

CONFERENCE

AIVP Lisbon 2024

November 27, 28 & 29th



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5:00



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4:00



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3:00



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2:00



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1:00



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November 27, 28 & 29th



World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Rapporteur



Peter V. HALL

Professor of Urban Studies and Associate Dean
Simon Fraser University

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World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Keynote



Duarte CABRAL

General Manager
Lisbon Cruise Port

Powered by



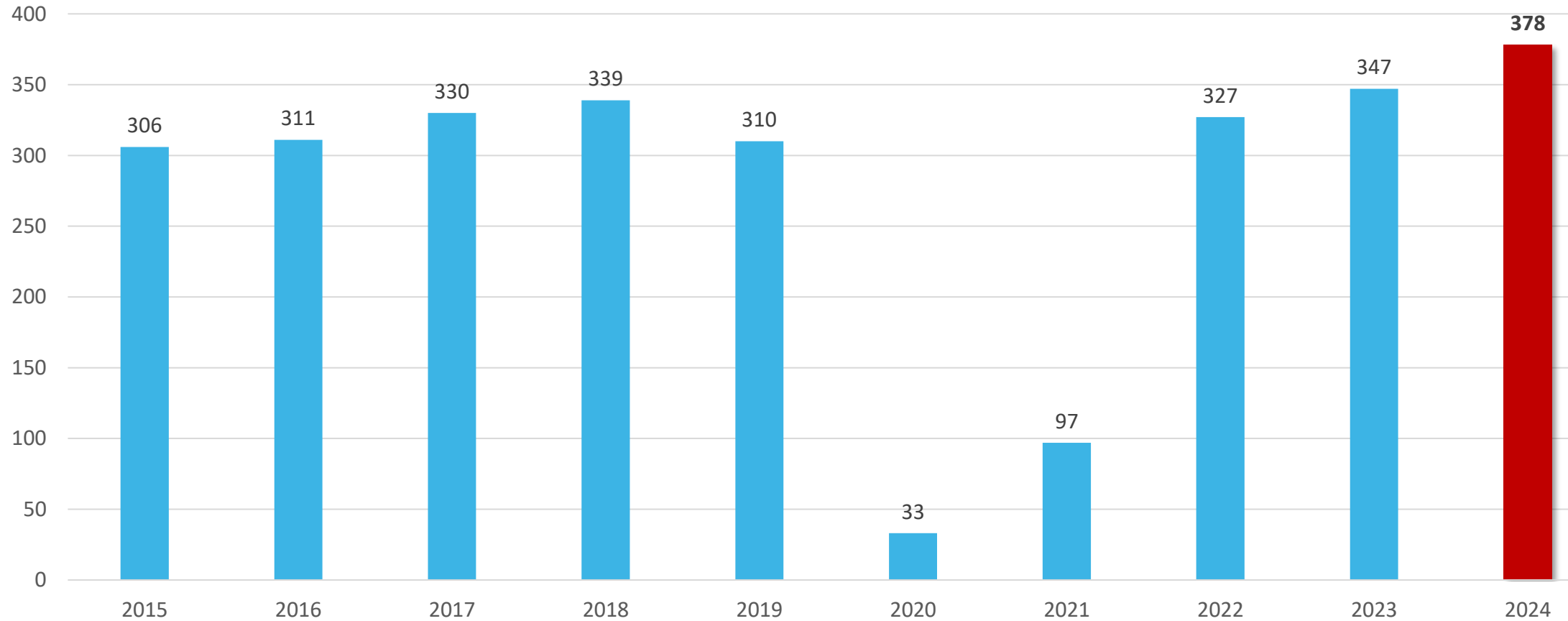
World Conference



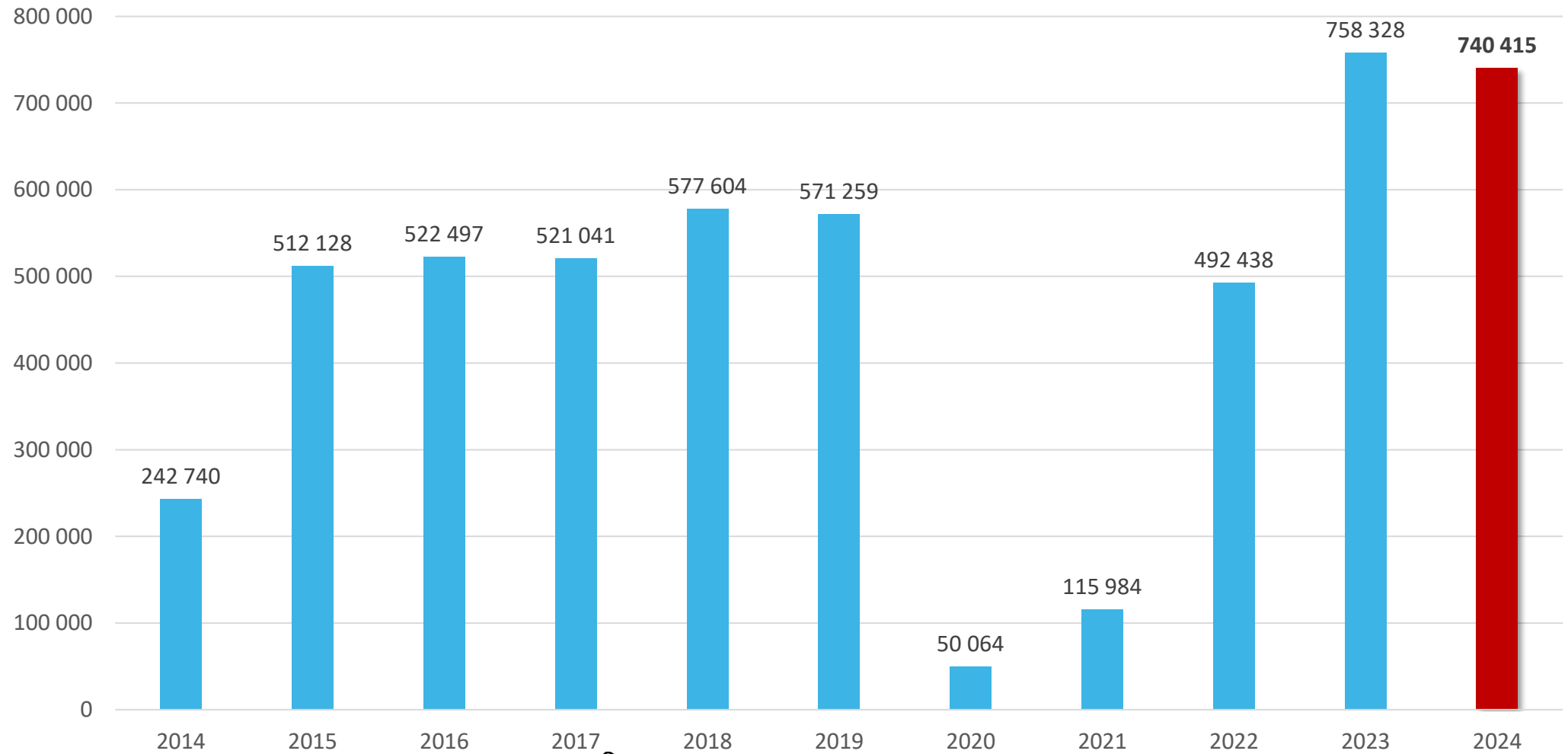
World Conference Cities & Ports by AIVP

The Sustainability Efforts of a Leading Cruise Terminal

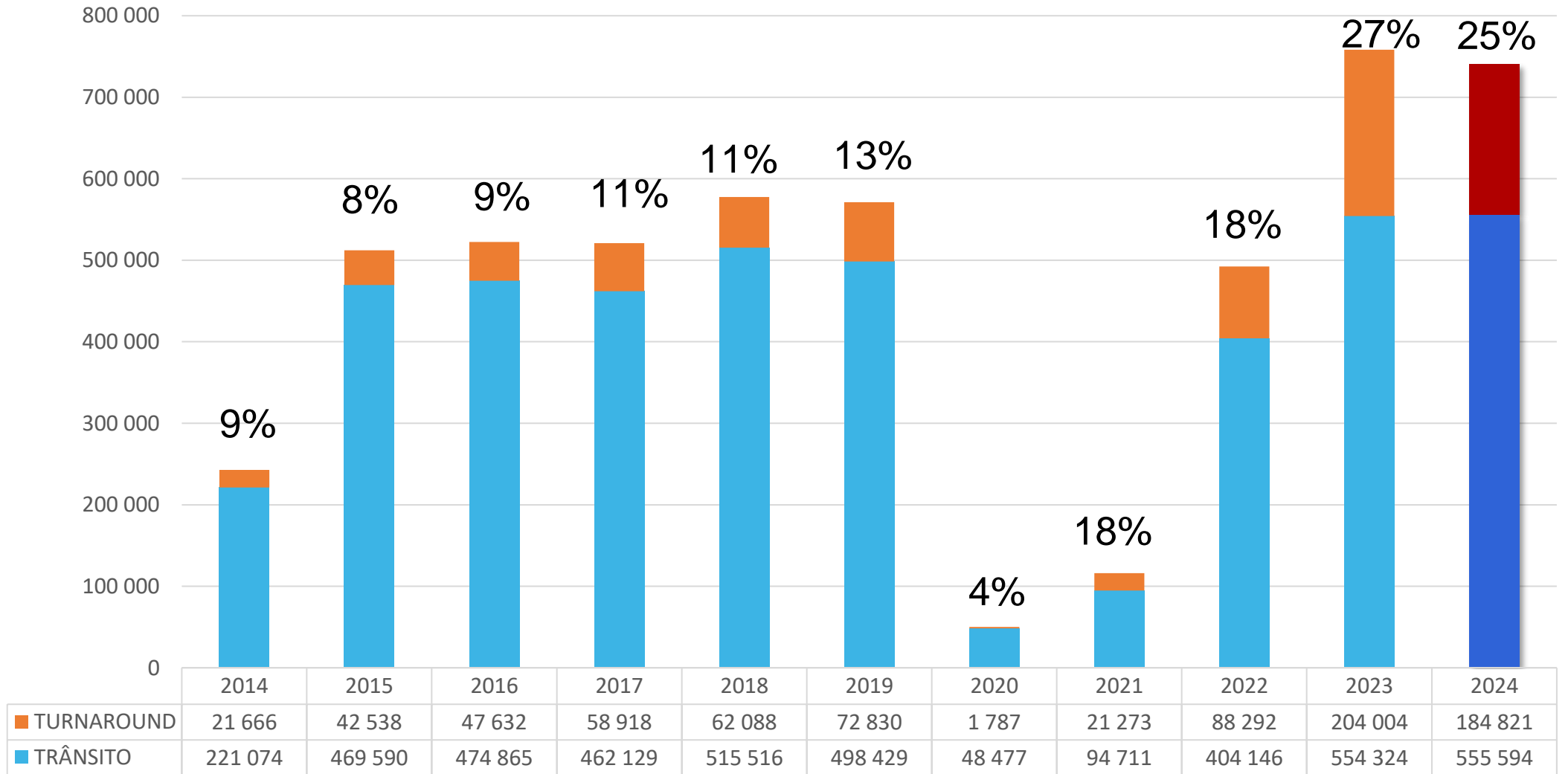
Cruise Call Evolution



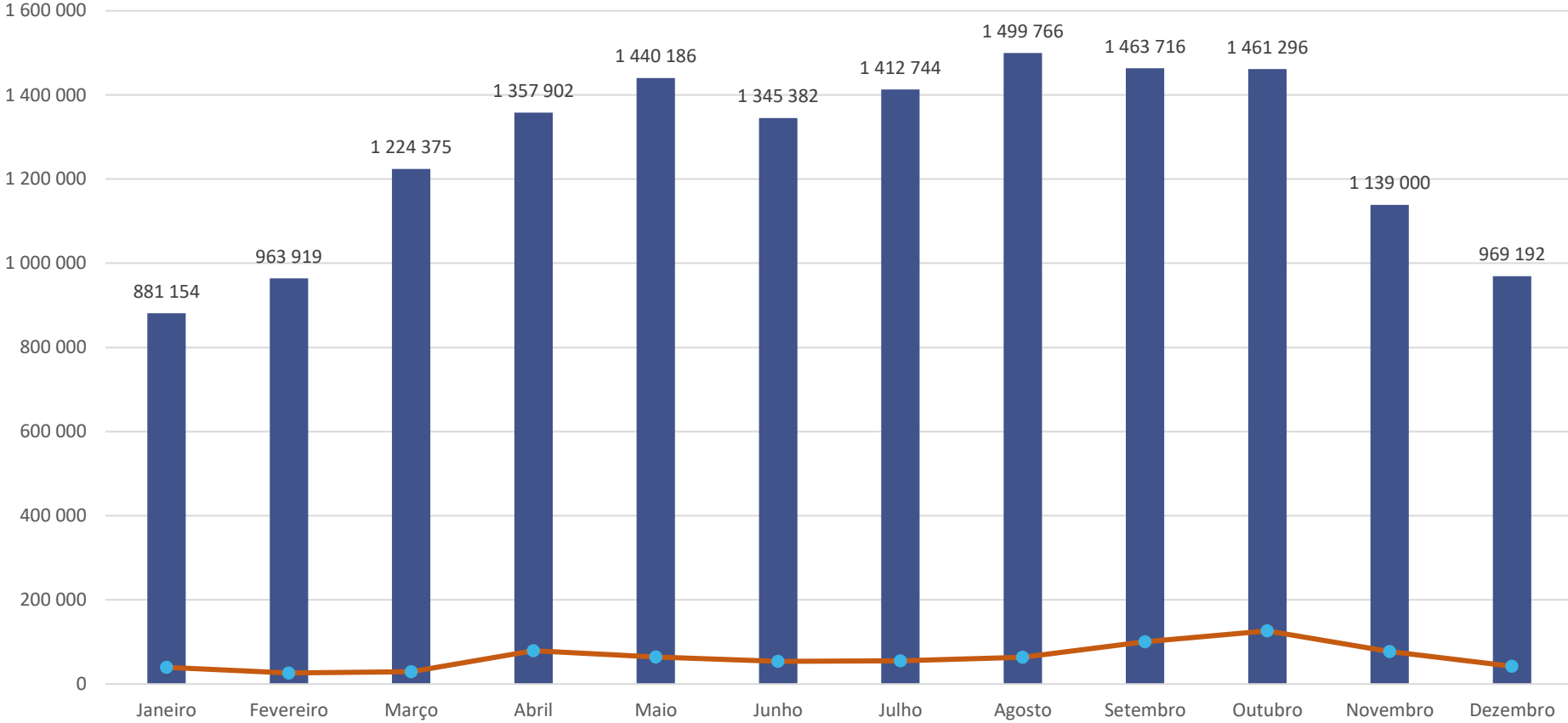
Cruise Passenger Evolution



Cruise Passenger Type



Tourism in Lisbon 2023



	Janeiro	Fevereiro	Março	Abril	Mai	Junho	Julho	Agosto	Setembro	Outubro	Novembro	Dezembro	Total
Cruise Tourists	39,589	26,321	29,499	79,401	64,551	53,852	54,992	63,829	100,468	126,278	77,155	42,393	758,328
% of Cruise Tourists	4%	3%	2%	6%	4%	4%	4%	4%	7%	9%	7%	4%	5%

Source: Lisbon Tourism Board
 Note: the overnight stays do not consider the short-rental (AL) with less than 10 beds



Cruise Passenger Spending

TRANSIT

MEAN TOTAL EXPENSES DURING THE VISIT

MEANS **39€** 37€
(2022)

TURNAROUND (E M B A R K)

MEAN TOTAL EXPENSES DURING THE VISIT

573€ 367€
(2022)

TOTAL VISIT (T R A N S I T + T U R N . .)

MEAN TOTAL EXPENSES DURING THE VISIT

159€ 82€
(2022)

	TRANSIT	TURNAROUND (E M B A R K)	TOTAL VISIT (T R A N S I T + T U R N . .)
ACCOMODATION	--	288 €	288 €
TOURIST PACKAGES	10 €	196 €	70 €
RESTAURANTS/CAFES	14 €	137 €	57 €
TRANSPORTS	37 €	73 €	50 €
SHOPPING	27 €	99 €	43 €
TOURISTS ATTRACTIONS	2 €	6 €	3 €
CONVENIENCE STORES/SUPERM.	--	67 €	50 €
OTHERS	13 € *	* 229 €	55 €
	(n=619)	(n=180)	(n=799)



Economic Impact of the Cruise Industry in Lisbon



1.934M € OF INCREASED OUTPUT IN LISBON

794M € IN VALUED-ADDED FOR THE LOCAL ECONOMY

317M € IN TAXES GENERATED

20.383 JOBS CREATED

EACH EURO SPENT BY THE PASSENGER GENERATES UP TO 3,57 EUROS IN TOTAL OUTPUT

EACH CRUISE SHIP CONTRIBUTES UP TO 2,29M € IN THE LOCAL GDP, CREATES 59 NEW JOBS AND GENERATES 0,91M € IN TAXES

Sustainability Efforts of a Leading Cruise Terminal

- Solar panels
- Air quality monitoring
- Waste management
- Community involvement
- Onshore Power Supply



Solar Panels

Lisbon Cruise Port plans to install solar panels on top of the air bridges that will allow to have a self-consumption of 38% of the annual energy needs and sell around 36% of energy produced to the power grid or local energy communities. We estimate saving around 45.000€ per year.



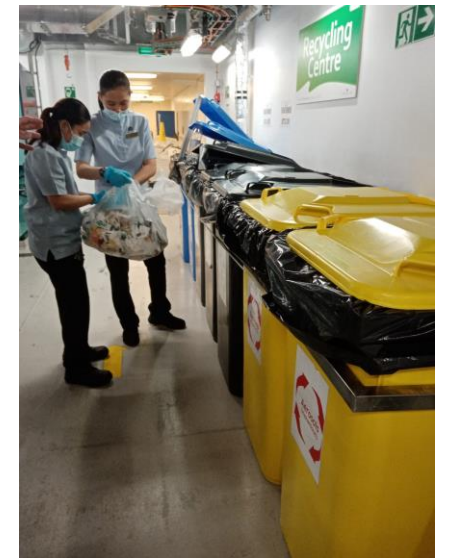
Air Quality Monitoring

Monitoring air quality in a cruise port benefits the city by safeguarding public health, preserving local ecosystems, and maintaining a positive image. It helps identify pollution sources, aids in compliance with environmental regulations, enlightens eco-conscious public opinion, and fosters sustainable tourism growth while minimizing adverse impacts on the local community and environment.



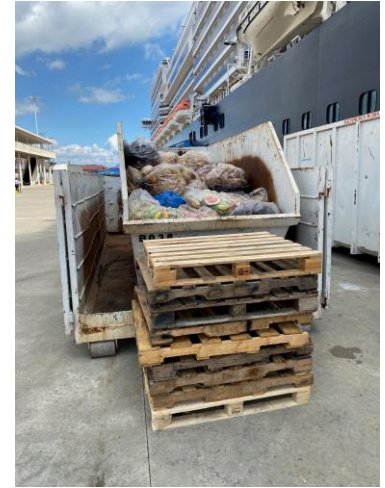
Waste Management

Inside ship



Waste Management

In the pier



