a loss in culture identity and connection with its sister islands.

Research Question

How could Aruba diversify its economy yet respond to the local need of ownership and connectivity.



Mindmap of the topics relating to Arubas current conditions.

The **lack of connectivity** was researched on **three scales** the island, city and site.

1. The isolation of the island with its proximate surroundings.

The loss in exchange with its sister island due to the poor means of mobility.

2. The disconnection among the city, San Nicolas and the rest of the island.

San Nicolas, the second largest city suffers from a ghost town effect after the closing of the refinery. This creates an imbalance where most to all development takes place on the Northern end of the island.

3. The border site, within the city of San Nicolas

Within the city itself there is also a strong separation marked by a wall running along the refinery territory. This limits the city to connect with the waterfront.



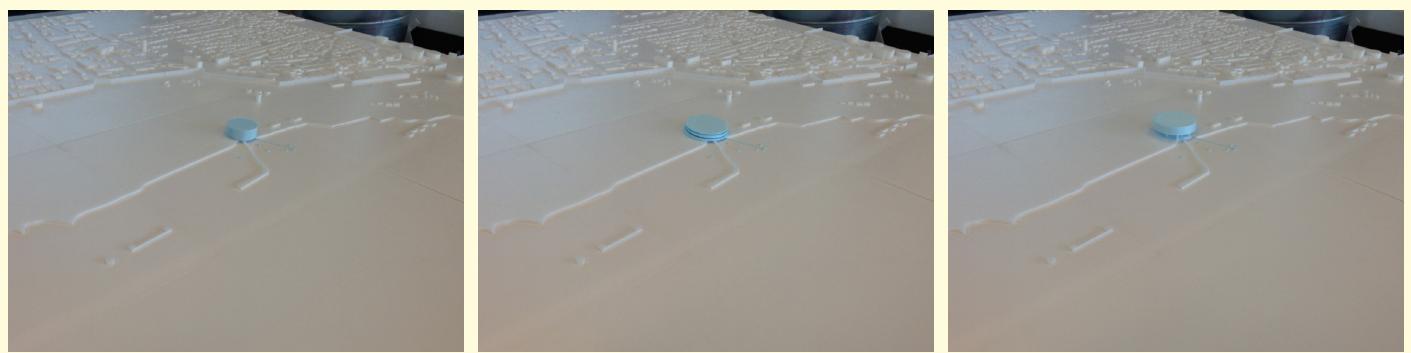
After comprehending why and how **Dis-connectivity** impacts and effects the island it became of interest to translate these “problems” into “potentials”. **Connectivity** became the mediator through out this graduation. The main objectives were:

- Re-establishing the connection between Aruba and its sister islands, promoting affordable mobility.
- Establishing a cultural connection between the cities by introducing a function relevant enough to promote mobility and interaction between the cities.
- Connecting the city with the waterfront which, therefore will also tackle the current wasteland issue.

The designing of a **ferry terminal** became the most adequate program which could stitch both the physical connection of transport together with the social connecting through the public realm.



The second part of the graduation did not respond to solely one methodology but was rather challenged to implement diverse methods to tackle the different scales. The site mainly consists of waste, making it challenging to define what scale would be fitting in respect to the surrounding context. It also meant that the expression of the intervention would be the first to define a new scale on the site and to the city but also to the successive development which would take place in the future. The role and expression of architecture became crucial taking into account that the Aruban built environment is mainly imported by both European and American influences. Furthermore most architectural expressive buildings are the hotels which are constructed to attract tourist.



The main building principles of connectivity, openness and unity symbolizes a new introduction to architecture for the island of Aruba. The intervention is placed in a former silo marking which surpassing the footprint to emphasize the new era, the manifestation reclaiming the land back. The gesture was chosen to give ownership and pride to the local; a landmark to the city. The flow along the periphery allows defines unity and offers a panorama to view all angles of the city. The inner flows provide the opportunity to circulate through all levels of the building where the visitor can observe both architecture, activity and function from different angles. The porous roof sets the stage for gatherings and activity. The program of ferry service was stripped to the bare minimum. This choice was made in order to give both the current city and the surrounding wasteland the opportunity to revamp into a more contemporary city, relevant for the island as a whole.



