Focus

Plan the city with the port
The AIVP Guide of good practices

A little over thirty years ago, port wastelands began to appear mainly as a result of the relocation of port activities due to the shift to container traffic. These port wastelands were considered opportunities for the city, and the trend was viewed as a type of re-conquest. Today, more than a quarter century after the creation of the AIVP in 1988, there is still much debate about the future of port wastelands. And, although in many port cities new port facilities are still being developed outside of the city, we have also witnessed the arrival of a new vocabulary and new strategies: no longer simply the urban re-conquest of abandoned port spaces, but also the survival of active ports in the city; no longer a sharp dividing line, but a balanced mix and an integration of functions. Through AIVP’s worldwide network and our frequent exchange of experiences, we have also witnessed – these last few years - the return of the port to the city.

The recently held 14th World Conference Cities and Ports, held in Durban, South Africa has again strongly confirmed that in port cities, faced with global and local challenges, the time has come for partnerships and for shared use of resources and territories. Modern technological developments make it possible to conceive operational solutions that promote a positive industrial ecology in the city/port territories, as well as improved mobility and flows through the interfaces, optimisation of renewable energies, and real integration of port dynamics into the life of the city and the community. The smart port city, which takes into account the concepts of “connected objects” and “big data” in the design of projects and sustainable development strategies, is now a reality in several port cities.

Therefore, the purpose of this Guide is to provide decision makers and stakeholders a decision support tool for addressing the problems they will face when putting into practice the ideal of “Planning the city with the port”. The guidelines contained herein, and the examples provided, do not claim to be complete or exhaustive. They are meant as sources of inspiration to address four major topics: spatial organisation; economic development strategies; environmental challenges, project management and governance. The guidelines are the result of the intense exchange of experiences that has taken place during the international meetings organised by AIVP these last quarter century, and of the AIVP’s constant monitoring of the implementation of development projects at the city/port interface.

Jean Pierre Lecomte,
President of AIVP
News

Genoa: Masterplan
Costing 2 billion euros, the project contemplates an increase in mooring capacity for large container ships (24,000 TEU), the construction of a new seawall and the execution of Renzo Piano’s “Blue Print” project. It includes revitalisation of the ship repair yards and the construction of a new Pilots’ Tower.

Andalusian Ports and curiosity of young people
The Andalusian Ports public agency hopes to arouse the curiosity of young people. It is publishing a book to enable them to discover the region’s ports in an entertaining way, including Huelva, Seville and Malaga. The initiative is accompanied by a central facility to reserve port visits, aimed at school pupils and other adults.

India: Smart Port Cities
India wants to turn the country’s 12 top port cities into Smart Port Cities: investment of US$8 billion in 5 years. The object is to make the ports more attractive and dynamic in order to turn them into international business centres. All the environmental and energy challenges will be addressed. The state will retain ownership of the land. With this programme India hopes to compete with China and its new Silk Road.

Riga: relocation
The port establishes itself as the principal port of the Baltic States, and starts its relocation. A new port site covering 56 ha. is currently being developed outside the city. This site could absorb a growth in traffic of 50%. The relocation will make room for more cruise ship and ferry traffic in the city port, which are being encouraged by the development of a specific tariff policy.

Amsterdam: Creative City
NDSM Wharf, the old dockyard, has been transformed into a Creative City. The renovation by Group A of four of the five workshops was carried out between 2009 and 2011, followed by that of the final workshop and the forge between 2013 and 2014. A hotel dominates this new quarter, the identity and industrial heritage of which is assured.

Le Havre: the « Grand quai »
In association with the architect Inessa Harschau, Michel Desvigne’s landscaping office will redevelop and open up new spaces on this 10 ha site which is currently completely built over. The object is also to offer a new view of the city to passengers on the cruise ships which moor at this quay located close to a city area designed by Perret and designated heritage site.

Buenos Aires: industrial tourism
Astillero Río Santiago, one of the biggest and most prestigious shipyards in the country, has decided to open its gates to allow visitors to discover the trades and the skills associated with the industry. As it is a state company, the decision to implement this project grew out of a cooperation agreement with the Tourism Ministry.

