

Dock infos

ISSUE 117, OCTOBER 2019



editorial

Climate change: Time to act!

On 25 September, the Intergovernmental Panel on Climate Change (IPCC) published its latest report, specifically devoted – for the first time – to the oceans and the cryosphere. This report demands my attention both as an inhabitant of the earth and, of course, as President of AIVP. If nothing is done to limit global warming to 2 degrees, the level of the world's seas and oceans could rise by up to 1.10 metres by 2100. Under an "optimistic" scenario, and if we comply with the Paris Agreements, it will rise by "only" 30 to 60 centimetres. But half of humanity already lives in coastal areas and 2100 is just around the corner. Our port cities are now facing a considerable threat.

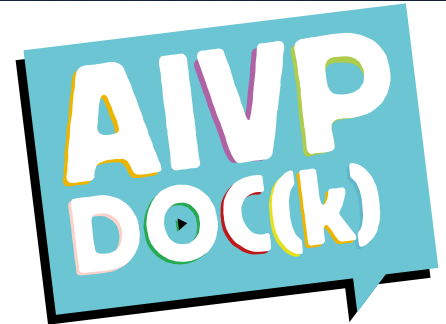
We were among the first to put this issue on the agenda of our conferences and to organise on limiting greenhouse gas emissions and on resilience in the face of rising sea levels. We will continue to promote the most innovative solutions that can be transferred to all the world's port cities. In the coming World Urban Forum in Abu Dhabi, we will speak out to raise awareness among the international community about the issues facing port cities. We are working with experts and encouraging their research to find sustainable solutions. **We must mobilise to meet this enormous challenge!** Share your experiences, your difficulties and your initiatives with us.

Climate change is the top item on our Agenda AIVP 2030. Let's commit ourselves to making concrete progress! Now!

Philippe Matthis
AIVP's President

Editorial director **Olivier Lemaire**

Switch on now! the series you're going to adore!



10 videos
of port cities



5 to 10 min
per video



3 languages

AIVP DOC(k) is a series of documentary teaching videos for all ages.

Through interviews with the people involved in port management, interspersed with international experts, **AIVP DOC(k) explains the major changes affecting port cities, in the context of the global challenges facing the world today. Because the better you know port cities in all their diversity, the more you will love them.**

With this series of documentaries, AIVP aims to spread the word as widely as possible, all over the world, about the challenges facing port cities today. The AIVP DOC(k) videos have been commissioned by AIVP and made with the cooperation of its active members. They are unique teaching tools which we are making available to you free of charge.

**Watch them! Share them!
Use them!**

The 10 AIVP DOC(k) videos:

1. City Port: everything starts with **trade**
2. And the abandoned dock became **waterfront**
3. **Cruises**, between dream and reality
4. Innovating for the **port careers** of the future
5. When **art and architecture** take over the docks
6. City + Port: meeting the challenges of **sustainable development**
7. Port Cities taking action for the climate
8. **Explain** the port, **appreciate** the port
9. I order stuff, and it arrives. But how?
10. Port **hypermetropolises** outgrowing states

Now showing:

- Antwerp (Belgium)
- Barcelona (Spain)
- Brussels (Belgium)
- Buenos Aires (Argentina)
- Genoa (Italy)
- Le Havre (France)
- Marseilles (France)
- Montreal (Canada)
- Paris (France)
- Pointe-Noire (Republic of Congo)
- Quebec (Canada)
- Rotterdam (Netherlands)
- Trois-Rivières (Canada)
- Venice (Italy)

A significant amount of money has been invested in this exceptional, major project, executed to mark AIVP's 30th anniversary: 10 videos made by film professionals, 45 people interviewed, 14 port cities visited during filming! We are extremely grateful for the financial support which has made the production of AIVP DOC(k) possible: Administration Portuaire de Montréal, Administration Portuaire de Québec, Administration Portuaire de Trois-Rivières, Ecocean, Port Autonome de Pointe Noire, the Port of Brussels, and the City of Le Havre.



www.aivp.org/aivp-doc-k

News

Saint-Nazaire: submarine base

By 2021, the four hectares of the roof of the submarine base will house an urban farm and an educational centre devoted to the ecological transition, created by the non-profit association Base. Green spaces will complete the "Jardin du Tiers-paysage" landscape garden designed by Gilles Clément, while a sports trail and a heritage trail will also be created at this highly symbolic site in Saint-Nazaire.