By collaborating with local waste management services and adhering to strict waste reduction practices, cruise terminals can significantly increase the recycled waste and reduce the ecological burden of cruise activity.



Community Involvement



- Promote dialogue between the ship owners and the destination stakeholders is at the heart of responsible cruise tourism around the world.
- Solutions could include:
 - Certification of sustainable supply chains and excursions, ex: procuring only electric tuk tuk's, and buses only using biofuel buses;
 - Use of mobile technologies to avoid congestion in touristic sites;
 - Create shorter and more sustainable excursions ex: walking tours, bike tours;
 - Open the cruise terminal to the local community by organizing guided visits with schools, local associations.



Onshore Power Supply



**PORTS WITH AT LEAST ONE BERTH WITH
ONSHORE POWER SUPPLY FOR CRUISE SHIPS**

ACTIVE
34

FUNDED
23

PLANNED
16



Plugging into shoreside electricity allows ship engines to be switched off, reducing emissions by up to 98%, depending on the mix of energy sources, while a ship is in port, according to studies conducted by a number of the world's ports and the U.S. Environmental Protection Agency.

Onshore power supply (OPS) is also referred to as shoreside electricity (SSE), shore connection, shore-to-ship power (SSP), alternative maritime power (AMP), high-voltage shore connection (HSCV), or cold ironing.

- 66% of global capacity equipped with OPS connection capability by 2027
- EU goal is to have full OPS coverage in port or 'zero-emission' solutions by 2030

ACTIVE: 34

CANADA Halifax, NS | Montreal, QC | Vancouver, BC
 CHINA Guangzhou | Qingdao | Sanya | Shanghai
 Shenzhen | Tianjin | Xiamen
 DENMARK Aarhus
 GERMANY Hamburg | Kiel | Rostock
 ICELAND Hafnarfjörður
 LATVIA Ventspils
 MALTA Valletta
 NORWAY Ålesund | Bergen | Fredrikstad | Karmund (Haugesund)
 Kristiansand | Lyngdal | Skjolden (Sognefjord)

SOUTH KOREA Incheon (Seoul)
 SWEDEN Verkö
 UK Southampton
 USA Brooklyn, NY | Juneau, AK | Long Beach, CA
 Los Angeles (San Pedro), CA | San Diego, CA
 San Francisco, CA | Seattle, WA

FUNDED: 23

AUSTRALIA Sydney
 CANADA Victoria, BC
 FRANCE Marseille | Toulon
 GREECE Piraeus (Athens) | Heraklion
 ITALY Genoa | La Spezia | Livorno
 Civitavecchia (Rome) | Savona
 NETHERLANDS Amsterdam | Rotterdam
 NORWAY Flåm | Oslo | Stavanger | Tromsø
 SPAIN Barcelona | Bilbao | Cádiz
 SWEDEN Stockholm
 UK Portsmouth
 USA Miami, FL

PLANNED: 16

DENMARK Copenhagen | Fredericia | Skagen
 ESTONIA Tallinn
 FINLAND Helsinki | Mariehamn
 FRANCE Le Havre
 GERMANY Bremen
 ICELAND Reykjavik
 NORWAY Arendal | Trondheim
 SWEDEN Göteborg (Gothenburg) | Helsingborg (Scania)
 UK Tyne
 USA Fort Lauderdale, FL | Galveston, TX

Crusing.org
 #Wearecruise
 Cruiseinfohub.com

Source: CLIA port analysis (as of March 1, 2024)



Onshore Power Supply

The adoption of emission-reducing technologies, such as the OPS enables cruise terminals to curb emissions and air pollution. OPS allows ships to switch off their engines while docked, reducing air and noise pollution. Such technologies not only improve air quality but also demonstrate a commitment to innovation and environmental stewardship.

The Port of Lisbon already has ongoing the implementation OPS that will allow to connect, in a first phase, two ships simultaneously. The conclusion of this project is expected in 2029.



**Thank you
Obrigado**



World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Roundtable

How can we develop sustainable cruises in port cities?

