

BUILDING THE CITY PORT OF 2030!



AIVP DAYS
RIGA, LATVIA

6-8 JUNE 2019

CONGRESS REPORT



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AGENDA
2030



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by José M P Sanchez, AIVP, with the collaboration of the moderators

2030, that year is engraved in the global agenda defined by the UN for sustainable development as the timeline to implement the necessary measures to steer society towards peace, prosperity and mostly, a balanced relationship with the planet. This number was also repeated numerous times during the AIVP Days that took place in Riga (Latvia), from the 6th to the 8th of June. More than 150 delegates coming from 30 different countries attended the event. As indicated in the title, AIVP has also taken the year 2030 as the main time reference to implement its Agenda for more sustainable port cities. The first draft of this initiative was originally presented in Quebec in 2018, during the 16th World Conference Cities and Ports. Finally, in Riga, 30 ports, 9 elected officials, 7 companies ratified the **AIVP Agenda 2030**, strengthening their commitment for sustainable port-city relationships. The 10 commitments that form this document are based on the 17 SDGs defined by the UN in 2015, translating them to the port city context to make them more operational and clearer for the relevant actors to act. These 10 goals are:

- 1. Anticipating the consequences of climate change**
- 2. Putting the port city regions at the heart of the energy transition and the circular economy**
- 3. Improving mobility and combating urban congestion**
- 4. Promoting the dialogue between ports and cities to consolidate research on economic and environmental performance with the well-being of residents**
- 5. Investing in the human capital of port cities**
- 6. Enhancing port cities' unique culture and identity**
- 7. Meeting the challenge of sufficient and quality food for all**
- 8. Providing residents with good housing conditions and cultural activities**
- 9. Preserving the health of the inhabitants and improving their living conditions**
- 10. Restoring and protecting terrestrial and aquatic biodiversity**

These 10 goals also set the tone and guided the program of the conference that counted with the presentations of several experts, academics and members of AIVP. The AIVP Days in Riga also set the tone for the work to be developed in the following months. We could see that cooperation it is necessary, not only among port and city stakeholders, but also with companies, and placing the citizens in the centre of the dialogue. At the same time, we could see that several international organizations, such as Medcruise or the World Food Program are active in one or several goals of the AIVP Agenda 2030, offering opportunities for port and city actors to establish cooperation agreements and play a role.

The 17 SDG and the Agenda AIVP 2030: What Road Map for Port Cities? Marko Kamiya

The AIVP days hosted in the House of Science house in Riga's brand-new university campus, also presented the opportunity to strength the collaboration between the AIVP and the UN-Habitat program. In Quebec, AIVP established a first stone to build a long-lasting relationship, with the keynote speech from Gaetan Siew. This time, Mr. Marco Kamiya was the keynote speaker, as coordinator of Urban Economy and Municipal Finance Branch in UN-Habitat. In his presentation we could see that port cities are a crucial context for implementing the sustainable development agenda. He also highlighted that several challenges will have to be addressed, such as the expected increase of ship greenhouse gas emissions, the digital revolution that can help to manage port and cities, but that it is taking place unequally. He underline the importance of including citizens in participation process for port city development. All SDGs are inevitably interconnected and need to be operationalized. In cities, the New Urban Agenda (NUA), presented in 2016 in the Habitat III conference, is the global governance tool to coordinate the efforts of different stakeholders in urban settings. The NUA is based on three main pillars, the legal framework, planning and design of cities and urban economy and municipal finance that must be integrated in the national urban policies. Mr. Kamiya suggested that port cities need as well to coordinate actions at a national scale for more efficient quest of sustainable development.

During his speech, Mr. Kamiya mentioned the important step the AIVP Agenda 2030 is, since it provides a blueprint to implicate global stakeholders in the development of port cities. It becomes then a tool to connect the global fluxes which characterize the maritime world, with the local fixities that represent port cities. The AIVP Agenda positions port cities in the global agenda for sustainable development and sets the foundations for a closer collaboration with global actors, such as the UN. Mr. Kamiya finally suggested that there are several steps to solidify this collaboration, starting with the presentation of the AIVP Agenda in the next World Urban Forum that will take place in February 2020 in Abu Dhabi.