Copenhagen: carbon neutrality

The City has adopted a target of achieving carbon neutrality by 2025, and has already cut its carbon emissions by over 40% from 1990 levels. Several of the buildings developed in the former industrial port district are designed with the target in mind, using recycled materials and sustainable energy (solar, sea water cooling, etc.). However, the City also has to contend with a demographic growth and rising real estate prices, particularly for social housing.

Bilbao: "Port Tales"

"The crane that wanted to be a boat" is a story created by the young high school student who won the competition. At the same time, the port authorities launched the fifth edition of the competition for young people.



© Port of Bilbao

Port Elisabeth

Port Manager restated his ambitions for the waterfront project. The first phase of redevelopment should begin in 2022/2023, after dismantling of the bulk liquids terminal starts. The long-term objective announced for the project is to transform the port into a world class "smart people's port": an inclusive, job-creating project; a port that welcomes the city's inhabitants in all their diversity; a cleaner, greener port.



Rajesh Dana - © KAILIN DANIELS

Long Beach: consultation

Since June 2018, around twenty workshops and forums have been organised by the City to present the plan to residents and business leaders. The aim is to prime them for the fight against climate change and rising water levels at the waterfront, and to gauge responses and suggestions. Long Beach joins over a dozen other US cities in adopting a plan of this kind, which includes measures to reduce greenhouse gas emissions, adapt buildings on the waterfront, etc. The approach is of course in line with goals 1 and 2 from AIVP's 2030 Agenda.



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Amsterdam: Haven-Stad

The City of Amsterdam wants to turn the 650 hectare Docklands site into a sustainable mixed-use district, capable of accommodating some 70,000 homes and generating 58,000 jobs. Last February, it called in experts from the Urban Land Institute (ULI) to assess the opportunities and risks of the vast project. In its report, the ULI recommends accelerating the project, engaging investors, and also sharing the risks by setting up a public/private development company involving all of the stakeholders concerned.

Rotterdam and Hamburg: coordinated actions

The Ports of Rotterdam and Hamburg are discussing coordinated actions for greener harbors. Local politicians from the green and social-democratic parties are negotiating new identical green shipping regulation to avoid harming economic competition, while favoring more environmentally sustainable ports. The goal is to convince other major European ports to join the initiative.

South Africa: National Maritime Awareness Programme

This program from SAIMI, the South African International Maritime Institute, includes the campaign "Dive in", to be launched on Sept. 4th in the Maritime Careers Expo, in East London (SA). The National programme is the result of cooperation with other maritime stakeholders, and wants show broader audiences the different actions taking place to foster human capital development. Among the different initiatives themes there are youth skills development, empowerment of women in the maritime sector, engagements with the maritime industry.

Industrial ecology has become a must

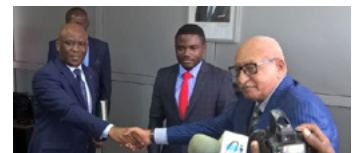
In its June number, NPI magazine reviews all current projects in France in the light of the initiatives taken at Rotterdam and Antwerp. There is no longer any doubt on the benefits of these new industrial practices, but the right economic model has yet to be found by getting all the stakeholders in the territory round one table. Competitiveness starts with good knowledge of the City-Port-Industry ecosystem by everyone involved.

Le Havre, La Rochelle, Dunkerque : innovation areas

These three port cities has been selected by the Government to be innovation areas. Le Havre's "Smart Port City" project, endorsed by the AIVP, will promote innovation in many areas of the City-Port relationship, including logistics, training, community relations, the future Port Center, the cruise industry, etc. Dunkirk will focus its efforts on energy by involving citizens in all the current changes. Finally, La Rochelle will bring in a wide range of innovative measures aimed at achieving zero carbon status. All of these projects are driven by AIVP members, and will provide inspiration for others.

