

# AIVP network

# Dock infos

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## AIVP Days in Riga: Marco KAMIYA, Keynote Speaker

Marco KAMIYA will open the AIVP Days on Thursday 6th June 2019. He will share his vision on a better and more sustainable future for all port cities in the world, based on the 17 UN Sustainable Development Goals and the Agenda AIVP 2030. Marco KAMIYA will deliver to the gathered audience of decision-makers and elected representatives a strong message on these challenges of what road map for tomorrow's port cities.



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Marco KAMIYA leads the Urban Economy and Municipal Finance Branch of UN-Habitat since June 2014. He works globally from the headquarters in Nairobi (Kenya)

on business models for urban expansion, revenue enhancement initiatives, credit rating, financial management... Specifically, he develops productive development policies, focusing on sustainable urbanisation of cities, developing models to improve city productivity with productive transformation policies, job creation and Local Economic Development

approaches. In 2017, he coordinates a report on the global urban competitiveness of cities network including port cities impacted by the new Silk Road. Prior to joining UN-Habitat, Marco worked as Regional Director General of the CAF Development Bank for Latin America in the Department of Public Policy and Competitiveness. In this capacity, he managed, designed and implemented programmes on city productive development, innovation policies, entrepreneurship and infrastructure. Previously, he worked for the Inter-American Development Bank in Washington DC, and before for PADECO Co., Ltd. in Tokyo.

**THE AIVP DAYS**  
**6-8 JUNE 2019**  
**BUILDING THE CITY**  
**PORT OF 2030!**  
**Riga LATVIA**

**His recent publications are:**  
*"Cities Network Along the Silk Road: Global Urban Competitiveness Report 2017"* UN-Habitat and Chinese Academy of Social Sciences, 2017  
*"Economic Foundations for Sustainable Urbanization"* UN-Habitat and Morphology Institute Paris launched at MIT in January 2017  
*"Finance for City Leaders Handbook: Municipal Finance to Deliver Better Services"* UN-Habitat

## Enough or more? The cruise dilemma facing port cities...

The cruise industry and its relations with the cities and ports that play host to its ever bigger liners, carrying ever more passengers, have been transformed over the last decade.

The magazine Cruise Insight has contacted nine associations around the world to gauge their views on these changes and the challenges facing port cities. AIVP was naturally among the first organisations approached to

contribute to the report, which has just been published. Olivier Lemaire, General Manager of AIVP, took the opportunity to reaffirm AIVP's message and to underline the need for dialogue with all stakeholders in the

industry, to redefine a balanced partnership that benefits our port cities and their residents.

*"Ports under pressure"*: Cruise Insight eZine, pp. 84-91



© Marina de València

## Marina de València: new Member of AIVP

After meeting AIVP's external strategic consultant José Sanchez at the "Nuevos Viejos Puertos" conference, La Marina de Valencia was impressed by AIVP's work and activities and has now joined our worldwide network of port city stakeholders. Marina de València is the city's old port converted into a public space, covering one million square metres and open for innovation and water-sports. The historic basin is managed by Consorcio València 2007 (CV07), a public organisation formed by the Valencia City Council, the Generalitat Valenciana (Regional Government) and the State General Administration. The basin contains a yacht marina offering more than 800 berths, while more than 70 companies, clubs and other organisations dedicated to water-sports and yachting, culture, gastronomy and innovation operate there.

Marina de València is of the city, open to the city - in particular the neighbouring district of Poblats Marítims. Their Strategic Plan 2017-2022 depicts a vision of the future in which tradition and innovation drive the transformation of the economy and the urban and cultural surroundings of the Marina. Their objects are to convert the Marina into the motor for the city's economic development, and to create sustainable, inclusive, dynamic public spaces.

**Why did you decide to join AIVP?** Marina de València is an example of City Port relations. Joining AIVP offers us the opportunity to learn through the network and to share our experience as an institution dedicated specifically to waterfront management in support of urban development.

**What are your expectations of the organisation?** We expect to learn from the examples of other waterfronts, from their successes and mistakes, in order to define together the new role of historical ports and the management model that they need, as an integral part of the urban fabric.

