FOCUS

“We believe it’s essential to develop an energy conscience as part of our Smart Port approach”

Interview (extracts): Joan Basora Robert, Corporate Development Manager, Port of Tarragona, Spain

AIVP: In 2010, you published your report on sustainable development at the Port of Tarragona. In it, you expressed a strong desire to make the port an engine for social and economic development for the territory as a whole. Can you explain for us briefly the reasons for such a commitment?

Joan Basora Robert: We develop sustainability and economic efficiency by investing our resources and efforts in leading the economy in our territory; in this way we help to project within the national and international environment. This helps to bring products from our area of influence or hinterland to international markets. The Port of Tarragona has set itself a series of strategic lines, such as investing in traffic diversification and expanding infrastructure in order to position itself as a hub port for container traffic in the western Mediterranean.

AIVP: The Port of Tarragona is already home to significant industrial activity. In addition, its President and the Association of Chemical Companies recently announced plans to create a specialist chemical industry cluster (ChemMed). So how is it possible to develop as a “responsible port”, capable of protecting and respecting its environment?

Joan Basora Robert: ChemMed Tarragona has a strategic plan which involves seeking investors from other industrial sectors, not just the chemicals industry. This will mean getting companies involved in the automobile, energy or pharmaceuticals industries to invest in the territory, although these activities will still be related with the chemicals industry.

All this requires us to be energy-conscious and to work to achieve better energy efficiency. As a responsible port we have already introduced an energy management system based on the international ISO 50001 standard, which we have integrated with our existing environmental management certification under ISO 14001. The object of all this is to protect and respect the environment more every day. Our figures show that over the last five years we have reduced electricity consumption by 16%, water consumption by 32% and fuel consumption by 3%.

AIVP: Through its Port Center Network, AIVP underlines the importance of educational measures and bringing citizens closer to their port and its activities. In Tarragona, you have the Port Museum. Could you tell us about the museum’s roles and projects, and what part the Port plays in them?

Joan Basora Robert: The Port of Tarragona Museum forms a part of what we call the Centre of Maritime Studies and Activities of the Port of Tarragona (CEMAPT), which is responsible for the Port’s cultural and social management. It organises and executes an attractive and varied programme of activities, as well as supporting and promoting new projects. It cooperates in this work with various social and cultural bodies in Tarragona, achieving a first magnitude offer which attracts some 90,000 visitors per year.

I would like to stress the energy with which the Port of Tarragona Museum carries out its activities for schoolchildren, families and other groups.

AIVP: Are there other projects or initiatives locally which aim to bring together the educational sector and/or community associations?

Joan Basora Robert: Yes, of course. There are initiatives and projects and they cooperate with us. The Tarragona library, the university, local government, neighbourhood associations... We all share these cultural and educational concerns and proposals for more and better social and cultural integration. We are in fact working towards becoming a smart port and a smart city, and this will always benefit the local population.
Rotterdam Innovation District

Launched by the City and Port, the district already houses a number of education and research establishments, start-ups, business incubators, etc., in the former port sectors of RDM Rotterdam and Merwe-Vierhavens. The RDM sector is dedicated to sustainable solutions in the areas of energy, mobility and construction, such as the floating habitat tested at Aqua Dock. Meanwhile, Merwe-Vierhavens is devoted to the areas of food, medical technology and clean technologies.

Circular economy in port territory

Initiatives are springing up around catalyst ports right across Europe. In addition to the industrial symbioses for which ports are ideal testing grounds, they are also looking to promote the emergence of integrated chains. Renewable energies, biofuels and LNG, sediment or waste processing are among the sectors concerned.

Cadiz, city and port

The city and port of Cadiz working closely together on the strategic plan for the Port of the Cadiz Bay. An institutional committee has been set up for this purpose. The main aim is to make better use of some of the port’s landholdings, to develop activity and create jobs. The municipality of El Puerto, which is also located in the bay, is being included in the initiative, as it is home to some of these developing port spaces.

Ghent’s Canal Zone Project

The Project wins an Award for Excellence 2015 from Isocarp in recognition of its efforts in favour of port / city integration. For 20 years, the Ghent Canal Zone project has brought together all stakeholders in an effort to reconcile port development with the local communities concerned. Over 80 actions have been undertaken, including the creation of buffer zones that have become promenade areas, smart HGV traffic management, priority for renewable energies, etc.

