

Dock infos

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editorial

2019 is set to be an important year in the life of our association.

Last year, we celebrated our 30th anniversary in Quebec, where AIVP affirmed its role as the leading platform for international exchanges on City Port issues, and the voice of port cities in relations with a host of economic, political and institutional partners. We must strive ever harder to get our message across and to promote our needs, expectations, and most importantly our drive to innovate in the quest for sustainable development for a blue planet with a place for port cities. Our new Agenda 2030 is a reflection of that.

To move forward more effectively, the Board of Directors is keen to assess AIVP's missions and international positioning, in order to adjust its development strategy accordingly. Two priorities have been identified: first, your expectations today as members of our worldwide network; and second, the changes in the international context to which we will have to adapt. We have chosen to entrust this task to an independent consultancy, which began work in January and will report back at our General Meeting in Riga on 6 June. The assignment, overseen by our general management, will inspire numerous discussions with our members, our network of experts, and our economic and institutional partners. I expect it to outline a clear strategic vision for AIVP and a new course of actions, allowing us to help you tackle the many issues facing you. It should serve to reinforce your belief in the strengths of our port cities.

I look forward to presenting the findings to you in Riga!

Philippe Matthis
AIVP President

Editorial director **Olivier Lemaire**

FOCUS

AIVP Days in Riga: Let's build the 2030 new Port-city together!

We look forward to welcoming AIVP, the Worldwide Network of Port Cities, to our beautiful port city of Riga on **6 and 7 June 2019**.

It will be our pleasure to introduce you to Latvia's capital, a Hanseatic city whose thousand-year history is intimately tied to that of its commercial port on the Baltic Sea. Riga is also fortunate enough to be able to offer visitors a quite outstanding historic heritage. Our city is known around the world as the "capital of art nouveau", and is home to many iconic buildings designed in that distinctive architectural style. Since Latvia gained independence in 1991, less than three decades ago, we have welcomed more and more tourists each year, who come to admire our architecture, historic and natural riches, and of course our cuisine! The Baltic countries, and Riga in particular, are now among the world's essential tourist destinations. Riga is also now a vibrant smart city, attractive to investors and artists alike, and is sure to leave a big impression on the members of AIVP.

The port of Riga was founded over 800 years ago, and sits astride the Daugava, from the historic centre of the city to the river mouth on the Baltic Sea. The port is an integral part of the city. With over 36 million tonnes of goods passing through it in 2018, the port occupies a special place in the city and for Latvia and the countries of the CIS.



A. ZELTINS, CEO PORT

See you soon in Riga!
Ansis Zeltiņš
CEO
FREEPORT OF RIGA AUTHORITY

So the City Port relationship is naturally hugely important to us, and we are strongly committed to the work of AIVP, of which the Freeport of Riga Authority has been a member since 2006!

At the event in June, we will be particularly pleased to be able to offer you a programme of activities organised around **AIVP's new 2030 agenda**, the ten point plan outlined at the World Conference in Quebec last year. We see the document as highly significant and a powerful call to action. Like you, here in Riga we are engaged in a debate about global environmental, economic and social issues, and the right way to respond to them locally in our various projects. Like you,



N. USAKOVS, MAYOR

Nils Ušakovs
Mayor
RIGA CITY COUNCIL

we are striving to find the best expertise to build our sustainable development approach. We also need to convince our economic and institutional partners to work as closely as possible with us.

Cities and ports, in Riga and elsewhere, must cooperate not just for the benefit of the economy, but also in the interests of the environment and social integration. In Riga, with plans to move the port's large coal terminal, we are ushering in a new era of active cooperation with the city. We look forward to your visit, and the opportunity to discuss your projects and ambitions.

See you soon in Riga!



2019 GENERAL MEETING & THE AIVP DAYS

6-8 JUNE 2019

BUILDING THE CITY PORT OF 2030!

