

AIVP network

Mission in Ecuador

From 12th to 14th August last, Guayaquil, the economic capital and biggest port city of Ecuador (2.5 million inhabitants), hosted an international conference organised on the topic of «Port cities». The initiative, supported by the City of Guayaquil, an active member of AIVP, the Port Authority and Expo-guayaquil, was attended by nearly 250 participants. The organisation of this conference testifies to the great interest now shown by the Latin-American countries on the city-port theme. Olivier Lemaire, General Manager of AIVP was invited to present the testimony of AIVP at the opening session of the event.

The project of recuperation of the port wastelands of Guayaquil and the banks of the Guayas Estuary goes back about twenty years ago. It has profoundly modified the image of the City of Guayaquil by providing it today with new urban spaces of great quality. Promenades and public buildings such as museums, cinemas, and shopping precincts are now all connected, joining together the underprivileged districts of yesterday which form today the background for a fairly spectacular regional and international tourist revival. The City, prime contractors and initiators of these various projects have succeeded in mobilising private enterprises to finance this new face of the port metropolis in the context of a perfectly controlled urban policy for the long term, one of the evident reasons of this «success story».

Today, a new city – port development plan is being implemented based on the vitality of the port, the installations of which (containers, fruit, etc...) are worthy of a great number of more developed countries. The port, under State management, are multiplying city – port initiatives, notably in the context of the treatment of the interfaces. A port services centre with a neat architecture will see the day in the coming months, as will a garden connecting the city to the port. A project for the recuperation of the «locks zone» for new



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GUAYAQUIL, MALECON 2000

installations destined towards the population will contribute towards the urban renewal of the South of the city. All of these projects fall into line with everything that AIVP has been promoting for many years !

Finally, Olivier Lemaire was able to put forward the idea of an Observatory of City – Port mutations in Latin America with headquarters in Guayaquil. Structurally connected with AIVP, the role of this new observatory would be to identify better the regional City-Ports projects and issues and to develop a programme of regional actions. First contacts have been established with the local authorities who manifested a lively interest. Meetings with ESPOL (Escuela Superior Politecnica del Litoral), whose competencies could be usefully employed in the context of this new project of AIVP, were able to be organised on the occasion of this mission to Ecuador.

Fernando Revuelta has passed away



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It is with much sorrow that we learned the premature death on Monday 21 September, of our friend Fernando Revuelta Belandia, Director for Development and Institutional Relations at the Port of Bilbao. Fernando had represented the Port of Bilbao in the AIVP network since the foundation of our Association in 1988. He was one of the most active founding members and was one of our Vice Chairmen. A man of great culture, passionate about the history of port cities, Fernando took part in all the stages in the development of AIVP and participated in all the international conferences and other great events concerning port cities. We knew that we could always count on his faithful and friendly support for our work. The port cities have lost one of their most ardent supporters and the AIVP team have lost a friend. To his family, his friends and colleagues we address our most sincere condolences.



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More information:

<http://urbact.eu/en/projects/port-cities/ctur/homepage/>

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CTUR European network in Trieste

On 28 et 29 September last, the partners in the CTUR group met in the port city of Trieste (Italy) for two days of presentations on the impact of cruises and their socio-economic spin offs on the urban-port tissue. It must be remembered that AIVP are associated to this project as thematic experts. In this capacity, Greta Marini, AIVP project manager, presented a synthesis of the work of AIVP on the topic of «The environmental challenges for port cities». The local stakeholders – city and port – are concerned in setting up a common and sustainable development strategy. They underlined that the accesses and infrastructures, but also the commercial offer and the quality of the urban tissue should respond to the expectations of the population as much as to those of the cruise passengers and private operators. The new Port Masterplan, adopted by the Port Authority and all the local and regional government bodies in May 2009, testifies to this new desire to collaborate in order to really shake up Trieste from its phase of torpor and economic recession.

