This year’s annual general meeting of our association in Malaga will once again be an opportunity to bring together all those with a stake in the sustainable development of port communities. In Malaga we will be debating the issue of mega-ships, not just the shipping behemoths but also the giant cruise liners, which for many of us are a very real manifestation of globalisation, and perhaps of its excesses…

Port authorities and local communities need to work together to devise new strategies. New social and environmental considerations such as climate change and energy issues often mean difficult choices must be made, between economic growth and the need to preserve our common resources. Our strategies are clearly not always shared by our partners in the maritime shipping industry, as they look to impose their own vision and economic model, while raising the threat of relocating business and jobs elsewhere.

In the face of what in some cases can only be called blackmail threatening economic growth and employment for our local territories and regions, it is essential for port communities to put aside their legitimate rivalries and stand shoulder to shoulder in solidarity. AIVP is a forum for debate that gives a voice to every stakeholder, but we also need to be able to shoulder in solidarity. AIVP is a forum for debate that gives a voice to every stakeholder, but we also need to be able to

**Philippe Matthijs**
AIVP President

Cities and shipping are hugely interdependent. The steamship made port-cities nodes in an emerging connected world economy. The container ship radically reduced maritime transport costs and spurred globalisation, but also meant the decline of some of the previously dominant ports, such as London, Liverpool and Baltimore. We are now witnessing another revolution in shipping that will severely change the urban landscape: the arrival of ultra large ships and - related to this - ultra large shipping companies and ultra large ports. It might mean the decline of upstream estuary ports that have a problem accommodating ships with deep draughts, and we could see more offshore ports. The relation between port and city will change and become more challenging.

The transition will be costly. Ports will want to be “mega-ship ready” and not fall out of the Champions’ League of ports. This will cost money: for bigger cranes, deeper access channels, stronger quays and more buffer capacity. This is in many cases public money, often from cities: more than half of the ports with mega-ship calls are ports owned by cities. This process is facilitated by an iron grip of shipping lines on ports: they can pressure ports for tariff discounts, investments and additional services, with the ultimate sanction of no longer calling the port. This is a realistic threat, and this could mean sudden huge cargo losses for ports, as lines operate in alliances that share vessels.

There will be profound social impacts in port-cities. Mega-ships lead to peaks: suddenly a lot of extra hands are needed to load or unload the ship; hands that are no longer needed when the mega-ship is gone. So more labour flexibility is required, not only inside the port - to get the cargo quickly from the ship, but also in the whole supply chain, to get the cargo quickly out of the port, on trucks, trains and to warehouses and customers. Port-cities will become the cities that – literally – never sleep. Cargo handling needs to go fast: time is money. So container lines put pressure on ports to automate to increase handling speed. In the current sluggish economic climate this means job losses.

Mega-ships are also sources of urban air pollution. They have been smartly marketed as green ships. This might be true if ships would be full – but this is not the case, and will not be the case in the coming years. In practice, mega-ships lead to emission peaks. This is particularly problematic for mega cruise ships that often berth very close to urban residents, and that burn a lot of fuel oil even when in ports. In addition, the cargo peaks generated by mega-ships lead to peaks of truck traffic to and from ports that cause urban congestion. Finally, mega-ships need larger container yards, so more land, which is obviously scarce in port-cities – so the emergence of mega-ships might intensify battles on port-city land use.

There are other disadvantages, such as risks for cities in case of incidents and the risks for urban supply chains if too much cargo is put on just a few ships in the hands of just a few shipping companies. So, there is enough to worry about.

However, no reason to despair. Cities should not be powerless victims: they could actively shape the future of global maritime trade. Mayors of the major port-cities should discuss if their interests are served with ever larger ships. If the conclusion is negative, they could collectively decide to stop accommodating them.
Libreville (Gabon): waterfront

The development work begins on the waterfront. Developed around the former Port-Môle, the Baie des Rois project aims to promote business and eco-tourism across an area of more than 40 hectares. A marina, offices, housing units, shops, hotels and cultural facilities all form part of the project, which is committed to environmentally-friendly urban planning.

Rio de Janeiro: the Olympics

Will the Olympics act as a catalyst for the Porto Maravilha project? With the removing of the elevated motorway, and also creation of a Museum of Art and a Museum of the Future, the former port zone is in the process of becoming a tourist and leisure destination. The special funding model chosen by Porto Novo is one the reasons for the speed at which work is progressing. But to fully regenerate the district, between 70,000 and 100,000 new residents will need to be attracted by 2020. Time will tell if the anti-gentrification measures prove effective.