The climate emergency: 100% Paris Agreement port cities

After Mr. Mario Girard reminded us of the evolution of the AIVP Agenda 2030 since it was first presented in Quebec, we continued with the intense program, referring to the 10 goals. The first session concerned goals 1 and 2, **climate change adaptation, energy transition and circular economy**. These topics have gathered much attention since the SDGs were presented in 2016, but mostly since the Paris agreement, the year after. The most recent news point out the impact that shipping has in terms of emissions, making port cities arenas, where different coalition of actors have the opportunity to pressure global corporations to reduce their impact. At the same time, it has been broadly discussed that port cities will be the first to suffer from the consequences of the sea-level rise. With this background image, Prof. Austin Becker emphasised the difficulties humans have to anticipate and plan to address challenges that will have the strongest consequences in the long-term, beyond the time-horizon of the actions and projects that we design today. In the session we could learn from the experiences from the city of Le Port in La Reunion Island and La Rochelle both in France and the port of Barcelona.

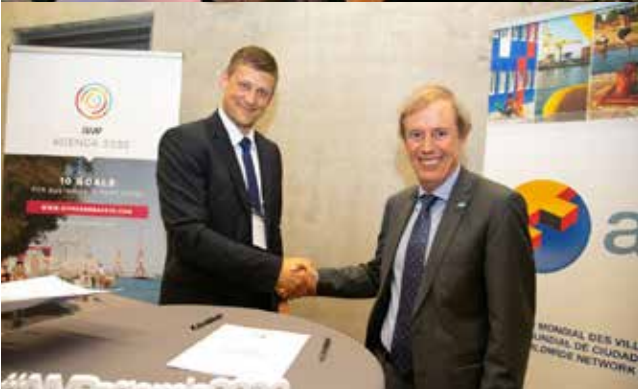


One of the key messages was that concerning the issue of polluting emission, it does not depend on one actor to take action, the port alone cannot end the problem, but it requires the engagement of all companies that have a stake in port activities and a more decisive action by international organization with regulatory powers such as the IMO. At the same time, when we discuss the energy transition it is necessary to discuss the transition in other levels, including the investment, education and human capital, regulative framework and management. As Prof. Becker indicated, the conclusion is that we need to define and explain better key concepts such as sustainability, climate mitigation and adaptation. However, what it is clear is that the climate change challenge is too big to rely on one single actor, demanding a coordinated engagement of the private and public sector and NGOs or civic associations.

Governance: open and co-constructed port cities

The following session, concerning goal 4 - **renewed port city governance** - was moderated by Prof. Carola Hein from the TU Delft, and counted with the interventions of the ports of Douala (Cameroun), San Antonio (Chile), and the Boston Harbour Now, (USA). Prof. Hein began by emphasising that port cities are indeed a different kind of cities, characterized by their resilience embedded in their territory, culture and institutions. Their adaptation capacity makes them excellent cases to lead the transition towards a more sustainable future, but the broader context must also be taken into consideration.

The impact of the port extends beyond the immediate interface, affecting broader territories, where other entities may have planning and decisional powers. Hence, it is necessary to find formal and informal governance mechanisms, operational at different scales beyond the



traditional port city territory and actors' ecosystem, as it happens in Douala. New partnerships between port city actors are crucial for sustainable port-city relationship. Alternative actors, such as NGOs as we saw in Boston, can provide new perspectives, bring new knowledge and establish new bridges with broader audiences, building on the fascination for port activities many citizens still hold. This contributes to the further development of human capital, as we would see in a later session.

Another key element for a renewed port city governance is recognising and disclosing other values of ports that go beyond economic or logistic ones. If the local citizens do not perceive the port as their own and they do not see it as a crucial part of their lives, also in social and cultural terms, then it will be harder to find sustainable long-term development plans. Social media platforms are useful tools to involve all stakeholders and make them feel included in the port discussion. The case of San Antonio has become a good example of how these new technologies can be used successfully with easy and dynamic communication campaigns.

Quality of life: attractive port cities for all

Closing the first day of the conference we had an innovative session to address goals 8 and 9, about **city-port interface and health and quality of life for residents of port cities**. This session was an interview by Dr. José Sánchez, of Mr. Charles Haine, from WSP and Prof. Tom Daamen, from the TU Delft. The challenge in this case is the combination of port activities with urban ones, which is often considered as impossible or not recommendable, for health issues, apparently contradicting the combinations of the goals. The interviewees pointed out that it is indeed possible to combine different programs, and that fulfilling the rules cannot work as an excuse to keep citizens away from ports. We increasingly see more port companies also becoming interested in being present in urban settings, particularly linked to innovative business models such as circular economy forcing a recalibration of the port and city economy with spatial consequences. Fortunately, there are different successful examples, such as San Antonio (Chile), Quebec (Canada) or Marseille (France), where port and city actors found a way to share the waterfront, facilitating a new access to the water for the people. These initiatives emphasize the sense of belonging, ownership and being part of the port environment. However, the question remains about the leadership in these innovative solutions and the reconfiguration of the interface. In this sense, municipalities seem to be increasing the pressure, while operators prefer to remain not engaged in the discussion.