MODERATOR



Peter V. HALL

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APDL



Christophe GAIGNEUX

South Europe Regional Sales
Manager
Wabtec

**World Conference
Cities & Ports by AIVP**

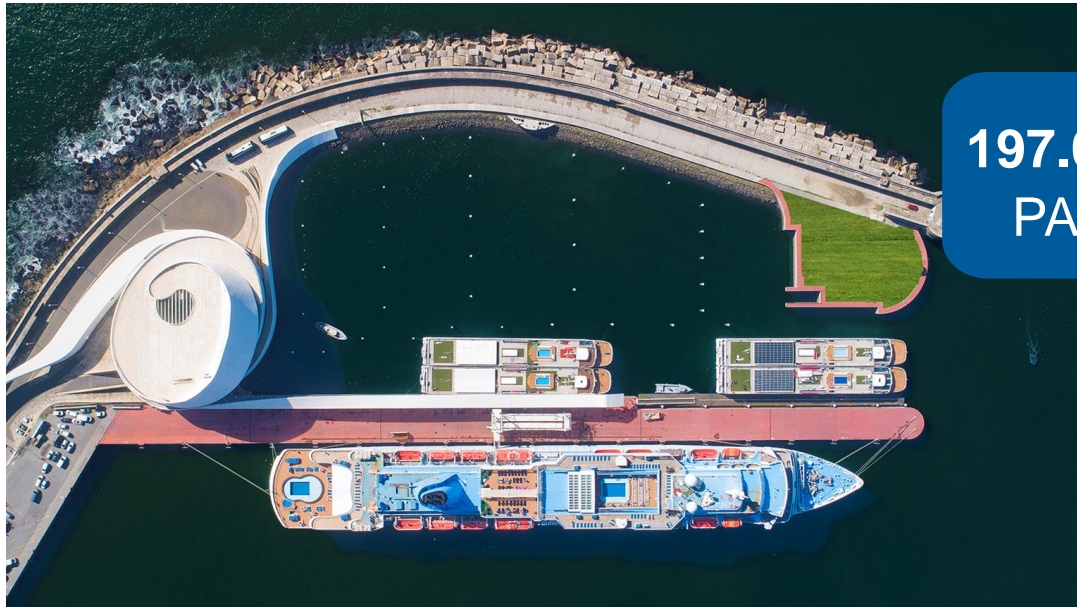
Porto Cruise Terminal

Marta SÁ LEMOS
Head of Marketing and Communication
APDL

PORTO CRUISE TERMINAL



**153
CALLS**



**197.000
PAX**

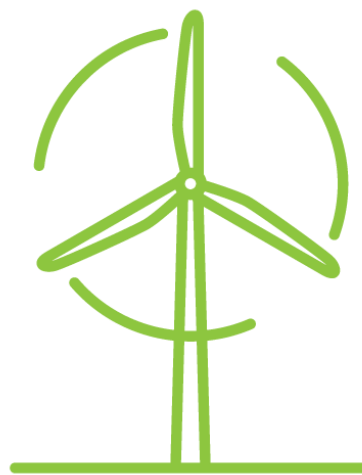


ENERGY TRANSITION ROADMAP

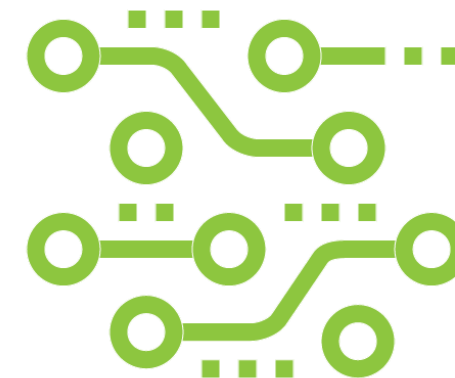
CARBON NEUTRALITY: 2035



DECARBONIZATION



ENERGY TRANSITION



DIGITALIZATION



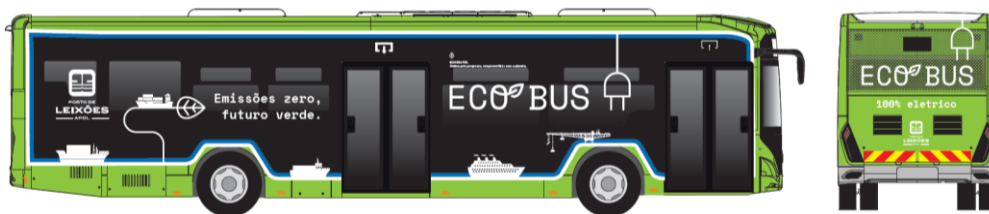
DECARBONISATION



➤ NEW TUGBOATS WITH ECOBUNKERS



➤ OPS - ONSHORE POWER SUPPLY



➤ ECO BUS



ALTERNATIVE FUELS

- Monitoring demand for Alternative Fuels

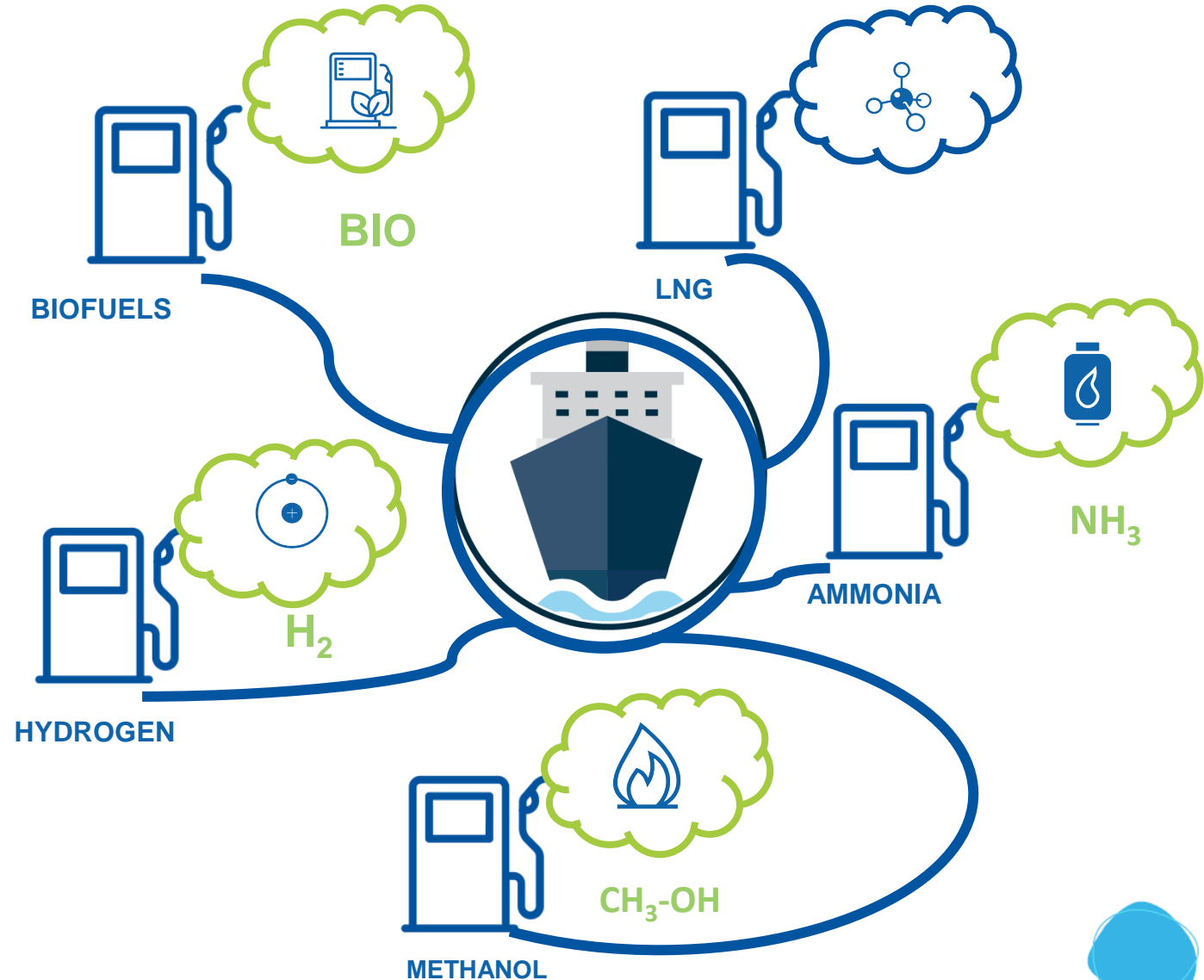
- Development of a Biodiesel Pilot - Prio

There is no "one size fits all"

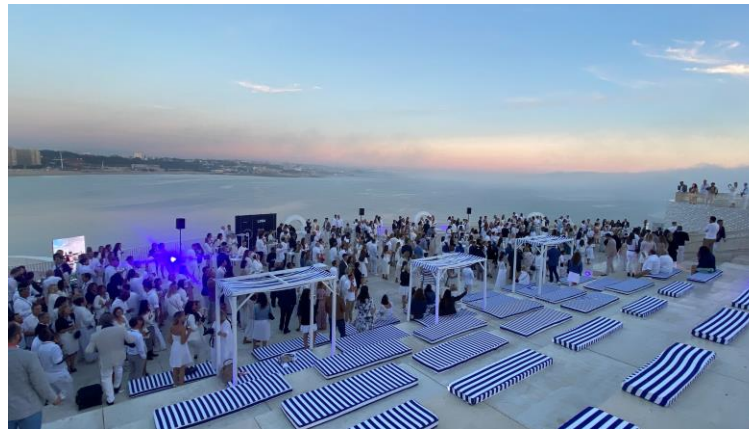
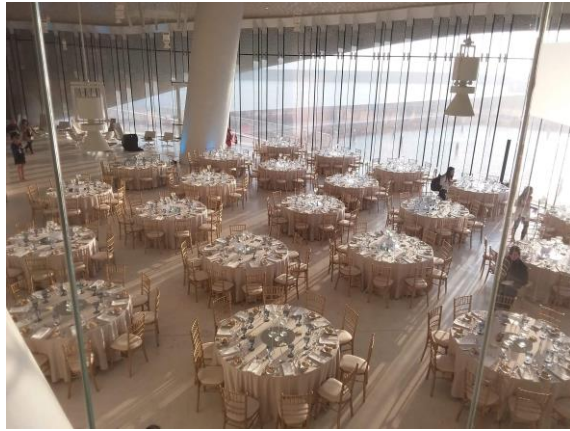
- Introduction of Carbon Rate

- Port Fees Reduction for Ships with Better Environmental Performance

- Green Fuels Storage (Hydrogen, Ammonia, Methanol*)
 - * PRR – H2Driven.



More than a Cruise Terminal...





Thank you

Marta.salemos@apdl.pt

www.apdl.pt



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Parallel Track Cruise and Mobility

Roundtable

How can we develop sustainable cruises in port cities?

MODERATOR



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Manager
Wabtec

World Conference Cities & Ports by AIVP



Anne-Marie SPINOSI

SENIOR VICE-PRESIDENT AT MEDCRUISE, DIRECTOR OF PR, EVENTS
& MEDCRUISE PARTNERSHIPS

CRUISE MANAGER AT CORSICA PORTS, CHAMBER OF COMMERCE
AND INDUSTRY OF CORSICA



How can we develop sustainable cruises in port cities?

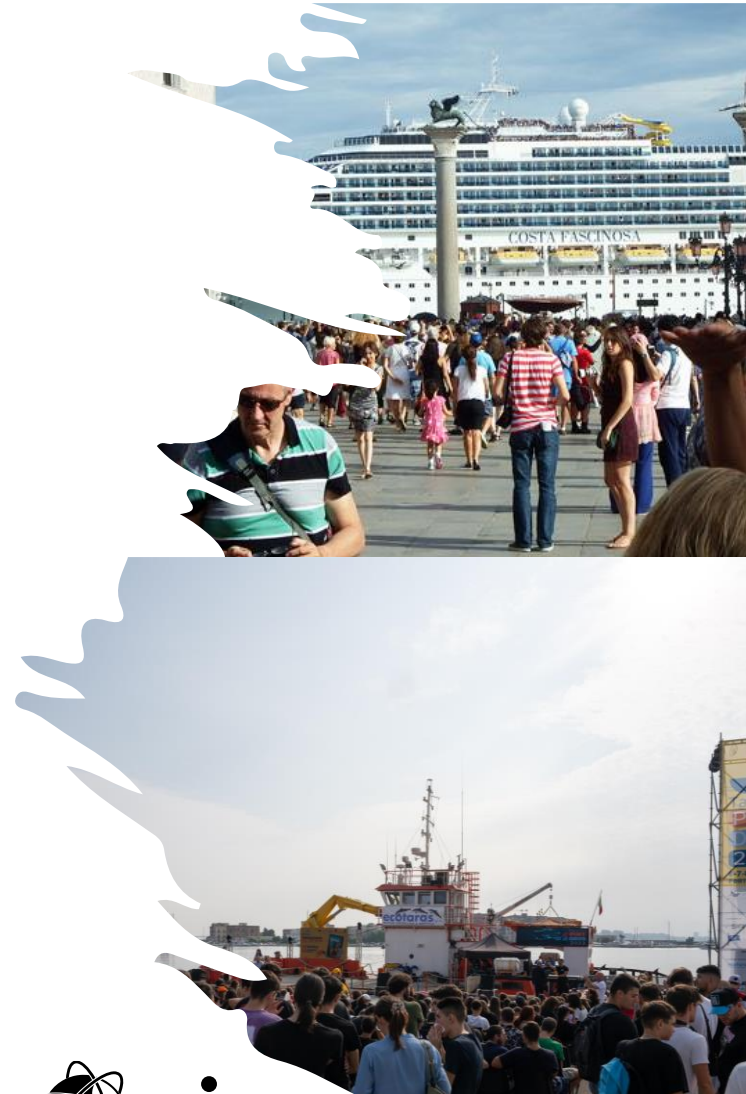
In a nutshell:

