

CONFERENCE

AIVP Lisbon 2024

November 27, 28 & 29th



CONFERENCE

World Conference Cities & Ports by AIVP

9:00-10:30	Roundtable-Docks and citizens ●
10:30-10:45	Deep Dive- Agenda 2030 collaboration ●
10:45-11:00	Keynote National Perspective ●
11:00-11:30	Coffee break
11:30-12:00	Keynote Ports & Society ●
12:00-13:00	Port City Debate Rapporteurs' feedback ●
13:00- 13:30	Official Closing ●
13:30- 14:30	Lunch
14:30-17:30	Discovering the Port of Lisbon ●

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Flavia NICO VASCONCELOS
General Coordinator of
Delegations
National Secretariat of Ports -
Ministry of Ports and Airports



Carl LABERGE
President
Port of Saguenay

Roundtable-Docks and citizens



Trent MOROSIN
Group Executive of Infrastructure,
Assets, and Development
Port Authority of New South
Wales



Sergio PRETE
President
Port System Authority of the
Ionian Sea - Port of Taranto



Luc ATROKPO
Mayor
City of Cotonou

CONFERENCE



world conference cities & ports

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27-29th November 2024, Lisbon, Portugal

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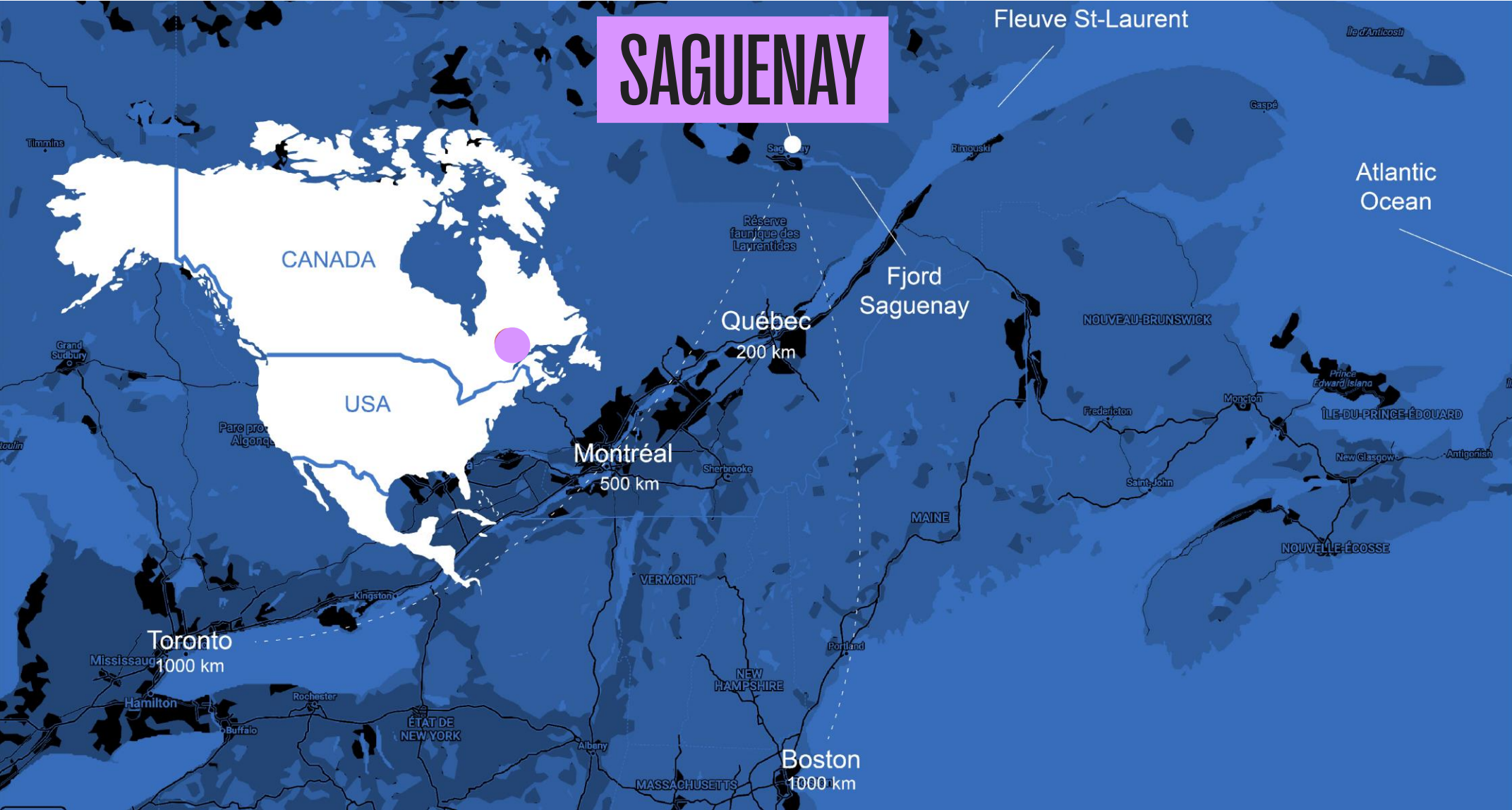
World Conference Cities & Ports by AIVP

Guiding industrial development

A proactive, community-based approach in Saguenay, Canada

Carl LABERGE
President
Port of Saguenay

SAGUENAY



From a greenfield to a worldclass industrial-port hub



Berkshire Hathaway drops out of Énergie Saguenay investment, citing 'current political context'

LES PERREAUX >

EMMA GRANÉY > ENERGY REPORTER

Montreal

Quebec nixes LNG plant that would have carried Western Canadian natural gas to markets overseas

Premier François Legault had initially supported the project, but it was met with widespread opposition



Jonathan Montpetit · CBC News · Posted: Jul 21, 2021 3:09 PM EDT | Last Updated: July 21, 2021



Business / Local Business

Saguenay LNG project financing in doubt as Buffett pulls out

A \$9-billion liquefied natural gas project in northern Quebec is looking for a new lead investor after Berkshire Hathaway pulled out.

Frédéric Tomesco

Published Mar 05, 2020 · 3 minute read

Join the conversation



The necessity of co-creating a *Reference Guide for harmonious coexistence and sustainable development*

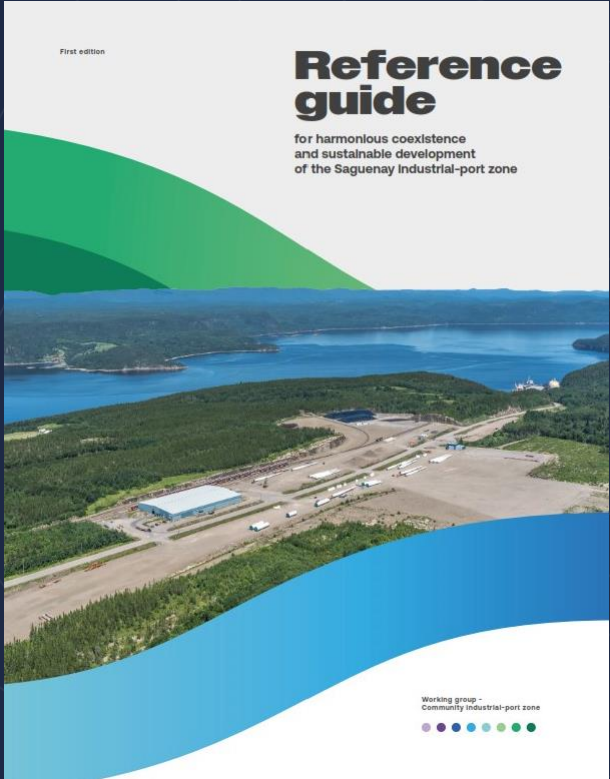
A certainty
We will build industrial asset on the site



How do we build this together, as a community?



Taking into account the expectations and concerns of the community



Involvement of the Community

First Nations

Tourism

Socioeconomic

Recreational users

Environmental Groups

Regional municipalities



A roadmap for successful implementation of projects

LANDSCAPE PROTECTION

A recognized heritage landscape

The Saguenay Fjord is one of the longest fjords in the world, stretching some 105 kilometers, and one of the few, if not the only, inhabited along its entire length. The beauty of the landscape makes it a prime destination for tourists and a major attraction for the region's recreational tourism industry. Throughout its history as a major industrial region, the area has, on the whole, managed to develop while respecting its unique characteristics and cachet. Residents and tourist attractions can also be found on the North Shore, opposite the Port of Saguenay and its industrial-port zone.

Why is it important?

- The region boasts a dynamic tourism industry, with the Saguenay Fjord as one of its star attractions. The region's outdoor assets have also been highlighted by recognition as a "niche of excellence" in adventure tourism and ecotourism.
- Parc Aventures Cap Jaseux is a world-class company for whom the fjord landscape is a precious natural asset. Located on the north shore of the Saguenay River across from Port of Saguenay marine terminal, a wide range of outdoor and ecotourism activities.
- Local residents and cottagers enjoy activities such as fishing, kayaking and other water-based activities where the landscape plays a key role in the overall experience.
- In the Saguenay-Lac-Saint-Jean region, as in many others, harmonious integration into the landscape and the surrounding environment, including the notion of integration into the light landscape, is highly valued by citizens and stakeholders alike.

Challenges faced by project initiators

01. In Quebec, the landscape is not protected by a specific legal framework.
02. The notion of landscape beauty and preservation remains generally subjective and emotional.
03. In the past, potential impacts on the landscape of certain projects have raised questions in the community.

-First Nations involvement

-Highlight of the main concerns, potential solutions and main contacts:

- Maritime transport
- Climate action
- Landscape protection
- Coexistence of use
- Community consultations and involvement
- Economic spinoffs
- Circular economy
- Road and rail transport and sustainable mobility

Suggestions of interest according to project scope

01. Consider the impact of industrial activities on existing tourist activities by consulting stakeholders and interested parties upstream of the project development process.
02. Consider upstream the integration of planned infrastructures into the landscape, in particular visually and in terms of light, for example by decompacting, shaping, levelling, embedding topsoil and planting native species.
03. Optimize lighting to reduce impact and protect the night sky.
04. Draw up a closure plan incorporating landscape rehabilitation.

Solution partners

Agrinova

Chaire de tourisme Transat

Fjord du Saguenay RCM

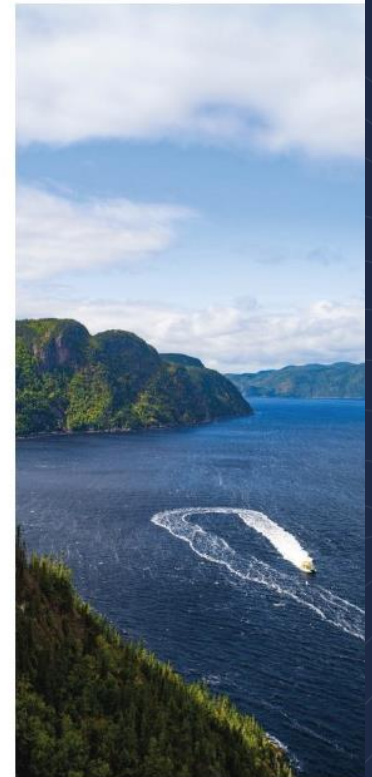
Key partners on Day 1

Tourisme Saguenay-Lac-Saint-Jean

Fjord-du-Saguenay RCM

Parc Aventures Cap Jaseux

Landscape protection ●



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Engaging the community

Port Authority of New South Wales
AUSTRALIA

Port Authority of NSW

In an environment where 99% of all NSW trade arrives or leaves by sea, Port Authority stands as a linchpin of the NSW economy

Port Authority manages the navigation, security and operational safety needs of commercial shipping within the state of New South Wales, Australia.

Our port communities are more similar than they are different in that they:

1. Hold a strong belief in sustainability and preservation; and
2. Strive for growth in a respectful and considerate way

Port Authority **aligns our projects to our port communities** by providing improved amenities, local infrastructure, jobs and increased revenue for local businesses. However, we also acknowledge that **port activities may impact some communities** with increase in noise, traffic, land & water pollution.

NEW SOUTH WALES

6
PORTS

PORT OF
YAMBA

NEWCASTLE HARBOUR

SYDNEY HARBOUR

PORT BOTANY

PORT KEMBLA

PORT OF EDEN

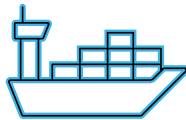
Sydney Harbour – Bays Port

Sydney Harbour is a working port famed for its sparkling waters, iconic sights, spectacular events and hundreds of kilometres of shoreline

Bays Port (Glebe Island and White Bay) provides the last remaining deep-water land interface berths for shipping in Sydney Harbour:

Glebe Island

Dry bulk materials shipping



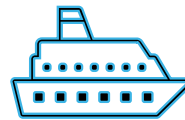
400 trade vessel visits each year



336,000 tonnes of cement
405,000 tonnes of gypsum
167,000 tonnes of sugar
60,000 tonnes of salt

White Bay

Cruise



100 cruise ship visits with **130,000+** passengers each year

Community Engagement

The Bays Port Community Liaison Group (CLG) meets quarterly and were instrumental in the development of the Bays Port Plan and are strong advocates of implementing Shore Power to achieve a more sustainable Port.

