Champagne!

A few days ago, I was in Marseilles to sign the 14th Port Center Missions Charter with the city’s local authorities and the port. The strong commitment shown by Marseilles’ stakeholders to this AIVP initiative provided more evidence of the growing interest in the concept.

I believe there are two key reasons for this. First, the very subject of the charter, namely the commitment to developing a collective approach based around the Port Center, aimed at explaining, raising awareness and fostering affection for the port. For many, this is a totally new approach designed to bring ports closer to local communities and citizens. We at AIVP are proud of our part in initiating this movement, alongside a few founding ports and cities. The second reason for the success of this approach, I think, is its universal nature. Beyond the local commitment, the charter’s signatories are joining a global movement with a strong focus on constant dialogue with citizens. Residents of port cities, and visitors passing through, are put at the heart of the debate. They are better able to understand and act on local and global collective issues. The port, the city and economic operators regain a role that in some cases they had lost sight of: contributing to the development of each and every person in a fairer, more peaceful society. This is also the message behind our new brand, Port Center By AIVP!

Philippe Matthis
AIVP President

Order the guide!

Price for one printed copy + interactive pdf: 180€ (excluding VAT)

Port Center, the AIVP service offering!

Every Port Center has to answer to a specific context and be adapted to the history and the socio-economic situation of its port city. Our accompanying approaches tailored aim at bringing support to your project and helping you in identifying the major issues that have to be addressed.

Federate stakeholders
Initial support in the first step of your project
- Presentation of the Port Center Concept to the stakeholders to build a team project;
- Co-ordination round table discussions;
- Discussions around the Port Center Guide;
- Creation of a territorial dynamic.

Define your project
From a first guidance to a Business model
- Contextual analysis of your project;
- Private meeting with each stakeholder;
- Provide guidances;
- Definition of your business model.

Capitalize on our worldwide network
Boost your project with benchmark visits
- Logistic organisation of the mission.
- Visits of port interpretation centers certified “Port Center by AIVP”;
- Meeting with managers and animation teams;
- Exchanges around Port Citizen policies.

Your contact: Greta Marini, Port Center Network Coordinator
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Rotterdam: towards a sustainable port

Biomass and carbon storage, innovation and the circular economy, three keys to a sustainable port. The port, which accounts for 18% of the country’s CO2 emissions, is trialling a host of experiments with its partners designed to successfully meet the challenge posed by the energy transition. A heat network is in development, while the chemical industry is undergoing a revolution with the use of wood and plants as raw materials. LNG use is growing fast, and plastics recycling is opening up a new industrial activity at the port.

Circular economy in the UE

The implementation of this business model might impact port traffic. Infographics done by the European Environmental Agency shows that an economy based on the consumption / emission of waste / recycling and transformation into raw material / manufacturing cycle would reduce imports of raw material by 1600 Mt and exports of waste by 650 Mt.

Tallinn, Old Port

The jury were convinced by Stream City, a masterplan to 2030 by Zaha Hadid Architects containing solutions to integrate new urban developments in the heart of the port, especially passenger-related activities. Particular aspects are access routes, pedestrian promenades, public spaces and green areas, as part of the organisation of different flows.

Sustainable ports and cities

In order to be sustainable, ports and cities must grow in an integrated and concerted way, bringing public and private stakeholders on board. International law firm Norton Rose Fullbright believes that only a solid City-Port partnership will be able to sustain competition and mass transit. This same City Port ecosystem will be able to meet the challenge of the circular economy. And finally, the challenge of data management – key to future port performance – will require coherent action at every level.

Autonomous ships

More and more initiatives spring up. What will this revolutionary technology look like in 10 years’ time? For many experts, the move towards automation that has already been adopted at numerous port terminals still has some way to go. There are without question benefits to be had for ports in seeing the trend not as a threat, but rather as a business opportunity, with the possibility of cutting costs, the arrival of new vessels, etc. There is no doubt the technology will have an impact as early as 2020.

Sydney: submarine base

It took six years to decontaminate the vast site and its various buildings. Then in 2015, the federal government handed the Sydney Harbour Federation Trust the task of reopening it to the public. Lahznimmo Architects and the landscape design firm Aspect Studios have announced a non-invasive approach designed to preserve the site’s identity. In addition to being a public space, the site’s different buildings have been earmarked for various uses: shops, studios, workshops, exhibition areas, etc. The project was put out to public consultation until 16 August.