Kribi: City-Port agreement

The framework cooperation agreement aims to achieve harmony between City and Port, as the new port of Kribi grows in stature. The quest to reconcile port and urban strategies needs to promote the local territory as a port conurbation, and a Socio-Economic Support Programme for the Kribi area (PASEK) will soon be created to this end



Dublin: the Docklands, a testbed for a Smart City District

Interview with Jamie Cudden, Smart City Lead - Dublin City Council

[EXTRACTS]

AIVP - Can you explain us why the Docklands area has been chosen for being a smart city testbed?

Jamie Cudden, Smart City Lead - From its origins as a thriving industrial port area the district experienced a period of significant urban dereliction in the 20th century. A period of transformation was initiated in the late 1980's to reinvent the area into a global financial service hub. In 1997 the Dublin Docklands Development Authority (DDDA) was created by the DDDA Act 1997 to lead a major project of physical, social and economic regeneration of the area. The Project extended over 520 hectares, at the core of which were former Dockland areas comprising some 100 hectares of substantially derelict or low value industrial land. [...]

The Dublin Docklands was selected as a location for this testbed due to its unique potential as a Smart City District. It has a diverse and growing population of residents and workers, and is home also to many of the world's leading global technology companies, who are ready and eager to make use of having a cutting-edge urban technology 'sandbox' in their backyard.

'Smart Docklands' - a Smart Dublin district, which was officially launched in February 2018 under Dublin City Council's Smart City Program. [...] Our vision is to make the Dublin Docklands one of the best districts to live and work in the world. We do this through connecting diverse communities with each other, and empowering them to take an active role in developing and harnessing technology that will improve their lives.

Can you tell us which are the main challenges Smart Docklands is facing, and provide us with a short description for some of them?

Some of the city challenges we are facing include the following:

- Traffic congestion and sustainable mobility [...];
- How we respond to extreme weather events [...];
- Improve energy efficiency and environmental performance [...];
- At the centre of this is also how we improve citizen engagement and drive more efficient service delivery.

Dublin has also created an innovation programme to engage with entrepreneurs and small businesses to trial potential solutions to help address these challenges. This is part of a programme called Small Business Innovation Research» [...].

Which impacts the Smart Docklands initiative could have on the City Port relationships?

One of Smart Docklands main themes is that of 'Connectivity' and how this can be used in a way that can address city challenges. This includes deploying sensors to capture invaluable real time data such mobility across the district, air quality, noise, flood risk. [...]

Other important impacts is that we are deploying infrastructure to improve connectivity such as emerging 5G as well as low power connectivity solutions. [...]

The Port of Dublin is supporting the Smart Docklands project. Could you explain us why and what are you expecting from this project?

The Port faces similar challenges to the city particularly in areas such as mobility, environment, energy and wider community engagement. As part of the Dublin Port Masterplan and infrastructure investments we are collaborating to ensure a joined up approach on the interaction between the port and the city. We are also using smart technologies to support this work.

Examples are collaborations on our city climate agenda and promotion of new technologies to reduce our energy consumption. This involves sharing of best practices, while the Port have also invested in smart energy efficient lighting and solar projects. We also work closely on addressing mobility challenges associated with port activities and cruise ships.



THE 3D MODEL OF THE DOCKLANDS ALLOWS VISUALISATION OF PLANNED BUILDINGS AND INFRASTRUCTURE

There are also projects in the area of digital twins (3D modelling). In a recent 3D data hack Dublin Port were one of the main sponsors encouraging startups and entrepreneurs to innovate using a full 3D model of the docklands. [...]

Smart Docklands initiative is based on the stakeholders' engagement and, more specifically, the citizen participation. Co-construction and innovative renewed governance is one of the 10 goals of the AIVP Agenda 2030. Could you explain us how your smart governance strategy has being implemented and what are the results so far?

Key to success of the Smart Docklands initiative is the top level support for the initiative from the Chief executive of Dublin City Council. This has enabled the city to bring together all the relevant stakeholders such a local communities, industry, start-ups, academia to agree joint priorities for the wider innovation programme.

We have now engaged with over 300 people through strategic design workshops - a key output was a catalogue of challenges facing the district which now form the basis for a multi-year work programme for the district. [...]