Key insights from the community:

- Supportive of maintaining the Bays area as a working port
- Passionate about sustainability and active movement corridors through the Port
- Desire to preserve and improve social infrastructure
- Supportive of measures to reduce noise and pollution near the port



Sydney Harbour – Bays Port

The Bays Port Plan facilitates the **growth and optimisation of port uses**, aligned with the urban renewal ambitions for the wider precinct

Bays Port Plan was developed in collaboration with:

Government stakeholders

Port operators and tenants

CLG members, local residents and First Nations community

Community and stakeholder input was crucial to shaping the direction of the Bays Port Plan in the form of:

public information sessions

co-design workshops

online surveys

a public information dashboard



Glebe Island and White Bay, Sydney Harbour



Sydney Harbour – Bays Port

Community Engagement Sessions were held to gain input from the community to inform development of the Plan around opportunities for public use, access and community benefit

Key Outcomes:

- **\$48.9B value to the economy** over the next 30 years
- **21,000+ Jobs** over the next 30 years
- **8 ha** of land for new blue economy uses
- **4 dedicated bulk import berths**
- **6.8 ha** of new public open space
- **1.7km** public foreshore access
- **1.1km** of active movement corridors
- **4 new and improved public access points**



Bays Port Plan whiteboarding session



Sydney Harbour – Bays Port Plan

Integration – Bays Port Plan provides compatible land uses to integrate and support Precinct wide urban renewal



Sydney Harbour – Shore Power

Project Overview

By 2026, **shore power infrastructure will be operational at White Bay Cruise Terminal** with potential expansion at a later stage within the Bays Port area.

This is a big step towards building a 'green' port and aligns with **growing global demands for a more sustainable port community**, by:

- Reducing CO2 emissions in the White Bay precinct by over **4,000 tonnes per annum** – equivalent to taking 1,100 cars off Sydney's roads or planting 20,000 trees each year
- **Reducing potential odours, air and noise pollution** by enabling ships to reduce reliance on their engines while at berth

Stakeholder Engagement

The shore power project was supported by *an historic agreement between Port Authority and key customers in the precinct.*

The project has been received positively by the community, directly addressing concerns regarding sustainability and pollution.

Port Authority is determined to continue building **community trust and confidence** in our ability to operate a sustainable 'green' port.

In addition, a considerable budget has also been included for the visual amenity of the supporting land infrastructure for the connection to shore power.



Location of Shore Power project site at White Bay Cruise Terminal



Port of Eden

The southernmost deep-water harbour in NSW, Port of Eden has fast become a popular cruise destination as a tourism gateway to the stunning Sapphire Coast

The Port of Eden facilitates the South Coast's key industries: fishing, forestry and tourism.

- One of the largest fishing fleets in NSW
- **30+** commercial vessel visits per annum
- **40+** cruise ship visits per annum (**100,000+** visitors)

Community Engagement

The **Eden Cruise Wharf Community Consultative Committee (CCC)** meets quarterly to discuss port-related matters with the local community.

As the demand for tourism increased, Port Authority kicked off community consultation to allow for larger cruise ships and other vessels to use the facility.

With a population of only 3,300 people, there was also concerns of losing the close community aspect of the town.

The projects were a massive success, with Local Council, Local Tourism Group, and Port Authority jointly funding a Cruise Manager to improve amenities for visitors.



Port of Eden



Port of Eden – Cruise Wharf Modification

The modification allowed an increase to cruise visitation and support for regional communities, forecast to drive **\$48.4 million in regional economic growth** to Eden

Prior Operational Conditions

- Visitation by up to **60 cruise vessels** per annum permitted to remain at berth between **7am and 10pm**
- A **maximum cruise vessel length of 325m** and capacity of approximately 3,000 persons
- Unlimited visitation of non-cruise vessels **<100m length** permitted to remain at berth 24/7 and undertake wharf operations between **7am and 10pm**



Updated Conditions

- **Uncapped cruise vessel visitation** with vessels permitted to remain at berth 24/7 and undertake operational activities between 7am and 10pm.
- Maximum cruise vessel size/capacity **equivalent to the Royal Caribbean Oasis Class vessel** (length 370m, capacity 6,780 passengers plus crew)
- Non-cruise vessels **up to 370m** permitted to use the berth
- Development of an **additional mooring dolphin and passenger access walkway**



Cruise Ship at Port of Eden



Port of Eden – Eden Welcome Centre

The Eden Welcome Centre showcases the region's attractions, **promotes local businesses and offers local arts, crafts and produce** to tens of thousands of tourists each year



Awards

- Blakett Prize by the NSW Australian Institute of Architects
- Highly Commended in the Port/Terminal of the Year category at the DCN Australian Shipping & Maritime Industry Awards
- Commendation for the Sustainable Architecture category at the 2022 NSW Tourism Awards
- Winner of the Excellence in the Use of Timber products (Recycled Timber) award at the 2022 Timber Design Awards



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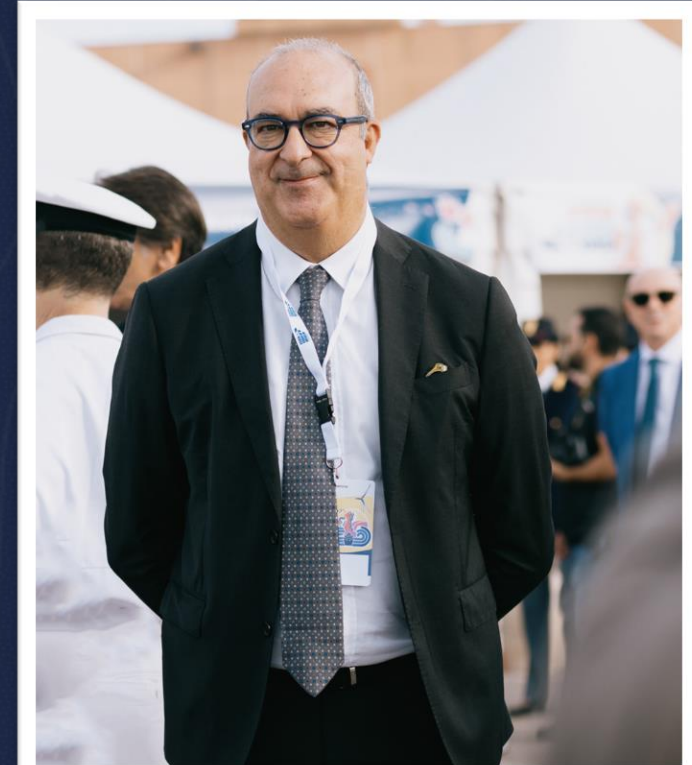
Luc ATROKPO
Mayor
City of Cotonou

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Sergio Prete

PRESIDENT OF THE PORT NETWORK AUTHORITY OF
THE IONIAN SEA – **PORT OF TARANTO**

Lisbon, 29 November 2024



Port Network Authority
of the Ionian Sea

Port of Taranto

Taranto port-city: from past to future 1/2

- Taranto is one of the 6 provinces of Puglia (the heel of the Italian boot). With a population of about 200,000 citizens, it is largely a modern, **industrial port-city** that is now rapidly increasing its positioning also as emerging **cruise destination** and fruitful **hub for cross-cultural industries** and labs. The city also serves as the main Italian naval base (Navy) and the military port has made the city a central figure in the Italian history.
- The evolution of the socio-economic system has traced the city's development trajectory: looking **back to the 60s**, the economy of Taranto was traditionally based on **shipping** and **trading** and **agriculture** (notably grapes, olives, vegetables). **Fishing** has always been a fairly consistent factor in the economy, together with related activities (fish processing).
- From 1960 onwards, these main assets rapidly expanded with the **construction of a vast steelmaking plant** (the former "Italsider" and "ILVA", now "Acciaierie d'Italia", one of the largest plant in Europe, **the first one in Italy**), flanked by satellite industries such as chemicals, cement and mechanical engineering ones.
- The presence of the steel factory – a big player of the Port of Taranto - has marked the identity and architectural landscape of the city over the last decades thus forging the satellite activities growing around the port and the city with a strong expertise related to the steel industry. **The industrial framework has overwhelmingly influenced the perception of the city's image and socio-cultural approach** both locally and globally.



Taranto port-city: from past to future 2/2

- Further to the **crisis of the steel industry** and the consequent **instability of the Taranto steel plant (2012)**, both local, regional and national Administrations started to reshape their policies in order to **make action on strategic plans** based on **redesigning and differentiating** both economic and productive activities, having to **provide the city with greener and more sustainable future perspectives**.
- The **Three-Year Operational Plan 2023-2025** of the Port Network Authority of the Ionian Sea has identified six strategic objectives: *business intelligence & digital port operations, sustainability, energy transition & environmental transition, infrastructures & logistics, port and territory, internationalization, governance & accountability*.
- “Port and territory” is a cross-sectoral field covering a constellation of actions focused on the development of a broader **place-ma(r)king and social integration strategy**. The Port Authority is building trust with the community it operates in and other stakeholders in order to build a **Social License to Operate**: we need to first **DO THE RIGHT THING** and then **be seen doing the right thing**. To achieve this goal, the PA pushed on the **diversification of port activities** by focusing on **social and environmental sustainability** as main drivers for change and growth.
- Even in times of general difficulty, as during the spread of Covid-19 in 2020 - the Port Network Authority showed **adaptability and resilience** and worked thoroughly to **generate new opportunities and RE-INVENT TARANTO PORT-CITY**.

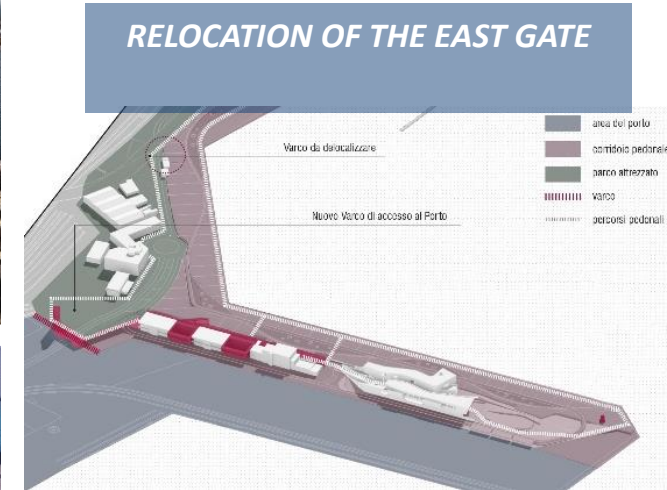
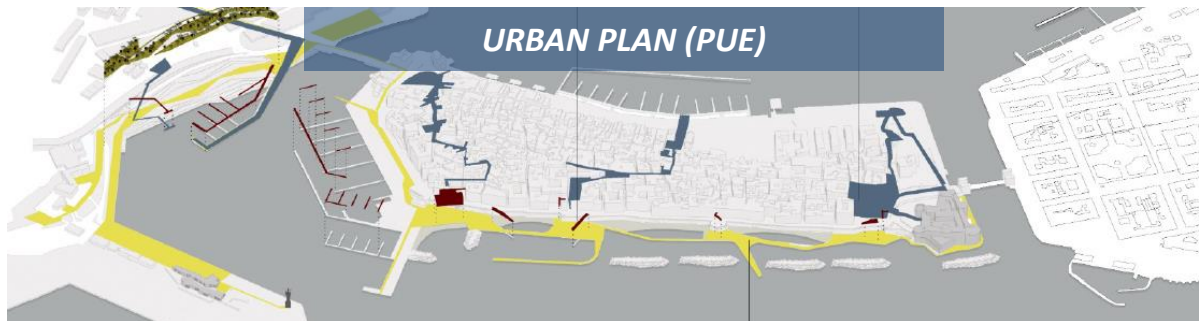
UN Goals	AIVP Goals
	04 – RENEWED GOVERNANCE
	05 – INVESTING IN HUMAN CAPITAL
	06 – PORT CULTURE & IDENTITY
	08 – PORT CITY INTERFACE

In the first months of 2020 the port of Taranto welcomed the Costa Favolosa for its lay-up at the port. **Safety was ensured** to both the ship and the 674 crew members thanks to the **collaboration of the local authorities and port stakeholders and concessionaires**. During the remainder of 2020, the MSC Fantasia and MSC Opera were in lay-up at the port of Taranto, both of them berthing at the Multipurpose Pier. This berthing area ensured **safety for both the local community and the crew on board**. Thanks to the **expertise of port operators and professionals** and the support from institutions – firstly from the local Municipality - the prolonged lay-up call was carried out in total safety.



Docks & Citizens in the Port of Taranto

Shaping the things to come: a new infrastructural tie



The port and its gateway will soon change their image: the port conceived as the natural continuation of the city through public spaces, multipurpose hubs and promenades capable of bringing the city into the port and the port into the city.

Docks & Citizens in the Port of Taranto

Re-connecting spaces, people, institutions

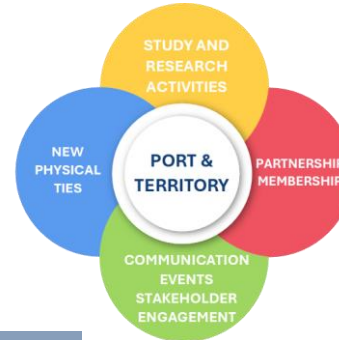
PORT-CITY INSTAWALKS



**PARTNERSHIPS (SCHOOLS,
UNIVERSITIES, LOCAL
MUNICIPALITY &
STAKEHOLDERS)**



CONTESTS



CRUISE PORT CITY RELATIONS



EVENTS & PEOPLE ENGAGEMENT



Docks & Citizens in the Port of Taranto

« OPEN PORT » a unique virtual port center



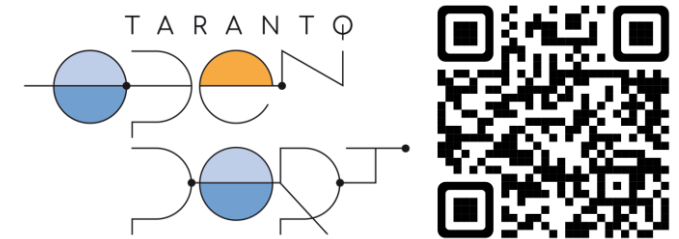
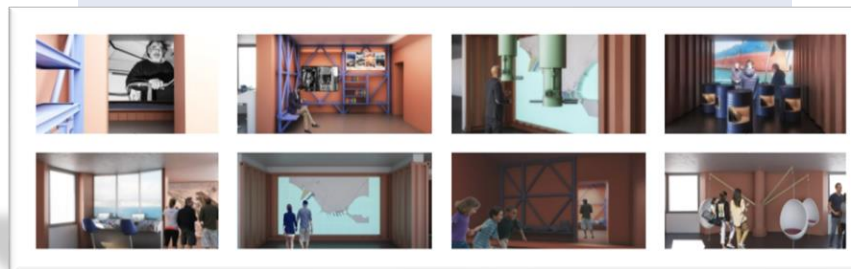
ENGAGEMENT & PARTICIPATION

- We gathered **more than 500 people** - among citizens, port workers, institutions, public and private companies - in and outside the port domain
- Artists, photographers, musicians and other **creative talents** have been involved in the project development.