New kind of port capitalism

Ports have become the weak link in the logistics chain and need to respond. Co-operation, co-investment and co-construction are all developing. According to Y. Alix from the Sefacil foundation, a movement is under way. It represents one of the only possible responses to concentration in the maritime sector and low revenues from landholdings and port operation. International public-private partnerships could emerge, giving rise to a new kind of port capitalism.

Port of Quebec: Beauport 2020

The creation of a new transhipment terminal, along with moves to consolidate and redevelop the beach behind the wharf, will require 190 million CAD of investment. The Port is committed to rigorously respecting the environment and promoting the participation of citizens.

Singapore: training and employment

Singapore invests US$83M to promote maritime and port careers, and creates a network for training and employment. The various projects include the creation of Maritime Singapore Connect (MSC), which will aim to create connections and promote careers in the maritime and port industry. MSC will work in close collaboration with maritime stakeholders, school, professional associations and the relevant authorities. Over $4M will go towards implementing the programme over the next four years.

Pasajes: new city-port mix

The agreement between the Port, Basque government and economic stakeholders will pave the way for a new city-port mix. It confirms the decision to put the exterior port project on hold, and redefines intended uses for a sector where port and urban activities exist side by side. Some 7.9 hectares will be set aside for use by local residents, with 9.7 ha for port warehouses and 6.77 ha for new economic activities. Green spaces and pedestrian or cycle routes are also planned.

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Tangier: a fascinating and highly productive study trip!

A combination of both wonder and a certain admiration were in evidence in the discussions between the AIVP members present in Tangier for this study trip: wonder at the sheer scale and number of projects; and admiration at the speed with which some of them have been brought to fruition.

Tanger Med, development in action

While the port of Tanger Med today enjoys wide international recognition, it was originally intended for the Atlantic coastline. As pointed out by Mrs. Najlaa Diouri, Chief Executive of Tanger Med Port Authority, things changed in 2003 when the King Mohamed VI decided to position the port on the Mediterranean coast, close to the 14 kilometre-wide Strait of Gibraltar that separates Europe and Africa. The first container terminal, operated by APM Terminal, entered service at Tanger Med 1 in 2007, while a second, operated by Eurogate, followed a year later.

Initially conceived for transshipment, the port’s profile quickly evolved into something else. In 2014, of the 42 Mt of traffic and just over 3 million TEUs, some 40% concerned import-export activity. Faced with growing traffic volumes, a decision was taken in 2008 to launch construction of Tanger Med 2. With 2.8 km of docks and 200 hectares of quayside land, the extension will take the port’s overall capacity to 8.2 million TEUs.

Today, some 100,000 vessels pass through the strait every year, along with 20% of the world’s trade, 40 million TEUs and 5 million passengers. According to Mr. Rachid Houari, Chief Executive of Tanger Med 1, the idea to position the port as close as possible to it and to offer shippers a handy point-of-call with “zero deviation” from their main route was the good one.

The port also owes much of its success to an overall strategy tailored to take advantage of the new facility: service infrastructures, tax breaks with a logistics free zone on the site, and a vast neighbouring industrial and logistics platform covering a total of 1200 hectares, which is now home to some 650 companies. Finally, the special status granted to TMSA, the authority responsible for the port of Tanger Med, and the level of independence it enjoys to manage landholdings and act as the sole interface in negotiations with the various stakeholders, have also helped to facilitate and accelerate the project.

Thanks to all of these advantages, Tanger Med is now connected to more than 160 other ports on five continents, and was ranked the world’s 46th container port in 2014. The same advantages also help to explain the success of the passenger and RO-RO port, which has been operating since 2010. In 2014, a total of 220,000 trucks and 2.4 passengers passed through it.

Tanger Ville, committed to becoming an international tourist and cultural destination

In line with King Mohamed VI’s desire to raise the profile of Morocco’s northern regions, Tanger profited from moves in the 2000s to develop the Region’s transport infrastructure, from the launch of the Tanger Métropole project in the field of healthcare, education, urban planning, etc., and finally from the project to convert the port of Tanger Ville. To this end, four principal actions were identified:

- port activities were relocated to Tanger Med, while a policy focused on cruise and tourism was developed at Tanger Ville;
- industrial activities were relocated to the free zones in the city, to create new public spaces and structuring amenities;
- fishing activities were modernised and moved to a new location on the same site;
- efforts were undertaken to promote the port’s historic and maritime heritage.