Dockinfos

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EDITORIAL

Inauguration

In a few weeks' time, AIVP will officially inaugurate their new headquarters. These new premises are in an exceptional site at the city – port interface of Le Havre, the historic birthplace of AIVP, in a district being completely transformed and which is undergoing a quality urban development and an ambitious cultural and commercial renewal. The people of Le Havre have made no mistake in strongly adopting this district which associates quality of living with industrial port heritage. The future is being built here with the memories of the port and even better, with «views over the port» !

These spacious premises, in the middle of a collection of magnificently transformed 19th century warehouses, will henceforth enable us to receive visitors and trainees in much better conditions. We are fully intending to make them into a welcoming place where we shall be extremely happy to be able to receive you and I express herewith my profound gratitude to our financial partners who, through their contributions, have made this acquisition possible : the City of Le Havre, the Grand Port Maritime du Havre, the Chamber of Commerce and Industry of Le Havre and the Département of the Seine Maritime.

It is up to us now to make this new centre for the port cities of the world come to life by developing projects enabling you to better respond to the numerous challenges which await you on the road to success !

Olivier Lemaire
General Manager

Editorial director **Olivier Lemaire**

FOCUS

Alternative Transport

On the scale of a city and its outer territory, public transport by water can constitute a real alternative to road and to more conventional means of transport. An estuary territory, a natural bay, a waterway system, but also a particular maritime coastal area can receive interregional ferry systems or link islands with the mainland but also water-buses, water-taxis, or simple shuttles for transfers from one bank to the other. Port cities such as Venice, Istanbul or Sydney, have for a very long time privileged water for the carriage of persons and goods. Here, obviously, geography has induced this mode of urban transport. Driven by various motivations based as much on the congestion of road networks as by the search for more sustainable development, other maritime or riverside cities have also for several years been convinced of the overall added value that such services can provide.

Hence, Toulon situated on the Mediterranean coast of France, have since 1981 set up their first intra-urban lines by sea. The «Mistral Network», the network of Buses and Boats of the Communauté d'Agglomération of Toulon Provence Méditerranée is today the most developed bus-boat service in France. With its 5 km radius bay, Toulon offers 3 ferry lines linking the city centre to neighbouring localities. Studies have shown that the trip by boat was the fastest and without the constraints of traffic or road congestion. Today over 1.4 million passengers utilise the sea connections for their movements, with over 5500 trips a day in the summer season. Water transport enables the port city to be approached differently. One's view uncovers sights that are usually hidden by too cumbersome port infrastructures or a too ambitious urban waterfront. One of the great successes of port cities such as Hamburg or Rotterdam is certainly their proximity with their ports where ferries, tourist boats and huge container vessels are intimately mixed.

The success of this mode of transport relies much on the solutions meeting the expectations of passengers in matters of better quality of services both on land and by water: accessibility of the landing stages, service regularity, comfort of the boats, possibility of benefiting from the view from outside the built-up city, but also services for persons with reduced mobility, possibility of travelling with a bicycle and, more and more, the reduction of pollution (noise and combustion gases) during the mooring stops.



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In 2001, the Naples Region set up a rapid connection system of public transport by water called the «Sea Metro» with high-speed boats. The objective is to develop a fast network with several close distance stops able to respond firstly to the demands of tourists wishing to visit the islands and the Amalfi coast, but also to daily travel more and more subjected to the catastrophic traffic conditions in the outer Naples area. Finally, mention must be rapidly made of the examples of London and Liverpool, maritime cities par excellence. The success of their waterfronts lies also in the integration of efficient and reactive waterway transport systems (the Thames in London and the Mersey River in Liverpool). More and more, developers and urban planners are associating water transport in their overall thinking, so as to present development schemes for the waterfronts and coherent and sustainable urban transport plans. Waterbuses and urban ferry services definitely have the wind in their sails !!

Sources : AIVP database and the article «Development of Transbay Transport (bays, channels, rivers): state of art, success key factors, passenger shuttles (current conception and evolution)» /Olivier Crouzier, 2009 CODATU Conference.

