“Culture and competitiveness of port cities”

The AIVP Days in Helsinki (Finland), 13-15 June

Port performance is also due to the success of its integration into the urban dynamic and ongoing dialogue with citizens. Among the levers available to stakeholders in port-city development, the culture can participate in the development of effective tools for rebuilding and developing the relationship between the port, the city and the citizens. It will be necessary for stakeholders to define best suitable strategies to each port. The challenge is to put in place a real port city cultural policy. It must support the port city’s national and international ambitions and in the meantime play a part in the local, economic and urban dynamics. These AIVP Days, in Helsinki, will be an opportunity to look at the cultural experiences developed by cities, port authorities and their economic partners to understand better their role in economic and social success of port cities.

Four Round Tables to debate:

Are cultural facilities essential to the success of the port-city relationship?

Cultural facilities are now a real feature of port revitalisation projects. The ambition is to create cultural districts. Bilbao and the “Guggenheim” effect are still an inspiration to many stakeholders. Whether or not is an iconic or a heritage building, cultural facilities such as a lever action and a port-city integration deserve to be deeply examined.

Enhancing the port city image: the port as an inspiration for architects

The role of architects in the port cities is singular. Harbor functions allowed a rich and original architectural expression actively involved in the identity of the city. These days, architects are invited by stakeholders to participate in the economic dynamics of the city and also to help redefine the relationship between the port and the citizens.

Citizens, partners of the port performance

Culture is an essential component in the economic development of a city. This is true even more likely in the ports that are inherently oriented more towards the outside world than towards citizens living in the neighboring towns. Working on the diffusion of port culture, revealing the daily activities on the quays, in warehouses and port industries, are also an opportunity to gradually build a community of citizens linked to the port concept. Through social networks and other new communication media, ad hoc or regular collaborations and by opening up meeting places, this civic community can be mobilised to enhance the competitiveness of the port.

ISPS Code, restricted spaces, .... how to create and manage cultural events in the port environment?

The water, the quays, the vast warehouses, the ships... an active port has a strong appeal and a huge potential for hosting permanent or temporary cultural events, attracting residents and visitors and renewing the image of the city and the port. However, being able to optimise this potential requires adapting spaces, which is often restricted and subjected to security regulations. What is the best way to manage these parameters and open up an active port as a cultural and festival venue?

A specific Round Table and visits to better understand the projects and the city-port stakes in Helsinki.
Royal HaskoningDHV, which is already involved in several projects in Jakarta Bay, has just been entrusted with managing the construction of the largest port extension project in Indonesia. It is in Tanjung Priok, Jakarta’s main port. The current container capacity will be increased to 4.5 million TEU in the 1st phase, and then be tripled (18 million TEU) by 2023.

Dalian: new Congress Centre

The new international Congress Centre designed by Coop Himmelblau has been completed. It is linked to a concert hall and a 600-seat theatre. Sited close to the port, it forms part of the transformation of the city’s waterfront. One of the challenges was to construct a sustainable building with space for several thousand people at the same time.

Sustainable Ports

In recent years, good practice initiatives have multiplied in the area of sustainable development. The trend is seen as a competitive asset and as a badge of credibility in the eyes of economic actors, communities and local authorities. The process is aided by the sharing of experiences through networks such as the “International Institute for Sustainable Seaports – IISS”.

Australia: the maritime paradox

Australia is now the world’s 12th largest economy, thanks principally to its industrial power and its wealth of natural resources. Because it is an island, its trade with the countries of north-east Asia and with its developing neighbours is transported essentially by sea. The maritime sector, however, has historically been underdeveloped. A paradox and a challenge for the country, if it wants to continue to play the part of a “mega supplier”.

Bordeaux: Industrial Ecology

Two recent workshops, in which AVIP participated as part of the seminar on the industrial ecology of port zones, gave the Port of Bordeaux the opportunity to present its initiatives on the topic. The port aims to move towards a new economic model based on green energy and industrial synergies, particularly with its project “PÉÉ-POS - Port à Énergie et Economie Positives” (“Positive Energy and Economy Port”) .