OPEN PORT IS MORE THAN A PROJECT

- It is an ongoing “construction site” where its virtual dimension makes it a unique case in the worldwide Port Exhibition Center panorama.
- A brand-new approach for Taranto port-city that makes community engagement the baseline for building a new port identity and sense of belonging.

FUTURE TARGETS: FROM VIRTUAL TO REALITY



RE-THINK THE IMAGE OF THE PORT-CITY

- We launched a marketing campaign aimed at involving public and private actors – including the Ionian port cluster - in order to become **port-city ambassadors** and jointly collect the qualified contribution of privileged witnesses of the past history and current events of Taranto and its port.
- The propagation of knowledge and the sharing of documentary and iconographic material, historical references and direct testimonies have made it possible!



 [@openport_taranto](https://www.instagram.com/openport_taranto)

 [@OpenPortTaranto](https://www.facebook.com/OpenPortTaranto)

www.tarantopenport.com

Docks & Citizens in the Port of Taranto

Running full sail for energy and environmental transition

TARANTO APPLIED TO BECOME AN OFFSHORE FLOATING WIND PRODUCTION HUB



SUPPLY OF BIOFUELS



1st OFFSHORE WIND FARM IN THE MEDITERRANEAN



SOLAR ENERGY PRODUCTION PLANTS AT SEA



COLD IRONING



HYDROGEN VALLEY



PRODUCTION OF THE LARGEST BLADE IN THE WORLD BY VESTAS



GROUND-MOUNTED SOLAR ENERGY PRODUCTION SYSTEMS



Docks & Citizens in the Port of Taranto

Sparking innovation to be on the long wave of value creation



AEROSPACE TECHNOLOGICAL DISTRICT

MoU to cooperate on the implementation of UAM/UAS applications (Urban Air Mobility /Unmanned Aerial Systems) supporting the maritime system and a long-term economic development based on the inclusive protection of its natural assets.



EUROPEAN SPACE AGENCY

MoU to improve common areas of research, innovation and technology in maritime ecosystems and services



BALAB – contamination lab

Cooperation with the contamination lab of the University of Bari is a creativity laboratory promoting and supporting the "contamination" of knowledge that impact the entrepreneurship and innovation culture, thus encouraging new learning models in the open innovation perspective.



FAROS



A one-of-a-kind maritime accelerator specialized in the Blue Economy. A leading international program for the most disruptive startups of the Blue economy at an Italian and international level, capable of developing innovative solutions based on the needs of partner



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Le rôle crucial de la communauté locale dans le développement des quais

*Monsieur Luc S. ATROKPO,
Maire de la Commune de Cotonou (République du Bénin)*

Bienvenue à cette présentation sur l'importance de l'engagement de la communauté locale dans le développement des quais. Nous allons explorer comment les ports maritimes, en particulier celui de Cotonou, peuvent s'épanouir en impliquant activement les citoyens.



L'histoire du Port de Cotonou

Les Débuts

Avant 1891, le commerce maritime au Bénin s'effectuait à Grand-Popo et Ouidah avec des transbordements dangereux. Les pertes en vies humaines et d'avaries étaient fréquentes.

L'Émergence du Wharf

En 1891, la construction du wharf à Cotonou a révolutionné le commerce maritime en offrant un quai stable et sécurisé. Cette avancée a rapidement supplanté les ports de Ouidah et Grand-Popo.



Cotonou : un centre névralgique



Aujourd'hui, le port de Cotonou est un pilier économique du Bénin. Il est situé dans la ville de Cotonou, le poumon économique du pays. Il est l'un des principaux ports du Golfe de Guinée et occupe une position stratégique.

❑ Importance Économique

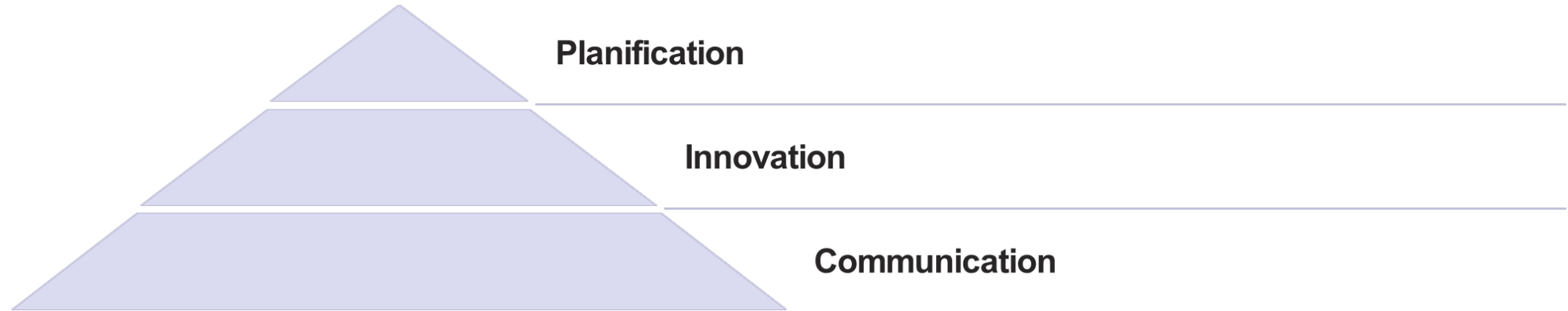
Plus de 80% des échanges extérieurs du Bénin transitent par le port, générant 85% des recettes douanières annuelles.

❑ Diversité Culturelle

Cotonou est une ville cosmopolite où se rencontrent les cultures du Bénin. L'implication de la communauté locale est essentielle pour promouvoir la cohésion sociale.



L'implication des collectivités locales



Les quais jouent un rôle crucial dans la vie des citoyens. La communauté locale doit être impliquée dans **la planification, l'innovation et la communication** concernant le développement des quais.



Avantages de l'engagement communautaire

1. Développement durable

L'engagement communautaire contribue à la préservation de l'environnement et à la promotion de la diversité culturelle.

2. Cohesion sociale

La participation citoyenne renforce le tissu social et favorise un sentiment d'appartenance et de fierté.



3. Amélioration des Quais

- Les initiatives citoyennes permettent de développer des projets concrets pour améliorer la qualité de vie sur le quai.



Des actions concrètes pour l'engagement

Les citoyens locaux peuvent s'engager de différentes manières. Ils peuvent participer à des comités de quartier, organiser des événements communautaires, soutenir des initiatives citoyennes ou proposer des idées.



Lutte contre les changements climatiques

En matière de protection de l'environnement dans le cadre des changements climatiques, les autorités portuaires peuvent initier des projets innovants relativement au verdissement/reboisement/fleurissement des rues pour améliorer la qualité de l'air, l'esthétique visuelle de la ville.

Implication sociale

En informant et en impliquant activement la communauté locale, les autorités portuaires favorisent le développement d'un sentiment d'appartenance et de responsabilité envers les quais et encouragent une collaboration plus étroite pour assurer leur succès à long terme.

Engagement des citoyens

Les citoyens locaux peuvent s'engager de différentes manières, que ce soit en participant à des comités de quartier, en organisant des événements communautaires, en soutenant des initiatives citoyennes ou en proposant des idées pour améliorer la qualité de vie sur le quai. Leur implication permet de créer un environnement favorable à l'échange et à la collaboration, favorisant ainsi le développement d'une communauté soudée et solidaire.

Une collaboration essentielle

Gouvernement Central

Favoriser un cadre législatif qui encourage la collaboration entre les autorités portuaires et la communauté locale.



Gouvernement local

Intégrer les préoccupations portuaires dans les plans stratégiques de la ville de Cotonou, améliorant ainsi les conditions de vie de la communauté portuaire.

Autorités Portuaires

Définir un cadre de collaboration avec les pouvoirs locaux, investir dans les infrastructures sociocommunitaires et privilégier les compétences locales lors des recrutements.

Vers un avenir prometteur

L'engagement de la communauté locale est un élément essentiel pour garantir le succès à long terme des ports. En travaillant ensemble, nous pouvons créer des quais durables, prospères et inclusifs qui bénéficient à tous.

L'engagement des parlementaires et du gouvernement central pour la prise des textes de lois et des décrets qui fixent les conditions de collaboration entre les autorités portuaires et la communauté locale est nécessaire.

L'arrimage des documents de planification stratégique de la mairie avec les orientations stratégiques du gouvernement ceux portuaires est souhaité.



La mise en place d'un cadre de concertation des différents acteurs est une condition nécessaire à l'émergence des initiatives de développement durable partagées et acceptées de tous.

L'éveil d'une nouvelle génération de citoyens qui s'affirment à travers tout ce qui se passe sur leur territoire.



*Je vous
remercie*



World Conference Cities & Ports by AIVP



Sabah ZRARI
Executive Director
IIPC



Flavia VALLIERES-ROLAND
Deputy Mayor
City of Quebec

**Deep Dive - Agenda 2030
collaboration**



Mario GIRARD
Vice-President
AIVP

World Conference Cities & Ports by AIVP

Travailler ensemble pour l'Agenda 2030

La Ville et le Port de Québec, une collaboration réussie



La Baie de Beauport du Port de Québec

Une plage en
ville



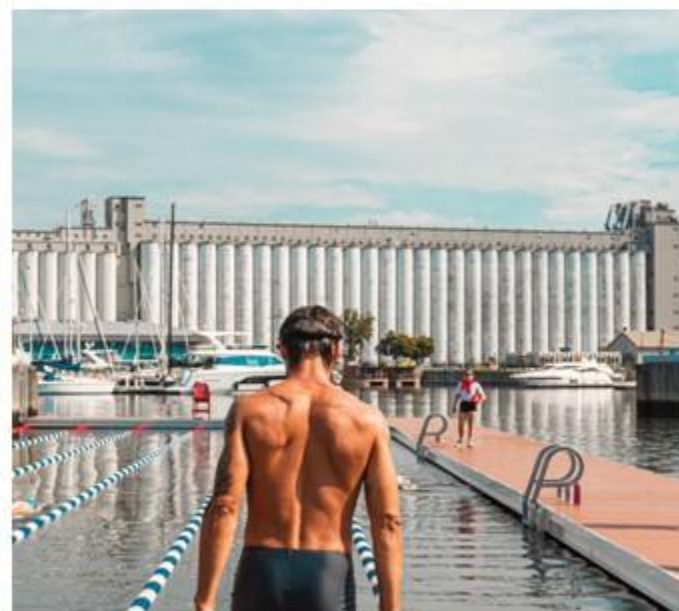
Projet scolaire FLOT

Une classe
en plein air



L'Oasis du Port de Québec

Un plongeon
au cœur du
Vieux-Québec



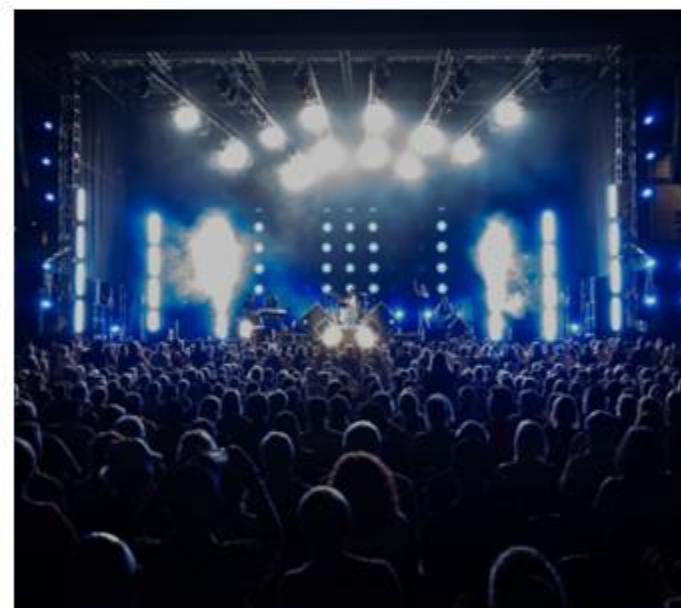
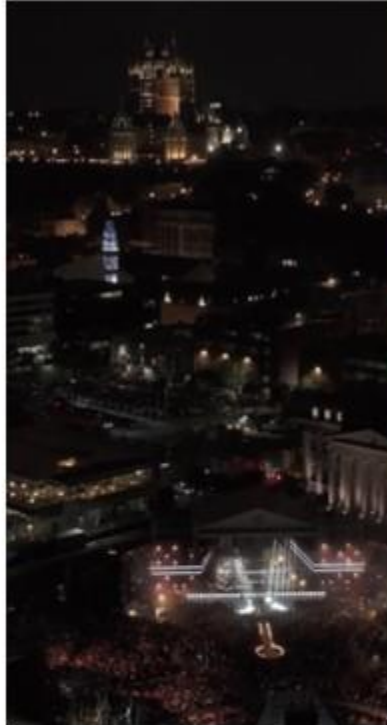
La Cale du Port de Québec