News

Rouen (France): invitation for projects

Launched jointly by the City, Port and Metropolitan Authority of Rouen, the invitation for projects is intended to build on work already done on the urban redevelopment of the city's docks. The aim is to put forward water-based projects allowing the creation of high-quality spaces to make the sites more attractive and strengthen their identity. Deadline: 22 March 2019



© Haropa

Maritime knowledge, an advantage

Awareness of the maritime knowledge ecosystem will be an advantage for port cities in the 21st century. Researcher Maurice Jansen, well known to AIVP, is convinced of it. Future demographic growth in coastal areas and port cities will force them to adopt an increasingly holistic management approach to become true maritime capitals. Mapping the ecosystem of maritime knowledge production in the Port City, and maximizing the potential of that human capital, will be key to their success and their ability to adapt to change.



Hydrogen industry

City Port territories move to kick-start the growth of the hydrogen industry and promote the urban integration of maritime activities. As Maersk announces plans to launch carbon-neutral ships by 2030, the engine manufacturer MAN Cryo has unveiled its hydrogen-based solution for short-distance transport. In Auckland, the port plans to build a hydrogen station in 2019 that will eventually serve trucks, trains,

ferries and tugboats. In Antwerp, the port has rewarded CMB for its hydrogen-powered shuttle "Hydroville", intended to transport commuters in the port district.



Climate change: architecture on the water

The succession of extreme phenomena, floods, predicted sea level rises, the need to evaluate urban areas under threat, and the financial costs, are all incentives for short-term strategies. Yet long-term strategies are needed too. Highlighting plans created by the firm Waterstudio as an example, this series of articles presents water-based architecture as an opportunity to rethink urban design, making it not just more flexible and resilient but accessible to all, regardless of income.



© Waterstudio

Barcelona: a new promenade

The promenade is located on the breakwater protecting Marina Vela. Additional work carried out under a public-private partnership has seen 36,000 m² of new public spaces created in the district. The second phase of the project is already planned for the marina, and should improve the attractiveness of the entire sector, while plans are also being studied to create a branch of the Hermitage Museum.



Toronto: River Valley

The excavation on a kilometre-long River Valley is an important first stage for the Port Lands project and its huge flood-protection programme. It will allow more than 290 hectares to be built on, creating green spaces and welcoming thousands of inhabitants and new jobs.



© Waterfront Toronto

Hamburg: remit to be shifted

The City of Hamburg wants to shift some of the port authority's remit to the city. The plan is backed by the new Minister of the Free City for the Economy, Shipping and Port Affairs, who took office in autumn 2018. The areas concerned include flood defences, the management of Neuwerk Island, and the management of certain roads. Most importantly, however, the Minister wants strategic port planning to be shared between the City and Port.

Spain: cooperation between ports

The Spanish government encourages cooperation between ports to improve competitiveness. The Permanent Port Services Observatory aims to promote the transfer of best practices, acting as a body for the sharing of knowledge for inclusion in strategic decisions. The Observatory is intended to be open to the entire port community, and will also encourage the organisation of special technical visits to the state's various ports.

Port of Brussels CO² neutral

The Port of Brussels is the first Belgian port to be CO² neutral for all its buildings and vehicle fleet. The port has been awarded the "CO² neutral business" certification issued by the company CO2logic. This label is based on an independent audit of CO² emissions followed by an action plan aimed at reducing

them: photovoltaic panels, thermal insulation of buildings, hybrid or electric vehicle fleet, etc. Finally, when emissions cannot be reduced any further, they are compensated by support for a social programme in Kenya.



Buenos Aires: murals frescoes

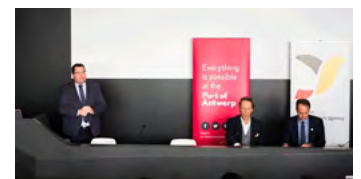
Argentina's flora and fauna have inspired the artists in this programme to recover buildings and sand silos which have been abandoned for years. The programme is part of the current project for F Dock, which will be converted into a riverside promenade. However, the manager responsible for the Port's project stresses that the idea is for the Sand Terminal's equipment to be brought back into use as well, as it can play an essential role in construction work around the city.



