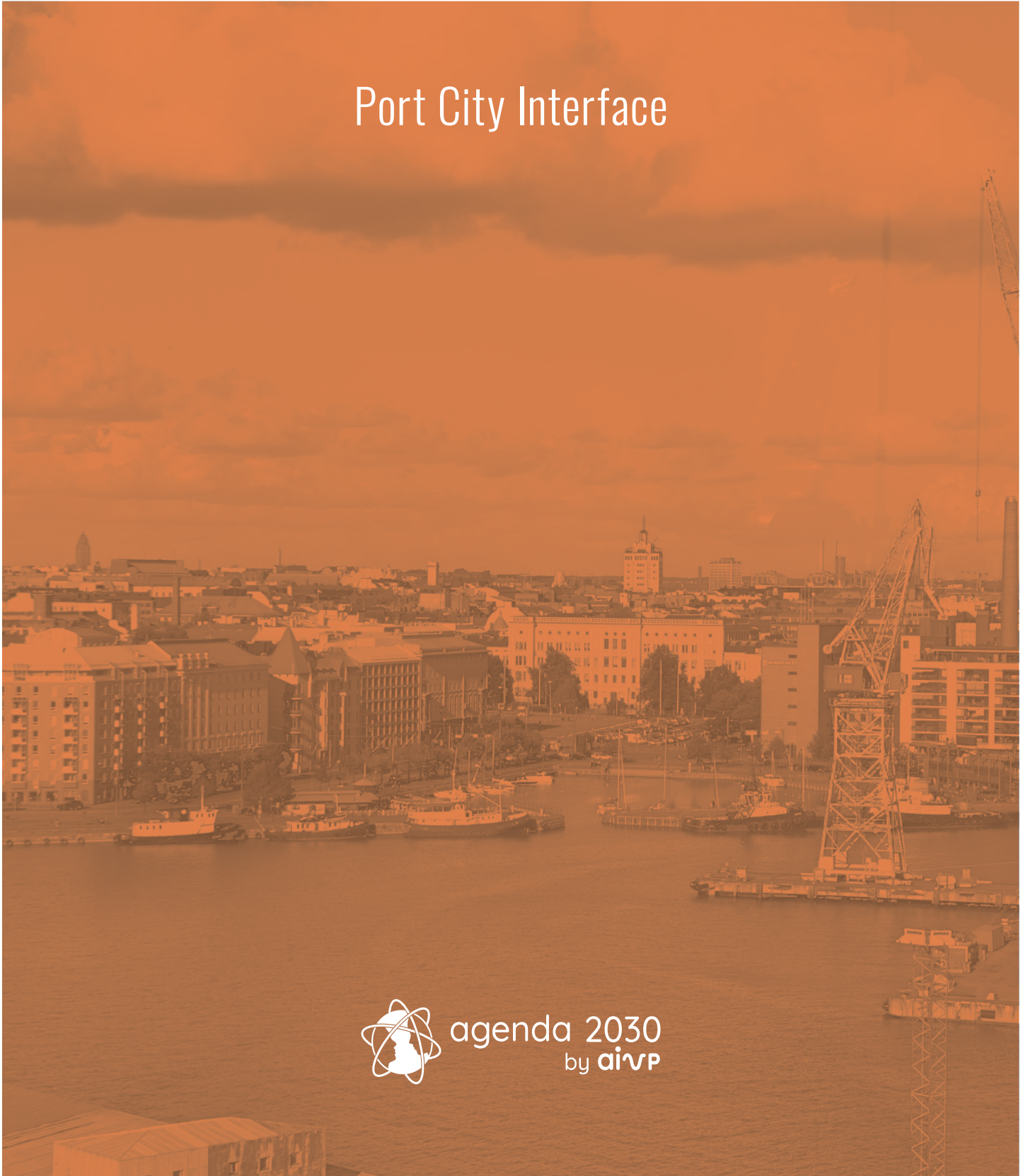


January 2021

Thematic Dossier

Port City Interface



agenda 2030
by aiVP

For 30 years, AIVP has been accompanying port cities to guide them towards a more resilient, more concerted and more sustainable future.

In 2018, AIVP launched the AIVP 2030 Agenda, the 1st global initiative that adapts the 17 UN Sustainable Development Goals (SDGs) to the specific context of City-Port relations. This document, drawn up jointly with AIVP members at the Quebec Conference, sets 10 objectives for 2030.

In February 2020, AIVP signed an MoU with UN-Habitat to disseminate good practices related to this agenda.

Since September 2020, responding to the interest of our members, we focus in-depth on one Agenda goal per month.

In this fourth dossier we focus on "Port City Interface". We wish you a fruitful reading!

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What is the AIVP 2030 Agenda?

The Agenda is designed to guide the actions and projects of port city stakeholders to ensure sustainable relations between the city and port. Port cities frequently find themselves in the front line when it comes to the most serious consequences of climate change (submersion, flooding, hurricanes, etc.), but they are also best placed to test innovative solutions in the following ten areas:

- 1. Adapting To Climate Change**
- 2. Energy Transition And Circular Economy**
- 3. Sustainable Mobility**
- 4. Renewed Governance**
- 5. Investing In The Human Capital Of Port Cities**
- 6. Port Culture And Identity**
- 7. Quality Food For All**
- 8. City Port Interface**
- 9. Health And Quality Of Life**
- 10. Protecting Biodiversity**

Discover the **AIVP Agenda 2030**

What is the “Port City Interface” goal in the AIVP 2030 Agenda?

Providing residents living in proximity to port activities with housing, recreational and cultural amenities in city port interface zones:

1. Incorporating measures designed to reduce port nuisances into building design.
2. Revising the status of port and City Port heritage to properly reflect the site's historical significance.
3. Developing public spaces and recreational or cultural amenities in City Port interface zones to create an appealing new area.
4. Promoting the architectural and landscape integration of port facilities.

More details on **this goal**

Port-City Interface: the melting pot of the port-city relationship

AIVP Team



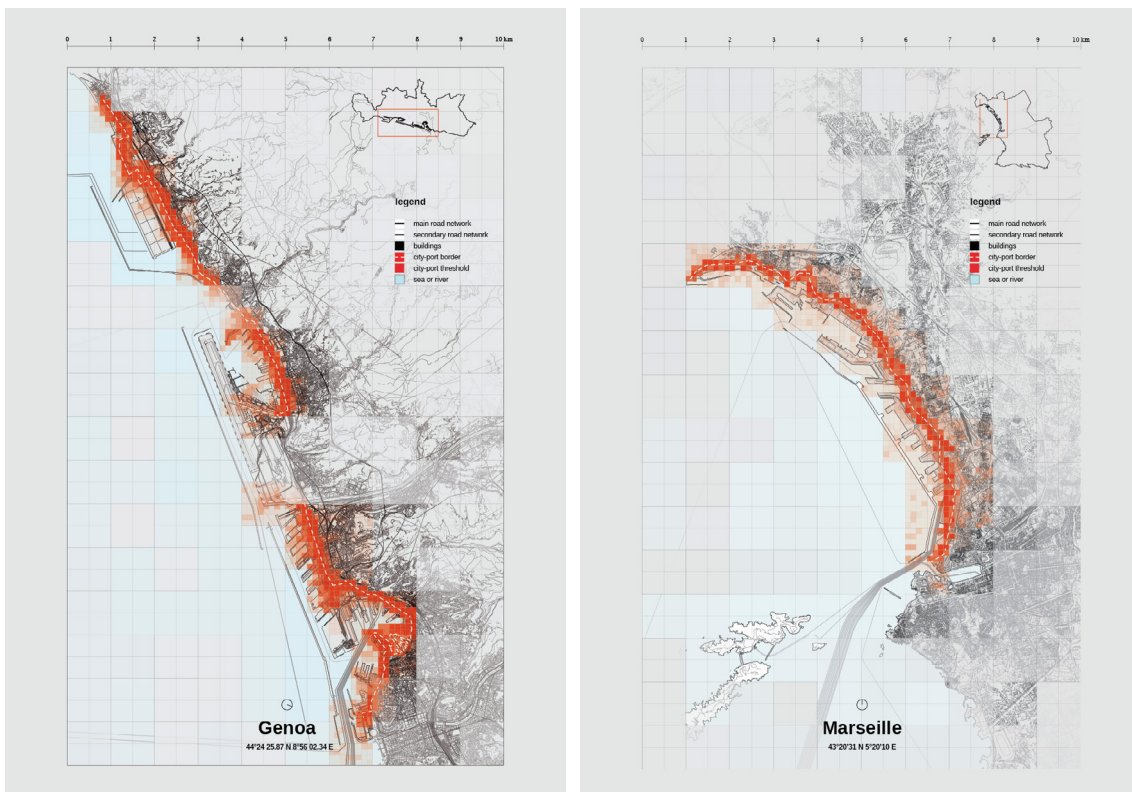
Genova © José MP Sánchez

The original motivation for the creation of AIVP was exchanging good practices for waterfront redevelopment, after industrial areas lost their original function and could be transformed into new, vibrant urban spaces. Since then, the port-city relationship has become more complex, integrating more environmental, social and economic dimensions, that are reflected on the 10 goals of the AIVP Agenda 2030. However, the port-city interface has remained a key concept for the port-city relationship, while also integrating the new challenges related to the three dimensions mentioned. Today, the port-city interface is both a space of opportunity and a challenge, is a filter and a meeting point, it is both a physical area and an institutional, environmental, and social membrane where intense interactions between actors take place. Of course, planning this interface is not easy. As we can see in our port cities, some of the original concerns remain: what to do with deactivated port areas? What programs will contribute to a healthy port-city relationship? What planning principles better respond to the concerns connected to sustainable development?

Goal 8 of the AIVP Agenda 2030, concerning the port-city interface, bridges to the other 9 goals, from reducing port nuisances to respecting the port cultural heritage. We should not also forget the challenge that is integrating the port in the urban landscape, developing public spaces or responding to the citizen aspirations for this area. In this dossier, we will learn about what several AIVP members are doing to plan a better port-city interface and the challenges they may have found along the way.

The Port-City Threshold

In her article, Dr. Beatrice Moretti, offers us a new perspective on the concept of the Port-City Interface, reinterpreting it as a threshold and design border. She shows us how the port-city threshold is actually a palimpsest of different port and urban functions, while also chronology and a sequence of machines, activities and spaces, and the idea of port-city coexistence can be taken as design attitude attempting to integrate new and pre-existing projects playing with the characteristic ambivalence of the liminal areas.



Maps of the city-port Threshold, ©Beatrice Moretti

Brest Métropole: fulfilling the potential of old shipyards

The case of Brest, in France, is good example of how to renovate port urban areas, while remaining connected with the local maritime identity. In the interview with Ms. Quiguer And Mr. Gourtay we learnt how the city managed to introduce new uses in a crucial waterfront location, creating a 2.7 hectare hub of culture while also aiming at the "eco-district" label, and holding a consultation process with the local citizens.