Un lieu familial
aux abords du
fleuve



Agora du Port de Québec

Un espace
culturel
dynamique



Triathlon Québec 2024

Célébrer
l'activité
physique au
cœur du
patrimoine



Silos illuminés

Mettre en
valeur le
patrimoine
industriel



Activité de bon voisinage

Verdir
l'interface
Ville-Port



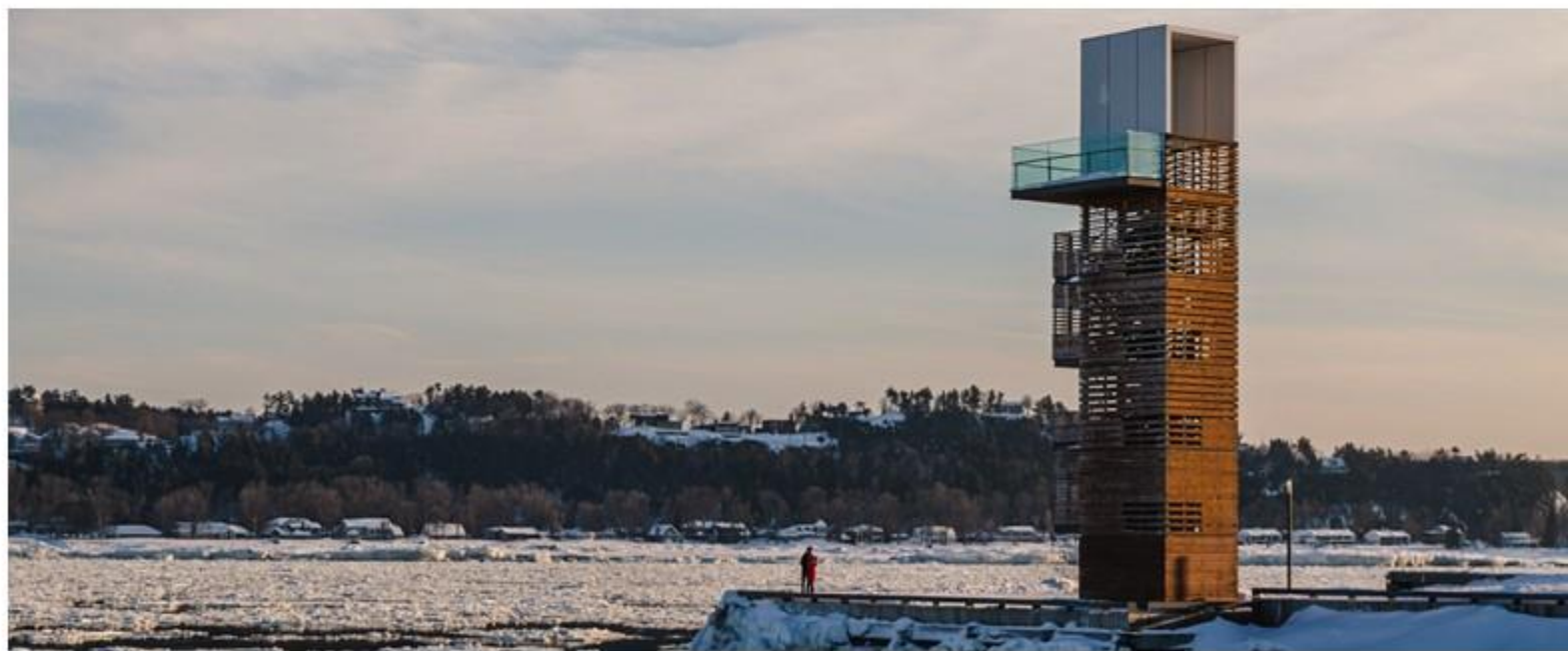
Ateliers de cocréation

L'intelligence
collective au
profit de nos
projets



Promenade Samuel-de- Champlain

Nature, ville,
fleuve : un trio
parfait.



World Conference Cities & Ports by AIVP

**Keynote
National Perspective**



**Isabel MOURA RAMOS
APP**



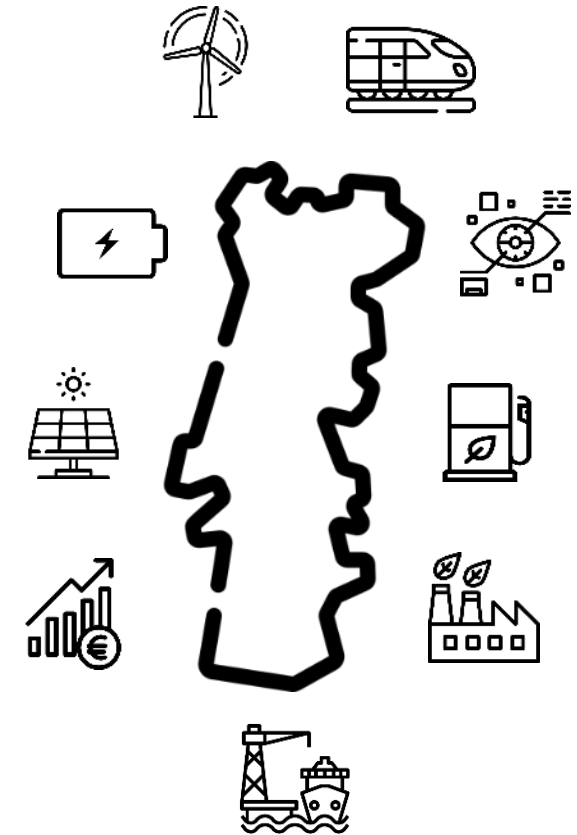
THE PORTUGUESE PORTS

Opportunity Portugal – Blue
Economy 2024



Agenda

- The Portuguese Ports
- Offshore Wind Projects
- Alternative Fuels
- Digitalization
- OPS
- Investments
- Logistics areas, Dry Ports, and Rail Terminals
- Future



The Portuguese Ports



Port of Viana do Castelo



Port of Leixões



Port of Aveiro



Port of Figueira da Foz



Port of Lisboa



Port of Setúbal



Port of Sines



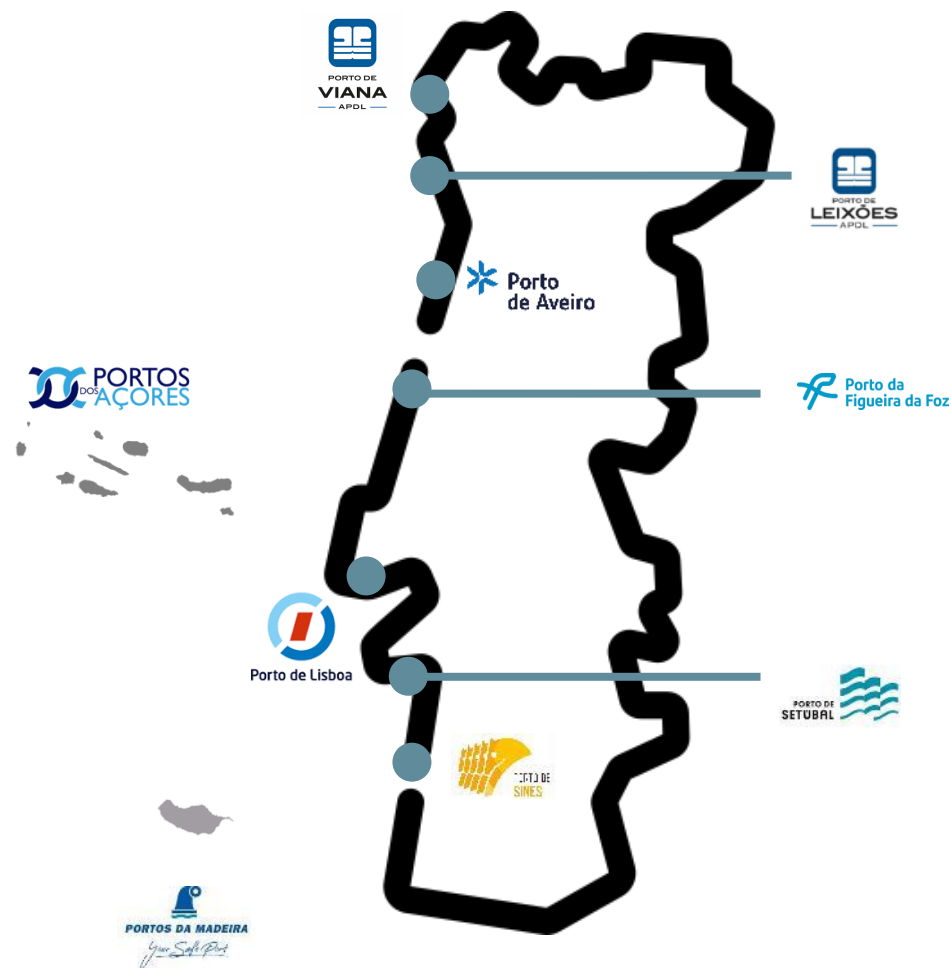
Port of Algarve



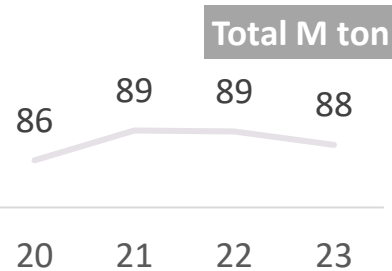
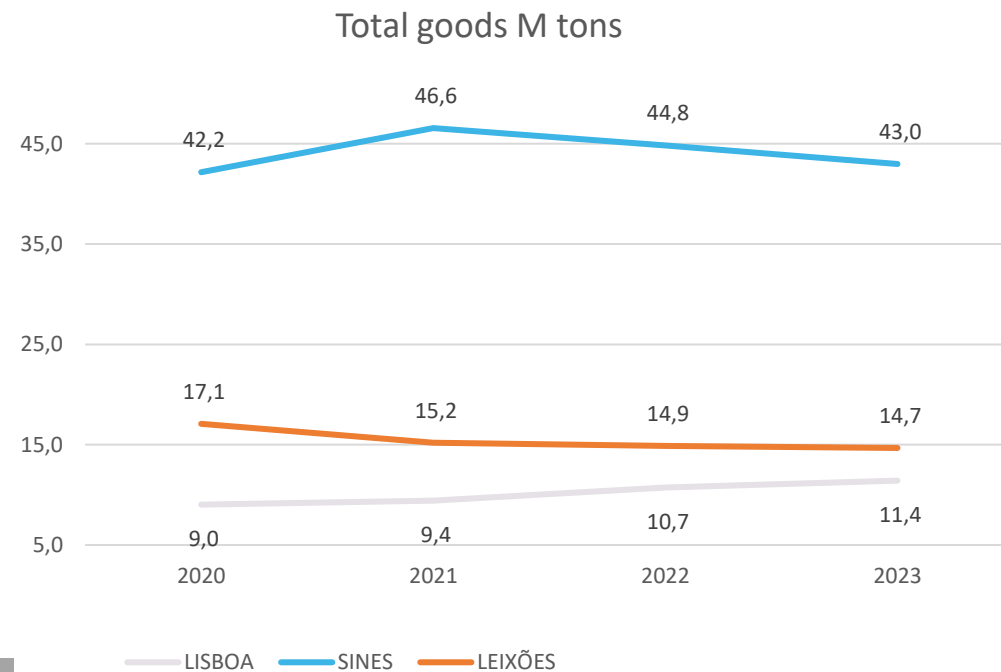
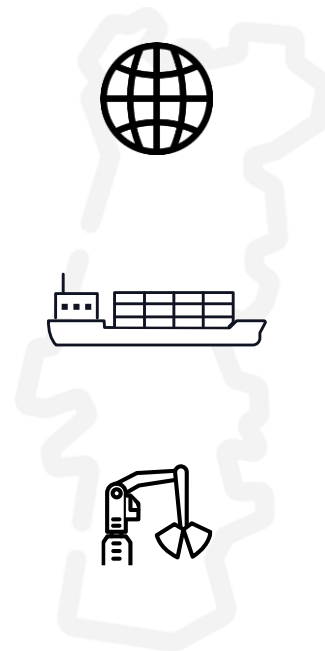
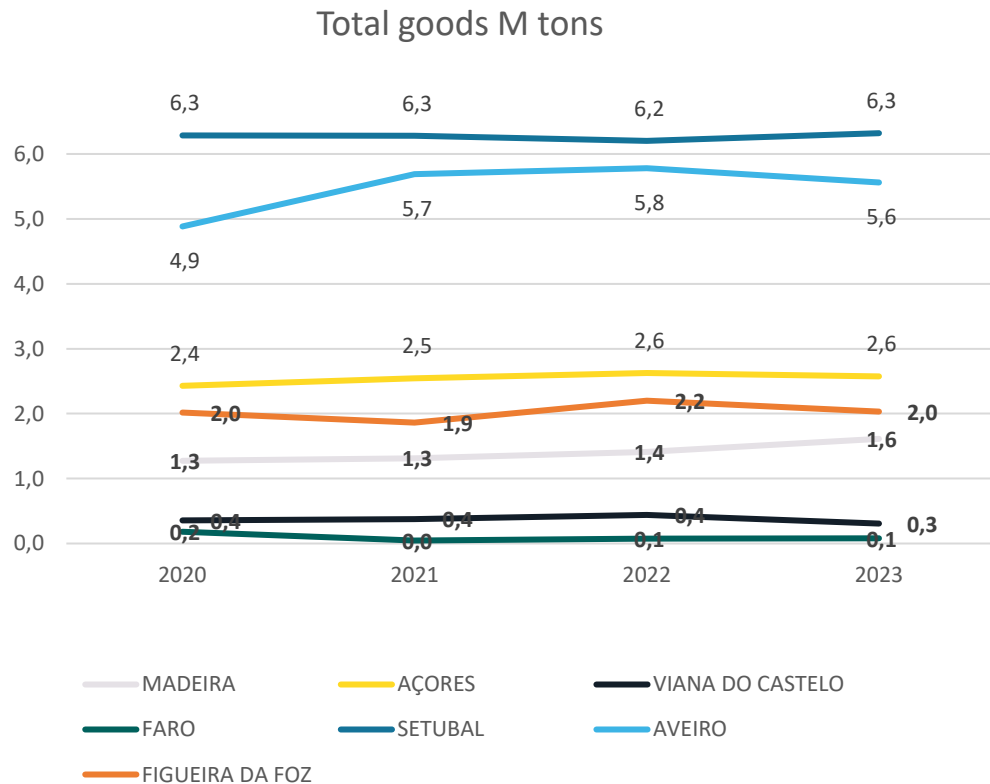
Ports of Madeira