© Fernando Massobrio

Cooperation Antwerp / Enabel

The Port of Antwerp and the Belgian development agency Enabel strengthen their cooperation. Their aim is to promote port expertise in the area of sustainability to developing countries, while consolidating overseas growth centres for the national economy. Of the fourteen countries supported by Enabel, thirteen are in Africa. The current close collaboration with Cotonou could provide a platform for the policy.



© Port of Antwerp

“Factoría de Cohesión”, different actions towards the same goal: to integrate the port and the city of Santa Cruz de Tenerife

Factoría de Cohesión is a young organization created in 2015, in Santa Cruz de Tenerife (Canary Islands, Spain). Their main mission is to foster greater social, economic, environmental and spatial integration between city and port. Their main supporters are the port authority and the municipality of Santa Cruz de Tenerife. At the same time, they also collaborate with several public regional organizations, including universities and cultural and business associations. Since it was created, Factoría de Cohesión has developed an intense agenda of activities, combining port and urban interests. These activities are aligned with several goals of the Agenda AIVP 2030 for sustainable City Port relationships.

Interview with Alberto Dieter Graeff, Delegate of the Presidency, Factoría de Cohesión

[EXTRACTS]

AIVP - First of all, we would like to know how and why you decided to create La Factoría de Cohesión?

Alberto Dieter Graeff - The idea of creating La Factoría emerges from the general feeling and need of local inhabitants of Santa Cruz of living more connected to the sea. As years went by, the port took land from the areas where there was the better sea access. La Factoría simply tries to respond to the general desire of integrating city and port that has emerged among neighbours and members of the port community [...].

AIVP - One of the goals of the Agenda AIVP 2030 is to develop and enhance the port culture and maritime identity of port cities (goal 6). La Factoría de Cohesión has organized several cultural initiatives. How do you address the challenge of disclosing port culture?

Alberto Dieter Graeff - We consider that it is crucial to disseminate port culture in port cities such as Santa Cruz, that are deeply connected to the port and the sea. For us, this is a very beautiful work, that it is also gradually opening the port and its activities for the minds of the inhabitants of Santa Cruz. Our motto is that art and culture awake the conscience that starts the engines of change.

After several years working in this field we have achieved very positive results. The events that we have developed were very well received



by the public and official entities, and we are constantly growing in this direction.

AIVP - Another initiative of La Factoría de Cohesión that caught our attention was “Un Puerto Violeta” (A Purple Port). This initiative is focused on increasing the presence of women in the port sector. How are you working with the different port and city actors?

Alberto Dieter Graeff - “Un Puerto Violeta” is a new initiative that we are very excited to develop. Today is increasingly more important to fight for gender equality. Although socially we have been able to move forward in this issue, the port and port community remain predominantly a manly world. For this reason, we considered that La Factoría should do something to open the port to women. Our main supporter is the gender equality Department of Tenerife’s Cabildo (Island Council of Tenerife), who allowed us to present our project

and put it into practice. We have been backed by several public administrations, while port private companies are gradually more aware of this issue. Nevertheless, we still have a long way to go.

AIVP - For AIVP, education, human capital development and port knowledge dissemination are crucial issues (goal 5 in the Agenda AIVP 2030). In the last couple of years, La Factoría has been in contact with schools of different educational levels. What were the main challenges of communicating with children and teens?

Alberto Dieter Graeff - In La Factoría de Cohesión we consider that our current work could be pointless if we are not able to guarantee a certain continuity into the future, and the future are without a doubt the children. We think that our work has been useful, since we could see that children of different ages are gradually understanding that it is important that port and city are increasingly more united and that ports also create opportunities for personal growth. The key to reach out to younger generations is to use terms that they understand, communicating the essential message. However, the fact that we are a young team also helps to break potential communication barriers, even though it may also have disadvantages.

[...]