*Architect's view of the jetty and promenade,
©Jessica Morio – Trois Déclis*



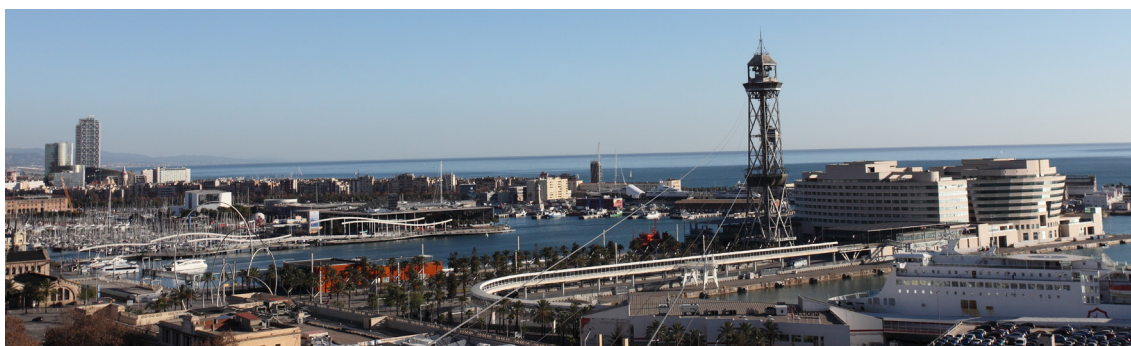
*Aerial perspective of Port Napoléon,
the private yachting area managed by Port
Adhoc in Port-Saint-Louis-du-Rhône*

Port-Saint-Louis du Rhône: from brownfield to welcoming the yachting industry

Transformative port-city processes are usually complex and include many stages before the actual design is prepared. In the interview with Mr. Martial Alvarez, Mayor of Port-Saint-Louis du Rhône, France, we learn about it is important to lay the foundations for future ambitious development, by preparing environmental surveys, cleaning operations and negotiation with key actors. In this case, the goal was to develop a major plan focused on sailing and seafood-related activities, with special emphasis on the yachting industry.

Transforming the waterfront: new solutions for new challenges

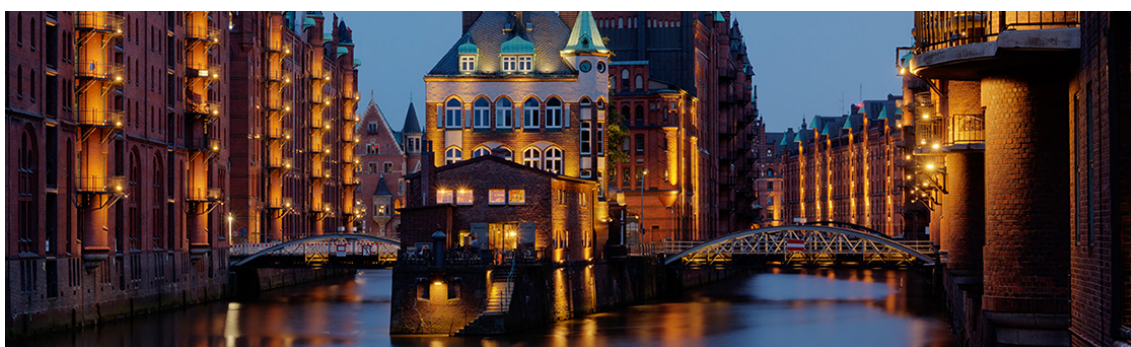
In January we were fortunate to host an excellent webinar, including a discussion with Algeciras, Barcelona, San Antonio, and the Spanish ministry of urban development concerning the challenges they have faced to develop new functions on the waterfront. We could learn that the learning process is constant, and we always reflect on what has been done and how it can be improved to respond to new demands, as the New Urban Agenda.



Port of Barcelona

Enhancing the aesthetic values of ports

Economy, GDP impact, tons of cargo throughput, jobs. These have been the key indicators to assess the success of a port. Focusing on efficiency for decades has led many ports to neglect other non-economic values, with consequences for the port landscape, its architecture and image. However, there are new approaches, as explained in this article by Dr. José M Pagés Sánchez, and we can learn from them.



Hamburg Speicherstadt UNESCO World Heritage.

Helsinki: acting on the environmental, social, and urban planning levels of the Interface

In her article, Satu Aatra explains us in her article how the port of Helsinki is facing the different challenges emerging from the port-city coexistence. Since the port-city relationship cannot be simplified to the physical interaction, we learn about the different projects developed to make the port of Helsinki a good neighbour.



Helsinki South Harbour © Port of Helsinki



The harbor promenade in Oslo is nine kilometers long. Photo- Patrik Dronetjenester.

Integrating the port in the landscape of Oslo

The port of Oslo has been leading the quest for a coherent port image that integrates aesthetic values. For that reason, the port authority decided some years ago to develop aesthetic guidelines for development of a port, including both urban waterfront areas with former port activities and the active terminals. In this article by Hans Kristian Riise we learn first-hand what has been done and how have these guidelines been applied.

Inspiring testimonies that will surely impulse new ideas in port cities all over the world. We hope you enjoy the reading, and watching, of these interventions and that they are useful to ongoing and future discussions concerning your port-city interface.

The Port-City Threshold: a new conception of the city-port interface

Beatrice Moretti



Dr. Beatrice Moretti, author of the book "Beyond the Port City. The Condition of Portuality and the Threshold Concept" (JOVIS, 2020)

During the coming weeks we will focus on goal 8 of the AIVP Agenda 2030, concerning the Port City Interface. In the border between port and city is where some of the interesting projects take place, combining uses and creating new synergies. We start this discussion with a reflexion by Dr. Beatrice Moretti on the condition of the port-city interface and its potential as threshold and design border. She shares with us some thoughts motivated by her research, published in the book ""Beyond the Port City. The Condition of Portuality and the Threshold Concept" (JOVIS, 2020)".

«The port-city interface is a phrase that would not have been understood in past times when an interdependent city and port shared a common

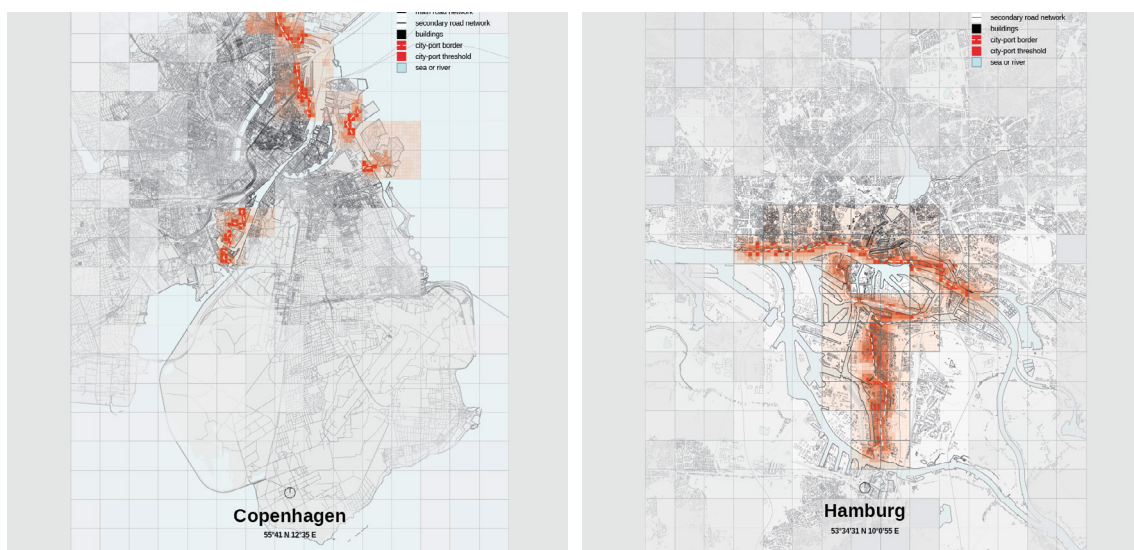
identity. [...] As ports and cities have developed new roles within contrasted but interrelated and interdependent systems at local, regional and global scales, a new interface between port and city has emerged [...] as a major concern of many people and organizations over the past fifty years. » With these words the maritime geographer Brian S. Hoyle stated the existence of an intermediate zone between city and port that takes the mutability of urban organisms into consideration and presupposes transition and movement. A field in which, as flows and forces converge and diverge, the identity and character of communities and places condense.

The port dimension has always assumed a certain aptitude for change. Due to the incessant technological and infrastructural evolutions and the global maritime-commercial dynamics, the structure and syntax of the port city are often asked to undergo profound cycles of transformation. Each phase of the process has been confronted not only with physical precedents but above all with traces of urban and human memory accumulated through overlapping actions. These are mostly decommissionings of obsolete areas and artifacts, renovation and assimilation of instruments and mechanisms, and the linguistic alteration of building codes.

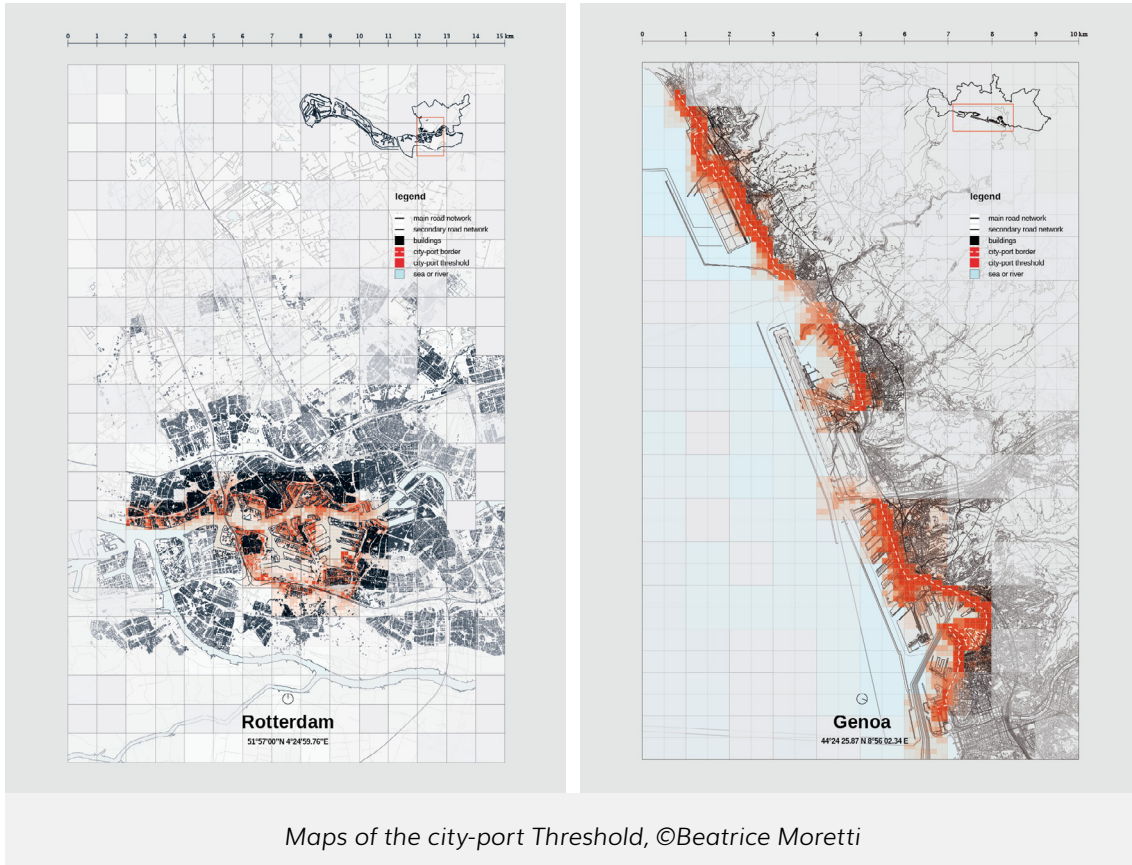
In this complex framework, the most evident intermingling condenses along functional and administrative borders: although they are often perceived as contested spaces, in reality the border landscapes between city and port are responsive interfaces, endowed with a receptive potential and, first and foremost, inclined and/or subject to change.

