

Dock infos

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editorial

We chose to organise our recent AIVP Days event in Riga around **our new Agenda 2030**, put forward at our last World Conference in Quebec.

What is the agenda for? Firstly, to **mark a milestone**. As seafarers, we always have a cape ahead of us, beyond which lie new horizons! After thirty years' of steady activity, it is important to be able to take stock, and adjust to the new realities of the world around us.

The agenda is also a **roadmap** that sets out our future course and objectives. To be a member of AIVP is to share a common aim for City Port collaboration and sustainable development projects in port cities. But it also means being more aware of the challenges and expectations of people living in our city-ports and the surrounding regions. To succeed in our initiatives and projects, it is vital to understand and address those expectations.

Finally, the agenda is a **powerful tool for international communication**.

An organisation like AIVP needs such tools to move forward and gain recognition by all of the institutional stakeholders with whom we already work actively. To that end, we are developing close collaboration with the UN.

Philippe Matthis
AIVP's President

Editorial director **Olivier Lemaire**

Ratification of the AIVP Agenda 2030



Port cities are facing a series of challenges of various scales, common to all countries: acceleration of urban development, concentration of populations along the coasts, constant increase in the flow of goods and people, digitalisation of the economy, the impact of climate change...

To meet these challenges and develop sustainable, responsible and innovative port cities, AIVP, the only international organisation that has been bringing together all public and private port-city stakeholders (elected officials, port authorities, companies, researchers) for more than 30 years, ratified a series of 10 commitments at its General Assembly and AIVP Days in Riga, focusing on climate change, the well-being of inhabitants and economic development.

The signatories, members of the AIVP network, have pledged to implement these commitments by 2030, which are structured around 10 objectives:

- 1. Anticipating the consequences of climate change
- 2. Making our the City Port territories central to the energy transition and circular economy
- 3. Improving mobility and combating urban congestion
- 4. Promoting City Port dialogue to reconcile the quest for economic and environmental performance with the well-being of the population
- 5. Investing in the human capital of port cities



PART OF SIGNATORIES

- 6. Promoting and capitalising on the specific culture and identity of port cities
- 7. Making port cities key players in the search for sufficient, quality food for all
- 8. Providing residents with good housing conditions and cultural amenities in City Port interface zones
- 9. Improving living conditions for residents of port cities and protecting their health
- 10. Restoring and protecting biodiversity on land and at sea

30 ports, 9 elected officials, 13 companies present ratified these 10 commitments so that they can be presented to the UN this year as the contribution of port cities to the organisation's 17 Sustainable Development Goals.

The **Minister for Environmental Protection and Regional Development** Juris Pūce highlights: "Ports are the place where shipping interests meet fishing traditions and often also the interests of environmental protection. I am certain that the operation of ports can go hand

in hand with the conservation of biological diversity, and many ports across the globe are a great example of this. Ports are a part of specific localities and specific environment, therefore I am pleased that also the ports of Latvia have become more actively involved in addressing the issues of environmental protection and conservation of natural values."

For Philippe Matthis, **President of AIVP**, "The challenges of the City Port have never been so numerous and complex to tackle. The response to these challenges must be collective and based on dialogue and knowledge sharing between all stakeholders: ports, citizens and communities. Today, by committing to these 10 objectives, we are building the port cities of tomorrow".

Discover online
the Agenda

www.aivpagenda2030.com



News

Barcelona: another step forward

Thirty years after the Special Plan for Port Vell was approved, the Gerencia Urbanística Port Vell is launching new projects in anticipation of future requirements. New spaces for leisure activities, culture, research and innovation will be created for the public. Examples include the development of the Hermitage Museum, reported in one of our recent newsletters, and a new Port Center at the former Port Authority headquarters.



Dublin: Smart Docklands

Official launched in February 2018, Smart Docklands is the result of various initiatives undertaken in previous years. The programme concerns a 3 km site that is currently home to 500 businesses, 44,000 workers, and 26,000 residents. The priorities for this smart district are mobility, the environment, buildings and infrastructures. According to its developers, it is only possible with the public's active involvement.