Antwerp: port heroes and heroines!

The Flemish government launches the port heroes and heroines initiative. The title of port hero or heroine will be awarded to those with a strong social commitment or involved in efforts to reduce the port’s environmental footprint. The Flemish government has identified six missions (employment, quality of life, innovative agriculture, the natural environment, sustainable mobility and discovering the port) as being of crucial societal importance for the port city.

Port Elisabeth

After many postponements, the waterfront redevelopment is finally set to get under way in 2019. The existing fuel tanks will be decommissioned and the activity relocated to Ngqura, with the mangane se operation following later, but not until 2023. Transnet has launched preliminary work, various feasibility studied and analyses of possible uses for the site. A city-port forum bringing together Transnet and representatives of the Nelson Mandela Bay Municipality has been set up to identify shared solutions.

Collaborative strategies

Collaborative strategies between ports and/or terminals could be the answer to maritime alliances. This is the view of the CEO of the Port of Los Angeles, who wants these issues to be debated across southern California to allow ports to safeguard their income and ensure a proper return on their investments. For Olaf Merk, a more collaborative approach could even boost the operation of terminals, although this would no doubt required new legislation.

Singapore: Smart Port Challenge

The Port is capitalising on the two most recent Hackathons (2014-2015), which brought together a large number of start-ups and professionals from the maritime world. For six months, the Smart Port Challenge will encourage collaborations between organisations to drive forward the digital transformation in the maritime industry.
Stockholm Royal Seaport: towards a smart port city model

On October 2016, after three years of works, Ports of Stockholm inaugurated the New Port of Värtahamnen. This reconstruction of Värtahamnen is part of the large urban development project, the Stockholm Royal Seaport. Stockholm Royal Seaport: this old industrial-port zone is gradually being turned into a port district which in 2030 will provide homes for 12,000 people, as well as 35,000 new jobs. Citizen consultation, new technologies, sustainable urban development, the project is nothing short of a demonstration of the smart port city.

Extract of the interview with Mr Johan Castwall, Chief Executive Officer, Ports of Stockholm.

AIVP – Could you tell us a bit more about the new port of Värtahamnen and explain how it makes room for urban development too?

Johan Castwall, CEO - Ports of Stockholm.

This is a historic period for the City of Stockholm and the Ports of Stockholm. Together we are adapting our city and ports to the growth of Stockholm and the next 100 years. Stockholm is now one of the fastest growing cities in Europe and the Baltic Sea a strategic region for sea traffic. Ports of Stockholm is now working to realize this vision, where city and port develop side by side with a common long-term goal. This work is tangibly illustrated by three major development projects: Värtahamnen, Stockholm Norvik, and the Port of Kapellskär.

With these projects we concentrate and develop passenger traffic in the city ports and freight traffic to the ports just outside the city heart and make room for urban development.

The rebuilding work at Värtahamnen, with a new pier and terminal to make this a modern port that meets the needs of the future and make room for urban development is one of the most important stages in this new port district urban development.

AIVP – The Varta Terminal designed by C.F. Møller Architects could be seen as a perfect example of a smart port/city facility. Which innovative solutions have been implemented to achieve this sustainable mix of port and urban functions?

Johan Castwall - The new terminal for Stockholm’s permanent ferry connections to Finland and the Baltics is a landmark for the new urban development Norra Djurgårdssidan - both architecturally and environmentally.

The terminal recalls the shape of a moving vessel and the architecture - with large cranes and warehouses - that previously characterized the ports. At the same time, the terminal has an ambitious sustainable profile, characteristic of the entire development. The main idea has been to create natural links between central Stockholm and the new urban area in connection with the terminal, so that city life will naturally flow into the area. Therefore the terminal is raised to be at level with the urban zone, so it is easy for both pedestrians and traffic to access. At the same time the roof of the terminal building is designed as a varied green landscape with stairs, ramps, niches, and cozy corners, inviting both Stockholmers and passengers for a stroll or relaxing moments, while enjoying the view of the ferries, the archipelago, and the city skyline.

Solar energy and geothermal heating/cooling are provided via the building’s integrated systems, making the terminal self-sufficient in energy. Värtaterminalen will receive the environmental certification level Gold.

AIVP – The Stockholm Royal Seaport project received an award for the best sustainable urban development project from the C40 Cities Climate Leadership Group. This award was presented during the last COP21 in Paris. Could you summarize how it is addressing the climate change challenges and, according to you, which ones of its smart solutions could be implemented in any port cities?