Thanks to maritime geography studies, it is possible to evaluate the spatial conformations taken on by port cities over the centuries. Between the nineteenth and twentieth centuries, as Hoyle and others have theorized, the emergence of a border that divides and simultaneously connects the port and the city can be observed. Thus understood, the city-port border is a liminal space, a third state with respect to the city or the port as usually understood: a dynamic threshold.

Using the concept of threshold, an indefinite formulation of a variable and arbitrary breadth, represents a crucial step in overcoming the ideas of the border, boundary, and limit, since it makes possible the evolution of a legal border into a design border.

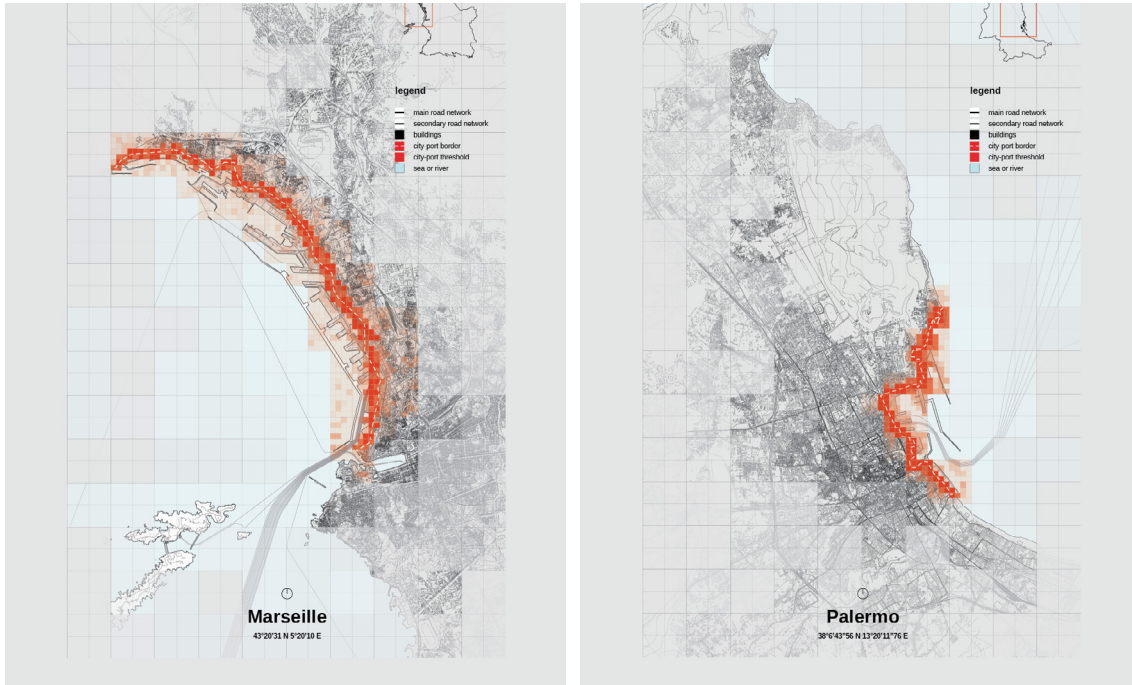


Maps of the city-port Threshold, ©Beatrice Moretti



Maps of the city-port Threshold, ©Beatrice Moretti

A threshold is a precarious and discontinuous filtering space, fragmented into parts in which juxtapositions and antinomies take on concrete form so as to conquer space and become recognizable. Literally, the city-port threshold is that strip of variable thickness produced by the presence of the administrative limit that divides the territory of the city from that of the port. It is a physical element but also a system in which the entirety of interactions and dependencies is concentrated that irreversibly link a city to its port. It is a place that expands in breadth according to the transformations of neighboring spaces, whether it be dismantling, reconversion, or, on the contrary, expansions in operational terms. It marks the beginning and the end of the jurisdiction of the port authority, but, even more than that, its liminal regime, the ensemble of flows and forces that offset and restrain each other, and it generates the creation of a symbolic place that represents the temperament of the port city itself.



Maps of the city-port Threshold, ©Beatrice Moretti

The study of the city-port threshold aims to investigate in a unified way the set of artifacts, infrastructures, and facilities that have arisen over time and that have been developed along the border of the port area, considering them as a heterogeneous but compact system. The city-port threshold, in fact, is an exemplary case of a border that becomes a common category of port cities even at very distant latitudes. Made up of various types of elements, the port-city threshold is a palimpsest, a physical chronology to the functions assumed by the border during the lifetime of each port. A linear sequence of operating machines in various states of abandonment and/or use unwinds along the city-port threshold perimeter: they are the residue of the emporium port or are still functioning artifacts, in both cases they are no longer simply isolated objects but fragments of a single system, a specific architectural, industrial, and urban heritage anchored on the border line between city and port.

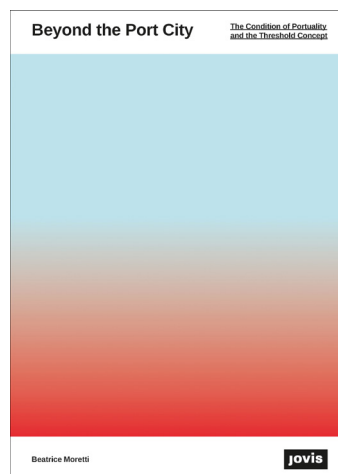
In this heterogeneous but compact system, warehouses, silos, bunkers, and dockside equipment become the crucial ingredients of a strategic map in which their regeneration triggers a coordinated and comprehensive project of actualization. In this climate, the heritage of the city-port threshold (the decommissioned one, but also the active or underutilized one) is at the center of theoretical and design explorations, functioning as a territorial connector. The threshold loses its original nature as a dividing object and becomes a design threshold, the supporting framework for the actions of connecting, rationalization, and sharing.



Port of Genoa (Italy), 2015. Roberto Merlo. © Port System Authority of the Western Ligurian Sea

«Isolating the areas», «solidifying the borders», «planning incompletely», «equipping the borders», «designing liminal architectures», «softening the edges», i.e. represent strategies outlined in order to surpass past practices of port delocalization and/or replacement and, finally, recognize an alternative approach, one that sees a possible tactic for the city-port threshold in the concept of coexistence between city and port. The idea of coexistence expresses a relational condition between the two governing entities that can also be investigated as an operational paradigm. Its conceptualization, which symbolizes the anachronistic attempt to reconstruct the old and deteriorated relationship and, simultaneously, the necessary surpassing of the concept of integration, embodies the simultaneous and ambivalent action that allows one to stay on the inside and, at the same time, on the outside of a given situation. Taken as a design attitude, coexistence interprets the indefiniteness and ambivalence of the liminal areas: it provides the possibility of characterizing the spatial sequences of the threshold using different degrees of definition around which new projects are articulated, but so is the pre-existing urban fabric.

The book "Beyond the Port City. The Condition of Portuality and the Threshold Concept" is available here: <https://www.jovis.de/de/buecher/product/beyond-the-port-city.html>



Brest Métropole: turning a former shipyard into a living space and creative hub

Interview by Denis Davoult



Tifenn QUIGUER, Senior VP Planning and Michel GOURTAY, Senior VP Economy.

At the heart of the city of Brest, the district of Les Capucins was once a home to the local shipbuilding industry. With its strong maritime heritage, firmly anchored in the memories of the people of Brest, the area is now being redeveloped as an eco-district, a new hub of life, creativity and innovation. From the outset, the project sought to include local residents and all of the stakeholders concerned through a process of consultation. This approach is fully in line with Goal 8 of the AIVP 2030 Agenda. We were interested in learning more about the different aspects of this project, and the solutions adopted. So we spoke to Tifenn QUIGUER, Senior VP Planning at Brest Métropole, and Michel GOURTAY, Senior VP Economy.

Brest Métropole, the metropolitan authority of the Brest conurbation, has been a member of AIVP since 1990

AIVP | *The former shipyard site that includes Le Plateau and Les Ateliers des Capucins is undergoing a radical transformation. What are the main lines of the redevelopment of this heritage site?*

Tifenn Quiguer, Senior VP Planning and Michel Gourtay, Senior VP Economy | The Capucins project is at the heart of the metropolitan area, in the Quatre-Moulins district (population: 20,000). It sits on the fringe of so-called New National Programme for Urban Renewal (NPNRU) projects, namely "Quéliverzan/Recouvrance/Capucins" and "Bellevue/Bords de Penfeld".



PEF © Pierre-François Watras/Brest métropole

It is key to the deployment of the major urban development project "Cœur de métropole/ Penfeld", as it will serve to:

- reconfigure the heart of the Pays de Brest conurbation;
- strengthen metropolitan functions in Brittany's second-largest city;
- regenerate the right bank by renewing the supply of housing and activities;
- connect both banks of the river Penfeld more effectively.