FIND THE COMPLETE INTERVIEW AT:
WWW.AIVP.ORG



AIVP network

A Port Center « Côte d'Azur » devoted to ocean-going yachts will be ready by 2021

At the invitation of the Nice Cote d'Azur Chamber of Commerce & Industry, Olivier Lemaire, General Manager of AIVP, travelled to Antibes on 17 September 2019 to speak at the workshop of the European "Great Accessible Tyrrhenian Itinerary" project (known as GRI-TACCESS) on port heritage. The issue of integrating ports into the local social fabric is a topical one for large pleasure ports in the Mediterranean like Antibes. The

economic impact of yachts and superyachts is still misunderstood, and in some cases even badly perceived by the local population. It must therefore be explained. The jobs that depend on this activity are often little known, and relations with the urban context are not fully appreciated. The idea of developing an AIVP-endorsed Port Center "Cote d'Azur" in Antibes – following the example of Lorient and Le Havre, which also presented

their projects at the workshop – is entirely in line with this new focus on societal integration. AIVP is proud to have signed the Port Center missions charter with the town of Antibes, represented by its Mayor Jean Leonetti, and the Nice Cote d'Azur CCI represented by its President Jean-Pierre Savarino. Signing the charter represents the first step towards the creation of a Port Center "Cote d'Azur", which is due to open by 2021. AIVP



will of course follow the project closely, and provide the benefit of its expertise.

AIVP at the first Smart Port Day in Marseilles

CCI Marseille Provence, Grand Port Maritime de Marseille and Aix-Marseille Université organised the first

Smart Port Day on Thursday 4 July in Warehouse J1, an emblematic location for the City Port integration

in full swing on the port of La Joliette. On this occasion, the 7 award-winners of the Smart Port Challenge, launched last year, presented the results of their work. The innovation and quality of the projects, carried out in partnership between Start-ups and established businesses, show the importance which must be given to human capital in contemporary City Port dynamics. At the event and the subsequent signing of the Agreement French smart port in Med, all the local actors

from Marseilles were united in supporting the adoption of these ambitious new proposals. It was a fine example of local initiative, completely in the spirit of goal No.4 adopted recently for the AIVP Agenda 2030, signed in Riga (Latvia) last June by the city and port of Marseilles. Olivier Lemaire, General Manager of AIVP who attended the event, made a keynote speech on the subject "Cities, Ports, Citizens, an ecosystem in need of re-invention!"



Growing the AIVP network: Mariupol, a Ukrainian port city's strategy

The city of Mariupol (Ukraine) has just become the newest member of the AIVP network. It is the first Ukrainian city to join us, adding yet another country to the list of members. To mark the occasion, the city invited AIVP to take part in a forum on port cities, held on 17 July 2019. The forum, attended mainly by residents of Mariupol along with representatives from the cities of Odessa and Chernomorsk, focused on the issues of funding and ways of ensuring that the wealth generated by ports stays in the local area, rather than going to the State. Hermeline Delepouve, head of communications at AIVP, gave a presentation on our network and the services it provides to our members. The forum officially ended with a brief ceremony marking Mariupol's admission to the AIVP family, as a sign of the city's commitment to joining the international community. The city, which has suffered in the recent conflict in the Donbass, has a number of coastal urban deve-



lopment projects in the pipeline, including plans for a promenade, cable car, and beach with facilities. It is keen to restore its status as a tourist destination. However, that ambition must be balanced with the port and industrial installations, some of which are very imposing: the railway that runs along the beach, the steelworks with their polluting emissions, or the slag heaps that have not yet been properly processed. As indicated by Mayor Vadym Boichenko, the city is keen to make the transition from

an industrial city to a post-industrial one, meaning that it wishes to retain its industrial facilities (but making them greener), while diversifying its economic activities. Hermeline Delepouve also took the opportunity to visit the port installations. Mariupol is the only deep water port on the Azov Sea,

but has seen its activity significantly reduced (from 15 to just 4 million tonnes per year), owing to the Donbass war. The port director has undertaken a vast operation to convert the port's activities, in order to safeguard the 3,500 jobs that directly depend on it. Some 90% of the goods that pass through the port are destined for export, and the docks formerly used exclusively for steel products are now being transformed to handle exports of wheat, as well as sunflower-based products (oil, seeds and must). In addition, a major training plan has been organised to help workers switch to new trades. As a result, the port continues to operate all year round. It also now imports wind turbines, another new activity.

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