Ports of Açores

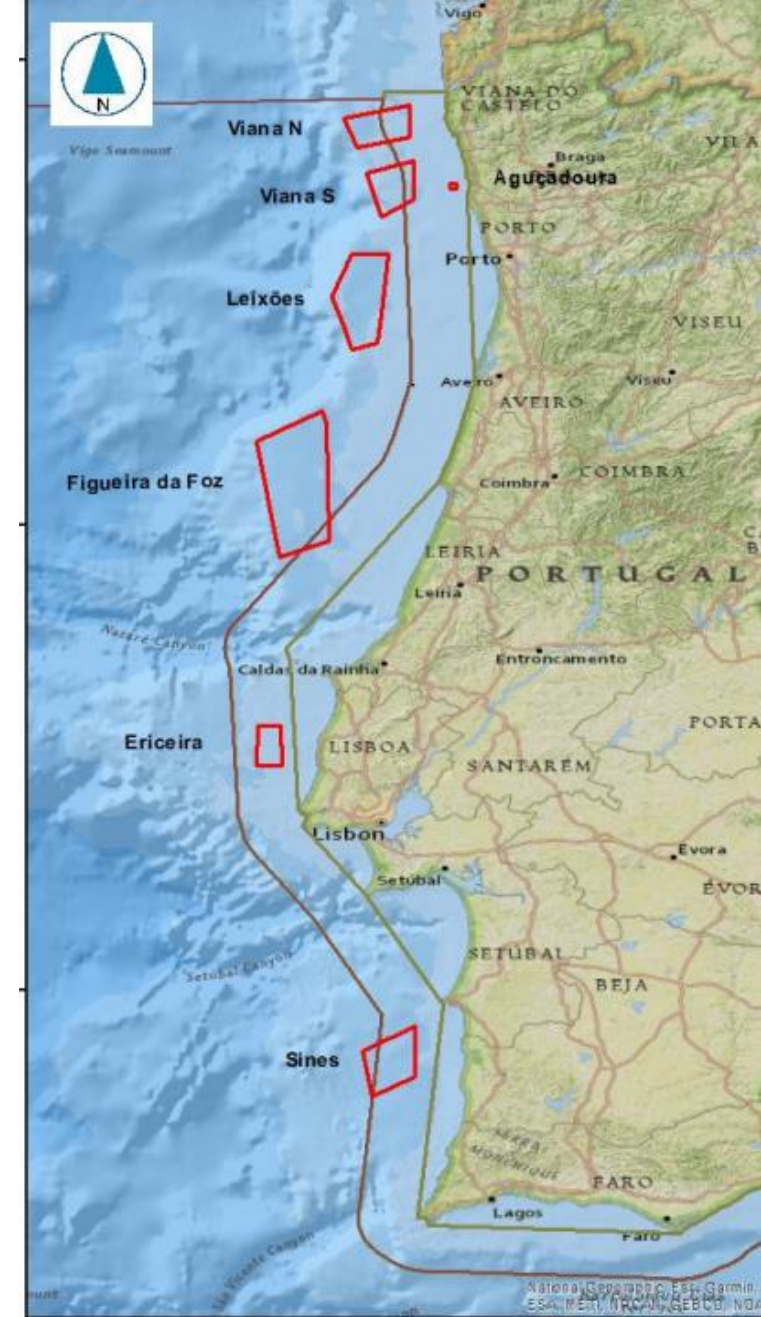


The Portuguese Ports



Offshore Wind Projects

- Portugal was a **pioneer in floating offshore wind energy** with the Windfloat project
- **Offshore wind energy** capacity to be installed in the coming years
- Offshore port development **plan**
- Industrial planning
- **Network** development
- Following the expression on interest an **offshore wind energy auction** is being prepared to be launched later this year



Offshore Wind Projects | a transformative industrial project



The industrial planning of ports is mandatory, as they play a key role in achieving scale, productivity and efficiency in the supply chain and in the final **LCOE**

Role of Ports

Component manufacturer



Blades, towers, nacelles, cables, mooring systems, substations, concrete/steel platforms

Assembly/Storage



Storage in wet areas, assembly, loading and towing

Operation and maintenance



Replacement of components, regular maintenance operations

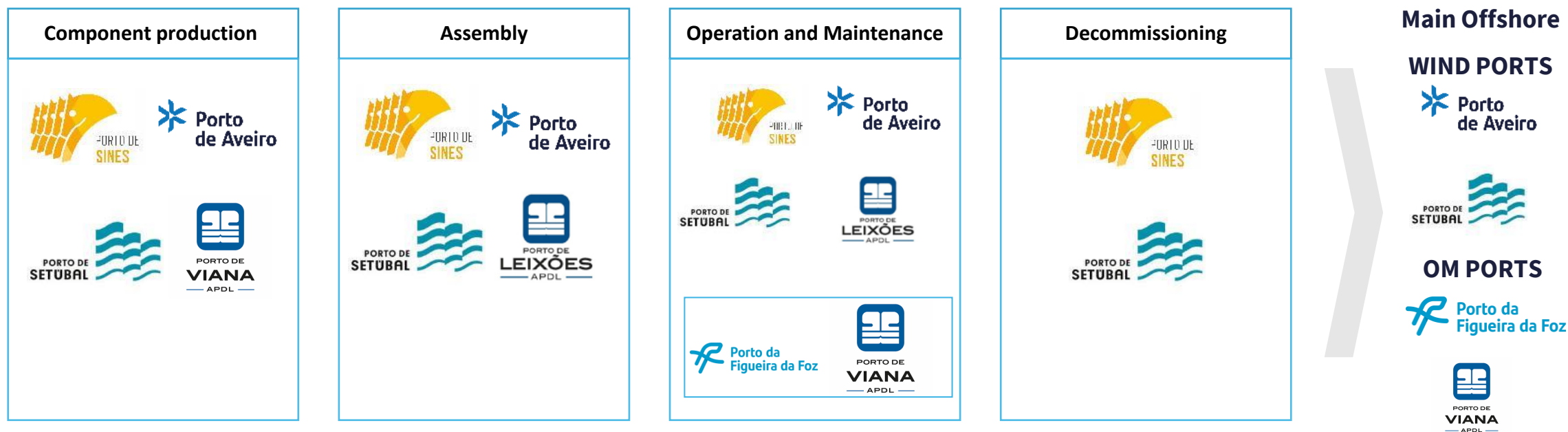
Decommissioning



Decommissioning and recycling of components

Offshore Wind Projects

Main conclusions of **working group 3**, created by the Regulation no. 11404/2022, on planning the development of **port infrastructures** to support the implementation of offshore renewable energy sources

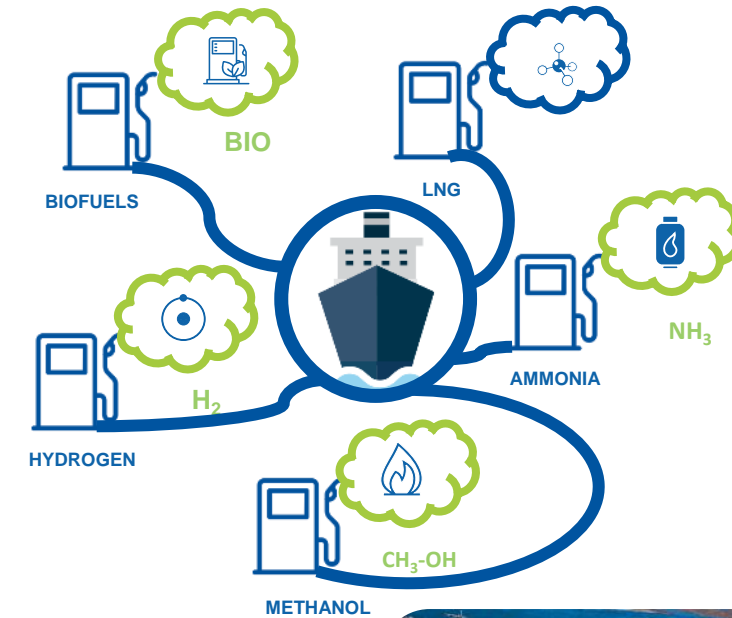


Alternative Fuels



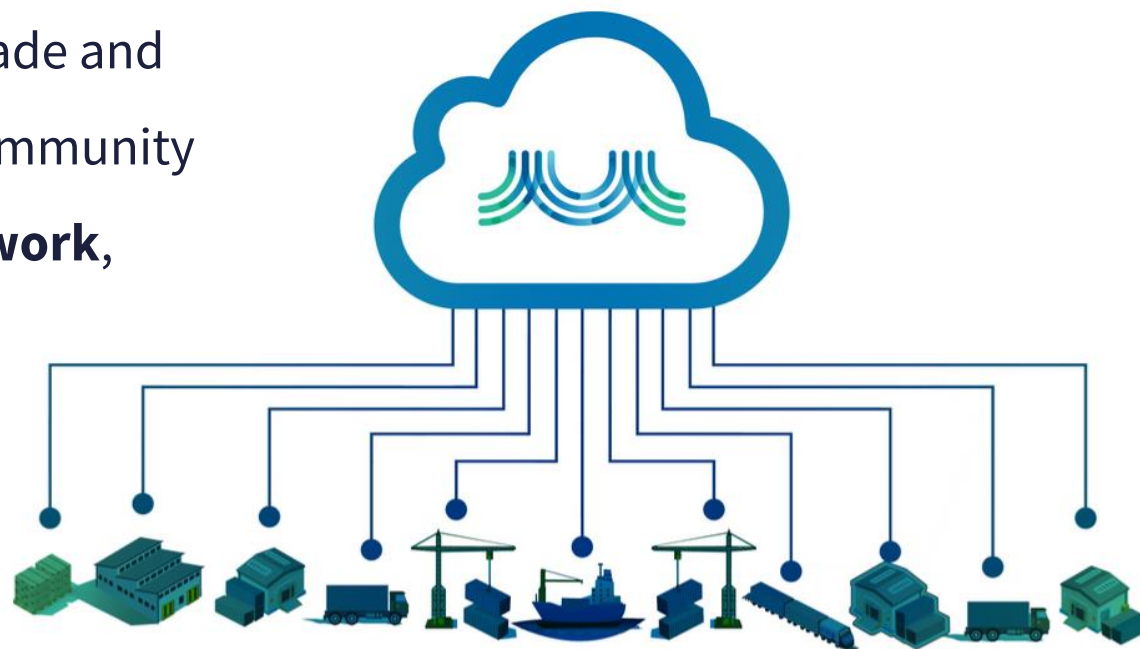
Creating conditions for the availability of sustainable bunkering fuels

- Green maritime **corridors**, with the aim of reducing emissions from ships
- **Green hubs** in ports – production of hydrogen (Sines), Biofuels (Aveiro), new bunkering terminal (Setúbal), etc
- Bunkering of **alternative fuels** in ports – Advanced Biofuels, Methanol, Ammonia, Hydrogen and *LNG*
- Port Fees Reduction for Ships with Better **Environmental Performance** (Leixões)
- Introduction of **Carbon Rate**



Digitalization

The Logistic Single Window (LSW) project will upgrade and extend the previous version of the national Port Community System (2nd generation) to the **entire logistic network**, covering land transport, dry ports and multimodal operations in general.



[Future] European Maritime Single Window environment (EMSWe)

→ European single platform environment for the maritime sector

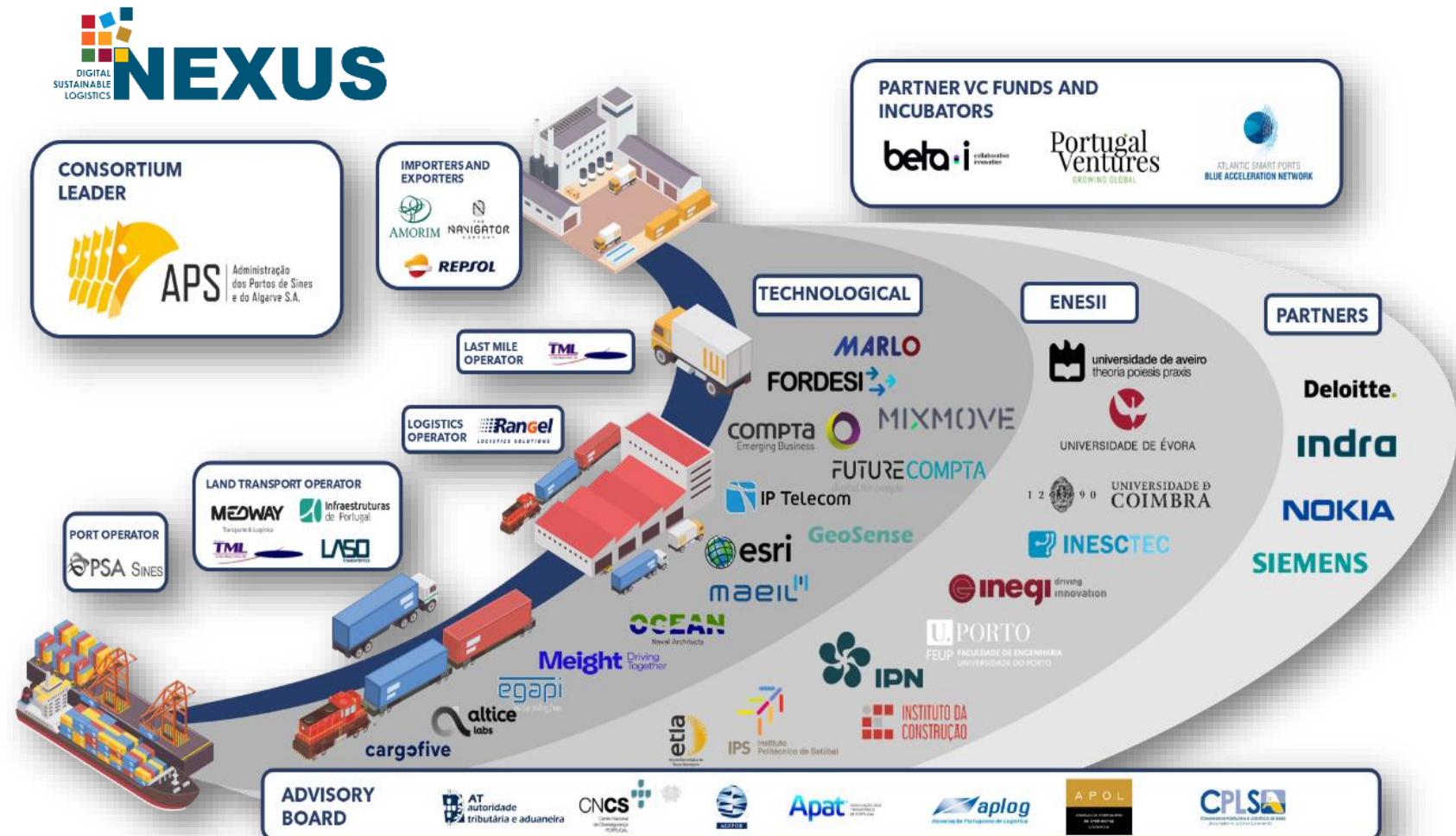
Regulation (EU) 2019/1239



Digitalization

Expected Impacts in the proposal

- 28** Development of **28 innovative** products and services for the entire logistics chain
- 60** Forecast of **60 million €** in exports of these products and services
- 1000** Creation of around **1,000 jobs** by 2030
- 55** **55% reduction** in emissions from logistics operations associated with the port