Circular economy, impacts

The circular economy reveals certain potential at ports, yet also negatively impacts some trade flows. In one in three ports, at least one activity is now circular, particularly in the field of energy. This is particularly true where ports are located in the heart of major metropolitan areas. Conversely, in the iron ore shipping sector for example, circular steel production is slowing flows and weakening the economic balance of certain terminals.

Port Centers

New interpretations of the Port Center concept are emerging worldwide. In the past weeks we have seen news portraying new models of Port Centers. In Southampton the 1851 trust, from the sailing team INEOS, has a space named STEM Crew HQ with a rich educational content to link the classroom to the maritime world, especially in sciences, technology, math and engineering. In Florida, the new Sea the World Storefront, from Marine Industry, opened in May, with an exhibition and activities to engage with students and raise awareness to maritime professions, investing on human capital and education. In Hamburg, the Discovery Dock opened in April, from private investors, that created this space to explore the port as an attraction, using advanced VR gadgets. Finally, we could also read that the port of Barcelona will open its Port Center in 2021, framed in the special plan Port Vell. These news confirm AIVP's message, that citizen engagement, port culture and education are crucial for sustainable City Port relationships, and that Port Centers are a crucial tools for these purposes.



Paris: charter for using

Two charters have been signed allowing mixed uses for certain port sectors in the capital. The aim was to determine clearly the best way to share these spaces between different users, who include the Port and the City of Paris, the town hall authorities in the districts concerned, and also local residents, associations, and institutions. As we have reported on numerous occasions, the Port of Paris is following a highly proactive urban integration strategy.



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Italian Port Days

Italy's ports association launched the Italian Port Days to raise public awareness about port life and culture. The event was held simultaneously in every port in the country between 15 and 21 May. A variety of activities were available, including meetings, tours, fun workshops, etc., all with a dual objective: to promote the societal integration of ports and to strengthen City Port links. The event closed with a press conference at the Port Center in Livorno, a member of AIVP's Port Center Network.

Innovation and industrial clusters

More and more ports are looking to kick-start innovation through industrial clusters. There are a host of projects in this area, including PierNext in Barcelona, RDM Campus and MH4 in Rotterdam, the Smart Port City programme in Le Havre, the COVE project in Halifax, and others. For Maurice Jansen, the aim is the same: to orchestrate collaborative innovation and converge financial, social, human and cultural capital.



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Antwerp: carbon neutrality

The Port of Antwerp and Flanders aim for carbon neutrality with two new projects. With 20 million euros in investment annually for 20 years, the provincial government is looking to kick-start research and initiatives in the area of CO2 capture. To make concrete progress, the Port is launching a pilot project designed to produce 8000 tonnes of sustainable methanol every year, from emitted CO2 combined with hydrogen. The methanol is essential to Antwerp's chemical industry.



© Port of Antwerp

New York: climate resilience

With a price-tag of 10 billion US\$, the climate resilience plan aims to protect Lower Manhattan, a sector which has already proved vulnerable to storms and flooding. The lack of space and the constraints of the existing terrain offer few options for large-scale adaptation and protection. In addition to installing "pop-up" barriers, the solution adopted is to extend the line of the existing riverfront into the East River between the Brooklyn Bridge and the South Ferry Terminal to protect the Sea Port and the Financial Quarter.



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Floating cities

A truly sustainable solution? Moving the city to the water: projects of various sizes are springing up, with the latest being "Oceanix City"; a floating city for 10,000 inhabitants designed by BIG to be virtually self-sufficient, in response to rising sea levels. The project attracted interest after being presented at a UN round table, and UN-Habitat has called for the possibility to be explored. Questions remain, however, including risks in the event of problems for these isolated urban systems, the social consequences of a maritime community that could be perceived as privileged, etc. The debate goes on.