This means:

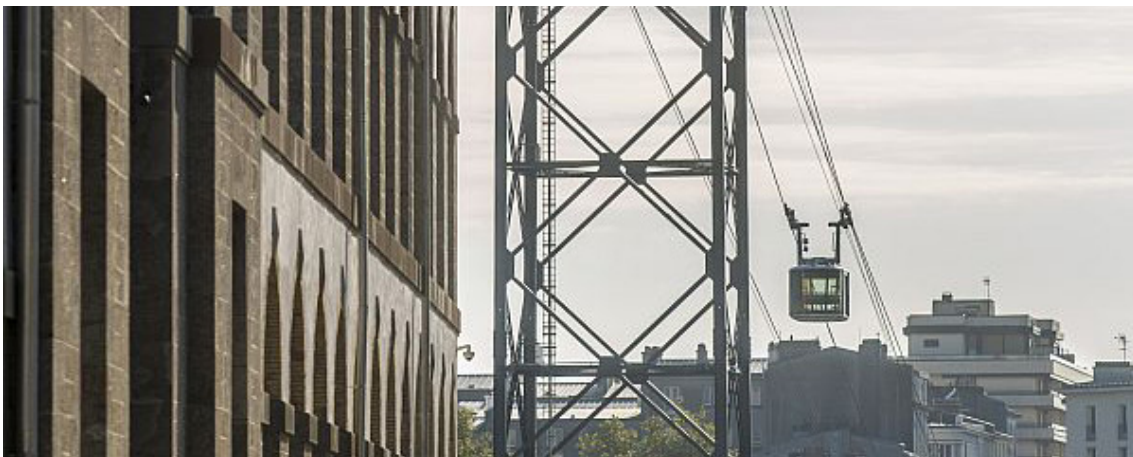
- on the one hand, repositioning Brest city centre within its original contours, by expanding towards the right bank of the Penfeld and Bellevue, and promoting the creation of an attractive city centre for the 400,000 inhabitants of the Pays de Brest conurbation. This will be achieved by creating high-profile amenities (François Mitterrand library – Les Ateliers des Capucins, French Tech Brest+'s "Totem" space, a cultural centre dedicated to maritime innovation called 70.8, a national performing arts centre called Le Fourneau, Nelson Mandela international residence and mobility centre, THALES DESIGN CENTER, etc.) ;
- and on the other hand, reinforcing the links between the two banks and with the Recouvrance district, by showcasing exceptional historic sites and landscapes that form part of the city's blue and green belt.

AIVP | *The aim is also to create an eco-district. What solutions are being used to achieve that?*

Tifenn Quiguer, Senior VP Planning and Michel Gourtay, Senior VP Economy | The project is at stage 3 of the "Ecoquartier" or "ecodistrict" certification process..

The priority was to transform an emblematic shipbuilding site into a new district for the city, a model in terms of quality, mixed-use functionality, and density, all as part of a sustainable development-oriented approach. This was to be done by:

- developing the three major functions – habitat, economy, and culture, and by connecting the new district with the old Recouvrance sector;
- creating innovative transport infrastructures with an urban cable car and tramway line A;
- creating a local energy loop in what is a sensitive zone in energy terms, with the deployment of an urban heating network and solar power plants, in addition to addressing the thermal insulation of buildings;
- preserving the area's history by showcasing the local architecture and the machines kept in the Ateliers, and also creating a heritage trail;
- and ensuring that local residents were able to participate in the process and take "ownership" of the site, notably by organising a co-design and co-production approach to amenities, supported by the Ecocité scheme.

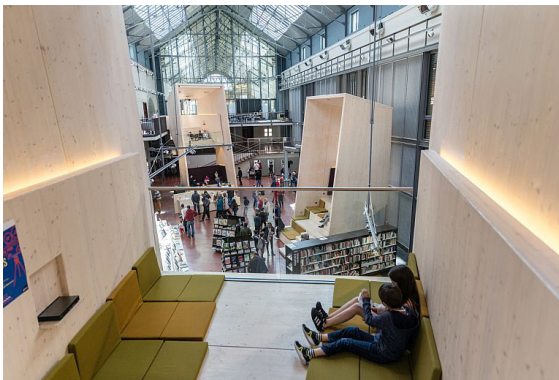


Urban cable car © Franck Bétermin/Brest métropole

AIVP | *Focusing more closely on the Ateliers des Capucins, your priority was to make it a living space, but also a hub of creation and innovation. What facilities are planned or have already been installed? And how will they add to the city of Brest's international attractiveness?*

Tifenn Quiguer, Senior VP Planning and Michel Gourtay, Senior VP Economy | Les Ateliers des Capucins is an iconic Brest heritage site that is inextricably linked to the city's history, the workers and the trade union movement. It has been transformed into a 2.7 hectare hub of culture, leisure and innovation with all kinds of amenities. These include:

- François Mitterrand – Les Capucins" library, a 9,000 m² "third place" housing cultural, leisure and work facilities, along with a 200 seat auditorium, and soon "Ciné Capucins", a five-screen cinema, and the National Performing Arts Centre, Le Fourneau, which covers 2,500 m²;



François Mitterrand Library
© Mathieu Le Gall/Brest métropole



Main central space
© Mathieu Le Gall/Brest métropole

- theme-based shops (food, brewery) and 7,800m² of leisure activities, including "Climb-up" with 1,200m² of climbing walls, and "Illucity" with its 750m² virtual reality adventure park;
- digital excellence with the French Tech Brest+ label's "Totem" space (190m²), the start-up accelerator "Village by CA" (500m²) and the coworking space "We Art Minds" dedicated to creative freelancers, entrepreneurs, and start-ups;
- technical and technological marine excellence with the "70.8", a fun and interactive 1,500 m² exhibition space showcasing maritime research and innovation;
- 480 m² of exhibition areas and private conference rooms.

All of these areas are laid out around a **10 000m² main central public space called "La Place des Machines", which is covered and heated.** It houses the majestic "Canot de l'empéreur", a heritage piece from the collections of the Navy Museum, a vast skatepark, dance area, picnic area, spaces for exhibitions and public events, and more, which can be reserved privately for large events.

In short, it is a unique, exceptional, multi-purposes venue with major importance in terms of culture, the economy, leisure and tourism!

AIVP | *Was the local population included in this major urban regeneration project, and how?*

Tifenn Quiguer, Senior VP Planning and Michel Gourtay, Senior VP Economy | All of the local stakeholders (residents, institutions, economic operators, housing planners, cultural organisations, associations, etc.) were included in the project at every stage, from design through to realisation, starting as early as 2005 and continuing after the Ateliers des Capucins opened to the public:

- **working groups were set up to address specific themes** (Travel, Energy, Culture, Heritage, Innovation, Proximity, etc.);
- **public information meetings were held, along with other meetings focusing on co-construction, exhibitions and events, as well as major annual events designed to encourage citizens to take “ownership” of the redevelopment**, in the form of open days involving both local cultural stakeholders and people who formerly worked at the site;



VGo © Vincent Gouriou/Brest métropole

- continuing efforts were made to build the project through a co-construction approach and encourage local residents to take “ownership” of the site, through a **participative artistic initiative to co-design and co-production amenities**, supported by the Ecocité scheme;
- SPL Les Ateliers des Capucins was set up specifically to run and promote the Ateliers des Capucins, **hosting and co-constructing the site’s programmes of activities and events, as well as proximity-based and city-focused programmes.**

AIVP | *You placed a major emphasis on the historic identity and heritage of Les Capucins. But you also committed to an approach aimed at integrating existing or planned port activities into the local landscape. One example is the future marine renewable energy site, which will be completed by the addition of a promenade and viewing platform. What were the reasons behind that decision, and how are the maritime and industrial activities showcased?*

Tifenn Quiguer, Senior VP Planning and Michel Gourtay, Senior VP Economy | The Region's development plan for the port of Brest, with the participation of Brest Métropole, does indeed include a very significant landscape integration aspect.

Over 4.5 hectares of landscaping makes up the interface between the future industrial port terminal dedicated to marine renewables, and the Moulin Blanc tourism and water sports zone.

A landscaped embankment planted with vegetation, measuring 11 m high and 100 m long, provides pedestrians with unique views of the planned industrial activities at the heart of a 50 hectare enclosed site that had previously not been visible.

Planted with oaks, pines and birch trees, it also has one side that is off limited to the public. That side has been designed to recreate a biotope equivalent to that found on the polder before the work began.

Another component of the site's landscaping is the viewing platform provides unmatched views of the roadstead and the marine activities that take place there all year round. Designed in the shape of an amphitheatre in consultation with local residents, the platform can be used for festive, musical, or cultural events.



Architect's view of the jetty and promenade © Jessica Morio – Trois Déclic

The Port-City Threshold: a new conception of the city-port interface

Interview by Théo Fortin



Mr. Martial Alvarez, mayor
of Port-Saint-Louis du Rhône

Port Saint-Louis du Rhône (PSL) is around one hour's drive west of Marseilles. With a population of over 8,600, this port town was founded in the early 20th century as a means of developing the mouth of the Rhône river. Formerly an industrial town, it has refocused heavily on sailing, and PSL now has 4,000 dry and wet berths for yachts. Quality of life for residents is clearly a priority, with new housing, parks and recreational amenities having been created in these redeveloped areas in recent years. The aim is also to create a soft transition between the residential zones and the logistical or tertiary precincts. PSL is a human-sized town with big ambitions for the interface zone between the port and the urban

areas, and for that reason AIVP was keen to interview its Mayor, Mr Martial ALVAREZ.

The Town of Port Saint-Louis du Rhône has been a member of AIVP since 2018.

AIVP | Since 2018, the regeneration of brownfield land on the Mazet peninsula has been a flagship project for the municipality and its partners. Disused sites and old warehouses were demolished, before the land was cleared of pollution and converted into tertiary economic zones, along with an intergenerational park open to the population.

Could you tell us more on this brownfield land regeneration?



View from the yachting port of Port-Saint-Louis © Nautismed

Mr Martial ALVAREZ, Mayor of Port-Saint-Louis du Rhône | For our municipality, the Mazet peninsula represents a substantial reserve of over 300 hectares of land. This area is strategically valuable for developing marine activities, such as sailing, shellfish farming, fishing, and seaside tourism. It is located between the historically developed urban zone to the north of the central port, the Camargue Regional Natural Park to the south, and the container port at Marseille Fos to the east. The local area was already home to several marinas (over 3,000 wet and dry berths), fishing, and shellfish farming.

We were keen to preserve and promote the development of those different economic activities, whilst maintaining a healthy spatial balance between urban, economic, and natural zones.

It was also important to lay the foundations for more ambitious development in the future. That required a number of steps. Getting control of the land, to start with. Then carrying out environmental surveys and cleaning up the brownfield land. This process enabled us to identify more clearly what the different spaces would ultimately be used for, and to create the right technical conditions for developing them.

Finally, an agreement was signed with Grand Port Maritime de Marseille, to transfer management of certain quayside zones on the main channel leading to the sea, deemed no longer essential for their activities. That cooperation with Grand Port Maritime de Marseille was vital to allow us to move forward.

It meant we were able to create a new fishing port, grouping together the existing fisheries and shellfish-related activities, and plan new facilities to house the yacht companies, especially those dealing with multihull business.

A number of development plans were needed, notably in consultation with GPMM, to organise this vast 700 hectare interface zone to the north and south. In particular, we had to identify areas of environmental importance, which we focused heavily on in order to meet offsetting requirements. These are buffer zones that are crucial for managing the territory properly. We wanted to treat this aspect as an asset that makes the whole zone a special interface. This is reflected in the cycle paths to the north or discovery trails for the public to the south.