Digitalization & Innovation

> SMART PORT LX & SMART PORT SET

Real-time monitoring of consumption (water, energy), air quality, and the state of use of various equipment and infrastructures. It involves the implementation of technology (IoT, big data, AI, digital twins) for intelligent monitoring in conjunction with APL's GIS. The implementation of a digital twin (ie, the virtualization of infrastructures, assets and processes) - as an essential tool for creating **Smart Ports** - related to resource consumption and management will improve efficiency, carry out preventive maintenance, carry out **better planning and risk management**. Facilitate communication and collaboration between stakeholders in the port ecosystem.

> TAGUS INNOV - *Open Program for a Sustainable Port*

A **Living laboratory** for the experiment and **scaling of new technologies**, products and services that will help the Port of Lisbon to assume more quickly its role as an **integrator** to a decarbonized, digital and circular economy



Porto de Lisboa



OPS

Promoting the installation of OPS systems for vessels while docked

- **Reduce greenhouse gas emissions**
- Enhance **operational efficiency** and reduce fuel consumption costs for shipping companies, leading to more sustainable economic practices in the maritime industry
- **Compliance** with **environmental regulations**, helping ports to meet national and international standards for emissions and noise pollution.

Connection to High Voltage Network

Development of Medium Voltage Network

Mandatory by 2030 - Containers and Cruise Terminals

Regulatory framework



Investments in terminals (under review in the Port Strategic Plans)

- Deepening of the Entry Channel
- Breakwater Extension 300 M
- Future North Container Terminal
- New Multipurpose Terminal

Port of Leixoes



- Improving navigability conditions
- Intermodal Terminal
- Technological modernization of the VTS
- Implementation of digital gates

Port of Aveiro



- Improving maritime accessibility and port infrastructures
- Concession for the rehabilitation of marina infrastructures
- Study for the extension of the quay

Port of Figueira da Foz



- Inland Navigation in the Tagus Estuary
- Ocean Campus - International campus for Research, Development and Innovation
- Smart Port

Port of Lisbon



- Mitrena Multipurpose Terminal
- Expansion of the Pier and Parking Area of the Ro-Ro Terminal
- Green Multimodal Terminal
- Multimodal Cargo Project Terminal

Port of Setubal



- General Cargo Terminal for Offshore wind
- Cryogenic gases terminal And LNG Bunkering
- 2nd Container terminal Vasco da Gama

Port of Sines



- Rehabilitation of the Funchal Marina
- Rehabilitation of Access to Câmara de Lobos Quay
- Replacement of mooring bollards at Pier 1 and Ro-ro ramp at the Port of Funchal

Ports of Madeira



- New port of Lajes das Flores
- Extension of the multi-purpose pier at the port of Praia da Vitória (Terceira)
- Rehabilitation of the commercial port of Horta (Faial)

Ports of Açores



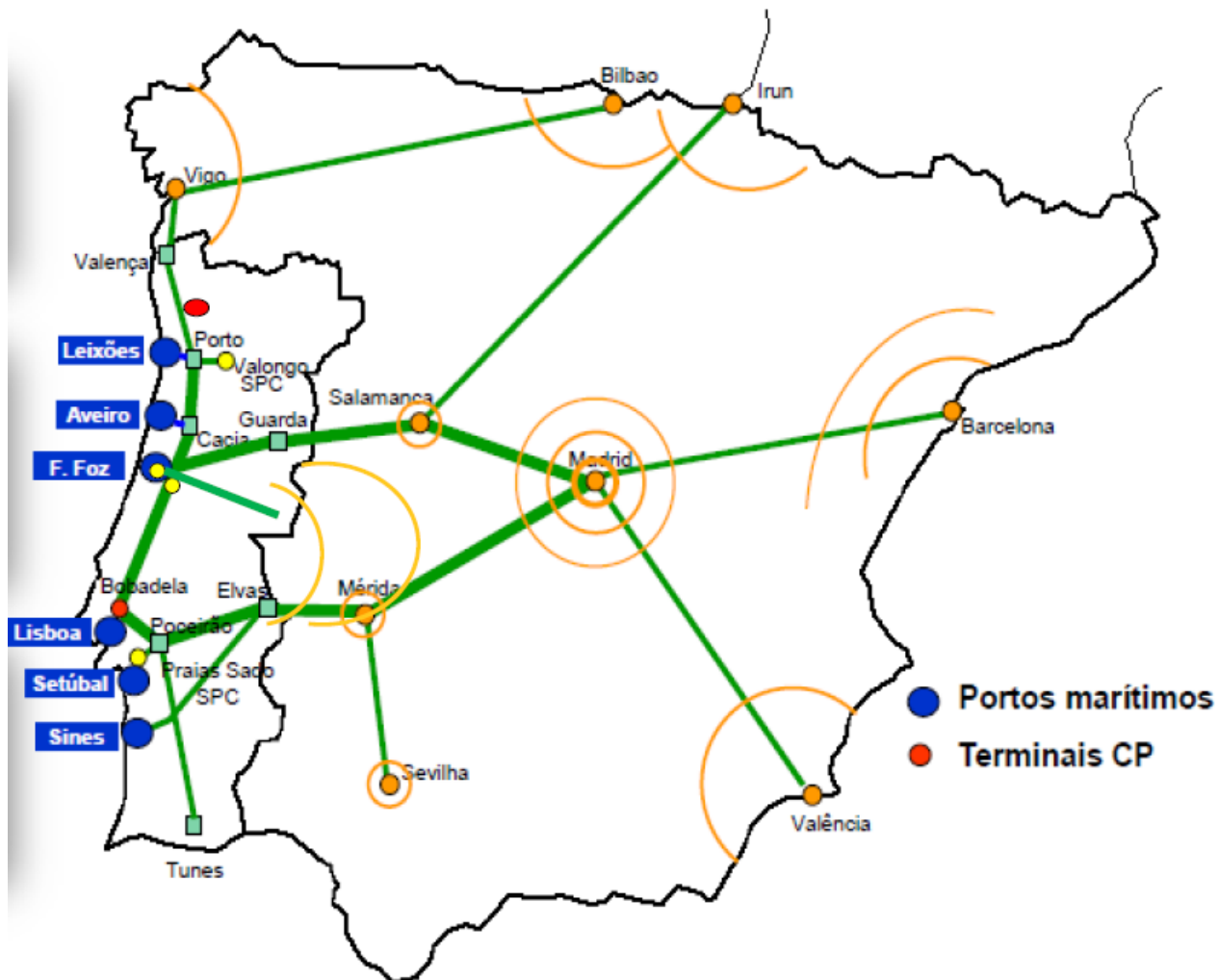
Logistics areas, Dry Ports and Rail Terminals



Atlantic corridor



Logistics areas, Dry Ports and Rail Terminals



- > Guarda
- > Pampilhosa
- > Zaldesa -Salamanca
- > Badajoz

Source: Portos Secos Plataformas logísticas Serviços CP-Carga

Future

+ Growth



Increase **port capacity**

Boost vessels movements

Focus on **exports**

+ Intermodality

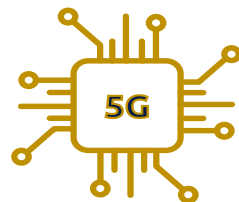


Enhance **integrated** logistics

Improve **rail interfaces**

Develop **innovative** solutions

+ Digitization



Advance **digital transformation**

Automate terminal operations

Extend **Logistics** Single Window

+ Decarbonization and Sustainability



Invest in **energy transition**

Promote **sustainable** practices

Attract **green** economy **sectors**

+ Integration



Foster strategic coordination

Enhance **competition** among terminals

Promote **Port-City collaboration**



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viana@apdl.pt



www.apdl.pt
correio@apdl.pt



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www.portofigueiradafoz.pt
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Thank you

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CONFERENCE

World Conference Cities & Ports by AIVP

9:00-10:30	Roundtable-Docks and citizens
10:30-10:45	Deep Dive- Agenda 2030 collaboration
10:45-11:00	Keynote National Perspective
11:00-11:30	Coffee break
11:30-12:00	Keynote Ports & Society
12:00-13:00	Port City Debate Rapporteurs' feedback
13:00- 13:30	Official Closing
13:30- 14:30	Lunch
14:30-17:30	Discovering the Port of Lisbon

Co-organizer



Partners



Sponsors



World Conference Cities & Ports by AIVP

**Keynote
Ports & Society**



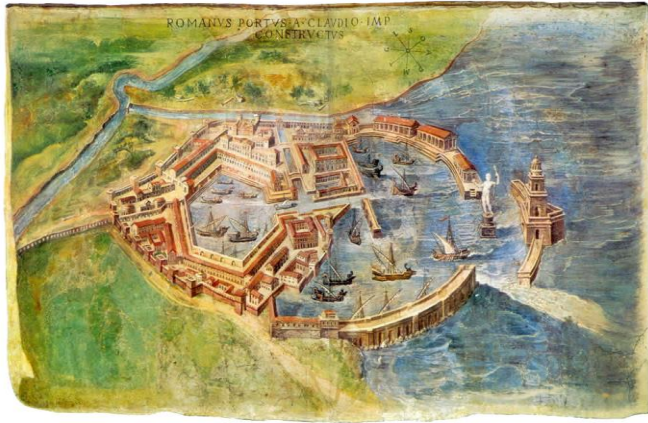
Thanos PALLIS
Professor of Port & Maritime
Economics and Policy
University of Piraeus

World Conference Cities & Ports by AIVP

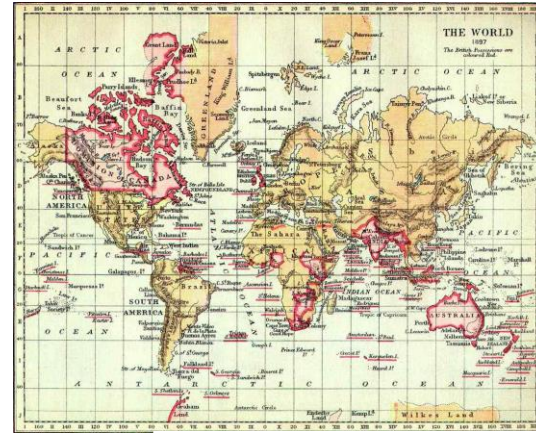
Ports & Society

Thanos Pallis
University of Piraeus, Greece

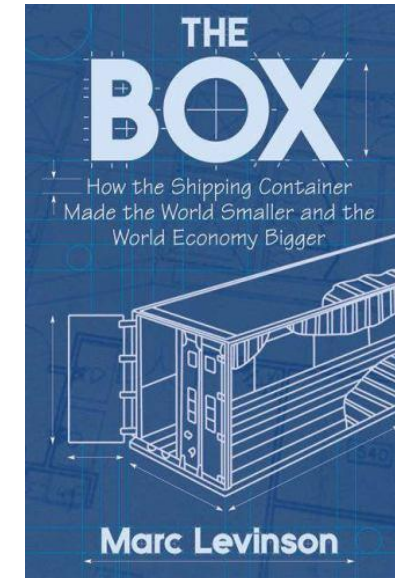
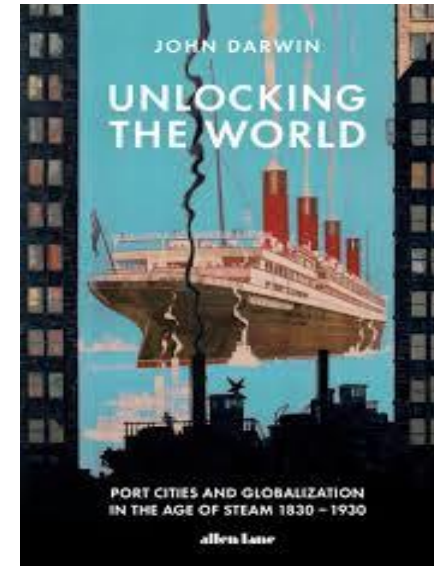
People, ideas, essential supplies, goods, and power have always moved via sea & ports.