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Mexico: Senate wants ports to pay for urban development

The legal definition of the City Port relationship, and the responsibility of each one of the main actors is one of the key issues in port city governance. In AIVP, we have seen an increasing discussion about this issue. Recently, there have been new initiatives and debates in Chile and Spain. The most recent development has taken place in Mexico where, last April, the senate unanimously approved the law reform, increasing the implication of port authorities in urban development. These organizations will contribute with 30% of the surplus annual income. Considering how important this debate is, AIVP invited Senator Gabriela Benavides, main sponsor of the law, to write an article explaining this initiative and help us understand how it functions, and the possible consequences.

[EXTRACTS]

Much has been talked about the importance of the City Port relationship, but sadly it is not even enshrined in the Ports Law or the Ports Law Regulations.

When I had the opportunity to serve as President of the City Council of Manzanillo, in the 2015-2018 administration, I was a director of the Integrated Port board (API) of Manzanillo. Cities like Manzanillo, which have to coexist with port activity, are benefited by the jobs and economic activity created for the region but are severely affected in terms of: I) traffic and mobility logistics, II) deterioration in the urban infrastructure and public services, and III) the damage done to the region's natural and tourism resources.

However, according to the Law and the Regulation, APIs are not allowed to carry out actions and/or works that may minimise or compensate harm caused to the cities where they are located (when these actions or works occur outside the port precincts).

This is worrying, because in fact we see ports which compete internationally and are among the best in region – and indeed the world – but at the same time we see that the glory of the cities where they are located is ravaged. And furthermore, all the money generated by the ports is concentrated in the Federation, while little – or sometimes nothing – returns to the city; in other words, the cities have to deal with the consequences of port activity and the damage it causes, but do not receive any direct benefits from the port.



This undoubtedly translates into a poorer quality of life for us as citizens of these port cities; we are the first to be affected by the lack of social justice because there is no clear, comprehensive definition of the City Port relationship in our legal and economic system. [...]

I am convinced of the need for legislation to recognise the City Port relationship, to obtain the social justice demanded so insistently by the inhabitants of the cities where ports are located. On 4 October 2018 therefore, with the support of my parliamentary party (Green Ecological Party of Mexico) and the Senator for MORENA, Griselda Valencia de la Mora, I presented a proposal for a bill to reform the Ports Law dealing with the City Port relationship.

The reform has 4 main thrusts:

- 1. To enshrine the City Port relationship as a legal concept and expressly recognise that this relationship must be a priority for both federal authorities and APIs;
- 2. That the Welfare Department and the Communications and Transport Department (SCT) must seek at all times to promote harmonious development between ports and cities, supervising that investment in infrastructure works will generate a direct benefit for the community, caring for the urban surroundings, access roads and the environment.
- 3. To establish inter-institutional and inter-governmental guidelines for coordination and cooperation, to forge close links between the port organization and harmonious joint development of Port and City;
- 4. And to determine that 30% of the excess earnings generated by APIs should be handed directly to the local state governments for use on the urban infrastructure, public services and/or actions to mitigate or compensate the environmental damage caused by port activity.

The latter will undoubtedly be the most significant measure, which will produce results in the short and medium term; because we



SENATOR GABRIELA BENAVIDES COBOS, CHAIRMAN OF THE COMMITTEE ON EXTERNAL RELATIONS (EUROPE), MEXICAN SENATE, MEXICO

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can enshrine all the necessary concepts for the City Port relationship in the Law and the Regulations, but as long as no clear, specific cooperative actions exist involving the two entities, we will probably not see any tangible results. [...]

On 4 April this year this bill was approved in Plenary Session of the upper chamber with a total of 103 votes in favour, and was referred to the Chamber of Deputies to pass through the proper legislative process. It has presently been referred to the Communications and Transport Committee of the Chamber of Deputies; we hope that it will receive positive evaluation in the decision issued by the Committee and that our Federal Deputies can support it and pass it into law.

We still have a long way to go, but this will certainly be a great first step to create the sort of City Port relationship we have aspired to for so long.

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

AIVP network

AIA Territoires: a new member joins AIVP

Part of AIA Life Designers Group, AIA Territoires is dedicated to urban projects, cities and territories. The firm has a multi-disciplinary team with varied, complementary backgrounds, including architects, urban planners, landscaping specialists, geographers, and engineers specializing in planning, development and mobility.