2nd aerial perspective of Port-Saint-Louis-du-Rhône

AIVP | *Your town is betting heavily on growth in yachting and the cruise industry in the Mediterranean. Land has been freed up to create new developments specially for these activities, which require large amounts of space. In an interview with the newspaper La Provence in August 2020, you mentioned "hundreds of hectares dedicated".*

How to combine the growth of yachting with the welfare of your citizens?

Mr Martial ALVAREZ | The Mazet peninsula, as I have just mentioned, was the focus of a major plan to develop sailing and seafood-related activities (the latter including shellfish farming and fishing).

However, that approach required us to take appropriate environmental offsetting measures. A substantial land management plan was launched for 150 hectares of natural spaces, enabling us to put forward an "ARO" (Avoid, Reduce, Offset) initiative. This was necessary in order to compensate for the creation of new activities on the site.

The town's status as a sailing centre is also being strengthened by measures to redevelop its inland river port on the Rhône, providing improved facilities for berthing commercial and

river cruise vessels (104 stopovers in 2019). Current plans to create a real river layover for cruise boats (of up to 130 m) will see us spearhead a new initiative called "Provence Fluviale" (Provence by River) driven by the Bouches-du-Rhône département and implemented by a joint public-private association.

The range of activities, focused on tourism in the Camargue, the mouth of the Rhône, and seafood (tasting sessions are very popular) is providing cruise operators with an incentive to include the stopover in their itineraries, attracting a wide international clientele.

These developments close to the town centre will also take into account the way the interface with the central precinct is managed in physical terms, to better showcase the tourist amenities and possibilities to be found around the central port. That desire to preserve the connection between the various districts around the port and the future "Nautismed" (sailing and marine) cluster provided the impetus for the creation of a 6 hectare international recreational area on the south bank of the central port. It will be popular with all kinds of users, and enhance the image of this historic location.

AIVP | *There are still substantial logistics platforms on PSL's territory. They are part of Grand Port Maritime de Marseille-Fos (GPMM) and have an impact on urban development. One example concerns the interface between the platform at quay 3 and the residential zones.*

How to valorize the interface and make a softer transition with the port areas?

Mr Martial ALVAREZ | Our approach to territorial development is based on sound management of the interface areas between the town and GPMM's industrial zones to the north, and between the zones housing marine-related activities and natural environmental offsetting areas further south.

Development of the "Distriport" logistics zone (280 hectares) opposite the container port must also go hand in hand with the urban functions of the nearby town. It is vital to manage this interface the right way.

As part of our plans for this intermediate territory, we adopted a project in the recently revised urban development plan, for a central axis connected to the main road leading to the port zone, along the western boundary of Distriport (II). It will provide an additional entry and exit point on the western edge of the logistics zone. This axis will also form a boundary along the edge of the 100 hectare nature area that acts as a buffer with the city. The new road will also allow access to a new urban district being developed further south along the Saint Louis canal, with a bridge leading to the Sailing and Marine Cluster on the Mazet peninsula.

To ensure this interface remains both productive and balanced, we are moving to scale up and improved the quality of the services provided by the town, while guaranteeing better quality of life for residents. We are also keen to move forward with new or renovated housing and new educational, sports and cultural facilities, to attract new permanent residents who can work in the area.



Aerial perspective of Port Napoléon, the private yachting area managed by Port Adhoc in Port-Saint-Louis-du-Rhône

AIVP | A "new wind energy jobs cluster" is due to open soon in PSL, in connection with the various offshore wind projects being developed off the coast. Port towns and cities are naturally on the front line when it comes to the development of offshore wind, with the EU Commission predicting exponential growth for the sector: from 12 GW currently to 60 GW within ten years.

What could you say about your new wind energy cluster?

Mr Martial ALVAREZ | There are a number of floating offshore wind projects in the pipeline, opposite Fos bay, off the coast of Port St Louis. It was important to launch initiatives that would allow us to capitalise on the positive economic and social impacts generated by these new facilities.

We came up with the "Windtech" project to address that objective. "WINDTECH" is a "technical centre for new careers in the wind energy industry". It is a major pioneering project in the field of the Energy Transition.

To achieve its goals, "WINDTECH" will contribute to the development of various activities, by hosting R&D and innovation ; education and training ; providing information and promoting awareness and tourism, to help improve the social acceptability of new industries created as part of the energy transition. It covers a number of fields, including Wind energy, Top-level sport (kitesurfing, sailing) recognised by elite sites (preparation for the 2024 Olympics) and Natural wind risks.

To that end, "WINDTECH" will offer services and resources (e.g. land, buildings, logistical and technical assistance, improvements, etc.) to promote the development of these activities. In conjunction with its partners, it will offer support for the industry's growth. "WINDTECH" will also organise and capitalise on the positive economic and social impacts of the activities to be developed locally in the fields of the energy transition and based around wind and solar power.

These activities will be developed with professional bodies that have expressed an interest in participating in the project (e.g. France Énergie Marine, Marseille Innovation, CFAI, etc.).

Transforming the waterfront: new solutions for new challenges

Webinar



*(From left to right) Mr. Carlos Mondaca; Ms. Ángela de la Cruz Mera;
Mr. Juan A. Patrón Sandoval; Mr. Josep Bohigas*

The port-city interface has been the main theme of AIVP since its creation in 1988. Since 2018 it has been the 8th objective of our Agenda 2030. Over the last 30 years we have seen how the expectations of the port authorities, the municipalities, the citizens and the companies have changed with regard to these spaces.

Waterfronts continue to be the crucial area of the port-city interface, but how should we plan our waterfronts to respond to new demands? What have we learned from decades of planning for waterfronts, from reference cases such as Barcelona? What challenges still exist, for example in the cases of San Antonio and Algeciras? What influence does the new Urban Agenda have on this type of operation and what are the most important issues? In this webinar we address these questions and many others with the help of experts operating at the local and national level.

The speakers for this webinar will be:

- Ms. Ángela de la Cruz Mera, Deputy Director General of Urban Policies of the General Directorate of Urban Agenda and Architecture, of the Ministry of Transport, Mobility and Urban Agenda of Spain
- Mr. Juan A. Patrón Sandoval, Head of the Sustainable Development Area of the Port of Algeciras
- Mr. Josep Bohigas, General Director of Barcelona Regional

Moderated by Mr. Carlos Mondaca, Vice President of AIVP for Latin America and Manager of Public Affairs at Empresa Portuaria San Antonio, Chile.

You can watch it here: <https://app.livestorm.co/aivp-inspiring-people-of-port-cities/transfor-mando-el-frente-maritimo-nuevas-soluciones-para-nuevos-desafios?type=detailed>

Casablanca: the advantage of the City Port

Interview by Denis Davoult



Imad Barrakad, CEO of SMIT

A highly ambitious development programme is currently under way in Casablanca's port district. The challenge is to gradually transform this interface with the city, and its obsolete port functions, into a vibrant living space and a major international destination. But how? The question goes to the heart of Goal 8 of the AIVP 2030 Agenda, which is why we were keen to talk to Mr Imad BARRAKAD, CEO of SMIT, the Moroccan Agency for Tourism Development.

SMIT has been a member of AIVP since 2016.

AIVP | *In the spring of 2014, the King of Morocco unveiled the Wessal Casablanca-Port programme, aimed at radically transforming Casablanca's port district.*

A year later, he launched three of the major components of that project: a new shipyard, the creation of a fishing port, and a new cruise terminal.

What are the main features of the project?

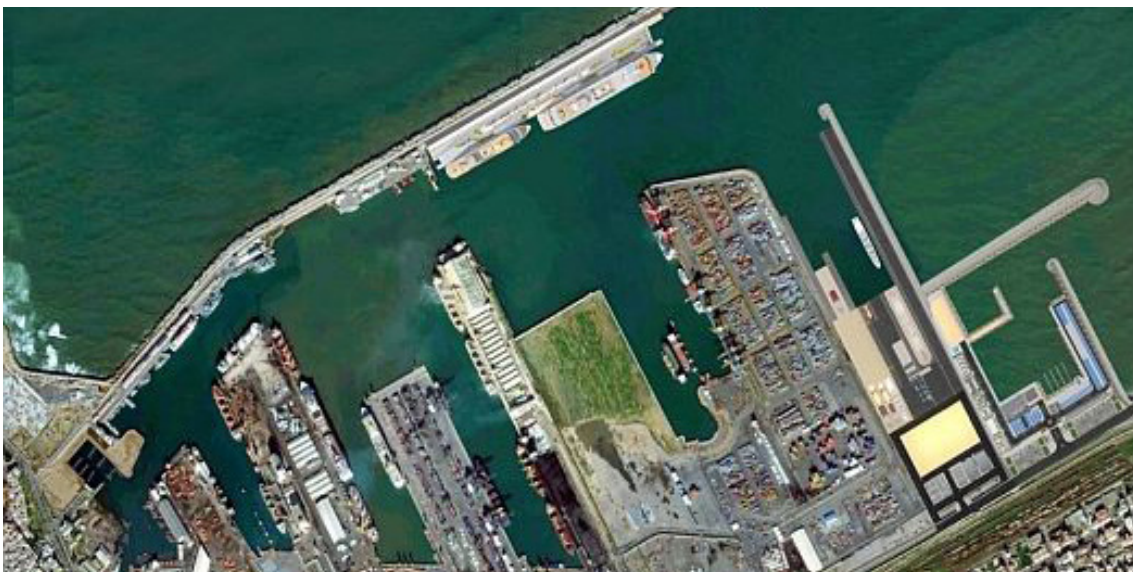
Mr Imad BARRAKAD, CEO of SMIT | The Casablanca Settat region is home to very diverse cultural and natural resources, enabling us to offer a variety of different tourist experiences. The region is aiming to develop a dual offering built around **city-breaks** based on **business** tourism, **cultural** tourism and **leisure** on the one hand, and **nature tourism** on the other.

The city and surrounding region are now among the leading national tourist destinations, and the prospects for tourism growth are highly promising. Casablanca is a vibrant, cosmo-

opolitan city where tradition and modernity exist side by side. In 1942, it was truly put on the map by the eponymous Hollywood film, giving the **city's name legendary status**. Today, the historic centre of the city is rather like an open-air museum, with beautiful buildings and priceless architectural heritage, with superb examples of Art Deco and Avant Garde style dating from the 1920s through to the 1950s.

The overarching objective for Casablanca is to share the experience of a cosmopolitan, avant-garde destination - with everyone from residents and international tourists to anyone with an appreciation of the Casablancon atmosphere: **"Casablanca: the Business, Culture, and Leisure Promise"**.

The port of Casablanca is the focal point of the city's waterfront, and the main gateway for cruise passengers. However, its initial state was somewhat anarchic, which made it less appealing to tourists. The outlook for the cruise business in Casablanca was gloomy, and the port zone did not provide a sufficiently attractive shop window for visitors to a big city like Casablanca. **It was vital to reconquer the port and restructure its interface with the port.**



The port of Casablanca @Agence Nationale des Ports

On the High Instructions of His Majesty the King, a project was put together to turn Casablanca into a tourist destination taking full advantage of its port. One of the essential aims was to gradually transform the port zone's obsolete functions, open it up to the city, and introduce new development and spatial planning arrangements to suit the current requirements of the urban community, tourists, and the economy.