Johan Castwall - As said before, Stockholm is now one of the fastest growing cities in Europe. People need a place to live, the infrastructure needs to adopt and we are trying to have high sustainable goals for the urban development.

The Stockholm Royal Seaport is clearly referenced in the City’s Environmental Program and Climate Plan. Stockholm is developing the next generation of sustainable city districts paving the way for the rest of the city and helping to achieve a fossil fuel free Stockholm by 2030. Good examples from the Stockholm Royal Seaport are continuously transferred to the City’s ordinary development projects.

Findings from Stockholm Royal Seaport are implemented city-wide and contribute to sustainability all across the city. Already, they have influenced policies on energy requirements, green space index, stormwater management, and traffic planning.

Stockholm Royal Seaport will be a living and integrated city district, built with the human scale in mind. The development will connect the northern and southern part of the Royal National Park and contribute to the area’s biological diversity. Other co-benefits include: cost savings due to lower resource use (energy, transport, waste) over the long term; green growth by creating green jobs in the clean tech sector; a stronger community through the creation of networks, project groups and residents association; and the proximity to and availability of green structures.

Find the complete interviews at: www.aivp.org
Triple signature of the AIVP Port Center Missions Charter

BRUSSELS, BELGIUM
The Charter was signed on 30th June by the Port of Brussels and the Brussels Port Community in front of an audience of more than 260 delegates attending the AIVP Days, where the theme was animation in the port city. Since Port Centers are a key component of such animation, more and more AIVP members are committing to creating them.

They now include the Brussels Port Community, represented by Mr Mohammed JABOUR (President of the Port of Brussels), Mr Olivier AUVRAY (Vice-President of the Port of Brussels) and Mr Michel de Bièvre (President of the Brussels Port Community), who came together to officially mark their commitment to the approach, which includes plans to open a Port Center in the next two years.

As AIVP members actively involved in the work of the Port Center Network group for some years now, the Port and Port Community of Brussels have succeeded in uniting local businesses and users of the waterway around the concept of the Port Center. The move reflects a real need to promote a better understanding of the economic and industrial activities around the canal, which are often threatened by real estate pressure. Brussels is a city dominated by the tertiary and service sector. The Port Center will become an essential resource for developing a maritime and port culture and contributing more effectively to animation and synergies between all stakeholders: professionals, institutions and citizens.

VANCOUVER, CANADA
On June 13th, 2017, during the official visit of AIVP President Matthias to Vancouver, Vancouver Fraser Port Authority represented by the President and Chief Executive Officer Robin Silvester signed the Missions Charter of a Port Centre for Port of Vancouver’s Discovery Centre and associated community engagement programs.

“The Port of Vancouver’s Discovery Centre provides an interactive educational experience for the public,” says Mr. Silvester. “It’s a key component of our engagement and education program, which aims to increase awareness and understanding of the maritime industry and the port’s role in facilitating international trade.”

MARSEILLE, FRANCE
Stakeholders in the territory of Marseilles have turned out in large numbers to sign the AIVP Missions Charter of a Port Center. Marseilles, France’s largest port city, joins the thirteen international port cities that are already signatories. The charter, which was ratified on Thursday 14 September at the Smartcity Forum, centres on the object of opening the port to the city’s population, involving the Port of Marseilles Fos, the Chamber of Commerce and Industry of Marseilles, Provence, the Bouches du Rhône Department, the Metropolis of Marseilles, and cities of Marseilles, Port-Saint-Louis-du-Rhône, Fos-sur-Mer and Port-de-Bouc. On 15 September, stakeholders who were taking part in “Concertation Continue” in the docks at Fos also signed this charter.

By the end of 2017, the territory of Marseilles will have two Port Centers in its port-industrial zone, one at Fos-sur-Mer and the other at Port-Saint-Louis-du-Rhône. A third Port Center, in the city of Marseilles itself, is under study. The Port Center of Fos-sur-Mer, already operational, will be modernised completely. The Port-Saint-Louis-du-Rhône Port Center will be set up close to the container terminals and Fos Distriport.

For more information: www.portcenternetwork.org

AIVP Days, Abidjan - March 2018
The AIVP Board entrusted Mr. Cyrus Ngo'o, Chief Executive of the Autonomous Port of Douala, to coordinate the organisation of these African AIVP Days in Abidjan in March 2018.

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