Port of Vigo: Pilot Project
The project, called Green Port Energy Centre (GPEC), should allow the Port of Vigo to generate clean electricity from a LNG plant. In the long run, the plant will also supply short sea cargo vessels. 50% of the project’s financing comes from European funds.

A Coruña: Smart Port City
Port and City form an association to build the Smart Port City. The port will invest 5.1 M Euros. For the port, it will mean greater traceability of goods, while better port access will improve economic gains and security. A series of sensors will relay the environmental state of the port zone in real time. Citizens will have access to this information and will also receive reports on the traffic conditions from the system.

Port of Barranquilla: corporate social responsibility
Its foundation, created in 2002, supports civil society through various educational programmes such as, for example, the setting up of a mobile classroom allowing port employees to continue their higher education, particularly in technological subjects. The Port is also a major player in preserving the natural balance of the Magdalena River through projects for water treatment and waste recycling.

La Rochelle (France): « Maison du Port »
Opened on 4th March, “Maison du Port” symbolises a new tie between city and port. It brings virtually all services under one roof on four floors. It is part of a more general port-city initiative: redevelopment of the district, environmental integration with this energy-positive building, and opening to the public with a panoramic terrace covering 130 m².
Lisbon: a new relationship with the river

Extracts of the interview with Arch. Manuel Salgado, Lisbon’s Councillor for Urban and Strategic Planning.

“Recovering the river without losing the port”: since its 1st Strategic Plan in 1992, the City of Lisbon has recognised that the Tagus estuary is a world heritage, but at the same time stressed the potential which the port offers for opening up to the world and for economic development. Meanwhile, the Port has said, in particular at the 9th AIVP World Conference held in Lisbon in 2004, that they wanted the port landscape to be naturally perceived as part of the urban landscape. More than 10 years have passed. So it’s a good time to talk to Arch. Manuel Salgado, Lisbon’s Councillor for Urban and Strategic Planning, about what has been achieved and the challenges that still remain.

AIVP - The redevelopment works carried out in the Zona Riberinha Oriental, the site of the World Expo in 1998, are probably the best known internationally. They are also a symbol of this will to find a new relationship with the river. Apart from the obvious impact of Expo 98 for Lisbon’s international image, what do you think are the functional achievements on the site to date?

Arch. Manuel Salgado – From the end of the 80s, Lisbon has gradually returned its attention to the river, in a new way of understanding the relationship with the Tagus and rethinking Lisbon as a riverside city. The combination between the World Expo - Expo 98 - and the implementation of several new major transport infrastructures, including the new bridge over the Tagus, has given an undeniable importance to this city development project and to the metropolitan area, not only with the creation of a new urban and regional centrality, but also with the construction of a remarkable reference in the new relationship with the river. Apart from the obvious impact of Expo 98 for Lisbon’s international image, what do you think are the functional achievements on the site to date?

In 2008, Lisbon Municipality develops the Riverfront General Plan that would guide the public projects in the 19 km Tagus riverfront for the next decade. Alongside this plan, some port and coastal areas are being released and are being converted to enjoyment of Lisbon’s population. With the approval of the current Master Plan in 2012, Lisbon’s riverfront is not only confined to the marginal strip already under port jurisdiction, but also to the territory that goes from the margin to the crest of the first line of hills that form the amphitheater open to the Tagus. Over the last few years, several municipal interventions have been carried out, and they are contributing to the transformation of the Lisbon riverfront.

AIVP - A certain number of zones have since been released by the port, and several projects can be quoted as examples of this new relationship with the river that you want to implement. For example the EDP Cultural Centre, where a rooftop promenade is planned which will be a balcony overlooking the city and the river. And the cruise ship terminal designed by the architect João Luís Garrilhe da Graça will work on the same principle.

What strategies have you implemented to ensure the mix between existing urban and port functions? In particular, what solutions have already been applied or programmed for the Alcântara sector where there is a lot of container activity, or Santa Apollonia with cruise ship activity?

Arch. Manuel Salgado – Lisbon is by its nature a port city with a privilege location and with excellent natural conditions, being a vital infrastructure for the country. The waterfront of the city of Lisbon is not restricted to marginal strip under port jurisdiction, but was expanded by the current Master Plan. The reconfiguration of port infrastructure by functional specialization, the concentration of some activities and transfer of other activities to other regional ports, has released already extensive territories to non-port uses, assuming that in near future, other areas of poor and unskilled port activity may be transformed into new urban uses.