The upshot is that a **new City of leisure and culture is set to be developed in the zone, anchored around the port.** The new City will allow us to **roll out new functions** that will generate new uses, reflecting the fast-changing nature of Casablanca and the desire to retake possession of the waterfront.

This project will pave the way for a complete redevelopment of a maritime and port territory that was previously unappealing and unattractive. The aim is to address the needs not just of Casablangans, by improving their living environment and making their city a more vibrant place, but also visitors and tourists, by creating a leisure and events hub. This will be achieved by reconfiguring the space available, ensuring that the architectural approach is both well landscaped and of high aesthetic quality, and putting in place recreational and leisure functions, to make the port space more pleasant to use and more suitable for contemporary pursuits.

The new functions created by this ambitious project are part of a Public Private Partnership approach.



Project Wessal Casablanca-Port



Casablanca, un nouveau terminal croisière

The **development of cruise activity** would transform the port into an open tourist space, with new and improved facilities that will ensure tourism in Casablanca can be scaled up and diversified. Thanks to the combined efforts of the partners involved, namely the ANP (National Ports Agency) for developing the necessary cruise infrastructure (new terminal buildings, facilities for passengers, docking facilities, etc.), SMIT for suggesting ways of improving hospitality and passenger facilities in the terminal and additional tourist services, and local partners for improving the port environment and safety conditions, the cruise industry in Casablanca is set for a new lease of life.

A bustling centre will gradually take shape in the port zone, creating an essential destination with a **shopping** experience that will add to Casablanca's existing retail offering (i.e. The numerous malls and shopping areas in the city), but will remain concentrated in the downtown area. Retail outlets on the waterfront will ensure the area remains attractive and enjoys high footfall all year round. There are also plans to create a **leisure and culture hub**, with new leisure facilities including the large Aquarium, the Cité des Sciences, and a research library open to the general public, which will enhance the recreational and cultural offering not just for the port zone, but for the destination as a whole, and will generate increased tourist activity throughout the year.

To strengthen the existing **MICE** offering (*Meetings, Incentives, Conferencing, Exhibitions*), a business centre will be built to the standards of the top international business centres. This will enable us to attract an international MICE clientele, who will come on "**Bleisure**" trips (a new travel concept combining both business and leisure).

The project also includes measures to **modernise the various existing infrastructures and facilities** in the port zone, notably by **redeveloping the fishing port** by creating a space open to the public and tourists, renovating the fish market, and creating specialist restaurants that will ensure a lively atmosphere in all seasons. The **current marina will also be expanded and modernised**, in order to spearhead efforts to promote visits by pleasure sailors. **The shipyard will also be prepared for tours**, with visitors invited to explore this important part of the working port.



New fishing port



New shipyard, 1st phase,
2019 @ Somagec

Another aspect of the project will see the creation of **tourist accommodation facilities** (hotels) offering the highest standards of hospitality, with an emphasis on comfort, wellness and quality service.

Given that there is a historic environment in the immediate vicinity of the port, **measures to promote Casablanca's heritage with tourists** represents a crucial plank of the project. Casablanca's medina will be renovated and made more attractive to visitors, through the injection of new tourist functions intra-muros (tourist trails, heritage interpretation centre, cultural amenities, community spaces, etc.).

This project is part of an ambitious, global vision to raise the profile of Casablanca as a tourist destination. The **development plan for the Greater Casablanca** region is based around four strategic priorities:

- Improving living conditions for the local population;
- Improving region-wide mobility;
- Consolidating the region's status as a national and international destination for trade, leisure, and major events. The plan includes the construction of a large theatre, a sports village, upgrades to the Mohammed V Complex, and "La Casablancaise" area, and so on.
- Promoting the region's economic attractiveness and improving the business climate.

AIVP | *The aim is to enhance Casablanca's appeal as a tourist destination. How will the project do that? And has the initial project undergone any changes?*

Mr Imad BARRAKAD, CEO of SMIT | The "Wessal Casablanca-Port" project is among Casablanca's major development projects, and aims to transform the city into an attractive tourist hub by leveraging cultural creativity, architectural innovation, and improved quality of life, to ensure Morocco's economic capital to rival the world's greatest metropolises.

This unprecedented, ambitious project will ultimately make Casablanca a more attractive tourist destination by creating flagship facilities and developments with high added value, to consolidate its future tourist positioning as "**a leading international destination for business, cultural and cruise tourism**".



Projet Wessal Casablanca-Port

This major new development of the port and its environment will draw new customers, make the area more appealing, and generate significant socio-economic benefits for the city of Casablanca and its Region.

This big urban improvement project, combined with the injection of billions in investment in tourism and culture and crucial developments for the city of Casablanca, such as the regeneration of the city's medina, the creation of a large theatre (architectural icon), the new leisure and culture hub with its new fishing port and cruise terminal, and so on, have **supported efforts to transform and showcase the port zone and its environment**, with the aim of boosting the destination's tourist appeal.

The activities and heritage offering the port zone and its immediate vicinity, whether in the form of **museums, cultural and leisure amenities, or interpretation trails**, will undeniably generate value, meaning and identity, which is certain to improve Casablanca's visibility as a destination on the global tourist map.

AIVP | *This huge programme is intended to support the growth of the port's activity, while also improving the way it is integrated into the city. What solutions have been adopted to promote City Port integration?*

Mr Imad BARRAKAD, CEO of SMIT | This project was designed to ensure the best possible integration between port and city, with the creation of a new "city of culture and leisure", which will strengthen Casablanca's positioning as a business and city break destination, based around culture and leisure.

Alongside upgrades to the port infrastructures, the port development strategy was a key consideration in the global development projects for the city of Casablanca. This is because **cruise activity is the focus around which the port is being truly integrated into the city**. The port's location at the heart of the city, in the urban fabric, allows direct links between the port (and cruise passenger traffic) and the various tourist zones and amenities: the area around Boulevard Mohamed V, the old medina, the Hassan II Mosque, the Corniche El Hank and the new Casablanca marina, etc.

With that in mind, the "Wessal Casablanca Port" programme includes several measures aimed at ensuring a better functional and spatial mix between the port and the city, by eliminating physical and functional borders separating the port from the city, and creating new spaces for people to live, meet and explore in the port city interface.

Aesthetics and new values in ports

José M Pagés Sánchez



Marseille Panorama

In the port of Hamburg, one of the biggest in Europe and the world, a feature that always hypnotises visitors is the Speicherstadt. People are fascinated by the quality and the monumental perspectives of this group of old warehouses, built in the traditional brick of northern Germany at the end of the 19th century. This part of the city, declared a UNESCO World Heritage site in 2015, reflects the spirit of an age in which the port's image was very important. The city's commercial power was reflected not only in the opulent headquarters of the shipping companies, but also in these strictly functional buildings.



Hamburg Speicherstadt UNESCO World Heritage. Dietmar Rabich / Wikimedia Commons / "Hamburg, Speicherstadt, Wasserschloss - 2016 - 3265-71" / CC BY-SA 4.0

During the evolution of seaport activity in the 20th century, a functionalist vision replaced this style of architecture, focused on making the best use of space and relegating aesthetic and even environmental values to the background. The results were industrial zones and the big covered spaces built to support port activities. The dehumanisation of the ports, combined with their increasing scale, technological changes and new legislation which restricted access to the waterfront, soured port-city relations, in some cases almost to the point of conflict.

“In recent years, however, we have detected growing interest in reaching a new harmony in this relationship. Apart from growing sensitivity to environmental problems, and increasing investment to solve them, initiatives are appearing with the aim of recovering aesthetic value in ports.”

In the old days, efforts were concentrated on hiding the port behind a buffer zone, however today they are expanding to include a number of aspects. This trend is particularly visible in the ports of northern Europe. For example, the Norwegian ports of Oslo and Moss have aesthetic guidelines, covering items which range from the visual perspectives that should be protected to the port's green elements, lighting plan and use of materials and colours. In Oslo, the general principle is that the port's aesthetic value can be found in logistical activities as such, which deserve to be shown to the city's inhabitants. In this case the buffer is treated as a transition zone to and from port activities rather than a screen to hide these activities. Consistent with this principle, there is a proposal to create viewing platforms in the port, increasing its transparency.

Another example in Scandinavia is the new Vuosaari terminal in Helsinki. In this case, the relocation and concentration of most port activities in a new terminal outside the city centre was an opportunity to implement innovative solutions. Special emphasis was placed on integrating the new terminal into the landscape, since it borders a nature reserve which forms part of the Natura 2000 network. Not only does it have a low-impact lighting plan, but the perimeter wall separating it from the reserve has been awarded several prizes for a structure that integrates the local vegetation. It also has an observation platform with views over both the port and the reserve.



Boundary between port and Natura 2000 natural reserve in Vuosaari Harbour, in the Port of Helsinki.

The issue of visual transparency has been addressed in other ports, as the AIVP Good Practices Guide shows. One example is Le Havre, in France, where the wall which formed the limit of the port zone has been replaced by a metal mesh fence which allows people to see what is going on in the port. The Guide cites other examples where viewing points have been built to allow the citizens to see the port. These initiatives show that it is increasingly necessary to bring the port closer to the people, not just through social actions but also by familiarising them with what is in fact an element of their city.

Obviously, these examples must take into account the negative externalities that are inevitably associated with many port activities. In any case, we can find examples of structures built to solve these problems which could be regarded as unique, almost iconic, like the coal terminal at Corunna or the Marchwood incinerator near Southampton.

In southern Europe also we find positive examples of how aesthetic values are being incorporated, but focused on specific projects, mainly related with passenger or water-sport

functions. In Portugal, the new passenger terminals in both Lisbon and Oporto are admirable examples of architectural and programme quality. Both have become landmarks in their respective cities and ports, combining urban and port functions, in one case integrating new public spaces on upper levels, and in the other combining its functions with spaces for university laboratories. In Marseilles, there are buildings in which different functions are combined vertically. In the Silo for example, the upper floors have a performance hall and offices, while logistics activities continue on the ground floor. Another example is the Terrasses du Port, where the upper floors have a shopping centre with a terrace which brings people into contact with the sea, while ferry services are managed in offices on the lower levels.



Lisbon Cruise Terminal. Author: José M P Sánchez

In this article we have concentrated on the gradual adoption of certain aesthetic values in ports and their adjacent areas, demonstrating a new way of looking at these infrastructures. Although the port-city relationship was viewed as a problem until recently, we see that initiatives are starting to appear which show signs of an effort to improve the situation. Even so, there is still a long way to go. For now we see that some of these initiatives have a greater capacity to read the port as an entity which should exist in a degree of harmony with its surroundings, especially through the transition to the city. Other cases, in contrast, focus on developing concrete projects which can function in isolation, but are not so well integrated on the wider scale. We need to go further in recognising other values in ports; not focusing only on cargoes and the economic results, but also including the environment, culture and society, especially if we hope to have a sustainable port-city relationship such as AIVP promotes.