Connectivity enables trade, cultural exchange and unity. In the case of Aruba which bridges the connection between Europe, Latin America and the United states it is crucial to improve its proximate conditions. This will also boost opportunity on those neighbouring islands whereby interchange of knowledge and culture will be promoted on a higher scope. The building represents the connectivity with land and water. It serves as the catalyst to maximize the potential for social and economic development of the San Nicolas harbour. I believe that by introducing an intervention which will serve both the site-condition and the economy on the island can potentially be seen as an application used in different countries which are undergoing similar problems. The fact that this graduation project also opens up a new era, removing a strong border between the three scales for the local Aruban can be seen as a example of how to introduce change by giving not only a function which benefits the economy but furthermore one which contextually reconnects the inhabitants.

The manifestation towards the local needs of connectivity has been successfully executed due to the multilateral approach of the project. The size of the project, one rather large in scale required the mind-set to focus on the big idea. This was a rather challenging exercise to set hierarchy when desiring to tackle all scales. My strong relation with the island made this graduation project personal. Unconsciously I also added a certain amount of expectation of myself for designing an architecture that resonates presence and pride hence introducing social qualities to the island. This endeavour has altered my position in architecture making me more aware of my surroundings. I believe this project has achieved my primary objectives and potentially will become the design concept for the Aruba Ferry Terminal.

Published On: Wed, May 11th, 2016

Loca

Possible Ferry Service Between Aruba, Curaçao and Venezuela



WILLEMSTAD, ORANJESTAD – After the announcement of the ferry service between the islands, there is now the announcement of the Venezuelan Ministry of Communication and Information about a possible ferry service between Aruba, Bonaire and Curaçao.

Aruba, Bonaire en Curaçao werken aan Fast Ferry

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According to sources, the company will be prepared to be used as soon as May 6 this year, the first sailing will be prepared to be used as

On the boat there is room for containers for dry or refrigerated operations in June next year.

The company has not announced yet what the special rates for



Kralendijk – De overheden van Aruba, Bonaire en Curaçao en waren 2 maart bijeen op Bonaire om te praten over een snelle bootverbinding tussen de eilanden. De bijeenkomst was bedoeld om de publieke randvoorwaarden in kaart te brengen die nodig zijn om een economisch haalbare fast ferry te realiseren tussen de eilanden. Gedeputeerde Silberie (infrastructuur) nam kennis van de conclusie van de sessies.

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Ferry Service Between The ABC-Islands Becoming A Reality



WILLEMSTAD, ORANJESTAD – The feasibility study for a ferry service between Aruba, Bonaire and Curaçao is almost finished and then the government can hold a public tender for interested companies to offer this service.

The tickets for the ferry should be affordable, says the Aruban politician and Member of Parliament Andin Bikker, one of the initiators.

The research on the connection between the islands by water began late last year and was done by Ferry

ie research identified, for
is needed on each island, says

Traveling between the Dutch Caribbean will be easier

Posted by Andre Wechtler in News



Recently, there is a new interest to recover the idea of having a daily fast ferry connection that could carry people, autos and cargo between the ABC islands. Currently, travel between the islands is possible by air only.

Minister Plasterk (Interior and Kingdom Relations), in his opening speech of the Kingdom Conference on Curaçao, said interconnection by sea would provide a significant boost to the economy of the islands.

A study has already been commissioned by Aruba, Curaçao and Bonaire (ABC islands). In the last century sea ferry service was the most common way to travel between islands, often by sail. However, with the advent of air travel, offering a fast service, ferry service declined and then disappeared.