To give some idea of the scale of the ambition, the project notably includes:

- one marina with 774 moorings, and a second with 626 moorings;
- a new cruise ship wharf with three berths;
- modernisation of the passenger terminal, which will have capacity for 1.3 million passengers;
- 30 hectares of public spaces, including five large squares of 2 to 8 hectares, linked by wide promenades;
- an aerial tramway system (2800 passengers/hour) linking the passenger terminal with the Medina and the modern city, and various sectors of the city-port project;
- a conference centre with capacity for up to 1500 persons, a multiplex, three hotels, a shopping centre, cafe and restaurant.
- 20,000 m² of office space and 80,000 m² of luxury residential units.

All of these facilities will benefit not only local residents, but also the visitors that Tangier hopes to attract.

The creation in 2010 of the state-owned but independent SAPT, which acquired the port land free of charge and was then tasked with overseeing all of the works, has also played a crucial role in putting Tangier back on the world map.

At both Tanger Ville and Tanger Med, the projects undertaken are highly ambitious, but what is especially astonishing is the sheer speed with which they have been achieved.

In a few years’ time, AIVP’s members will no doubt be interested in returning to Tangier – why not for an even more ambitious AIVP event?

Full synthesis, photographs report and downloadable presentations: http://www.aivp.org/tanger/en/
Successful inauguration of the Livorno Port Center on November 3rd, 2015

Over 100 delegates from the Livorno Region and other port cities in Italy participated in the inauguration of the Livorno Port Center. Situated inside the Fortezza Vecchia, a beautiful old fortress at the interface between the cruise terminal and the city of Livorno, the Port Center is the final step of an already existing program initiated 8 years ago, called the “Porto Aperto”. This program (including on-site visits inside the port) will continue to be proposed to all schoolchildren of the city. The Port Center will be the starting point for them to discover and understand the activities and jobs offered by the port.

The inauguration was followed by a dedicated workshop on how developing a more sustainable and integrated relationship between port city and citizens. This event was organised by the Port Authority of Livorno, in collaboration with AIVP. During their presentations Philippe Matthis, president of AIVP, Eamonn O’Reilly, CEO of the Port of Dublin, Henk de Bruijn, Director of Social Affairs at the Port of Rotterdam, focused on the importance to reach out to the public and the youngsters by investing in human capital through education and culture. A round table followed the presentations with Umberto Masucci, President of International Propeller Clubs, Philippe Demoulin, Director of the Port Center Lillo, Filippo Nogarin, Mayor of Livorno and Giuliano Gallanti Commissioner of Livorno Port Authority. Also former president of AIVP, G. Gallanti insisted on the growing need of a port to have an attractive and strong city as a partner on his side.

The Port Authority of Livorno is member of the AIVP Port Center Network since 2010.

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Espo Award 2015: winners are the ports of Dublin and Guadeloupe!

The Port of Dublin was named as the recipient of the 2015 ESPO Award at a ceremony held in Brussels on Tuesday 10 November, by a jury that included AIVP. The award is presented in recognition of a port project that promotes societal integration. This year the jury decided also to deliver a special mention to the Port of Guadeloupe. The theme for this year’s edition was engagement by port authorities with schools and universities.

Dublin was chosen as the winner of the award, followed closely by Guadeloupe. Both are signatories to AIVP’s “Missions Charter of a Port Center” (Dublin signed up in May 2015, and Guadeloupe in March 2015).

Civil society, and in particular young people, have been a key priority for AIVP for some years. With the publication of the “Missions Charter of a Port Center”, along with the creation of the Port Center Network, www.portcenternetwork.org, our organisation devotes a significant part of its monitoring and experience sharing activities to efforts aimed at improving awareness and understanding of ports and what they do.

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Agenda AIVP 2016

Seminar Port Center Network
Antwerp (Belgium), April 27th / 28th 2016

Study trip
Lorient (France)
May 19th / 20th, 2016

General Assembly 2016
and the AIVP Days
Malaga (Spain), June 23rd - 25th, 2016

15th Conference World Cities and Ports
Rotterdam (Netherlands), October 5th - 7th, 2016