News

Amsterdam: fund for innovation

On 30 September 2009, the City Council of Amsterdam approved the creation of a Fund for innovation and sustainable development. It will be managed by the Port. Each year, €2 million (ceilinged at €200 000 per project) will be able to be awarded to enterprises proposing innovatory projects. This approach is integrated with the Port Vision 2008-2020 Smart Port plan which notably aims to make Amsterdam the top European port in matters of sustainability.

Financial crisis

The 10th Turkish Transportation Forum which was held in Istanbul from 27 September to 1st October 2009, provided the occasion to discuss the impact of the financial crisis on the ports. The communication of Thanos Pallis, member of the research group REPEP, enabled a report on the situation to be drawn up and questions to be raised about the future. Issues connected with port cooperation, with European development axes, with environmental integration, and with investment policies were notably brought.

India: containers

According to the latest study by Frost and Sullivan, the two figure growth of containers over the 2007-2008 period (+23%) should continue and traffic could go from 9.1 million containers in 2008 to 21 million in 2014. Nevertheless, the Indian port infrastructures still do not correspond to international standards and the country lacks a hub. The modernisation plan for the Indian ports therefore needs to be accelerated, a plan which widely demands recourse to private public partnerships. In fact, it is the whole logistics chain which has to be developed, notably for the rail component.

L.A.: Waterfront

The Port of Los Angeles have approved the waterfront project for San Pedro. \$ 1.2 billion will be invested, notably for the construction of a new cruise terminal in the outer harbour within 10 years. 5000 permanent jobs should be created as a result. The waterfront project is the result of ten years' thinking with 8 years dedicated to analysis procedures and public enquiries.



© Port of Los Angeles

Inland ports

The European Federation of Inland Ports (EFIP) have expressed their position on the European Commission's communication on the future of transport. Making 15 points, EFIP show that intermodality is a key to a sustainable and efficient transport system. The development of the inherent infrastructures should be at the centre of the next TEN-T directive. EFIP also point out the importance of synergies between port authorities and local governments in the drawing up of urban development strategies.

Climatic change: OMI

The International Maritime Day initiated by the International Maritime Organisation (IMO) was celebrated on 24 September 2009 on questions linked to climatic change. On this occasion, Efthimios Mitropoulos, General Secretary of IMO, expressed a strong position and incited the leaders of the countries represented to reach agreement, notably regarding the reduction of greenhouse gasses. He underlined the important contribution that transport and the maritime industries could provide in this respect.

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Oran: port is extending

Oran, the second Algerian port, are continuing their development programme. A first phase necessitated freeing spaces previously occupied by housing or various activities connected with the port. At the same time as this redeployment, the extension of the port was launched. With an investment of US\$431 million, Oran should become the top port in the country by 2017 and be able to receive vessels of the latest generation.

Floating parks

The architect Richard Garber has just proposed, with one of his students, the implementation of a network of floating docks at the ends of the existing piers in New York. These docks would enable, at the same time, to obtain new green areas and to re-utilise water energy to supply electricity to the city. They would also be the means to provide inhabitants will a new access to the river over many kilometres. A project which will be closely followed by numerous port cities.



Gijón: exhibition

The El Musel, Historia de un Puerto exhibition was created by the Port Authority of Gijón (Spain) in 2005. In its first version it received over 52 000 visitors. The Port thus assembled an itinerant version of it which, after having been displayed in several places including Brussels, is now presented at the Tineo Cultural Centre from 6 to 31 October 2009. The exhibition retraces the various phases of industrialisation and expansion of the port since the since the 19th Century.



© Puerto de Gijón

Le Havre: rehabilitated docks

The commercial centre of the Docks Vauban in Le Havre was inaugurated on 14 October 2009. These former 19th century port warehouses, gradually abandoned during the Eighties, have been rehabilitated by the architects Reichen and Robert. The work, which took 18 months, will have cost €115 million. Sixty or so shops and restaurants now occupy the 60 000m² of these former warehouses.