South Africa’s ports open

According to Chief Executive Richard Vallihu of the Transnet National Ports Authority, ports need to do more to open up to local communities if they are to continue to develop sustainably. This will help forge closer links and allow an economic revival, with a generation of citizens fully aware of the challenges and advantages of city ports.

Social integration

In the issue 44 of the Shipping Network magazine comes an article by Felicity Landon about the societal interaction that happens around ports. The Port Center concept is also discussed with the inputs from AIVP’s Greta Marini. We can see how important is education for the development of a sustainable port-city relation and get to know some leading initiatives in the field. Several examples are presented, such as the RDM Campus in Rotterdam, the Dublin’s Port Community Educational Programme, the collaboration between the Port Authority of Houston and the local University and New port centers in Livorno or Barcelona.

Mumbai: 400 ha of the waterfront

The Transport Minister announces a plan to revitalise tourism on over 400 ha of the waterfront. The project includes a sector of the port which is currently underused due to rivalries between Jawaharlal Nehru Port and Mundra Port. It will include a cruise terminal, floating hotel, floating restaurants, museums, shop, promenades, etc.

France: river transport and dialogue

The development of river transport depends on greater dialogue with municipalities and a more collaborative approach. As a means of mitigating the negative externalities of transport, and the public health impact in particular, it could be in the interests of the river transport industry to forge a closer relationship with local authorities. It also needs to ensure that urban land policies give it access to central areas of towns and cities. Finally, multi-shopper partnerships are without doubt one of the keys for new industries, especially in terms of the circular economy.

Rotterdam: five major challenges for 2050

The port is planning to accelerate development of green chemistry, focus more on renewable energies, promote carbon and heat exchange, encourage clean shipping, and stimulate moves towards a service-based industrial port economy. All of these strategic priorities can be explored in closer detail at the AIVP World Conference in October 2016.

The Congo Basin: logistical organisation

The lack of road, rail and river infrastructure in good working order is hindering development in the Democratic Republic of Congo in particular as the country suffers a fall in export receipts. For Yann Alix, the organisation of an estuary-scale logistical gateway, run jointly by the two Congos, could bring new vitality to the whole region.
San Antonio Port: Incentivising Port-City Integration Through Citizen Participation

San Antonio handles more cargo than any other in Chile, and is one of the principal ports of Latin America. San Antonio has for several years focused not only on increasing throughput but also on productivity, port workers’ safety and increasing human capital: keys to ensuring competitively at national and international level.

The nature of its operations also forces the port to look outwards as well as inwards. As the responsible authority for the development of the system within its walls, San Antonio Port has a duty to work together with various players including local, regional and national authorities, the logistics community, private companies, social organisations and the residents of San Antonio, among others, in order to generate shared value.

The use of the waterfront presents a challenge for port-city integration around the world. Conscious that port activity leads to port cities losing a significant percentage of their waterfronts, San Antonio Port has worked to generate new public spaces that are valued by the community. Since 2006, it has managed the ‘Paseo Bellamar’, a waterfront promenade of more than a kilometre. This initiative has received such a welcome from the community that the port has made significant commitments to continue developing projects such as this into the future.

**Participation as a Tool to Encourage Port-City Integration**

Growing community participation, through various means, in port operations, initiatives and projects has represented one of the main methods of increasing port-city integration in San Antonio in recent years.

One of the main milestones in this area was the approval of the modification of the Municipal Development Plan of San Antonio in May 2014. This plan establishes the sectors necessary for the future development of the port and sets aside spaces for the development of the city. The modification of the Municipal Development Plan included an extensive process of Early Citizens’ Participation, involving more than 100 meetings with local residents, local and regional authorities and other interest groups. These types of events are fundamental for the achievement of a balanced and coordinated development between port and city.

San Antonio Port has, therefore, made two commitments that seek to create spaces for the community that contribute to the integral development of the community and to improve the quality of life for all its inhabitants. These two initiatives are as follows:

- The modernisation of the northern sector for tourism, culture and urban recreation activities through the extension of the Paseo Bellamar coastal walkway and the construction of the new Puerto San Antonio office building, the first floor of which will have an auditorium open to the community.

- The development of a nature reserve in the Boca del Maipo sector. This will allow for tourism, recreational activities and bird watching, among other things, adding value to this important space that has been designated a site of international importance in the conservation of migratory shore birds.

Between 2012 and 2015, on a consistent and regular basis, meetings have taken place at least twice a week with local actors to foster this relationship. The company also keeps up constant communication with the local community through its “open doors” policy.