At the same time, port cities are also unfortunately famous for hosting polluting industries that affect the health of the locals, with some concerning figures in terms of associated deaths. The IMO new regulation coming in 2020 will provide a stricter course of action, even though we can question if it will be enough considering the predicted traffic increases. For the speakers, it seems clear that we are behind schedule if want to fulfil the goals set in international accords, such as the Paris Agreement. As Mr Haine and Prof. Daamen indicated, to tackle this situation, research shows that the combination of encouraging positive behaviour and punishing negative ones could provide the best results, even though they have to be more intense and frequent. We concluded that port authority leaders have the possibility of taking direct and coordinated action against companies that may not support green ships to reduce their environmental footprint.

Riga, what Port City ambition for 2030?

We started the second day of the conference by getting to know the local context visiting the port and the waterfront on a boat tour. Afterwards, back in the House of Science, the port authority, the municipality and the university explained how they saw the port-city relationship in Riga. The port is currently transitioning, developing several projects towards 2030, with the goal of remaining competitive, while reducing its environmental footprints. The port authority is revitalizing old port areas, while industrializing new sections of the waterfront and implementing new technologies to become a smart port. These steps are complemented with an active CSR programme and actions to **preserve biodiversity** of the different nature reserves existing in the port territory.

Mr. Princis, from Riga's municipality, explained the importance of the port for the urban identity, since port and city have historically evolved hand in hand since the 13th century. The current challenges for the port-city relationship in Riga ranged from the renewed contact with the water including different kinds of facilities, some which like ferry terminals, related to the port, to mobility and the integration of port heritage in urban plans. From the university we could see how there are several research projects being developed that connect with the port. Among them, the project **Human Capital Agenda in Ports** is particularly relevant focusing on an issue connected to goal 5 of the AIVP Agenda 2030. This project is done in cooperation with a global network of port authorities and research institutions, lead by the Erasmus University of Rotterdam, with the goal of finding common definitions of the key concepts for Human Capital and a route for action for developing the maritime talent as a tool for the port of the future.

Human capital: port cities taking up the challenge of a new social dynamic

Human capital and port culture and identity are goals 5 and 6 of the AIVP Agenda and the topics of the session lead by Mr. Maurice Jansen, from Erasmus University. These topics were discussed by representatives of La Marina de Valencia, the port of Venice and the national port agency of Morocco. As Mr. Jansen indicated there were three main takeaway messages from the session. First, it is crucial to disclose the port culture and present it in an attractive way to connect younger generations, so the "port city" DNA is developed since an early age, also supported by port oriented educational programs. The second key idea is engaging the citizens in port city projects, developed in a human scale, counting with their ideas, while combining innovative and traditional port activities with new public spaces. The identity and sense of belonging must bridge with the development of specific human capital. The third point was that the capital of port cities does not only depend on the financial or industrial capital, but also on other deeper layers that build meaning but are often less visible, such as the social, cultural and human capital. In this sense, we take on the concluding words of the moderator "If you don't consider these deeper foundations on which the industrial capital is built, if you don't do it with the people and their identity in mind, you're basically destructing the port and the city. Then there is no reason to be in the port anymore. Then the port city will not have a future".

Biodiversity: pioneering and responsible port cities

In the following session, Mr. Juris Pūce, Minister of Environmental Protection and Regional Development of Latvia gave a keynote speech about goal 10, **protecting biodiversity**. In his intervention, Mr. Pūce emphasized that the port of Riga territory includes several nature reserve

areas, such as Mīlētibas Island or Kremeri including 75Ha, cohabiting with industrial activities. This is something visible in the European scale since several Natura 2000 sites coexist with maritime activities. Nevertheless, Mr Pūce considered including a goal to protect biodiversity an important step towards sustainable development and the 2030 agenda, for a healthy interaction between nature and industry, with benefits beyond what is immediately visible. At the same time, protecting biodiversity becomes crucial also for its connection with other goals such as flood prevention and climate change adaptation. The Latvian government has also given important steps forward by approving new legislation regulating the use of inland water bodies and coastal areas as well as the national exclusive economic zones. The new plan has the goal of balancing the different activities that take place in these areas and providing a broader long-term vision for its development. This plan is also important to protect the local biodiversity against invasive species, an issue often ignored. In conclusion, the cooperation among all actors in the different governmental levels is crucial to deal with all the associated issues to biodiversity in port cities.