© Leville, ville du Havre

Saint-Nazaire, a new sense to the city



THE SUBMARINE BASE AND THE "CITY-PORT PROJECT" AREA

With the Second World War Saint-Nazaire became a naval port and housed an imposing submarine base. 85% of the city was destroyed but the half million m³ of reinforced concrete of the enormous submarine base and the 4 hectares it covers remained in the centre of the city, cutting it off from its port and leaving a tenacious trace of this trauma. The reconstruction plan adopted the situation creating a green separation from the North to the South between city and port and re-orientating the new city towards the West and the hinterland; the major axis city centre/port which had up to then guided the development of the city was pivoted by 90° as if turning its back on a traumatising recent past, but at the same time to a more profound identity.

In 1983 the new municipal team set the revitalisation of the city centre and the city-port relationship at the centre of a strategy which asserted this ambition «to give a sense to the city». The restructuring of the city centre would be backed by the construction of the «Paquebot» («Liner») that would enable the commercial offer to be made denser. Reconstructed from its centre, the city could only find all its sense by reconnecting it to its port. This initial conviction of the municipal team was declined in three sets of actions: economic, cultural and urban.

A decade of coordinated public interventions would create the conditions to change scale and to go towards a much wider strategy. In 1995 a competition on urban strategy was launched which signed the birth of the «City-Port Project». This competition was won by Manuel de Sola Moralès. The submarine base would constitute a major element of this. Its integration with the landscape would be dealt with by piercing the façade and by the installation of a gently sloped ramp which, in 1999, gave access to the roof. But this huge solid box building

with its heavy past had also to be reinstated in the minds of the population. The card of tourist attractiveness would be played, based on a very strong image in the Saint-Nazaire history; that of the transatlantic lines. Installed in two cells of the submarine base and inaugurated in April 2000, the «Paquebot - Escal'Atlantique», has since enabled a large public to relive the legend of the liners. Today a complete tourist offer is proposed by Escal'Atlantique: the legend of the liners, but also the submarine «Espadon», the shipyards of Aker Yards, the Airbus factory and the Port of Nantes-Saint-Nazaire.

In 2002 a second stage in the «City-Port 2 Project» would come to complement this already well engaged mutation. Opposite Cinéville, a 9 screen cinema complex opened in 2001, another cell of the base, N°14, was also restructured. In this atypical space, the Life has since the spring of 2007 opened its 2000 seat capacity to an international artistic programming covering all

disciplines. In the Cell N°13 has been implemented the VIP, a concert hall and rehearsal studios dedicated to present-day music. Close to the base, works on the former transatlantic passenger terminal are starting this autumn 2009. By end 2011, the project will have transformed the 1865 transatlantic terminal into a 900 seat theatre.

In May 2008, the Ruban Bleu - Blue Ribbon - was inaugurated. In front of the submarine base and junction point between the sector of the Base and that of the city centre, its 18 000m² of shops enhance the commercial offer with the aim of making the city still more attractive for a widened catchment area of 250 000 inhabitants. This project is completed by a programme of 98 housing units 20% of which are social housing. The city-port sector right at the start had been identified as an opportunity to introduce a housing policy. Various operations have been executed. In 2009 a new operation has been delivered on the island of Petit Maroc, an emblematic site of the original Saint-Nazaire which benefits from an exceptional situation between port, estuary and the sea.

Carried forward by a political will, the City-Port project of Saint-Nazaire has been guided by an overall development policy coordinated by a body specifically created for this, the so called Agence pour le Développement Durable de la Région Saint-Nazairienne. Adapting themselves to the sometimes heavy constraints of procedures, exercising transversality between the various partners and with creativity, it has patiently woven a tissue of change made up of small and large projects to provide the solution to the initial ambition: to give back a sense to the city. An ambition which was doubtless not possible without a new way of making the city: a new sense of the city.



THE "RUBAN BLEU"