**Port Participation in Community Life**

The contribution to the San Antonio borough (which includes, among other localities, the city of San Antonio, Santo Domingo and Cartagena) is based around four main themes: culture, education, community and sport.

San Antonio Port manages the Paseo Bellamar walkway, the public space most highly valued by the local community. It also participates, actively and constantly, in the San Antonio Cultural Centre, through an agreement with the San Antonio Municipality. It works, in addition, with the San Antonio Unido sports club and actively participates in various educational projects related to port activity in the area.

This initiative was such a positive experience that it has inspired other examples of citizen participation, of both a voluntary or obligatory nature. These, in turn, have contributed to the generation of a common vision between port and city.

Carlos Mondaca Matzner
Jefe Asuntos Públicos,
Empresa portuaria San Antonio

Find the complete case study at: www.aivp.org/en/case-studies/
The Port of Douala visits AIVP

A delegation from the Port Authority of Douala led by Mr Edwin Zibi Ebanga, Head of Department for State Land and Activities Management, visited the offices of AIVP on 30 March 2016. The Port of Douala is faced with congestion issues, and was keen to draw on the expertise of AIVP. As an enclave in a city that is itself experiencing rapid growth, the Port of Douala is in some ways a victim of its own success, having to content with rising congestion both in the city and at its terminals. The discussions outlined the existing situation and looked at the issue of complementarity with other ports in Cameroon, particularly Kribi. Some of the logistical solutions adopted by other port cities were also raised, notably those referenced in AIVP’s Guide of Good Practices. Many other ports will relate to the Port of Douala’s situation, and AIVP provides its members with the benefit of its wide expertise in the field of city-port relations management.

The Port Authority of Douala is a member of AIVP. The Chief Executive of the Port of Douala, Mr Emmanuel Etoundi-Oyono, is AIVP Vice-President for the Africa zone.

3rd Citizen Port Workshop: report

The first day, dedicated exclusively to the experience of Antwerp’s Port Center and the city’s projects, was completed by a morning of international experience review: Montreal, La Spezia, Rotterdam, Nantes Saint Nazaire, Valencia and Le Havre. All are currently committed to promoting a common maritime and port culture shared by all local stakeholders. Several members of AIVP’s network are now actively developing Port Center projects, and the expertise acquired by AIVP in this area is increasingly sought after.

The presentation highlighting the Antwerp Port Center’s own experience was greatly appreciated. Its director, Philippe Demoulin, talked about the many events and projects organised as part of a policy introduced by the Province, aimed at encouraging young people to take a closer interest in port industry careers. This work is being done in collaboration with a number of partners, including Antwerp Port Authority, which is also investing heavily in societal integration efforts with projects such as the Port Pavilion at the foot of the MAS Museum, the “Havenland” or Portland experience and the recently launched consultation on the creation of a water bus ferry service for the local population.

AIVP Membership Directory: Reserve your advertising space!

The AIVP directory is a targeted communication tool which enables the association’s active members to publicise their projects. The AIVP directory has existed since 2006 and is a favourite among members. The directory will be published in September.

Contact person: Corinne MONNET – tel: +33 2 35 42 78 84 – cmonnet@aivp.org

Developing membership: a promising start to the year!

Today AIVP has more than 185 member organisations in 44 countries. 20 new members have joined AIVP in 2016: a very significant step forward in network development for this year. Strengthening the membership is a constant priority for AIVP’s Executive Office and Board of Directors. In pursuit of this aim we rely on every one of our members to help recruit new members among cities, ports and professionals interested in AIVP’s fields of research. Do not hesitate to contact us so that together we can send out new membership application files.

20 New Members

Urban authorities
- Communauté Urbaine de Doula - Cameroon
- Conselho Municipal da Cidade Quelilame - Mozambique
- City of Cape Town – South Africa
- Métropole Rouen Normandie - France
- Municipality of Port-Louis – Mauritius

Port authorities
- Autorita Portuale di Trieste - Italy
- Autorita Portuale di Venezia - Italy
- Durres Port Authority - Albania
- Port de Trois-Rivières – Quebec, Canada

Professionals
- A B L Konsult Limited - Ghana
- Alefrance – France
- Egis – France
- Impulse Brussels – Belgium
- Institut d’Aménagement et d’Urbanisme Ile de France
- Pricewaterhousecoopers Enterprise Advisory scrl - Belgium
- SETEC International - France
- Société Marocaine d’Ingénierie Touristique – SMIT - Morocco
- Syndicat Mixte pour le Développement de Brest Iroise – France
- S2FNetwork – France
- Union Maritime de Saint-Malo - France