The Port-City Interaction in Helsinki: acting on the different levels of the interface

Satu Aatra



Satu Aatra, Planning Manager
at Port of Helsinki

As several experts have pointed out before, the port-city interface is not just the physical boundary between port and city, but it can be considered more complex, considering the broader effects that port activities can have in the urban environment and the citizens. In this article by Satu Aatra from the Port Authority of Helsinki, we learn how the port is managing the different elements that form the complex port-city interface in the Finnish capital.

The Port of Helsinki has harbours in the city centre and Vuosaari cargo harbour in the eastern part of the city. City centre harbours serve both passenger and cargo connections and the cargo harbour mainly freight traffic. Harbour locations in the city centre have a historical resonance

and a strong legacy: Helsinki was founded as a port city in 1550 and some of the current city centre harbours have been in active use since the 19th century.

The city has, however, grown and become denser and at the same time the international urban trend of transferring harbours to the outskirts of cities has extended to Helsinki as well. The port gave out vast land areas in central Helsinki in exchange for Vuosaari cargo harbour which was opened in 2008, and has also since been decreasing harbour land areas in the heart of the city.

Finland depends on maritime connections and vessel and landside traffic infrastructure are essential for the economic and logistic network of port, businesses and transnational travel. In the Port of Helsinki, annually approximately 12 million passengers pass through the port on their business and leisure trips.



West Harbour T2 ©Port of Helsinki

Ports have in many respects a human, built as well as environmental interface with the city and the wider society. Ports, as a spatial gateway between the city and the journey and often the first and the last view of the city, can be imagined as a business card of the urban space: what impression it gives, how it functions and how welcoming it is.

Human Interface

The economic, social and cultural interface could be referred to as the human interface, because the human activities and well-being are in the focus of life. Urban life is formed by the people, activities and built environment. The port and city human interface consists and creates a network of local, national and international connections, businesses and services which are connected to and supported by each other. In many ways it is like an invisible interface, yet it operates in the background and can be perceived as part of an active and lively city. Economic activities are also part of the social interface e.g. through tax revenue and by generating possibilities for service providers and job creation. Through the port passenger and visitor flow also the city culture can be diversified.

In Helsinki, the port creates international connections between different actors within the Helsinki metropolitan area and beyond. Additionally, the port has recognized the immaterial human perspective by building connections with local companies and inhabitants to create new activities and reciprocal acceptance and understanding to get an extensive picture of commonality.

Helsinki metropolitan area is the fastest growing region in Finland, and the majority of consumption goods, including food and medication, are imported via the Port of Helsinki. The port plays an active role in the logistic network of materials and goods reaching the metropolitan area businesses, services and customers fast. Also the range of products is considerably vast. And also, thanks to the port, people travelling through the port bring benefits to the urban area by using the local services.

Twin Port City Interface

Helsinki in Finland and Tallinn in Estonia create a wide economic twin city region. Frequent and efficient ferry connections between the two cities are an important human factor. This connection serves transportation of economically significant goods, business and leisure travel, the movement of workforce, cross-border connections and transnational mobility, while creating jobs and economic activities on both sides of the Baltic Sea.

The twin city concept is also an important port-to-port connection between the ports of Helsinki and Tallinn. The two ports share quite a substantial amount of port traffic and mutual development projects. In that respect, the interaction between the ports can be seen as a port-city interface since the activities add economic and social capital, and connections, contributing to the well-being of the region's inhabitants. This added-value interaction emphasizes the importance of what we could consider the port to port interface.

Good Neighbour Interface

Aiming to be a good neighbour has been an important goal guiding the actions of the Port of Helsinki. It means that there are frequent meetings with local communities, resident's associations, schools and nurseries. Meetings with local communities and resident's association cover ongoing themes of port impacts, land use, traffic and environmental issues. The co-operation with schools and nurseries is focusing more on information and port activities. Some great examples are a building site wall painted by local school pupils in Katajanokka and a cruise quay welcoming pennants also painted by local school pupils in Hernesaari Cruise Harbour.



Katajanokka Paintings by Pupils ©Port of Helsinki

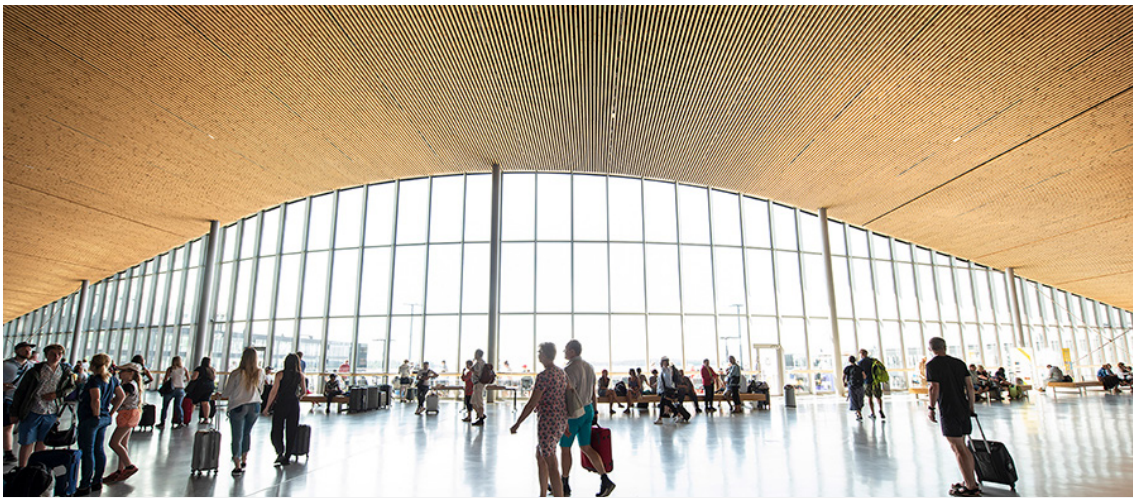
Built Interface

The port – city built interface is formed by the different physical elements of the built environment: spatial arrangements, buildings, infrastructure and environmental aspects.

Spatial Interface

Port's spatial arrangement and elements create a connection to the urban area and function as a spatial node in the cityscape. Passenger terminal buildings and harbour structures serve primarily the vessel traffic and in addition the coherent travel and transportation journey. Port buildings and harbour structures have also an architectural and engineering aspect: they showcase engineering masterpieces adding interesting technical details to spatial views.

The development of existing urban port areas is an important mutual exercise for the port and for the city. One good example in the Port of Helsinki was the development of West Harbour Terminal 2. The City of Helsinki's West Harbour urban planners and building permit unit were active in co-operation with the port to find solutions for the creation of the new passenger building.



Helsinki West Harbour Terminal 2 ©Port of Helsinki

Infrastructure Interface

Improving accessibility in the central harbours is somewhat challenging in a compact city but in Helsinki the aim is to further develop port traffic system especially in the city centre harbours. The solutions should cover the TEN-T connections and improved accessibility to all forms of traffic (vehicles, public transport, pedestrians, cyclists). The port and other traffic users would benefit greatly from more accurate real-time traffic data and predictable traffic flow information.

So far the port and the city have improved traffic lights near the harbours by adjusting smart traffic light system to follow real-time vessel data and vehicle flow to the streets. There is also an ongoing smart junction study near the West Harbour aiming at a policy-based traffic optimisation in one of the busiest and complex street junction areas in Helsinki. The goal is to create a smart traffic solution to manage the optimisation of transport time, congestion, emissions, etc. and to create a mobile application available for everyone to follow the real-time information.



West Harbour tram connection ©Port of Helsinki

With frequent tram and national coach network connections, Helsinki city centre harbours have good public transport accessibility, complemented with city bikes and electric scooters. Public transport solutions have been developed together with the port, shipping companies and the Helsinki regional public transport agency. A similar system to Helsinki has been introduced also in Tallinn making the purchasing of the tickets and the use of the public transport system easier in the whole Helsinki – Tallinn region, adding a welcome user-based angle to travelling in these two cities.

GIS and many technical digital data are part of digital infrastructure interface. The port as part of the city operates partly on the city's digital map and data platform. This enables accurate and up-to-date information regarding e.g. land lease areas. Many of the port infrastructure solutions (electricity, water supply and sewage etc.) are planned and realised together with the city officials and the necessary regional agencies.

Digital infrastructure interface in Helsinki harbours includes free access to the city's WLAN network. As an open network, it offers access to digital up-to-date information and local services.

Environmental Interface

Port of Helsinki has an environmental permit in all harbour sites to guide with the port activities, outlining the regulations for port environmental impact management, e.g. the allowed levels of noise and emissions. Noise and emission levels are under active observation and emissions are regularly monitored by the local environmental authority. Thanks to the co-operation with shipping companies the allowed emission levels have not been exceeded.

The impact of the noise and emissions generated by vessels and port activities is studied in land use plans in co-operation with urban planners to introduce an adequate level of noise prevention in town plans, building permits and other necessary planning. The idea is to enable the continuation of port operations while guaranteeing a sustainable everyday living. As a standard procedure a noise prevention ordinance and a minimum required noise prevention level are added in the town plan, and a noise prevention plan is required in building permits. Also planning guidelines for vessel noise prevention have been outlined together between the port, urban planners and noise consultants.

To mitigate environmental impacts in the harbours the port has implemented other initiatives e.g. automooring devices and OPS systems, and enabled LNG fuelling.



West Harbour Automooring ©Port of Helsinki

The construction and opening of Vuosaari cargo harbour had an impact on the surrounding areas including Natura 2000 archipelago and some residential properties nearby. To mitigate vessel and operational noise, the port built a kilometre long and 13-meter-high acoustic noise barrier wall to the eastern side of the harbour. The wall is housing solar panels and works also as a viewpoint to the harbour and as a leisure fishing shore.

Future Interface

In the future there will be a lot of development for the port's operational functions e.g. through extension of port land areas and intermodal transport chains, digitalisation, automation and passenger services. Digitalisation and automation will increase and improve the efficiency of the port operations and further limit the negative environmental impacts. Local, national and international transportation chains will be developed towards easily flowing traffic and traffic management services. Passenger services will be developed more and more towards smooth and convenient travelling through improved services with the focus on a seamless travel chain. All these issues will bring the port, the city and the urban community together to discuss new economic and technical possibilities and solutions.

Port aesthetics matter. What can we learn from Oslo?

Hans Kristian Riise



The harbor promenade in Oslo is nine kilometers long. Photo- Patrik Dronetjenester.

Port of Oslo is perhaps the first and only port to develop aesthetic guidelines for development of a port.

The guidelines provide direction for all aesthetic choices related to the harbor promenade and industrial port at Sydhavna.