AIVP & Medcruise working together: *The MoU and the working group*

Cruise Port City Compass: *What is the compass about? Who is involved? Key topics*

What does a sustainable destination look like in practice? *Let's see some good rules*

Case study: *La Spezia and Marina di Carrara*

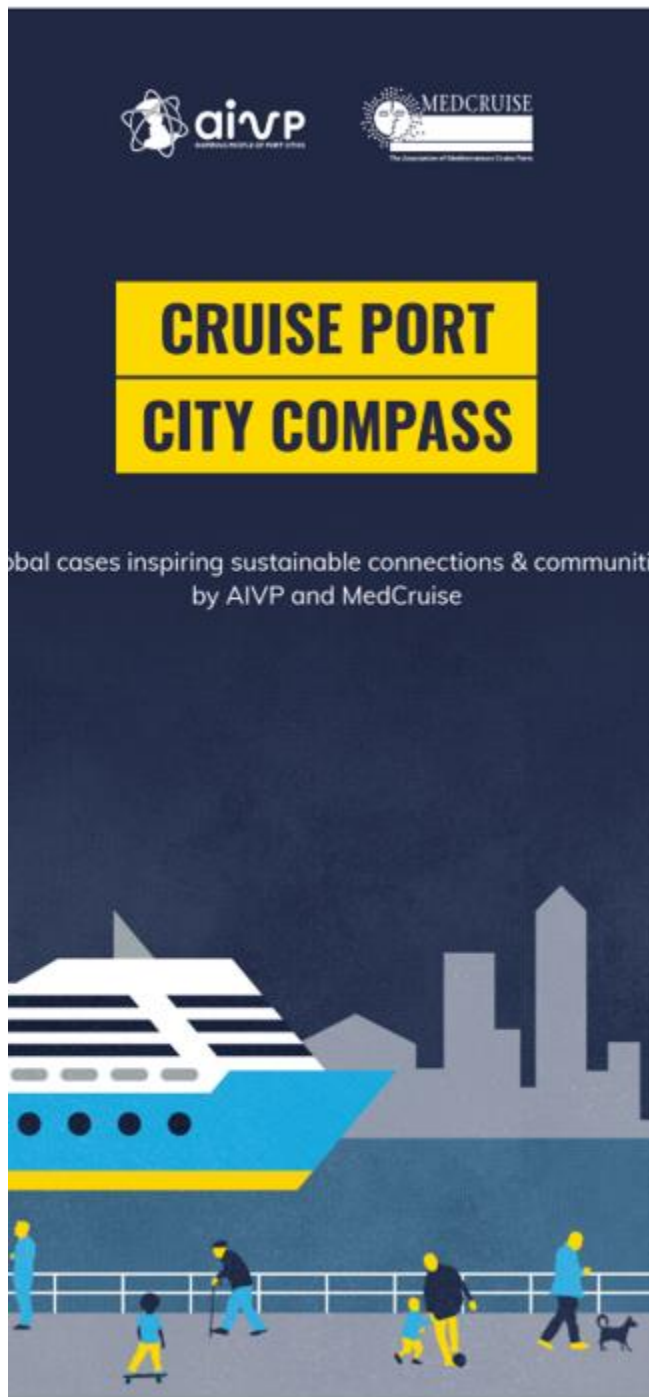




Medcruise & AIVP working together

- MedCruise and AIVP have been collaborating since the signing of a Memorandum of Understanding in April 2021. The launch of a joint Working Group, composed of 23 members, is clear proof of their partnership and their commitment to facilitating better coexistence between port cities and cruises.
- AIVP and MedCruise believe in collaborative efforts to find a balance between port activities, cruises, and citizen aspirations.





DOWNLOAD HERE!



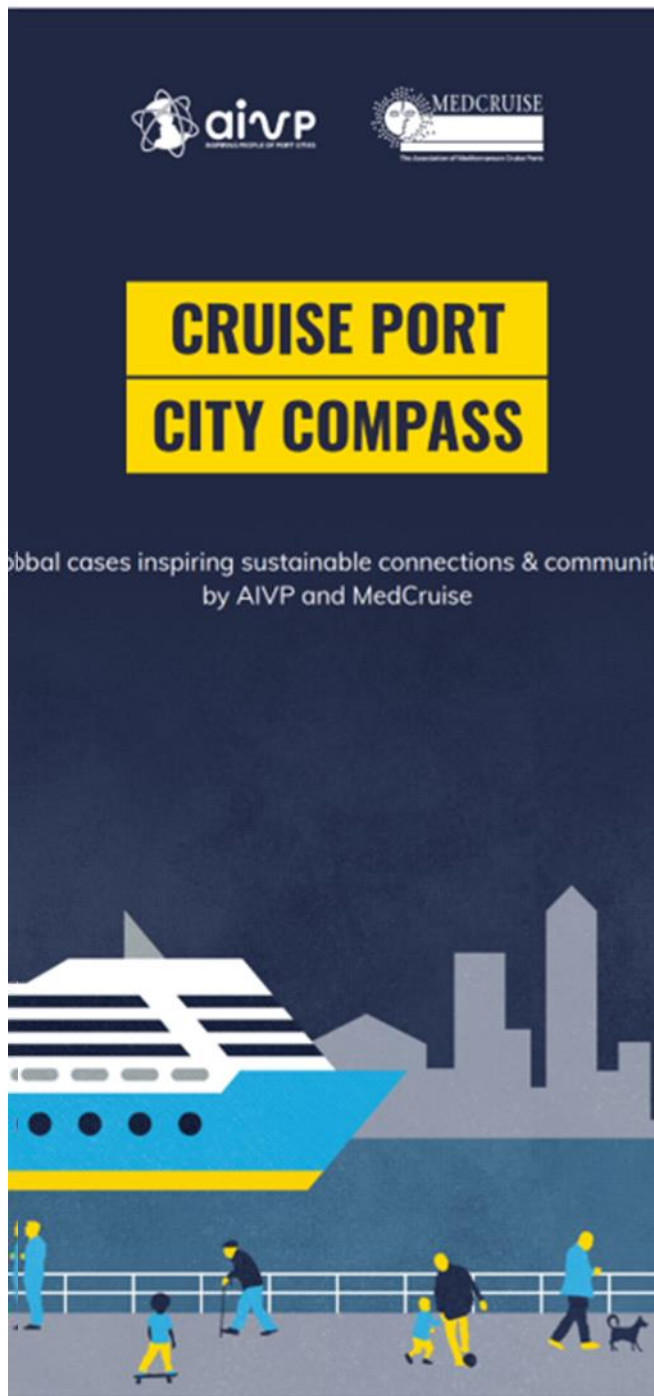
What is the Compass about?

The publication is conceived as a “compass” for cruise ports and their communities, as it provides good practices for their sustainable growth and development.

It will help understand what challenges and issues still need to be addressed.

It aims to contribute to the existing and ongoing dialogue and actions developed at the European and global levels by the main institutions, associations and bodies which committed themselves to the sustainable development of cruise tourism and port-city relations.





Who is involved?

THE FLOOR TO THE PORTS

- **16 members** from **8 different countries** around the world highlight the best practices carried out in their cruise ports. Tags: **environmental protection - energy transition, port city interface – waterfront – governance - economic impact – community building – communication.**

THE FLOOR TO THE CITIES

- Cities of **Trois-Rivière** (Canada), **Marseille** (France) and **Dubrovnik** (Croatia) showcase the three different stages of development of the cruise sector in the port city context.

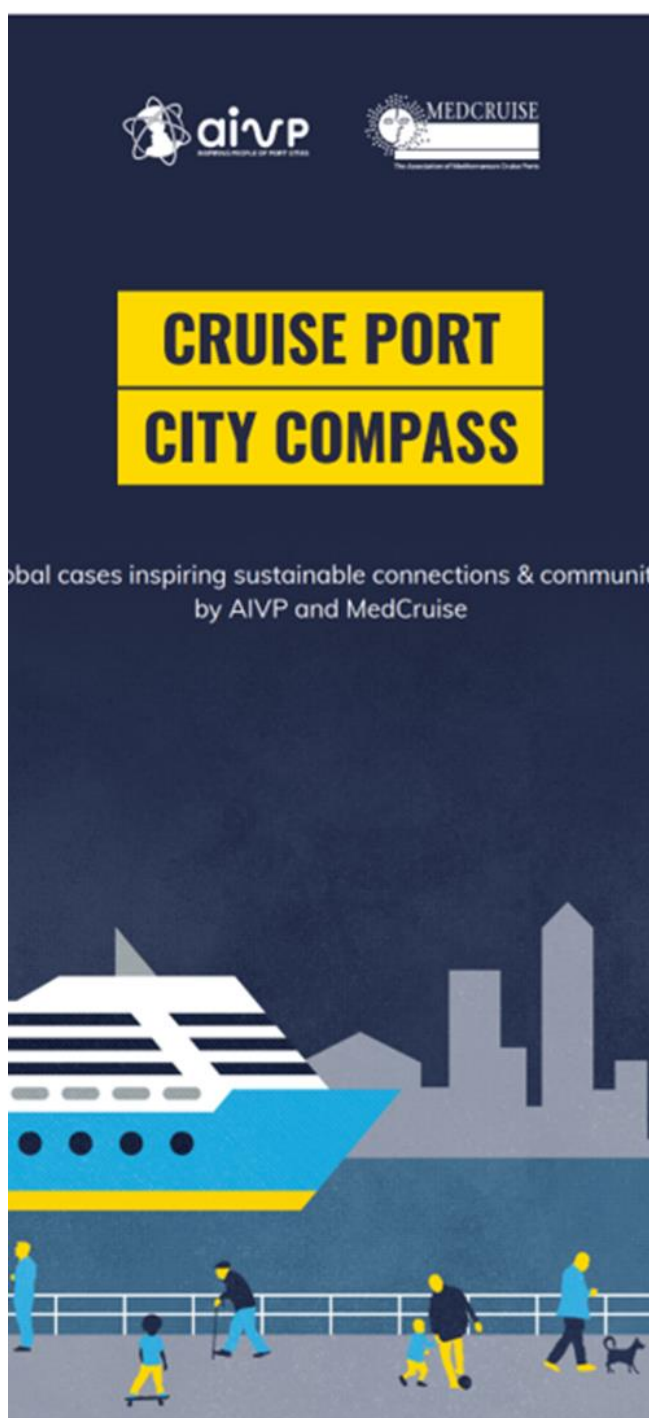
THE FLOOR TO THE COMPANIES

- Two global leaders (**Wabtec** and **Global Ports Holding**) provide an overview of the actions taken by private companies with the deployment of new devices on cable management systems and initiatives to support local communities.

THE FLOOR TO THE EXTERNAL EXPERTS

- Academia, national governments, international organizations and experts (**ESPO, CLIA, Risposte Turismo, Thanos Pallis – University of Piraeus, Direction Interrégionale de la Mer Méditerranée – French Government**) provide an overview of complementary perspectives.





KEY TOPICS

ENVIRONMENTAL PROTECTION AND ENERGY TRANSITION

This is one of the main priorities for all ports, with cases such as Barcelona, Istanbul or Lisbon mentioning their OPS systems, or Málaga explaining their LNG operations. There are examples of environmental monitoring such as in Ceuta and Taranto, or specific agreements to set the ground rules of environmental protection as it happens in Bordeaux and La Spezia.

PORT CITY INTERFACE AND WATERFRONT

Another key issue is the configuration of the port, the port city interface and the waterfront, with some innovative approaches to terminals, as it happens in Istanbul. In other cases, such as Cartagena, Genoa or La Spezia, there is an effort to rethink public spaces in proximity to the port, to improve the quality of life of the inhabitants, while also providing comfortable areas for tourists. Some cases, such as Saint John, have developed original infrastructures that have become both an attraction for locals and a welcoming place for passengers.