The construction of the new Lisbon Cruise Terminal creates a lot of opportunities to renew and re-functionalization a noble space of Lisbon’s riverfront. The terminal will have a positive impact on the city’s economy, valuing it and contributing to increased competitiveness. The Alcântara Urban Plan, started this year in February, which aims to mark a new centrality in Lisbon, providing new areas of urban equipment, trade, services and technology based activities. The strategy of urban interventions at the riverfront has been an engine to increase Lisbon’s competitiveness as a welcoming city for people and investment activities.

AIVP – You have just launched an international competition for Parque Ribeirinho Oriente. Compatibility with port activities will be one of the key criteria there also. What use is presently made of the site and what are your expectations?

Arch. Manuel Salgado – It is intended to requalify this area that for years has been used for industrial and port use and converted it to public use. River beaches, floating pools, restaurants and cultural solutions are to be considered, prioritizing the implementation measures for energy and water use reduction, the integration of the project in the ecological structure, ensure continuity of cycling paths along the river, create a diverse range of leisure and sports activities, compatible with new uses and the continuity of port activity, articulating and framing the new urban spaces with the river and protecting the rising sea waters levels due to climate change.
Annual General Meeting and AIVP Days – Dublin (Ireland) – 28 to 30 May 2015

With the support of the Municipality and Port of Dublin, AIVP will be organising its Annual General Meeting 2015 and a new session of AIVP Meetings. Over two days, debate will focus on the topic “Working Waterfront”: a City-Port mix in progress.

At this Meeting participants will be able to find out about the new dynamic which is promoting the integration of active port functions into projects to redevelop urban spaces on port city territory. They will be shown examples of how this dynamic is now taking the form of increasing the economic, urban, social and cultural value of the waterfront.

www.dublin.aivp.org

Rotterdam chosen to host the World Conference Cities and Ports in 2016

The AIVP Board of Directors met in Paris on 19 March with President Jean Pierre Lecomte in the chair; Treasurer Vianney de Chalus and Secretary Philippe Matthis were both present. After voting to approve the accounts for 2014, and the action programmes and provisional budget for 2015, the Board members examined the candidacy dossiers presented by Barcelona and Rotterdam to host the next World Conference Cities and Ports. The board stressed that both candidacies were excellent, showing the strong commitment of these two world-famous port cities.

After debate, the Board voted to adopt the candidacy of Rotterdam. The great Dutch port, the largest port in Europe, will therefore host the next World Conference Cities and Ports on 5, 6 and 7 October 2016. The new dynamics and the modernity of port cities will be at the heart of these international exchanges of experiences.

Guadeloupe: signature of the AIVP Missions Charter of a Port Center

The Tourism Committee of the Islands of Guadeloupe, the CCI of the Islands of Guadeloupe, the Guadeloupe Maritime Cluster, the Guadeloupe Maritime and Port Union, the cities of Pointe-à-Pitre, Baie-Mahault and Basse-Terre, the Cap Excellence urban community together with the port authority Guadeloupe Port Caraïbes are entering the process of constituting a Port Center, and sign the AIVP Missions Charter of a Port Center on 26 March 2015.

The integration of the port into the lives of the population is of major importance for local players in Guadeloupe. By ratifying the Port Center Guadeloupe Port Caraïbes Charter, they all share their commitment to promoting the local maritime and port world and its challenges, above all enabling the population to re-assert their ownership of their Port.

The AIVP Missions Charter of a Port Center defines the essential challenges and objectives of any Port Centre. It has now been signed by seven port-cities which have a Port Centre or a Port Centre project: Antwerp Havencentrum Lillo, Genoa Port Centre, Le Havre Port Centre, Leghorn Port Centre, Ashdod Visitor Centre, the Port of Montreal and Guadeloupe Port Caraïbes (port authority).

The AIVP Missions Charter of a Port Center aims to accompany all those who are interested in opening their ports to the public, making young people aware of port-related professions and activities, and developing the emergence of a living port-city culture.

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The AIVP Days
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Ireland
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Working Waterfront: a City-Port mix in progress