Fjord City Plan (Fjordbyen)

In January 2000, Oslo City Council set aside a large tract of the port's real estate holdings for urban development. Twenty years later, the nine-kilometer-long harbor promenade connects several, disparate sections of the waterfront, and provides residents of Oslo with easy access to a large recreation area.

Additional land is open for redevelopment through consolidation of the industrial port at Sydhavna, three kilometers from the city center. This will allow for extension of the harbor promenade, construction of residential housing and recreational areas featuring green spaces and swimming areas.

Aesthetic opportunities

Fjordbyen presents architects, landscape architects, engineers and other professionals with a number of challenging and exciting aesthetic choices. As opportunities for urban development in and around the harbor gained momentum after the new millennium, the port needed a comprehensive plan to ensure aesthetic integrity.

Port of Oslo created aesthetic guidelines for Vippetangen (2012) and a streamlined industrial port at Sydhavna (2011). The guidelines for Vippetangen were superseded two years later by the Harbor Promenade in Oslo – Principles and Strategic Plan. This plan, developed under the aegis of the City of Oslo, brought together key stakeholders whose businesses or activities are along or adjacent to the promenade. This approach helped ensure a unifying, comprehensive aesthetic guide for the entire promenade, including sections not operated and maintained by Port of Oslo.



Outdoor furniture at Akershusstranda. Photo Ivan Brody.

Aesthetic guidelines cover everything from signage to large construction projects and road building. Guidelines were also established for structures, including color schemes, for silos and container cranes in Sydhavna. One goal is to preserve and develop the aesthetic potential of existing structures and provide overall guidelines for new construction.

Urban connector

In Byhavna, (City Harbor) the promenade will link the entire waterfront from west to east.

General principles include:

1. Increase access between the city and its waterways.
2. Create context and identity.
3. Create and develop unique sections of the promenade.
4. Integrate spaces for public gatherings and activity.

Adhering to the overall principles will help ensure each section of the Harbor Promenade has its own unique character. The guidelines place high importance on creating and developing the uniqueness of individual sections of the promenade, integrating spaces for public gatherings and activity, and exploring opportunities to increase public use and accessibility along the promenade.



Gasteparken has seating and is close to the waterfront. Photo: Hans Kristian Riise.

Norway's best outdoor urban space

In 2019, Rådhusbrygge 2 was voted Norway's best outdoor urban space.

Rådhusbrygge 2 is one of several piers providing direct access to the waterfront from Rådhusplassen, (City Hall Square). From here, one has magnificent views of the fortress and several islands in Oslo Fjord. "We wanted Rådhusbrygge 2 to be a unique landmark that facilitates public gatherings", says Erlend Pehrson, landscape architect at Port of Oslo.

"Rådhusbrygge 2 is the most popular of the neighboring piers for recreation and public events. It has beautiful outdoor areas and playful elements integrated into the project. We used organic materials – cobblestones and wood, wove fishnets into rest places and used glass in sections of the pier, allowing visitors to look down into the water. The waterfront draws people away from the hustle and bustle of the city. They can relax and enjoy access to the harbor", says Pehrson who was involved in the rehabilitation of Rådhusbrygge 2.

Rådhusbrygge 2

In Byhavna, (City)



Rådhusbrygge 2 has won a prize as Norway's best outdoors space. Photo- Tove Lauluten



*Rådhusbrygge 2 has a peaceful atmosphere even though it's close to the city center.
Photo- Hans Kristian Riise*



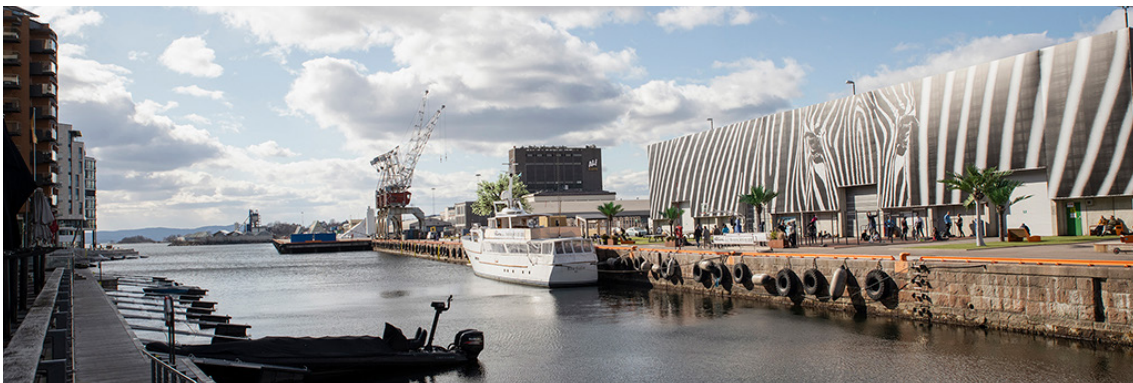
Erlend Pehrson, landscape architect at Port of Oslo. Photo- Tine Poppe.

Prototype – Skur 13

Prototyping to test ideas. Skur 13, formerly a paper warehouse, is a good example of a temporary test site.

“Skur 13 was not appropriate for industrial port operations because it was located in the city harbor. We suggested transforming it as a recreational center and entered into an agreement with the municipal environmental agency and Oslo Skateboard Association. The result is a hall catering to self-organized sports and activities such as skateboarding and cross-fit”, says Pehrson.

Port of Oslo's real estate portfolio creates opportunities to facilitate development. Skur 13 has high visibility with an attractive location close to the city center. Its facade is used to showcase David Yarrow's photographs.



*Skur 13 is an exposed facade in the city space with an attractive location.
Photo: Hans Kristian Riise.*

Vippetangen

The area around Vippetangen, straddling the area between Rådhusplassen and Bjørvika, features remnants of its former industrial roots, including a fishing hall and grain silo. The aesthetic guide notes that it was too far for the public to walk around Vippetangen without a place to warm up or buy something to eat. The food hall, Vippa (Skur 40), was built to address that issue. Skur 40 was earlier used to store goods seized by the Customs Service.



From Fiskehallen (fish market)
Photo - Hans Kristian Riise



The Food Court Vipva

Gasteparken

Gasteparken, a new park located at Akershusstranda, opened in 2019. The park is built around the Per Palle Storm sculpture, The Sailors, which has stood here since 1992. The sculpture commemorates all those who served in the Common Fleet (1510-1814) and the Royal Norwegian Navy (1814-1945). Gasteparken has plenty of public seating and a playful climbing sculpture to delight children and active adults. The park also has a clear environmental focus. Cobblestones made from recycled material and a flower meadow provide an organic feature while contributing to increased biodiversity in the city.

Sydhavna – an architect's perspective

The industrial, urban container port on Sjørsøya plays a vital role for Oslo and the surrounding region. This modern container port provides an efficient and environmentally friendly transport hub for consumer and industrial cargo. Maritime transport helps alleviate pollution and traffic congestion by reducing the number of trucks moving cargo into the city. Aesthetics are a high priority for an urban harbor with high visibility to the public from the waterways, the city, road corridors, and surrounding residential areas.



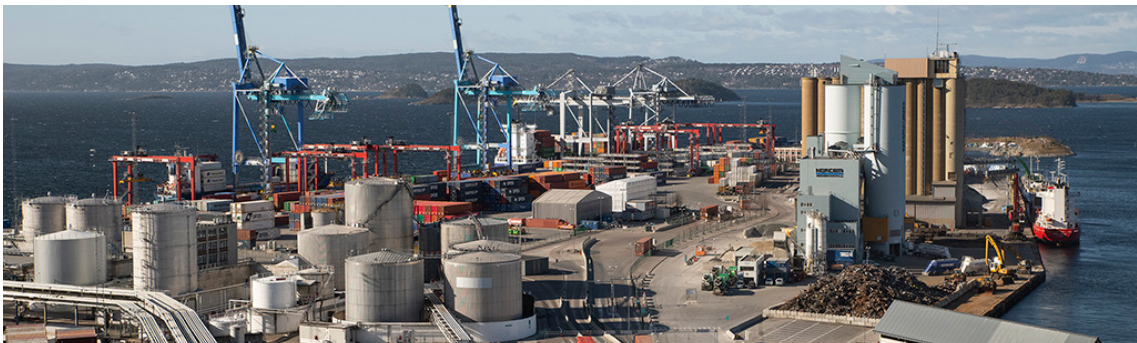
The container port at Sjørsøya has silent electric cranes. Photo: Hans Kristian Riise.

Aesthetics rooted in logistics

Guidelines for Sydhavna start with the idea that aesthetics must be rooted in logistics. The approach to logistics is similar to that used at airports, with simple and visible patterns. The assumption is that city residents see the port as a dynamic and exciting endeavor. Therefore, port operations should be visible to the city's population and not hidden.

Sydhavna is in continuous, dynamic development, driven by the needs and requirements of the port's customers. It is therefore difficult to establish a detailed, long-term plan for Sydhavna from an aesthetic perspective, as we cannot predict the types of buildings or infrastructure required to support future operations.

The guidelines are, nevertheless, a useful tool for architects and other professionals working on aesthetic and structural issues at Sydhavna. Architect Kjersti Olsen provides some examples of how the guidelines are being applied to development of the port areas.



Airport logistics. Photo: Hans Kristian Riise.



Kjersti Olsen, architect at Port of Oslo.

Enhance natural forms

"We want to leverage the function and identity of each structure to help inform design and aesthetics. We can only influence this to a certain extent for industrial buildings. Our influence should support the functional framework that follows from the business or activity", says Olsen.

Port of Oslo's role, as facilitator, can help highlight the beautiful shapes and scale of some of the structures. When choosing colors and light-

ing, we can emphasize what is most attractive and perhaps reduce the visibility of some less attractive elements. "Nordre Sjørøykai is especially important because it is so visible from the city", says Olsen.

Atmospheric colors

"The guidelines state that we must use atmospheric colors – such as gray blue and other light colors – to allow dominant structures such as silos and cranes to fade into the sky and surrounding environment. For example, Norcem's silo system features industrial, blue-gray colors in three different shades – one light shade, a medium color and a dark tone. The goal is to emphasize the shapes of the silo", says the architect.

Color profiling enhances logistics and security

"We mark gates and entrances with stronger colors or contrasting colors, often based on the customer's own logo and graphic profile. This is an advantage in terms of logistics and security", says Olsen.

Trees are planted along access roads. Two green parks / buffer zones have already been established. A third buffer zone will be ready in the next few years. Buffer zones help mark the boundaries between the industrial port operations in Sydhavna and the surrounding areas. They also help shield neighbors from noise created by the port's operations, and establish a clear distinction between the city and industrial harbor area.

"Trees and green buffer zones are important. We can use vegetation as a structural element to create order, and emphasize logistics lines and transport patterns. Trees and vegetation also add a softer dimension to the rough industrial areas. As the trees along the access road grow larger they expand the positive impact of the buffer zone", concludes Kjersti Olsen.



*Bekkelagsbadet is one of the buffer zones between the industrial port and the surrounding areas.
Photo: Edvin Wibetoe.*

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