GOVERNANCE, DIALOGUES AND ECONOMIC IMPACT

The vast majority of the participant ports have developed different tools to improve the dialogue with stakeholders and worked together for joint promotion. For example, cases like Quebec or Venice (with a new sustainable cruise tourism approach) have innovated in managing the relationship with the broader port city community, establishing committees or even, as in the Canadian case, establishing a cap on the number of passengers arriving at the port. In several cases, like Valencia, we could see an active effort to spread tourism in the broader region by providing specific training for tourism professionals, while others like Saint John and Bordeaux have developed original communication campaigns. In the same direction, cases like the port of Livorno allow us to see how they worked with experts to activate this sector on other ports of its network.





WHAT DOES A SUSTAINABLE DESTINATION LOOK LIKE IN PRACTICE?

1. **Community Involvement and Leadership:** Local communities should be actively involved in decision-making processes related to tourism development and management.
2. **Sustainability of Resources:** Management practices should ensure the sustainability of all resources, including cultural, environmental and economic assets.
3. **Economic Benefits for Local Populations:** Tourism should contribute to the economic well-being of the local population.
4. **Quality Visitor Experiences:** maintaining and enhancing the quality of experiences for visitors.
5. **Education and Interpretation:** Educating both tourists and locals about the cultural, environmental, and social contexts of the destination is crucial.
6. **Integrated Planning and Management:** coordinated planning and management across different sectors and stakeholders, including tourism businesses, local government, community groups, and environmental agencies.
7. **Monitoring and Accountability:** Continuous monitoring of tourism impacts and the effectiveness of management strategies is essential.
8. **Resilience and Adaptation:** Destinations should be prepared to adapt to external pressures such as economic shifts, environmental changes, and social transformations. Building resilience involves planning for the long-term sustainability of tourism, including its ability to respond to crisis.





CASE STUDY : LA SPEZIA & MARINA DI CARRARA

La Spezia is one of the main Italian cruise ports. Its proximity to the most beautiful Italian cities makes it the perfect destination for thousands of cruise passengers. The port of **Marina di Carrara** is also home to some cruise ships, thanks in large part to the famous white marble quarries.

- Sustainable infrastructural development:
 - Urban waterfront and port-city regeneration projects in both La Spezia and Marina di Carrara
 - agreement for the reduction and mitigation of the environmental impact of cruise ships in the La Spezia area
- Social engagement for sustainable cruise destinations:
 - Memorandum of Understanding Port Authority - Municipality of La Spezia
 - Cultural events taking place mainly during the cruise season
 - waterfront facilities available to the citizens
 - Joint promotion of sustainable mobility



Merci pour votre attention!

Thank you for your attention!



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World Conference Cities & Ports by AIVP



Julie GREEN
Deputy General Manager
CLIA



Charting the future of sustainable cruise tourism



3 GOOD HEALTH AND WELL-BEING
Ensure healthy lives and promote well-being for all at all ages.

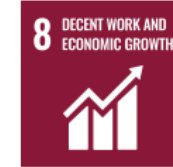
GENDER EQUALITY
Achieve gender equality and empower all women and girls.



AFFORDABLE AND CLEAN ENERGY
Ensure access to affordable, reliable, sustainable and modern energy for all.



CLEAN WATER AND SANITATION
Ensure availability and sustainable management of water and sanitation for all.



8 DECENT WORK AND ECONOMIC GROWTH
Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.

RESPONSIBLE CONSUMPTION AND PRODUCTION
Ensure sustainable consumption and production patterns.



CLIMATE ACTION
Take urgent action to combat climate change and its impacts.



SUSTAINABLE CITIES AND COMMUNITIES
Make cities and human settlements inclusive, safe, resilient and sustainable.



LIFE BELOW WATER
Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

LIFE ON LAND
Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.



Exploring new Energy Solutions



Advanced biofuels: in 2023, the cruise industry reported using 7400 tons of biofuels

LNG pathway: by 2028, 41 ships to be capable of using biogas or synthetic LNG

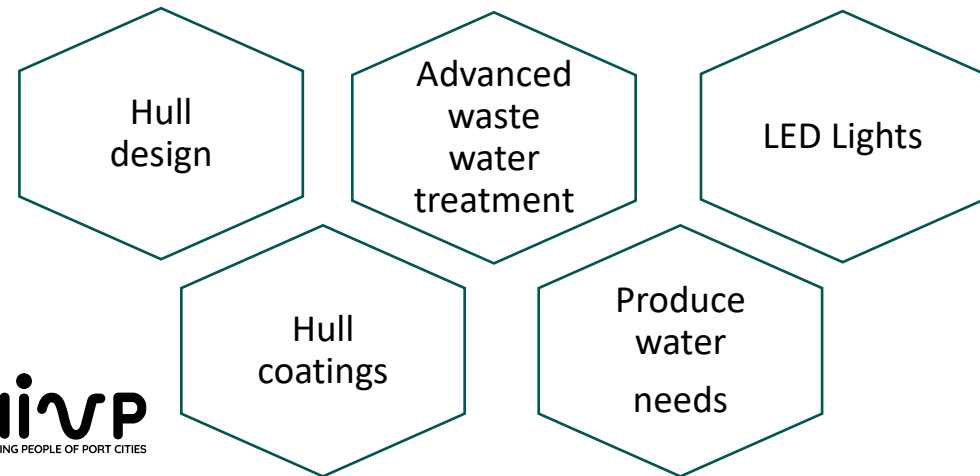
Methanol pathway: 7 vessels in next 5 years to be methanol ready

Electricity: 15% of new ships in next five years will be equipped with fuel cells or batteries for hotel loads

Investing in onshore power connectivity



And driving onboard innovations

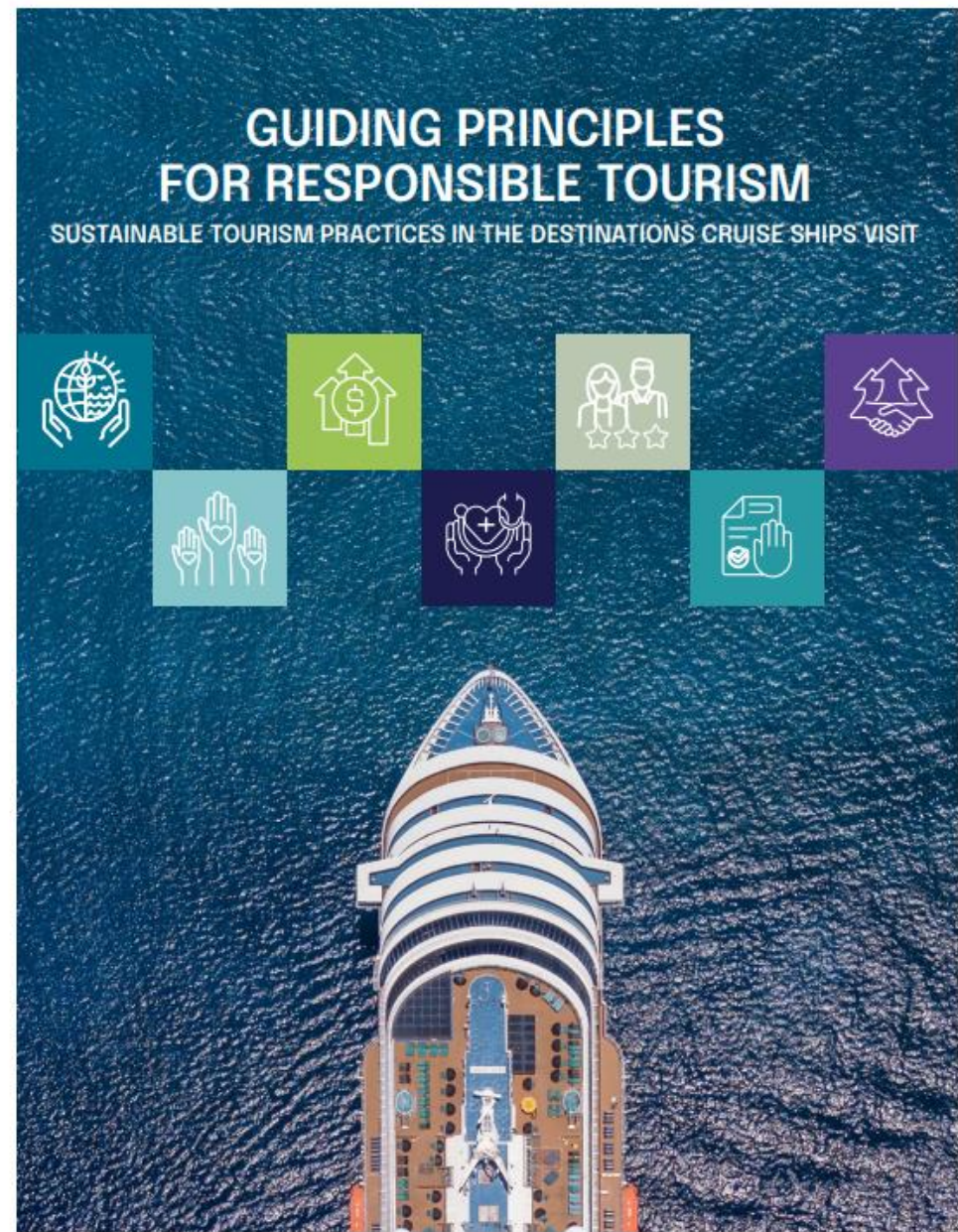


Dialogues with destinations

Cruise tourism is managed tourism & invested in being part of the solution



Ship arrival and departure schedules are established with ports in advance, enabling planning for tourism flows.



Principles for mutually successful engagement

COLLABORATE WITH THE COMMUNITIES SHIPS VISIT

Cruise lines seek to collaborate with the communities ships visit by managing operations in ways that help reduce environmental impacts and support biodiversity and conservation initiatives.



PROVIDE REWARDING EMPLOYMENT EXPERIENCES AND CAREER PATHS

Cruise lines seek to provide rewarding employment experiences and careers to a global and diverse workforce from more than 150 countries—including on board and on shore opportunities in cruise line headquarters and regional offices, in ports and destinations, and other locations throughout the world where the industry's vast network of partners and supply chains operate.



SUPPORT QUALITY OF LIFE AND RESPECT CULTURAL AND NATURAL HERITAGE

Cruise lines aim to support and work with port and local officials, stakeholders, passengers, and partners to limit disruptions to daily life and to protect sensitive cultural and natural resources in the destinations ships visit.



DEMONSTRATE GOOD GOVERNANCE

Cruise lines aim to follow policies and practices that support good governance, as well as provide accurate and timely information about operations globally and in ports and destinations to maximize collaboration, planning and sound decision-making with and by local authorities.

CONTRIBUTE TO THE ECONOMIC WELL-BEING OF HOST COMMUNITIES

Our members pursue commercial opportunities for local businesses and, where feasible, provision ships locally and sustainably at ports of embarkation and ports of call.



WORK WITH GLOBAL TRAVEL AND TOURISM PARTNERS ON BEST PRACTICES FOR OPTIMIZING CRUISE TOURISM IN PORT DESTINATIONS

Cruise lines seek to proactively collaborate with partners to identify industry level policies and practices in conjunction with trained destination managers to effectively optimize cruise tourism in destinations.



Transparency
 Consultation
 Cooperation
 Enforcement
 Timing

Merci pour votre attention!

Thank you for your attention!



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Sustainable Ports & Maritime
*Wabtec's Electrification Solutions for
Open Piers*

Christophe Gaigneux
+33 6 5903 7728



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South Europe Regional Sales
Manager
Wabtec

Wabtec - Electrification Solutions for Sustainable Ports

At Wabtec, we are committed to sustainability. We recognize progress requires a balance of environmental stewardship, social responsibility and economic growth.

Urgency need for green maritime operations

- Ports contribute to about 3% of total GHG emissions
- It is 780 million tons of CO2 annually – MDPI study in 2011
- Ports are significant sources of PM2.5, Nox, Sox and CO
- Emissions from diesel engines in ports can lead to **serious health issues**, including respiratory and cardiovascular diseases (US EPA)

Several key new and upcoming regulations aimed at promoting port electrification

IMO 50% by
2050 vs 2008

EU Regulations
Fit for 55
55% by 2030

U.S. **EPA**
50-52%
2030 vs 2005 by

National and
Local regulations
e.g.
CARB (California),
(S)ECAs.