**What can the Marina contribute to AIVP? (Specific knowledge? Examples of innovative projects? Experiments?)** Marina de València has a differentiated, agile, approachable and participative management model: a special body created specifically to manage the waterfront, formed

by public administrative bodies and open to private collaboration and to co-design of the urban environment with agents within the territory, through the Marina Living Lab process. The most recent initiatives include the New Old Harbours international conference, organised by the Marina de València to debate the public and productive value of historical ports, and Placemaking Week Europe 2019, which will be held in the Marina from 12th to 15th June 2019.

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editorial

I have just read our association's latest **newsletter**, sent out twice weekly by our General Management in Le Havre, and have once again been impressed by the diversity and richness of its content. Under the headings **Urban Port, Enterprise-driver Port or Citizen Port**, no fewer than **25 news items**, translated into our three official languages, arrive in your inbox every week, bringing up-to-date news about projects in the port cities that make up AIVP's worldwide network. I have no doubt that this regular service provided by our association, which is made possible by your membership, is appreciated by all, from decision-makers looking for new ideas, to project managers keen to draw on shared experience to drive their work forward. AIVP has been monitoring City Projects for many years, and is constantly developing its efforts in this area. For our organization, it represents an additional guarantee of quality for the content of our events and has inspired some very interesting "spin-off" products, such as our Guide of Good Practices, "**Plan the City with the Port**". Soon, this monitoring activity will also be part of our **AIVP 2030 Agenda**, to be unveiled in Riga. As I am sure you will agree, our permanent staff deserve high praise for their remarkable efforts, which are invaluable to our whole city-port community!

**Philippe Matthis**  
 AIVP President

Editorial director **Olivier Lemaire**

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## A new tool to « Plan the City with the Port »



// Guide of good practices plan the city with the port

Designed as an aid to decision-making, the guide is **now available via a dedicated online platform**.

It currently contains **116 examples of good practices**, with more to be added regularly. The guide is an invaluable tool for identifying practices that can be transposed to your own Port City and implementing the AIVP 2030 Agenda, to ensure that your Port City contributes actively to the 17 sustainable development goals set by the United Nations.

"Plan the City with the Port"? **Not just a shared ambition for all AIVP members, but also a set of common challenges** that each of us faces, as we look to make that ambition a reality. Spatial organisation of the City and Port, environmental integration, economic strategies, governance... the issues to be covered are vast.

Drawing on its **daily monitoring of international news on City Port projects**, AIVP has identified **13 challenges**: What to do about the lack of available space? How to preserve biodiversity? How to attract residents and businesses? How to steer city/port projects? These are just a few of the challenges. Our Guide of Good Practices will help you find solutions, to all of them, with **46 recommendations** each illustrated with examples of actions and projects from port cities around the world.

## Find the best practice for you!

Problems and **challenges** facing us all... to address each of these challenges the AIVP presents **recommendations** and **their implementation** in port cities around the world.

**For this last recommendation** «Remain flexible, and avoid freezing land uses», the examples of Copenhagen, Seville, or Amsterdam are described

### Copenhagen (Denmark)



**For example** to face the challenge of « **What to do about the lack of available space?**»

### L'AIVP recommends:

- Redevelop the port within its existing boundaries
- Share the use of the water and waterfront between urban and port functions
- Mix urban and port functions
- Move the city to the water
- Remain flexible, and avoid freezing land uses

Copenhagen, a beautiful city that is in some ways the victim of its own success, is facing a shortage of available residential space, particularly for students. [...]

### Seville (Spain)



Seville has bet on complete flexibility for its new cruise terminal. Designed by Hombred Piedra and Buró4, this terminal located in Las Delicias is based on reusing cargo containers. [...]

## Discover online

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News

**Montreal: Climate Lab**

The City of Montreal has reached an agreement with the research consortium Ouranos to create the Montreal Climate Lab in the Lachine-Est district. The project aims to develop new planning practices designed to take account of climate change by drawing on real-life cases. Lachine-Est looks to be the perfect location for the facility, having previously been home to industrial activities developed over six decades around the Lachine canal. The Lab will also offer a platform for exchanges to promote greater collaboration, especially with the public.