Thanks to its systemic approach and the extensive combined experience of its executive staff, the firm is a key, agile player in complex projects: from the street to public spaces, from city districts to wider

regions. The team not only boasts a unique concentration of skills, but shares a commitment to keeping up with the latest developments, learnings and practices from around the world.

We are developing expertise in the port field, particularly in the area of City Port interfaces with examples at the ports of Lorient, Le Havre or Nantes Saint-Nazaire, but also in the redevelopment of industrial or hospital sites, to rebuild the city within the city as part of an environmentally responsible approach.

Why did you decide to join AIVP?

A city's richness also lies in the mixture of functions and the way logistical and productive functions are integrated. That mutual enrichment of the port and city is our credo. That's why we opted to join AIVP, which shares that ambition.

What do you expect to gain from being part of AIVP?

We are looking to develop our expertise, through exchanges and feedback, to come up with better solutions to the challenges put



Redevelopment of La Pointe de la Perrière, Lorient (ongoing) © AIA

to us, and widen our network of partners.

What can you bring to AIVP?

We can share our vision of the City Port interface, as architects, urban planners and landscapers.

AIVP expert mission to French Guiana for the creation of a Port Center

During a mission organised on behalf of Grand Port Maritime de Guyane (GPM-Guyane), Olivier Lemaire, General Manager of AIVP met numerous stakeholders from French Guiana and discussed plans to create a new Port Center.

Guiana, a French overseas Territory in South America, is known for the rich biodiversity of its territory, largely covered by tropical rainforests. The European Space Agency also has facilities there, in the town of Kourou. Since 2013, GPM-Guyane has operated all of French Guiana's trading port infrastructures dedicated, in the towns of Cayenne and Kourou. It

is also responsible for developing a Five-Year strategic port plan to promote the development of the territory as a whole, including a focus on the circular economy and various studies have been carried out in collaboration with local parties and professionals. Partnerships have also been created with neighbouring Suriname and Brazil,



as well as the neighbouring French Territories of the Caribbean.

Recent studies have shown that the population of Guiana (300,000) knows little about the port and what it does. As an economic growth engine with an impact on territorial planning, GPM-Guyane is looking to unite all of the stakeholders in the territory around its missions and objectives. It is also keen to forge a closer dialogue with the public, for whom it also generates jobs and career opportunities, whether directly or indirectly. Against this background, AIVP has been tasked with helping GPM-Guyane to strengthen its

links with all of its institutional and economic partners, and with the people of Guiana, particularly the younger generation.

At the crossroads between the development of environmentally responsible tourism, expansion of the aerospace base in Kourou, and a host of projects to capitalise on the territory's resources, a Port Center Missions Charter for French Guiana is also intended to promote better visibility for the scope and diverse nature of its activities. Dialogue with the public is key to this. The new agreement is expected to be signed by all local stakeholders by the end of November 2019.

Agreement between the AIVP and the "Entrepreneurship, Territory, Innovation" (ETI) Chair

An agreement was signed at the Sorbonne in Paris on 18 April 2019, between AIVP and the Academic Chair "Entrepreneurship, Territory, Innovation" (ETI), launched in 2018 by the University of Paris 1 Panthéon-Sorbonne and IAE Paris-Sorbonne Business School. The agreement followed a Master Class given by Professor Gaétan Siew on the topic "Port Cities, World Cities."

Under the slogan "Rethinking centres of innovation and entrepreneurship in our territories," the

chair is developing a programme of meetings, training courses and conferences to help organisation, businesses and local communities to better deal with current changes. Professor Carlos Moreno, scientific director of the ETI chair and member of AIVP's network of experts, was keen to add to the content on offer with a focus on port cities, unique centres of global economic and urban growth in a fragile environmental context.

In his speech, Olivier Lemaire,



General Manager of AIVP, emphasised that with its international expertise in City Port relationship

and their dynamics, AIVP will contribute to the development of this chair, where it will act as the voice of ports and port cities, their projects and expectations. Thanks to the chair, any interested party will have access to thirty years of knowledge and shared experience gathered by AIVP on sustainable development projects.

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