Innovative Solutions for a Greener Port & Open Piers

Cutting edge & Flexible Onshore Power Supply (OPS) system for Vessels

Easy to move in non-static port environment

Safely brings power to your vessel

Safe for workers and co workers

Innovative Solutions for a Greener Port & Open Piers

Patented (®) Combined Solution

⇒ Passenger Bridge with Onshore Power Supply (PAXOPS ®) for Ferries & Cruise Terminals



Achieving sustainability targets

- Environmental Benefits,
- Economic Benefits (Civil Works optimization, Electrical network reduction,
- Operational Disturbance Avoidance,
- Healthier environment for port workers and nearby communities,
- Safe & Clean Piers for citizens,



Partner with WABTEC for a Sustainable Future

Thank you for your Attention

- Next Steps : Stop by our booth; Let share our thoughts
- Proposal for a pilot project,
- Share contact Information,
- How to get in touch for further discussions ?

=> Christophe Gaigneux / +33 6 5903 7728 / Christophe.gaigneux@wabtec.com

World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Coffee Break



World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Roundtable
How to manage tourist flows in port cities?

MODERATOR



João Pedro Costa
Professor of Urbanism
Faculty of Architecture,
University of Lisbon



Alessandro VACCA
Senior Director
SYSTEMATICA



Ignacio REVILLA
Delegado de los puertos de
Ibiza y la Savina
Port Authority Balearic Islands



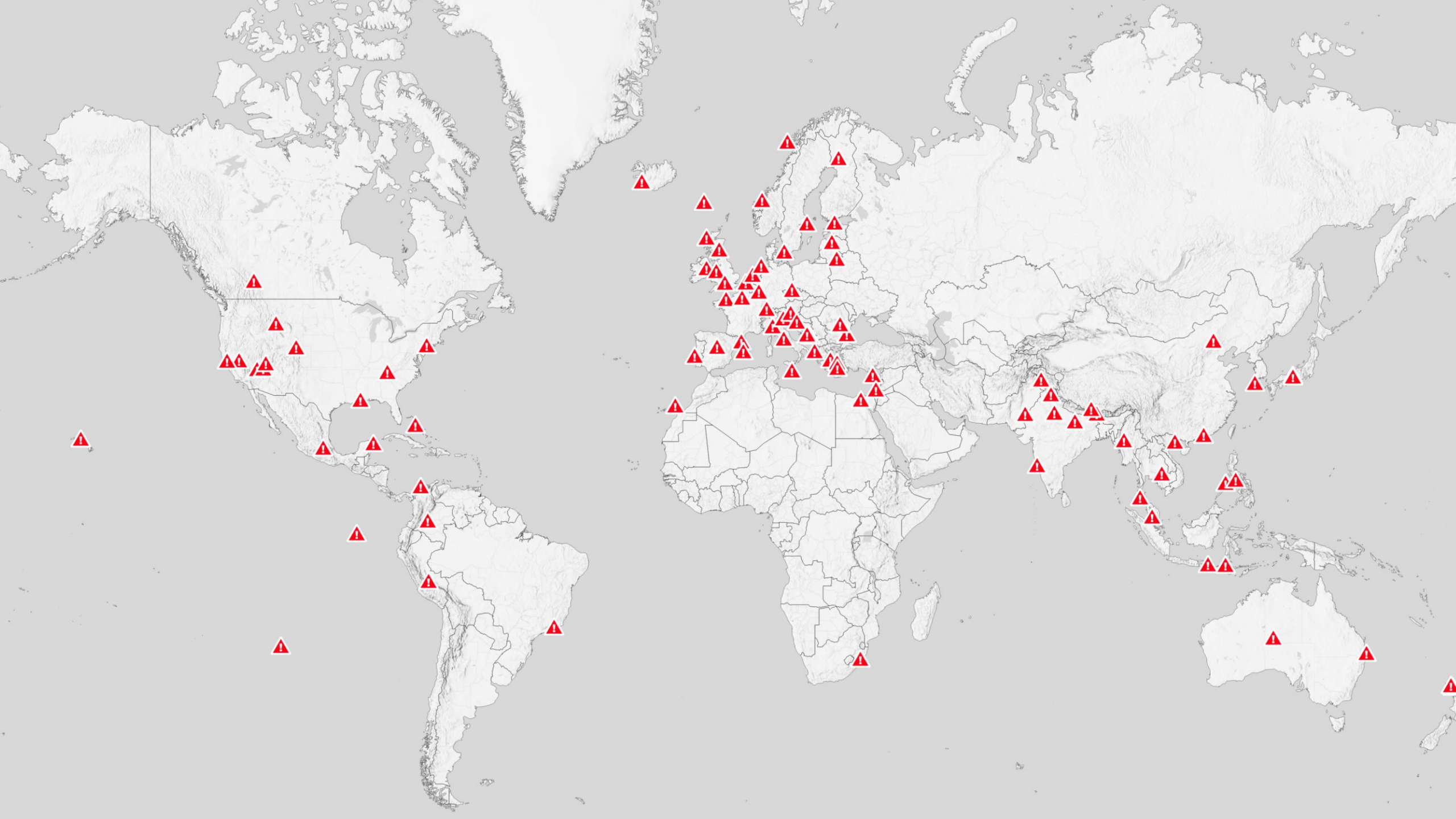
Serge MAMMARELLA
Urbanist
MAP-oi

**World Conference
Cities & Ports by AIVP**

Sustainable Mobility and Cruise Tourism in Port Cities

Systematica

*Alessandro Vacca, Giovanni Bottini, Gaia Saghbini, Alessandro Pedrazzoli, Marriam
Iqbal*



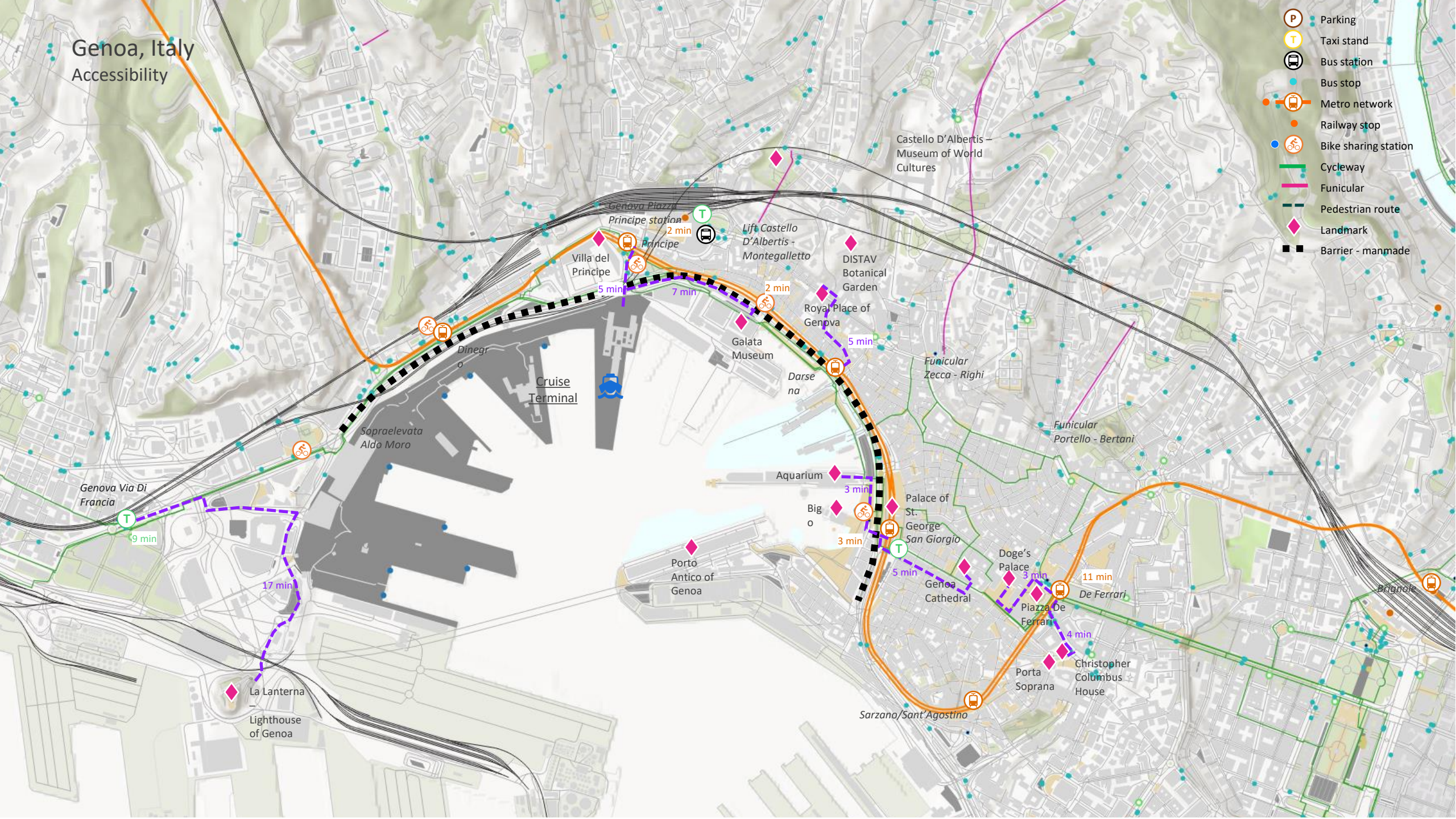
Key Performance Indicators for Overtourism

City	Population	Annual Tourists	Tourist-to-Population Ratio	Annual Cruise Passengers	Cruise Passenger-to-Population Ratio	Walkscore	1-hr Walk Accessibility	30-min Transit Accessibility
Amsterdam	872,000	2,000,000	2.29	1,270,000	1.46	77.2	High	High
Barcelona	5,711,917	15,600,000	2.73	3,568,901	0.62	76.6	Moderate	High
Mykonos	15,000	2,000,000	133.3	1,200,000	80.0	37.3	Low	Moderate
Venice	49,129	5,700,000	116.0	507,908	10.34	68.2	High	Moderate
Dubrovnik	41,562	7,800,000	4.5	748,918	3.1	76.8	Low	Moderate
Singapore	5,832,387	13,600,000	2.33	1,200,000	0.21	73.5	High	High
Lisbon	545,245	3,200,000	5.87	700,000	1.28	73.0	Moderate	High
Vancouver	631,486	10,300,000	16.3	900,000	1.42	78.5	High	High
Key West	24,565	2,300,000	93.6	1,000,000	40.7	63.2	Moderate	Moderate
Genoa	583,601	4,500,000	7.71	1,100,000	1.88	70.1	Moderate	High
Naples	962,003	10,000,000	10.4	500,000	0.52	74.6	Moderate	High
Southampton	269,781	3,000,000	11.12	2,000,000	7.41	65.3	Moderate	High
Funchal	111,892	1,500,000	13.4	800,000	7.15	58.7	Moderate	Moderate
Kotor	13,510	1,000,000	74.0	450,000	33.3	55.0	Low	Moderate
Miami	442,241	8,100,000	18.3	1,700,000	3.85	78.1	High	High
Copenhagen	805,402	6,300,000	7.82	1,100,000	1.37	80.2	High	High



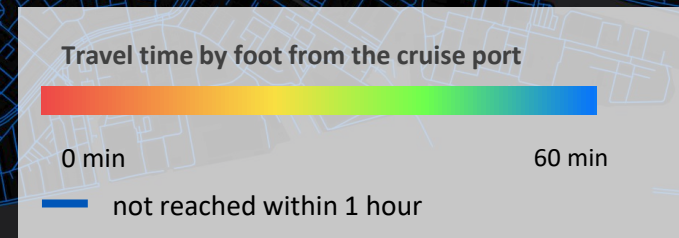
Genoa, Italy Accessibility

- Parking
- Taxi stand
- Bus station
- Bus stop
- Metro network
- Railway stop
- Bike sharing station
- Cycleway
- Funicular
- Pedestrian route
- Landmark
- Barrier - manmade



Amsterdam, Netherlands

Pedestrian isochrone 1h



Cruise Terminal

Anne Frank House
Royal Palace Amsterdam
Begijnhof
Dam Square
Old Church
Rembrandt House Museum
NEMO Science Museum
The National Maritime Museum