The Port of Portus, Ancient Rome



The British Empire



First, we lost 'the people'..

Loading Break-bulk Cargo, 20th Century



Port of Hamburg

Automated Terminals, 21st century



Busan Container Terminal (BCT)

....Then we lost “romance”

The Last Liners, SS France (1969)



About 1,000 passengers

Icon of the Seas (2024)



Cost: About 2 billion dollars; About 7,000 passengers



Perception



Reality: Entanglement



- Hinterland Intensification
- Spatial Expansion
- Port & Nautical intervention
- Environmental footprint
- Climate Change
- Limited resources

Who owns my ports?

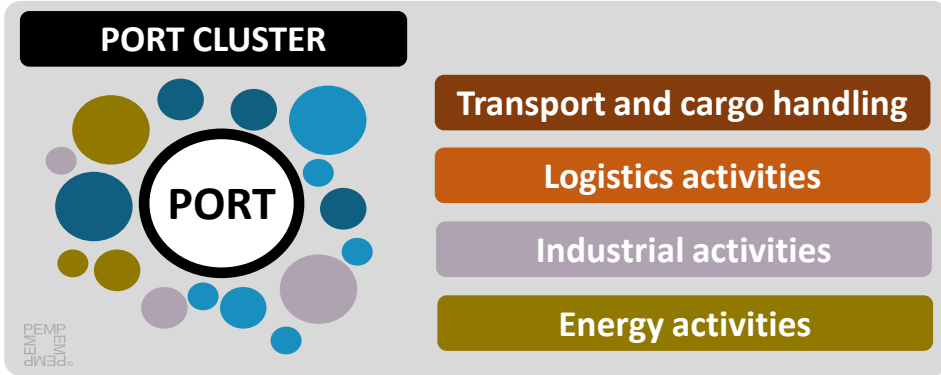
Who uses my port?

We don't work any more at the port

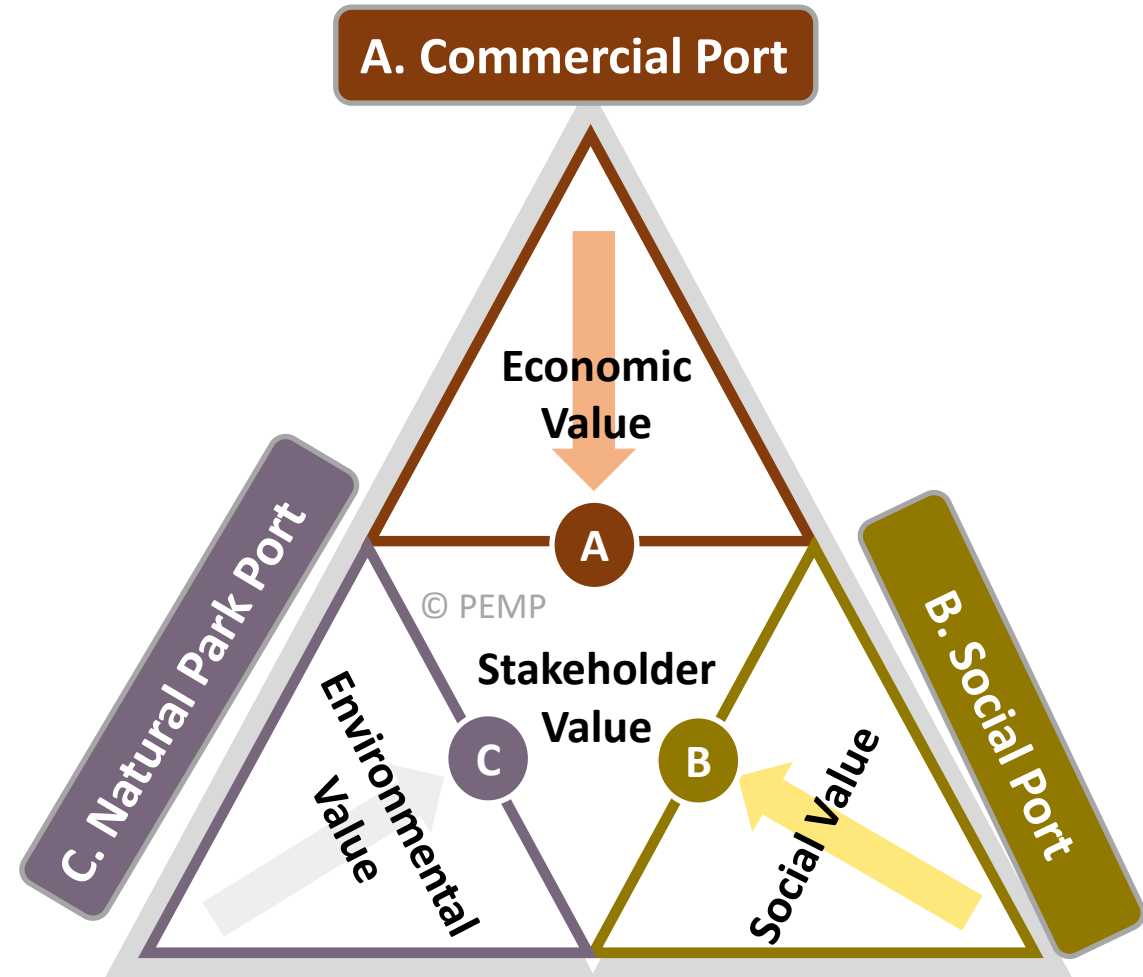
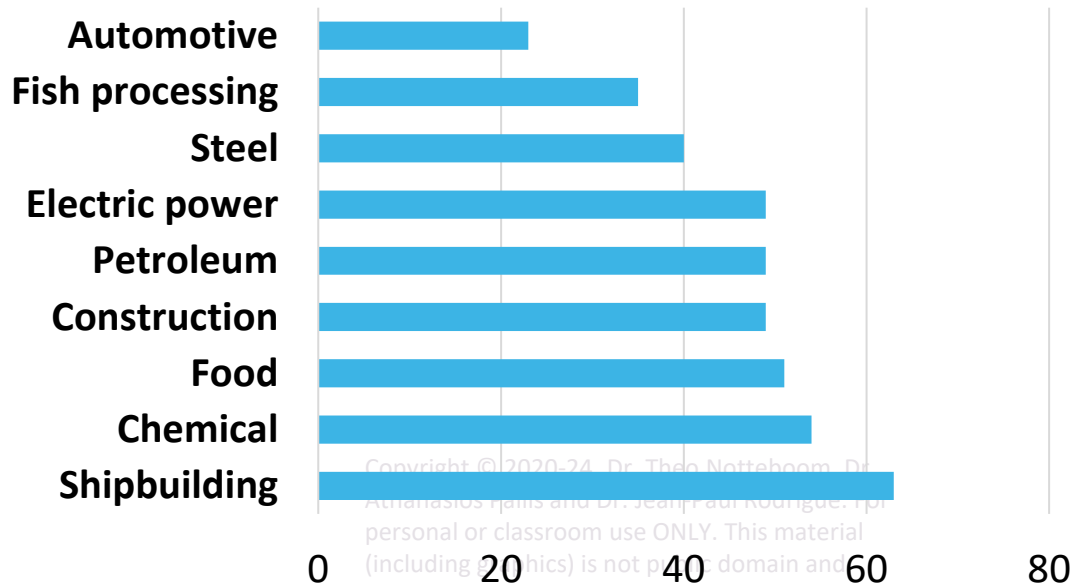
Perceptions

Misconceptions

Clusters of Economic Activity



Industrial Sectors Located in Ports



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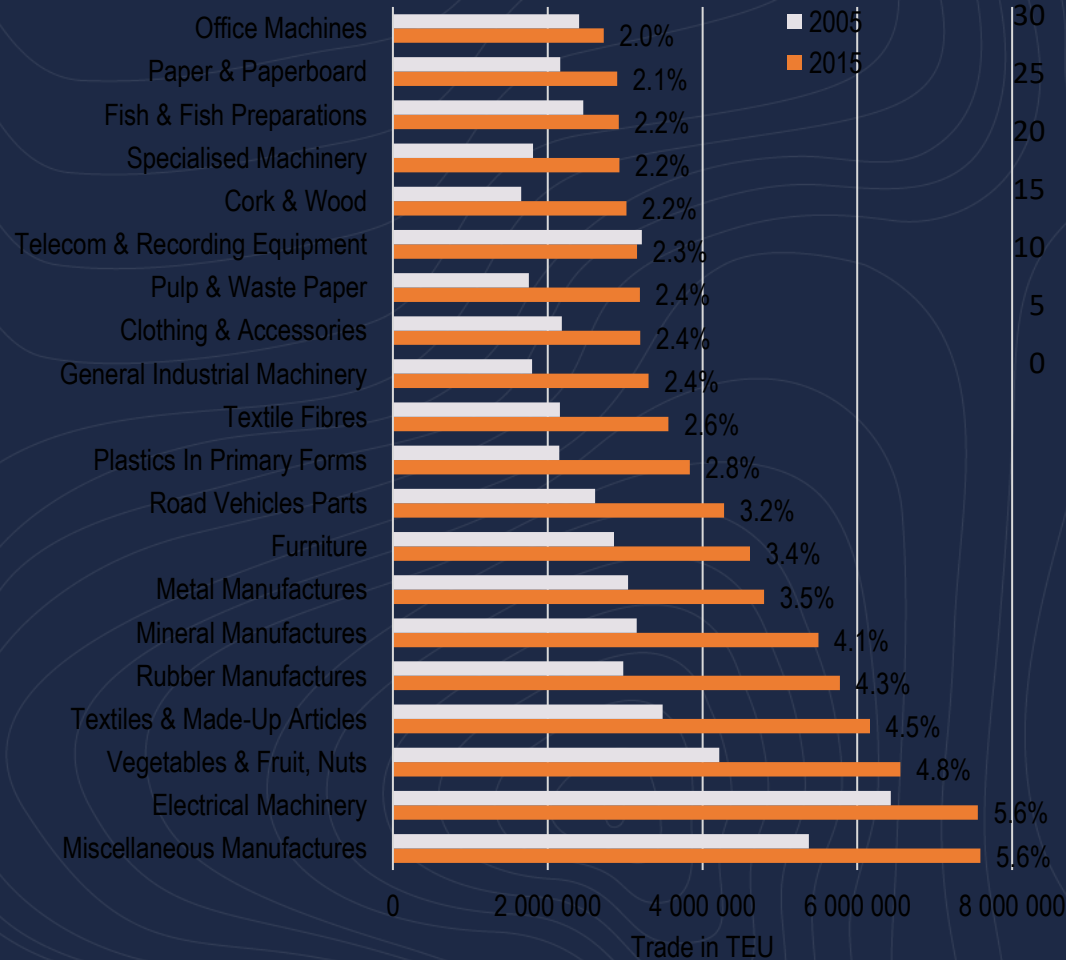


We (Society) tend to forget:

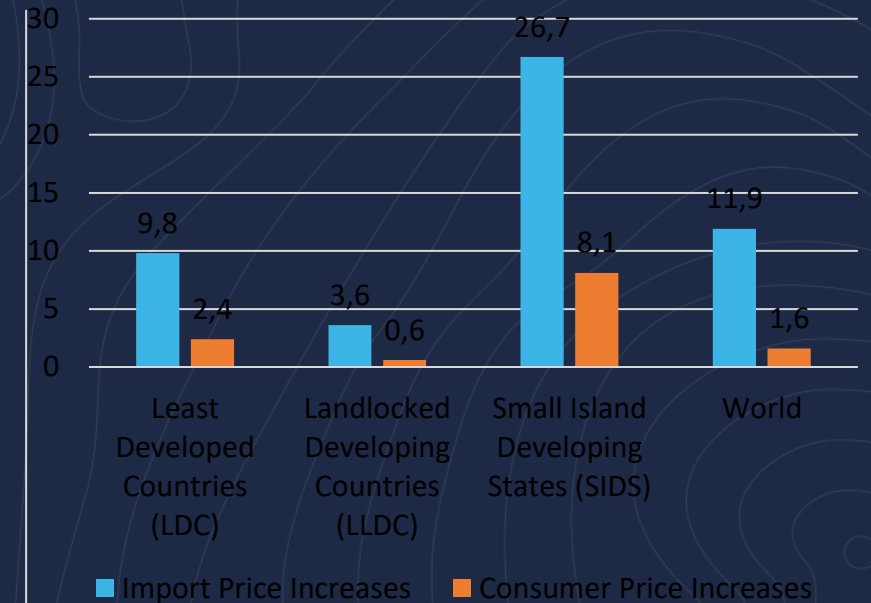
Pallets waiting to be loaded in a container, Shenzhen, China



Global Containerized Trade by Main Cargo Category (in TEU)



Changes in Import and Consumer Prices, 2020-2021



We remember ports when they don't work



Suez Canal Blockage, March 2021



Containership Dali, March 2024



Massive port strike begins across America's East Coast, threatening shortages and rising prices

Society

How to explain ?

Farshoring



How to associate ?

Who uses the port



Who operates



Who supports



Geopolitics

Sold to China: Container traffic in the Port of Piraeus

Chinese-built Lamu Port in Kenya starts operations

'From Chancay to Shanghai': New China-Peru BRI project to become hub, gateway port of Latin America

DP world plans \$3bn investment in African ports by 2029

TRADE | CHINA

In Greece's largest port of Piraeus, China is the boss

Abu Dhabi Ports is preparing to buy a stake in Turkish port of Izmir



NIMBY

Not in MY Back Yard



Dredging



Channels and Canals

NIABY

Not in ANY Back Yard



Warehousing and Distribution



cross-border flows

NOPE

Not on Planet Earth

WIIFM

What's in it for me?



Combined with a diverge approach to port use according to country, class, & constituency.