© Ville de Montréal

**Lorient Port Center**

Part of the Port Center by AIVP network, Lorient Port Center targets an international audience. Launched in April 2018, the Lorient Port Center e-platform is designed to improve visibility for the facility's educational services focused on maritime and port activities. The platform is aimed squarely at residents of the region and also tourists, and English and Spanish versions of the Lorientportcenter.com website have gone online in the last few days.

**Le Port (Reunion): Public Interest Group**

The Public Interest Group (GIP) "Ecocité La Réunion" brings together the French State and the various local communities concerned. The move is a response to the need for a change of scale and governance for this vast and ambitious project, seen as a testing ground and a demonstration of a sustainable city in a tropical environment.

**Halifax: co-construction**

Launched in 2015, the process co-construction around the port infrastructure is continuing with the aim of uniting the community around two key objectives: capitalising on the economic opportunities generated by maritime traffic, while improving the living environment for local residents. Reducing truck traffic is one of the main priorities. Several scenarios have been created, with citizens now being asked to give their reactions.



© Port of Halifax

**Chicago: a floating eco-park**

Designed by SOM architects, the Wild Mile park will use the existing canal walls to create a network of floating wetland zones and walking areas for residents and kayakers. The aim is to create both a natural habitat and recreational and educational spaces. The park is expected to open in 2020.



© SOM

**Valparaiso: committee City Port**

This measure could allow better dialogue for port-city relationship and a common vision. This decision is motivated by the current situation of terminal 2, where the port authority will be responsible for the environmental assessment. Other port and urban projects, including a pier for cruises were also discussed.

The mayor emphasized that their priority is to make sure that port development is done according to environmental requirements, but also that create jobs, and bring prosperity to the port and the city. The president of the port authority welcomed the common initiative with the municipality and, looking beyond the short term decisions concerning the terminal 2.



© Empresa Portuaria Valparaiso

**Port and circular economy**

Growing potential, particularly for ports attached to large urban centres: in this article, the authors and researchers provide an overview of the potential of this new economic concept, which aims to re-use, recycle or re-manufacture. Numerous examples from the Netherlands highlight four priorities: preparing for a reduction in raw materials shipped, attracting new logistics and industrial activities, developing genuine clusters, and pooling energy flows.



**Cruise ships or cargo**

The port of Dublin decides for freight! The port of Dublin will limit the number of cruise ship calls to 80 from 2021, compared to more than 160 today. This decision to regulate cruise ship activity is part of an international trend already seen in Dubrovnik, Amsterdam and Barcelona. Considering the growth in cargoes, the port thinks it is at the limit of investment capacity and expects cruise ship operators to pull their weight if they want to see new facilities.



© Dublin Port Company

**Marseilles: Warehouse J1**

Called La passerelle, the project of Reichen et Robert architects was chosen principally because it allows the aesthetics of the building and views of the maritime and city spaces to be preserved. Among other facilities, it will be home to the Lab' du port (an office building with particular emphasis on innovation incubators and training in the shipping industry), an area for events and leisure activities, a 230-room hotel, restaurants and other places to eat and drink, a space for sports and recreation, and services linked to water-sports and yachting. Planned opening date: 2023.



© Reichen et Robert

**Douala**

The autonomous port gains new competencies to strengthen its competitiveness for the benefit of the country and neighbouring cities. This is the aim of the recent Presidential Decree, which handed the port responsibility for general coordination of all port activities and new powers including development planning, management of publicly-owned port sites, the power to collect debts, etc. In addition to these new prerogatives, the port now has a duty to support local sustainable social and cultural development for local communities. The City Port relationship will therefore be a priority, something AIVP warmly welcomes!