Rembrandtpark

Voldelpark

Van Gogh Museum

Rijks Museum

Oosterpark



4 km Maximum distance reachable by one hour by foot



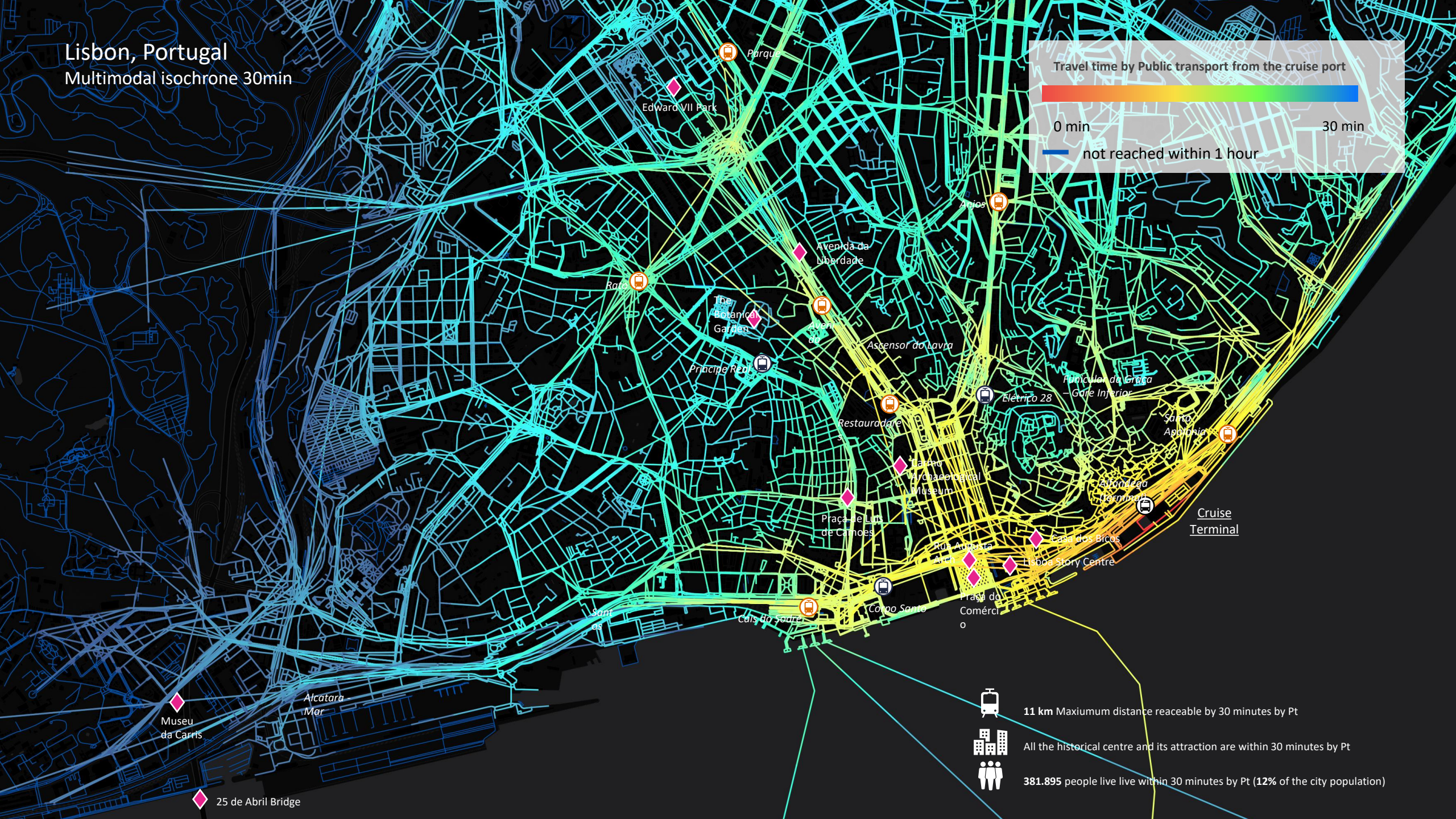
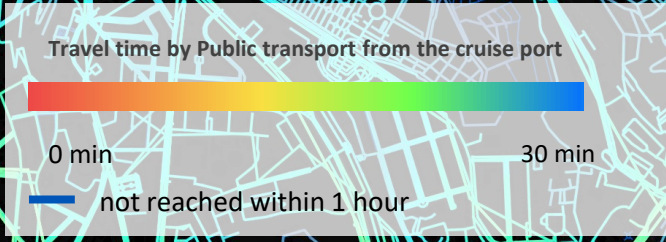
A vast part of the historical centre and its attraction are within one hour by foot






120.075 people live live within 1 hour by walk (10% of the city population)

Lisbon, Portugal

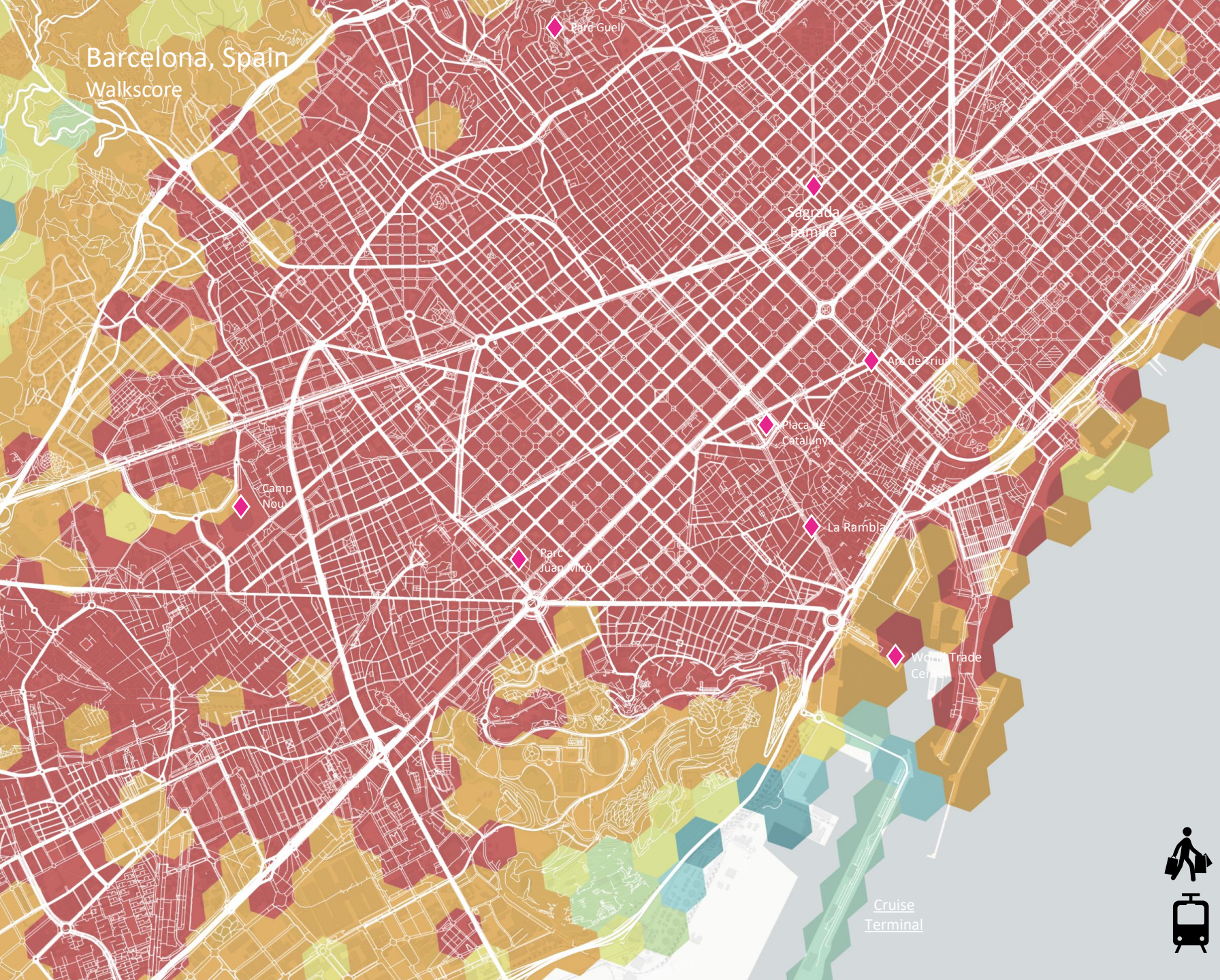
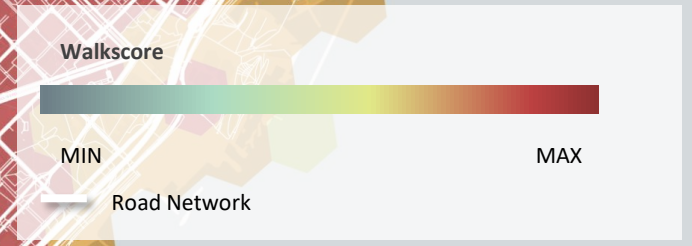
Multimodal isochrone 30min



-  11 km Maximum distance reachable by 30 minutes by Pt
-  All the historical centre and its attraction are within 30 minutes by Pt
-  381.895 people live live within 30 minutes by Pt (12% of the city population)

Barcelona, Spain





Walkscore



Average Walkscore in 1 hour by foot= **76,6**

Average Walkscore in 30 minutes by public transport= **79,4**

Common Causes and Challenges

Cluster	Cities	Primary Causes	Short-Term Solutions	Long-Term Solutions
 High Impact Cities	Venice Barcelona Amsterdam Dubrovnik Miami	<ul style="list-style-type: none"> • High tourist density • Cruise dependency 	<ul style="list-style-type: none"> • Visitor flow management • Promote off-peak seasons 	<ul style="list-style-type: none"> • Expand pedestrian zones • Limit cruise entries • Develop infrastructure to support sustainable tourism with fewer environmental impacts.
 Moderate Impact cities with Dispersed Attractions	Lisbon Singapore Vancouver Copenhagen	<ul style="list-style-type: none"> • Balanced tourism • Dispersed attractions 	<ul style="list-style-type: none"> • Encourage peripheral attractions • Shuttle services 	<ul style="list-style-type: none"> • Invest in peripheral attractions • Real-time monitoring systems
 Environmentally Sensitive Cities	Key West Genoa Kotor	<ul style="list-style-type: none"> • Fragile ecosystems • High environmental impact from tourism 	<ul style="list-style-type: none"> • Limit cruise numbers • Eco-transport options 	<ul style="list-style-type: none"> • Develop comprehensive eco-tourism plans
 Urban-Constrained Historic Cities	Southampton Naples Funchal Mykonos	<ul style="list-style-type: none"> • Historic sites • Narrow layouts • Centralized attractions 	<ul style="list-style-type: none"> • Pedestrian-only areas • Increased shuttles 	<ul style="list-style-type: none"> • Enhanced transport infrastructure • Visitor dispersal policies



Thanks!



World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Roundtable
How to manage tourist flows in port cities?