Nearshoring

Reshoring

Make My Country Great Again

Influenced by:

Social Media Vs Scientific Debate



Dealing with the Entanglement: Embrace Change

Invest

- ① Create **Institutions**
- ② Generate **Knowledge**
- ③ **Develop Infrastructure** (i.e. technology)

Planning together

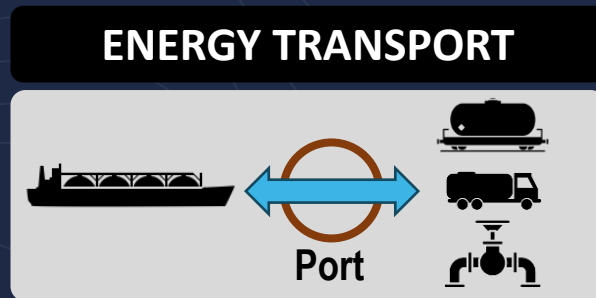
- ① **Space allocation**
- ② **Land Reclamation**
- ③ **Access**
- ④ **Energy transition**
- ⑤ **Technological applications**
- ⑥ **Circularity**
- ⑦ **Heritage and culture**

Stakeholders management

- ① **Rationalize the debate**
– reverse perceptions
- ② **Big Data to understand and put the records right**
- ③ **Socio-Economic Performance Indicators**

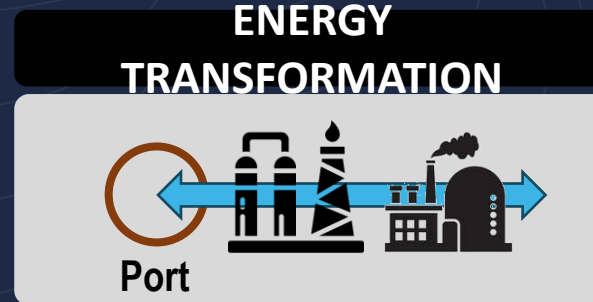
Ports are part of the solution, not of the problem.

Example: Energy transition



Volume

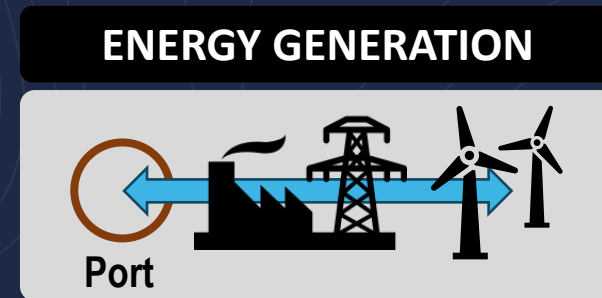
- Gateways for the exports or imports of energy products.
- Temporary storage.



Proximity

- Port-centric sites for energy activities.

PEMP
EM
PEMP
PEMP



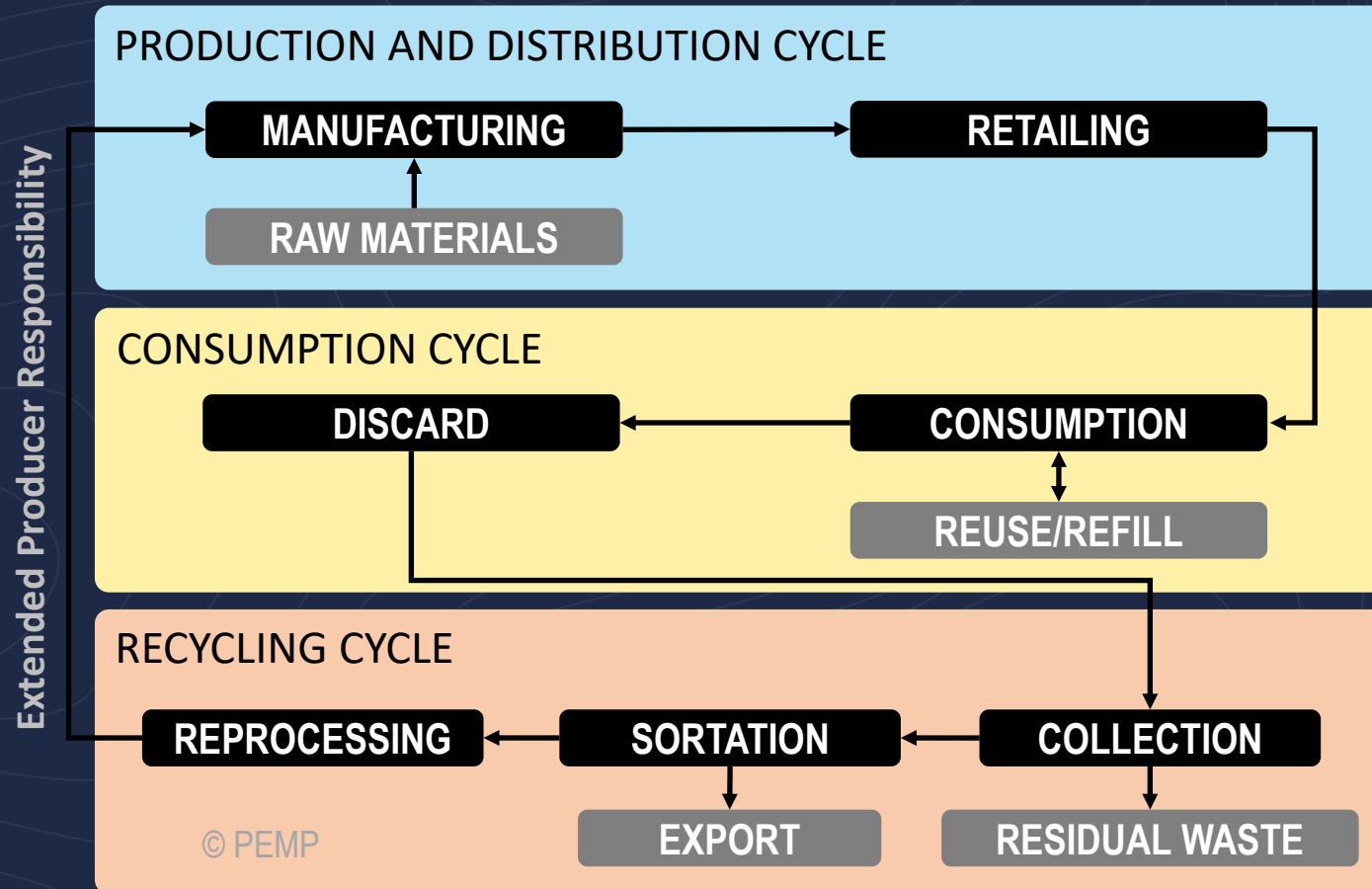
Diversity

- Provision of conventional and alternative energy products.



Ports need to transform their identities

Example: Circularity & Extended Producer Responsibility



Ports need to transform their identities

Example: Transparency

Performativity

Defining a process that leads to the improvement of management in organizational settings.

Verifiability

The quality and quantity of information permits to fully observe organizational action & provides a means of solving organizational and societal problems.

Transparency

Performativity

Verifiability

Visibility

Inferability

Visibility

Information is complete and found with relative ease.

Inferability

The disclosed information and/or data, in its form and content, can be used to draw accurate conclusions.



Conclusions: Searching for a matching framework



Symbiosis

- **Societies** need to embrace change.
- **Ports** need to transform their identities.
- Different port activities affect/mobilize different sections of society.
- There is a **learning curve**.
- **Conflicts** will continue to exist – institutions for resolutions.



Leadership and honest brokers are essential.



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Carola HEIN
Co-Chair
Tu Delft



Peter V. HALL
Vice-Provost and Associate
Vice-President
University Simon Fraser



Benno BULTINK
Program Manager
Rijkswaterstaat

Port City Debate Rapporteurs' feedback



Hilda GHIARA
Professor
University of Genoa



Sébastien DUPRAY
Head of Risks, Waters, and Sea
Technical Division
Cerema



Isabelle VRIES
Senior Advisor
Gemeente Rotterdam



Michele ACCIARO
Associate Professor
Copenhagen Business School

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Peter V. HALL

Cruise & Mobility



Parallel session: Cruise and Mobility

Terminal efficiency / terminal destination

- Lisbon
- Porto/Douro/Leixoes

Technology solution / technology trap

- CLIA
- Wabtec

Mobility matters

- MAP-oi
- Port Balears

Cruise terminals in urban context and community

- Systematica
- MedCruise

The numbers game: Is more better?



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Connected
River

Interreg
North Sea



Co-funded by
the European Union

Benno BULTINK

**Port-City Interface &
Climate**

Parallel Session: Port City Interface & Climate

- *We need a mindset change*
- *Develop knowledge «how to do it», flexible & long-term*
- *Challenge is all about water resource management*
- *Find wins for the community, work on social license*
- *New Balance on Water - Be Like Water!*



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Hilda GHIARA

Culture & Governance

Parallel Session: Culture & Governance

- *multi stakeholder/multidimensional* vision of port ecosystem
- governance as related to *power dynamics* and *resources allocation*
- *technical* knowledge and role of *cultural and/or no profit driven* knowledge
- *coexistence between different functions* (e.g. industry and UNESCO biosphere)



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Sébastien DUPRAY

*Environment &
Biodiversity*

Parallel Session: Environment & Biodiversity

- *Critical port /coastal / riverine environments: biodiversity + life quality + ...*
- *Motivation of ports and cities: binding + resilience, life quality, attractivity ...*
- *Acting for environment: adapted to local situation / systemic / collaborative*
- *Condition of success: trust / early engagement / planning / monitoring impact*
- *A wide range of solutions : biodiversity / ... / sanitation / port + city + citizen*
- *The future: innovation / data / sharing / scaling up / economic model / citizen awareness*

« Ports are not only cargo handlers any more
but local actors for ecological transition of their territories »



« Environment and biodiversity »



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Isabelle VRIES

*Blue Economy &
Innovation*

Parallel Session: Port Cities as Blue Economy Hubs

Success factors

Active role of PA (« a new layer »)

Building networks

Places – zones of interaction

Education & Skills

Funding

Data exchange & Monitoring

Build on TRUST

Hurdles to overcome

Competition vs cooperation

From start up - to scale up

Cross overs with other sectors



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Michele ACCIARO

Energy Transition

Parallel Session: Energy Transition (EnT)

- Port-cities central to the EnT: they are major enablers of EnT progress. However, no silver-bullet solution.
- Regulation drives EnT speedy adoption. Stakeholders, know-how, resources, collaboration enable it.
- Financing fuels innovation and new funding models unlock EnT potential.
- Tech and fuel uncertainty demands action. Trials and collaboration ease adoption hurdles.
- Innovations bridge conflicts. Solutions align competing needs and reduce tensions (e.g. space, resources, biodiversity, multi-use of infrastructure).
- A Just Transition is non-negotiable. Fairness is key to achieving EnT success.
- Societal buy-in is essential because EnT progress hinges on public support.



World Conference Cities & Ports by AIVP

Carola HEIN

Moderator

Port City Debate Rapporteurs Feedback for the Lisbon Declaration

Just Transitions: Energy, Data, Social

Nature-positive Interventions: Added value to sea/land, port city communities

“Coopetition” : Sharing Knowledge, Border-Crossing governance

Value-based ecosystems: Multistakeholder/multi-scalar governance

Cross-border planning: Establish adaptive strategies (short, medium, long-term)

New Mindsets : Water / Port City Awareness

Capacity Building: Develop, test tools for development and impact assessment, general education for green/blue development



CA23138 - Port City Territories in Action: A collaborative Laboratory for Inclusive Energy Transition (PACT)

Downloads

Home > Browse Actions > Port City Territories in Action: A collaborative Laboratory for Inclusive Energy Transition (PACT)

- Description
- Management Committee
- Main Contacts and Leadership
- Working Groups and Membership

Description

Ports have long been hubs of energy transport and transformation—notably petroleum—; they are also key to facilitating the energy transition both in terms of transport and in terms of production. These energy hubs have unique safety and security requirements, they are also located in a fragile ecosystem at the edge of sea and land. Ports have facilitated the growth of major metropolises and attracted people and corporations, creating a complex system. At a time of climate change major societal urgencies, and a much-needed shift from fossil fuels to renewable energy, many problems are condensed in these territories. As hubs of economic development, port city territories are developing new approaches to understanding, initiating, and coordinating sustainable and inclusive transitions that require more than technological responses. This transition necessitates a value-based approach and collaborative, multi-disciplinary action. The COST Action PACT – Port City Territories in Action: A Collaborative Laboratory for Inclusive Energy Transition, proposes new methodological responses for knowledge co-production and collaborative planning towards sustainable, inclusive futures by focusing on the spatial and socio-cultural implications of energy transition on port city territories. PACT builds on six main objectives: mapping, reframing, co-creating, including, envisioning, and transmitting. It has identified four pilot studies where cooperation between ports and cities has taken new forms: Le Havre, Livorno, Rotterdam and Cadiz. They will serve to inspire other case studies from Europe to test the PACT Framework through multiple workshops.

José Sanchez
Thanos Pallis
Pedro Ressano Garcia
Carola Hein
Ida Lange

Action Details

- MoU - 051/24
- CSO Approval date - 17/05/2024
- Start date - 23/10/2024
- End date - 22/10/2028

How can I participate?

- Read the Action Description [MoU](#)
- Inform the Main Proposer/Chair of your interest ([email](#))
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World Conference Cities & Ports by AIVP

Official Closing



Mario GIRARD
Vice-President
AIVP



Isabel MOURA
RAMOS
Port of Lisbon



Andrew KIMBALL
President & CEO
NYC EDC

CONFERENCE

World Conference Cities & Ports by AIVP

9:00-10:30	Roundtable-Docks and citizens
10:30-10:45	Deep Dive- Agenda 2030 collaboration
10:45-11:00	Keynote National Perspective
11:00-11:30	Coffee break
11:30-12:00	Keynote Ports & Society
12:00-13:00	Port City Debate Rapporteurs' feedback
13:00- 13:30	Gala Diner
13:30- 14:30	Lunch
14:30-17:30	Discovering the Port of Lisbon

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