The four ports of Flanders (Antwerp, Zeebrugge, Ostend and Ghent) signed, on 18th April 2013, a thirty-point cooperation agreement. The main aim of this plan is to increase the ports’ market share of container traffic, as well as the development of a broader hinterland of logistic platforms and the increasing of cruise traffic. The agreement also seeks to improve the effectiveness of rail transport and to lighten customs bureaucracy.

Rotterdam: « Innovation Dock »

The large size of the buildings making up old naval dockyards is a recurrent problem when undertaking reconversion. The solution adopted by Groosman Partners Architecten on the site of the Rotterdam Dry Dock Company is based on the redevelopment of some 1000 m² to a height of 8 m above ground level. The buildings can be used as classrooms and meeting rooms for the students and small businesses of the RDM Campus. The solution is modular, and can be extended or dismantled.

China: the environment as a visiting card?

China is the biggest producer and consumer of coal in the world, and wind power was virtually non-existent there until not long ago. Today it is the biggest wind power market in the world, manufacturing its wind generators in its own factories. The author of “Green Innovation in China” analyses how China undertook this transition, and how in future it could export its know-how and become the spear-head of a carbon-free economy.

The displacement of certain industries will allow Sfax to recover maritime space around the Taparura site. For a Greater Sfax in a phase of rapid expansion, the challenge is to create a new city for 60,000 inhabitants, while enhancing the sea front and giving renewed access to the sea. An Urban Agency is to be created to implement the redevelopment plan for the 420ha concerned.

Noise management: PENTA PROJECT

European regulations and the development of residential zones closer to ports have put the issue of noise at the top of the list of environmental priorities for European ports. Noise reduction tools exist, but more is needed. This complex subject requires a proactive strategy based on cooperation between port and city authorities. The European Penta project, involving the ports of Stockholm, Helsinki, Naantali, Tallinn and Turku, together with research institutes, is taking up the challenge.
The Rijeka Gateway Project is now entering in a decisive implementing phase. M. Vojko Obersnel, Mayor of Rijeka City, discussed with us the main stakes and challenges of this project.

Vojko Obersnel, Mayor of Rijeka City: The Rijeka Gateway Project will revive and promote the importance and the effectiveness of the Rijeka Transportation Route within the European Union and hinterland outside of the EU. We are fully aware that, excluding highways the port and the railways need to be modernized radically and fast.

So, the Brajdica Terminal, which should be in full function by beginning of July, gives us a chance to enhance the container turnover yearly up to 600,000 TEU. After the 1st phase of construction by 2017, the Zagreb Pier Terminal will help to raise the yearly turnover of containers through port of Rijeka to more than 1 Million TEU. The second phase of the Zagreb Pier Terminal can additionally enlarge total port capacity up to 1.2 Million TEU. Summarizing all these facts, I would say that the final aims refer not just to reviving the transporting role, but also to provoking the transformation impact on the Croatian economy, by attracting new investments and developing new technologies.

Vojko Obersnel: we have in mind a passenger terminal that involves both, the content of a passenger terminal and the contents dedicated to citizens and visitors. Moreover, the Terminal is situated next to the Baross Port and its contents should be interesting also to the nautical tourist. Generally speaking, the urban redevelopment project will show additional directions for the development of contents on the Passenger Terminal and in its vicinity.

AiVP: could you summarize which are the main components of the planned built facilities and how they will complement the existing ones of the city centre?

The Plan divides the Delta area into two main portions both located between the river and the canal: the northern (4 ha) envisaged to be arranged as a City park, and the southern portion (12 ha), open to the sea and directly connected with Baross Port, with stunning views on the Rijeka bay, the islands, the mountains and the rest of the city. This portion of the Delta area is recognized as a mixed use area with a combination of residential and business area, retail, services, public, hotel and facilities of all kinds. The interface with the marina and its facilities should bring a new identity and add something unique that does not already exist in the city.

AiVP: to conclude, such projects are of course a long way process, sometimes generating some impatience. Even that is still an on-going project, which are the main lessons and which are your main expectations?