FIND THE COMPLETE INTERVIEW AT: WWW.AIVP.ORG/EN/CATEGORY/INTERVIEWS-EN/



AIVP network

Great success for the inaugural Indian Ocean Days – Le Port (Reunion Island), 8-9 November 2018

The first edition of the AIVP Indian Ocean Days brought together almost one hundred participants from AIVP's network of members and contacts in the Indian Ocean zone. Delegates from South Africa (Cape Town, Durban, East London and Richards Bay), Mauritius, Seychelles, Madagascar and Mayotte made the journey to share their projects with City Port stakeholders in La Réunion.



© AIVP

Hosted by the municipal and port authorities of Le Port, the two working days included presentations (available on the Indian Ocean group website) and a tour of the commercial port, fishing port and marina.

Also during the event, **the Port Center Missions Charter was signed by the City of Le Port, the Grand Port Maritime de la Réunion and the West Coast Territory**, in a major first step towards the creation of a Port Center in Le Port, a valuable resource serving the citizens of a fast-growing city and port region.



© AIVP

The participants were also invited to answer a questionnaire identifying their expectations and possible contributions to the work of the Indian Ocean group, which will continue until the **next meeting. Mauritius Port Authority has proposed to host that event in 2019, with the 2020 edition set to take place in South Africa.**

The Indian Ocean group aims to strengthen regional cooperation in all fields promoting the development of every port city in this vast region, whether AIVP members or not.

More information: www.aivp.org/ocean-indien/en/

AIVP Study Mission to Belgium

Around fifty participants from seven countries took part in this AIVP study mission to Belgium, on the theme of co-construction in City Port projects (13 and 14 November 2018). Led by **Professor Michael Dooms** and bringing together all of AIVP's Belgian port members, the mission was an opportunity for the delegates not just to learn about, but to actually see for themselves, some of the most iconic projects in the development of the country's port cities. The study mission was organized in **partnership with the Port of Brussels, CitiDev. Brussels and the Port of Antwerp.**

Reserved for AIVP members, the trip to Belgium was organised in three stages, beginning with a regional seminar led by Prof Dooms looking at the cases of Liège, the PACO (Tournai and La Louvière) and Ghent, a tour of sites in Brussels and a day of presentations and visits in Antwerp.

AIVP participates in the Sustainable Development Day of Dunkirk

In line with its strategic plan, the Port of Dunkirk organised the 13th Sustainable Development Day on 6 December 2018, bringing together its partners to discuss the City Port relationship. Bruno Delsalle, Deputy General Manager of AIVP, took part in the debate.

Organised by Dunkerque-Port, which has been a member of AIVP since its creation, the "Sustainable Development Days" are designed to bring together the port community, institutional stakeholders and civil society, to discuss the future and cohesion of the Dunkirk port territory. Fully integrated into the governance approach adopted under the port's Planning and Sustainable Development Plan, these events ensure direct, transparent consultation between



© Dunkerque port

Dunkerque-Port and its partners.

They take the form of face-to-face discussions at a morning meeting, continuing in the afternoon with a field trip specific to the chosen topic of the day.

The 13th Sustainable Development Day looked at the issue of City Port relations. AIVP was of course there to offer its views and expertise on the subject, with a presentation entitled "Cities and Ports, towards a sustainable commitment". **AIVP stressed the need for a co-construction approach to shaping City Port development**

strategies in constant dialogue with the community, and the importance of taking into account the environmental, societal and economic expectations of all concerned.

In Dunkirk, AIVP saw clear evidence that an open and frank debate gradually allows common visions to emerge and observations to be shared in the implementation of projects and strategic choices. The opening of a Port Center, planned for the end of 2019, will strengthen the co-construction approach further, by providing a space dedicated above all to communication.

A fine example of shared governance and dialogue between all port city stakeholders: city, port, citizens, and economic operators.



© AIVP

The comprehensive programme allowed participants to gauge the importance of dialogue between stakeholders in the context of City Port projects. Thanks to the co-construction approach, every project is able to fulfil its objectives in terms of deadlines and ambitions much more easily. Driven by citizens themselves, the co-constructed City Port project more effectively takes account of local societal, environmental and economic concerns, becoming the standard for the local City Port community. There can be no doubt that this Belgian "lesson" in building sustainable port cities that meet the expectations of citizens was an inspiration for many participants!

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