Mobility and logistics: fluid and innovative port cities

The final goals addressed in the AIVP Days were **port city mobility and sufficient quality food for all**, goals 3 and 7 of the AIVP Agenda 2030. Ms. Satu Aatra, from the port of Helsinki (Finland) was in charge of moderating the session, including presentations from the port of Las Palmas (Spain) the city of Antwerp (Belgium) and international organizations such as Med Cruise and the World Food Program. Although apparently food may not seem as an important issue for the relation between ports and cities, in this session we could see how ports may play a relevant role facilitating the distribution of humanitarian aid, providing social value beyond the traditional ones such as economic gains and jobs. The case of Las Palmas demonstrated as well the importance of including other actors in the port-city-territory discussion since they may



provide alternative perspectives that often escape dominant reasoning.

In the presentation of Antwerp, we saw that mobility is increasingly gaining attention in European port cities, for example with EU programs, such as Civitas Portis. This program emphasizes the crossovers that need to exist between port and urban mobility. New technologies provide more diversity in terms of mobility solutions, but also require a complementary soft approach, propitiating a new mindset build on education for the local population. At the same time, cruise remain one of the main challenges for many port cities, for the great passenger fluxes arriving in short time windows. This issue requires dialogue with all the involved stakeholders, particularly the cruise companies, as it happened in Dubrovnik. In this session we could see that the main efforts in the cruise sector are today focused on reducing the greenhouse gas emissions affecting the health of port city citizens. As pointed out by Ms. Aatra, the two goals addressed in this session can be addressed from a global and local perspective, either focusing on flows that take place between countries and continents, such as tourists or food, or from the mobility plans developed for specific cases.

Conclusion

From the discussions and excellent presentations in Riga, we emphasize two recurring key ideas from the sessions: **the need of cooperation between actors and citizen engagement**. In order to efficiently pursue the ten goals of the AIVP Agenda 2030 in the different port cities, port authorities and municipalities must count on the support of the broader port city ecosystem of actors, including local companies and global actors, such as shipping lines and international organizations, like the IMO. The challenges port cities face today, and will have to address in the coming years, require a combined effort, established on formal agreements that set clear targets on all scales. The forthcoming IMO 2020 regulation on sulphur emissions is an important step towards more determined action against climate change. However, the local authorities will have a crucial role, making sure all regulation is implemented and wrong-doing punished.

The second main idea is that **citizens must be considered as an important part of the ecosystem of port city actors**, as stakeholders of full right. The recent demonstrations in many European cities known as “Fridays for future”, also show that new generations are increasingly motivated to tackle global issues such as the energy transition, pollution or climate change, and will not make compromises. The traditionally leading actors, such as municipalities and port authorities, must rapidly adapt to new forms of collaboration and co-construction demanded by the new generations. New technologies open the door to new forms of work, economic models, but also civic participation. Citizen engagement enters a new era, with more tools to inform broader audiences and more demands for information. Port cities will be once again an arena where these social changes will be even more visible, with the opportunity of testing the new role of citizens in sustainable development policies.

The AIVP Days 2019 have become a crucial landmark in the organization's history. In the final session the ratification of the AIVP Agenda 2030 sets the foundation for a new stage of AIVP, in terms of goals, content development and influence in the global discussion for sustainable development. Since it was created in 1988, the organization has evolved from being focused on waterfront redevelopment in port cities, to addressing the main social challenges humanity

faces today, and how they can be addressed in the particular context of port cities. The rest of the 185 members of AIVP that could not be present in Riga will be asked to ratify the Agenda, showing their commitment for sustainable port-city relationships. At the same time, the AIVP Days also imply a commitment for AIVP in terms of the follow up work, and further development of the AIVP Agenda. It is necessary to continue working with experts, even more closely than until now, to find the right tools to properly guide the AIVP members and help them to implement the goals in the projects they may develop. It becomes important as well to continue the collaboration with other global organizations, observe how the goals are implemented and find the best practices that are role models for other port cities. With the continuous work of the team and the network we will hopefully be able to say in 2030 that the effort was worth it and that we made a difference.