Vojko Obersnel: the citizens are impatient, indeed, and so are the experts, which are not to be forgotten, because the Delta urbanization project is recognized as a project of the century and as an opportunity to create new jobs and to realize the best achievements in urbanism, architecture, public space arrangement. The future investors and developers should also be aware of this. Many examples in the world confirm my words and show that similar principles had to be obeyed.

The Delta Area should inspire the city with similar principles had to be obeyed. The future investors and developers should also be aware of this. Many examples in the world confirm my words and show that similar principles had to be obeyed.

AiVP: the Delta / Porto Baross areas is the third component of the Rijeka Gateway Project. These areas were used for port activities until the middle of 2012. Their relocation to other parts of the port makes room for a new Port/City interface. 17 ha are concerned of which 13.7 ha for urban development, 1.8 ha for a marina and 2.2 ha for public infrastructures and parks. The project includes the construction of a new passenger terminal. Which kind of passenger terminal is planned? A “mono-functional one” solely dedicated to port functions or is there a possibility to implement a facility mixing port and urban functions?

AiVP: to conclude, such projects are of course a long way process, sometimes generating some impatience. Even that is still an on-going project, which are the main lessons and which are your main expectations?
Indian Ocean Flash N°3: City-port interfaces and development policies

The management of port-city spaces requires a coordinated approach to prepare schemes and policies for territorial development. This would involve adapting port infrastructures in the face of the constant evolution in the number and size of vessels, and population growth.

Ports and port-cities in the Indian Ocean are fully aware of the challenges which depend on managing and increasing the value of their city-port interfaces. The third edition of “Indian Ocean Flash” gives detailed consideration to this topic, examples of plans which have been executed and questions which are still unanswered. In this edition, the Indian Ocean Observatory for Ports and Cities (IOO) is launching a study aimed at “identifying and comparing problems with the port-city interface in ports in the south-west Indian Ocean through an analysis of developments executed and projects in progress.” The object of this research is to “contribute to clarifying the orientations and further economic development decisions which will be contributed by the various actors involved in these spaces.”

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AIVP XXII Latin American Congress of Ports, 25-28 June 2013

The Colombian ports of Santa Marta, Barranquilla, Cartagena and Buenaventura will host the AIVP (American Association of Port Authorities) 2013 Latin American Congress of Ports in Bogota. The conference will address the integration of Latin American ports in the world in an era of free trade agreements and common markets.

AIVP, represented by its Director General, Olivier Lemaire, has been invited to take part in a round table presided by Hugo Borelli, President of the Port Authority of Bahia Blanca (Argentina) and an active member of AIVP, on the subject: The Integration of Latin American Ports in the World: Relations with Europe and Asia.

We remind members that AIVP signed a memorandum of cooperation with AAPA in Guayaquil (Ecuador) in 2006, in a move to bring the two organisations closer together. Participation in these discussions naturally forms part of the active cooperation between AIVP and the AAPA network of Latin American ports.

www.aapacolombia2013.com

French Inland Ports: Promoting Multimodality and Proposing New Governance

AIVP was invited to give its opinion on these two strategic themes during a meeting of the Association of French Inland Ports on 29th March 2013. Three points were stressed:

- That land development policies for riverside areas must prioritise plans that make use of the river.
- That the city port blending is vital for economic performance and for the wellbeing of citizens.

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14 new members join the AIVP!

Already 14 new members in the first months of 2013: as many as for the whole 2012! A very encouraging start to the year for the AIVP, including the arrival of members from countries that were not present in our network: Mozambique, Indonesia and Ghana. Do not forget that the strengthening of the membership is a constant priority for the Executive Office and the members of AIVP’s Board of Directors. To achieve this aim we also rely on every one of our members to help canvass and mobilise cities, ports and professionals interested in our fields of research and our activities. Do not hesitate to contact us so that together we can send out new membership application files.

Port authorities
- Maputo Port Development Company (Mozambique)
- Empresa Portuaria de Luanda (Angola)
- Port Autonome de Papeete - (France)

Local authorities
- Conselho Municipal de Maputo (Mozambique)
- Ville de Montréal (Canada)
- Conseil Régional de la Gaudeloupe (France)

Professionals
- Aquilon Consulting (France)
- Union Maritime de Mayotte (France)

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