© Port Autonome de Douala

**Freeport of Riga: environment, passengers, social responsibility - three major areas for development**

Interview with Edgars Sūna, Deputy CEO for Port Development, Freeport of Riga

**[EXTRACTS]**

**AIVP - Your Development Programme 2019-2028 was presented to the media and your partners in February. An important element is that you aim to reconcile competitiveness with respect for the environment. This was one of the reasons for relocating your activities from the city centre to Krievu Island. [...] Can you remind us what led you to decide on this move, and the impacts you expected would result?**

**Edgars Sūna** - The decision to relocate dry bulk cargo handling activities away from the city center closer to the mouth of the River Daugava was taken as early as in 2005. At that time, the management of the Riga City Council and also the Port were inspired by numerous examples across European countries, including ports in Scandinavia, of the concept that historical, i.e., comparatively more degraded port infrastructures could be transformed into modern urban areas, thus, accommodating increasing needs of the city for more space, cleaner environment and ensuring its inhabitants with more direct access to the waterfront. [...]

The Port, on the other hand, seized this opportunity of public and political support to create modern and powerful infrastructure, the development of which would raise competitiveness and offer port's customers better services. The placement of new dry bulk facilities on the Krievu sala, which is closer to the port's entrance, reduces not only the environmental impact of port activities in the vicinity of the historic city center, but allows to reduce the negative impact on the whole [...] So, without doubt, we can assert that the implementation of the Krievu sala Project, that we successfully completed in 2018, is a "win-win initiative" for both - the City and the Port.

**AIVP - What other major actions for sustainable development have you carried out and/or programmed?**

**Edgars Sūna** - [...] Activities like monitoring of various environmental aspects, improving of environmental protection technologies, as well as administrative procedures on environmental matters within the Port Authority have been rather routinely tasks already for a long time. [...] Still, I can assert that in the new Riga Port Development Program 2019-2028 we have addressed sustainability issues even more thoroughly, understanding their increasing role and our responsibility to the community for the



© Freeport of Riga

environmental impact port's activities create. In a nutshell, during the next decade our goal is to develop the Riga Port as a "smart port", [...].

**AIVP - This 2019-2028 Development Programme also lays stress on developing passenger transport. 75,000 cruise ship passengers visited Riga in 2018, and according to estimates this figure could more than double by 2030. Will your existing facilities be able to handle this number ? [...]**

**Edgars Sūna** - Indeed, increasing of passenger traffic- both cruise and ferry- is one of our strategic goals for the next decade [...]. We have set the goal of reaching 150 cruise vessel calls annually during the cruising season, which lasts from May to September. [...] Surely, for such hectic traffic we will require new or, rather, additional infrastructure [...].

Here I must admit that quite unintentionally but luckily for us, the implementation of the Krievu sala Project [...] has open up new opportunities for servicing, for example, cruise vessels. [...] First and foremost, the Territorial Plan and Zoning of the City basically allows no other type of "cargoes" than RoPax vessels to be handled at the Andrejsala area and, secondly, this is the right place at the port to deal with cruise vessels, [...] Nonetheless important is the fact that this area is just some 10 min driving distance from the Old Riga, where most of the tourist attractions are located. [...]

**AIVP - Your published programme also stresses social responsibility. As you know, AIVP pays a lot of attention to this aspect of the Citizen Port. You have carried out a number of actions in this area. [...]**

**Edgars Sūna** - It is true that compared to the previous development program, our new strategy places even greater emphasis on how we manage the port's relationship with the society. We have learned from our experiences in the past that making citizens our allies is more important than just trying to co-exist side by side. [...] Lack of competence about processes going on at the port can result in no support and we risk to fail implementation of some good projects. Whereas, involvement of the community into the decision making and consulting them let the people feel respected and equally engaged in the port matters. Therefore, also in the future we shall strive to educate the society about our plans and, of course, communicate with representatives of the adjacent residential areas to the port on a more regular basis [...]. We will continue organizing and participating in various social activities and large-scale events at the port and the city. [...] The city of Riga and the Port of Riga have been inseparable concepts for more than eight centuries - the city is important for the port and the port - for the city. This idea will always be a key issue both in the daily work of the port and when planning our future.

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