Moderators and Speakers

The 17 UN Sustainable Development Goals and the Agenda AIVP 2030: what road map for port cities? [\[Video\]](#)

Marco Kamiya, Coordinator of Urban Economy and Municipal Finance Branch, UN-Habitat, Nairobi, Kenya

Which Next Generation Port City do we want to build? [\[Video\]](#)

Mario Girard, Vice President of AIVP, President of the AIVP World Conference 2018
Round table

The climate emergency: 100% Paris Agreement port cities [\[Video\]](#)

Agenda AIVP 2030, objective No 1: CLIMATE CHANGE ADAPTATION

Agenda AIVP 2030, objective No 2: ENERGY TRANSITION & CIRCULAR ECONOMY

Moderator: Austin Becker, Associate Professor of Coastal Planning Policy and Design, Department of Marine Affairs, University of Rhode Island, USA

with the participation of:

- Olivier Hoarau, Maire de la ville de Le Port, Président du Conseil de Surveillance du Grand Port Maritime de La Réunion, France
- Michel Puyrazat, Président du Directoire, Port Atlantique La Rochelle, France
- Xavier Sabaté Ibarz, Responsable de los proyectos de medio ambiente, Autoridad Portuaria de Barcelona, España

Session Governance: open and co-constructed port cities [\[Video\]](#)

Agenda AIVP 2030, objective No 4: RENEWED GOVERNANCE.

Moderator: Carola Hein, Professor and Head, Chair History of Architecture and Urban Planning, Delft University of Technology, Netherlands

With the participation of:

- Cyrus Ngo'o, Directeur Général, Port Autonome de Douala, Cameroun Experience du Port Autonome de Douala
- Carlos Mondaca, Jefe Asuntos Públicos, Empresa Portuaria San Antonio, Chile San Antonio: Ville portuaire ?
- Jill Valdes Horwood, Director of Policy, The Boston Harbour, Association, USA The Ripple effects of Boston's building boom: Improving the City + Port Dialogue

Quality of life: attractive port cities for all [\[Video\]](#)

Agenda AIVP 2030, objective No 8: PORT CITY INTERFACE.

Agenda AIVP 2030, objective No 9: HEALTH & LIFE QUALITY

Moderator: José Sanchez, AIVP, with the participation of:

- Charles Haine, Technical Director, Maritime at WSP, London, United Kingdom
- Tom Daamen, Associate Professor of Urban Development Management (UDM), TU Delft, The Netherlands

Riga, what Port City ambition for 2030? [\[Video\]](#)

Moderator: Mihails Kameņeckis, Riga City Council, Member of the Board of the Freeport of Riga, Latvia

With the participation of:

- Ansis Zeltins, Chief Executive Officer, Freeport of Riga Authority, Latvia Riga: *what Port City ambition for 2030?*
- Gvido Princis, Director, The Riga City Architect, Latvia Riga, *The People & The Port : A common future since 13th century*
- Baiba Broka, Rector's Deputy in Legal Affairs, University of Latvia and affiliated institutions, Latvia. *University of Latvia: A Credible Partner for Riga Port and City of Riga Facing Future Challenges*

Session: Human capital: port cities taking up the challenge of a new social dynamic [\[Video\]](#)

Agenda AIMP 2030, objective No 5: INVESTING IN HUMAN CAPITAL

Agenda AIMP 2030, objective No 6: PORT CULTURE & IDENTITY.

Moderator: Maurice Jansen, Senior researcher and business developer, Department Urban Port and Transport Economics, Netherlands

With the participation of :

- Nadia Laraki, Directrice Générale, Agence Nationale des Ports du Maroc
- Federica Bosello, Head of Promotion, Communication and Institutional Relations, Port of Venezia, Italy
- Ramón Marrades Sempere, Chief strategy officer, Marina de Valencia, España

Biodiversity: pioneering and responsible port cities [\[Video\]](#)

Agenda AIMP 2030, objective No 10: PROTECTING BIODIVERSITY.

Juris Pūce, Minister of Environmental Protection and Regional Development, Latvia

Session Mobility and logistics: fluid and innovative port cities [\[Video\]](#)

Agenda AIMP 2030, objective No 3: SUSTAINABLE MOBILITY.

Agenda AIMP 2030, objective No 7: QUALITY FOOD FOR ALL

Moderator: Satu Aatra, Planning Manager, Port of Helsinki, Finland

With the participation of:

- Juan Jose Cardona Gonzalez, Presidente, Autoridad Portuaria de Las Palmas, España Making Port Cities key players in the search for sufficient, quality food for all...
- Desirée Rodríguez Torres, Responsable Financiera Base Logística Las Palmas, Programa Mundial de Alimentos, España
- Steven Windey, Mobility Consultant, City of Antwerp, Belgium, City and Port of Antwerp: Civitas Portis
- Jordi Caballé, Secretary General, Medcruise, Barcelona, Spain