MODERATOR



João Pedro Costa
Professor of Urbanism
Faculty of Architecture,
University of Lisbon



Alessandro VACCA
Senior Director
SYSTEMATICA



Ignacio REVILLA
Delegado de los puertos de
Ibiza y la Savina
Port Authority Balearic Islands



Serge MAMMARELLA
Urbanist
MAP-oi

World Conference Cities & Ports by AIVP

SUSTAINABLE MOBILITY AT THE PORT OF IBIZA

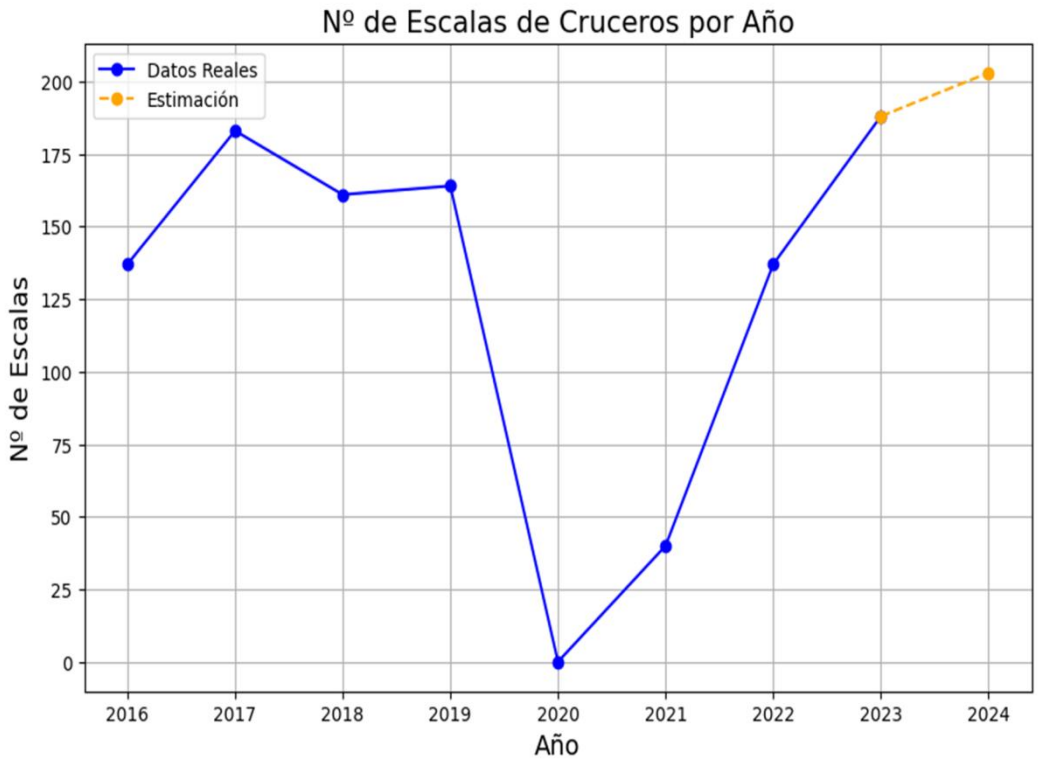
CRUISES CALLS vs PAX/HR

Ignacio REVILLA

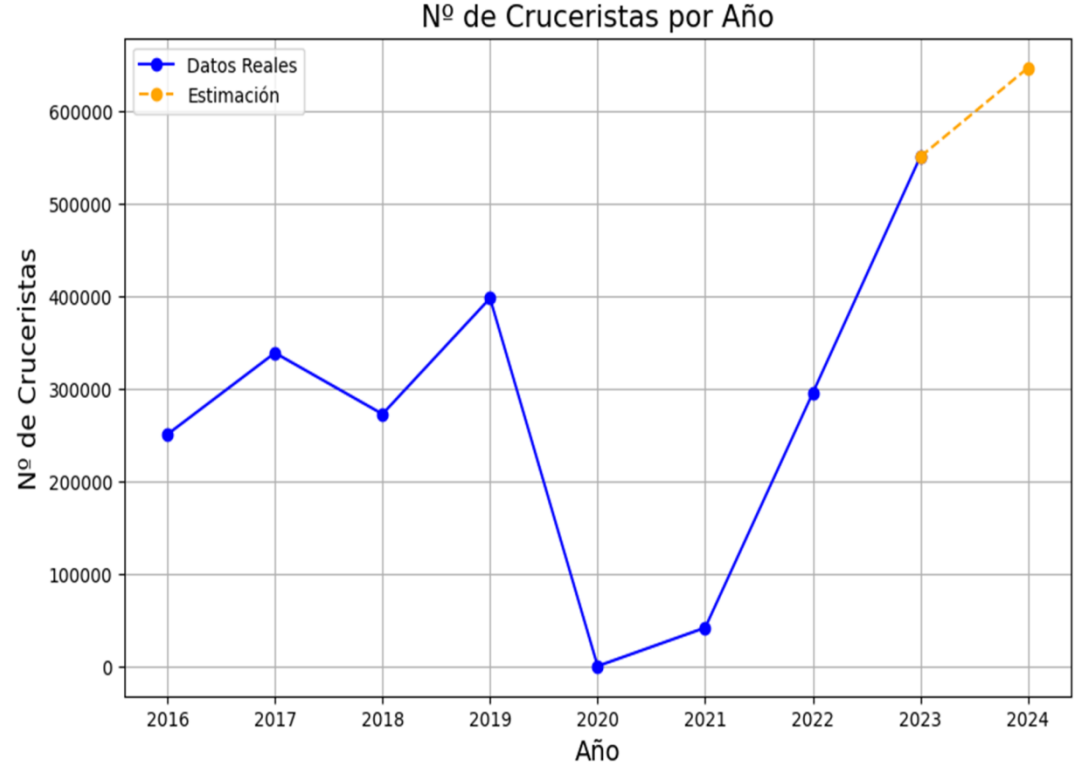
Delegado de los puertos de Ibiza y la Savina
Port Authority Balearic Islands



PORT OF IBIZA CRUISES DATA



200 CRUISE CALLS



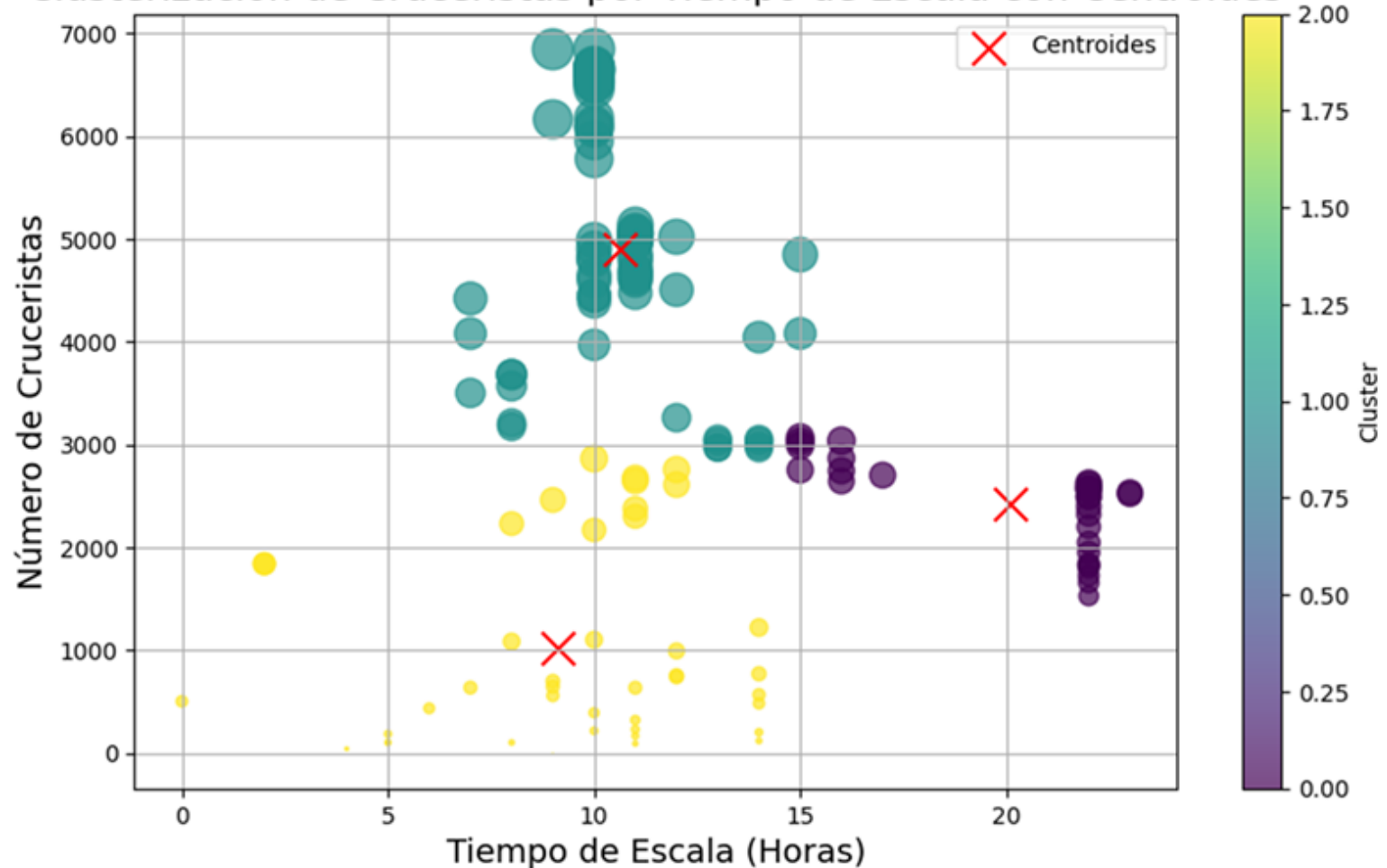
650,000 CRUISE PAX.



PORT OF IBIZA CRUISES CLUSTERING 2024



Clusterización de Cruceristas por Tiempo de Escala con Centroides



PUBLIC DEBATE



- NUMBER OF CRUISES PER DAY
- MAX. SIZE OF THE CRUISES
- ARRIVAL TIME



Transportation comp.

FIRST STUDY 2023 →
MAXIMUM MOBILITY
CAPACITY = 3,000
PAX/HR



Shipping
company &
agent

Cruises
passengers

City - destiny

Tour operators

ETA OF CRUISES ADAPTED



PORT OF IBIZA CRUISES MOBILITY

2024 APPLIED → MAXIMUM MOBILITY CAPACITY = 3,000 PAX/HR

ETA OF CRUISES ADAPTED TO THIS MAXIMUM CAPACITY



PORT OF IBIZA CRUISES MOBILITY

2024 APPLIED → MAXIMUM MOBILITY CAPACITY = 3,000 PAX/HR

ETA OF CRUISES ADAPTED TO THIS MAXIMUM CAPACITY

	21/06	19/07	26/07	09/08	16/08	RANGO MEDIO	RANGO OBJETIVO	VARIACIÓN
<u>Shuttle bus</u>	38%	38%	38%	38%	38%	38%	30%	↓ -8%
City boat¹	8,5%	13,4%	7,4%	13,1%	11,6%	11%	15%	↑ +4%
Port bus¹	8,4%	10,4%	6,9%	20,3%	15,5%	15,25%	15%	≡
Excursiones	10%	10%	10%	10%	10%	10%	10%	≡
Taxi¹	8,3%	5,2%	5,4%	5,4%	6,1%	6,2%	5%	↓ 1,2%
Bus línea +peatonal	26,7%	22,9%	32,3%	13,1%	18,6%	19,3%	25%	↑ +5,7%



PORT OF IBIZA CRUISES MOBILITY

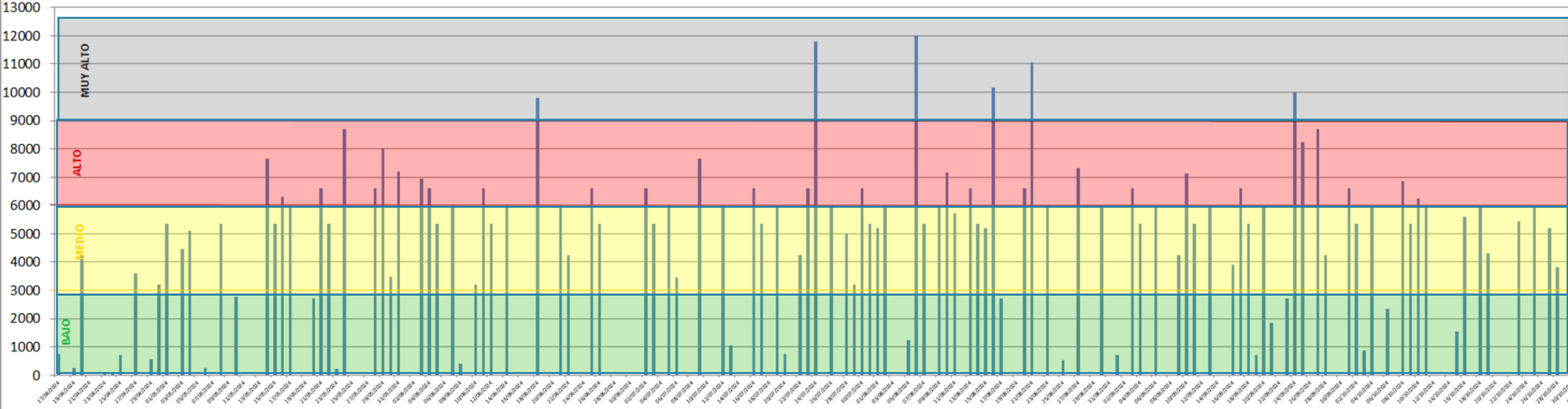


MOBILITY RISK	MAX. PAX/DAY
LOW	< 3,000
MEDIUM	3,000 – 6,000
HIGH	6,000-9000
VERY HIGH	> 9,000

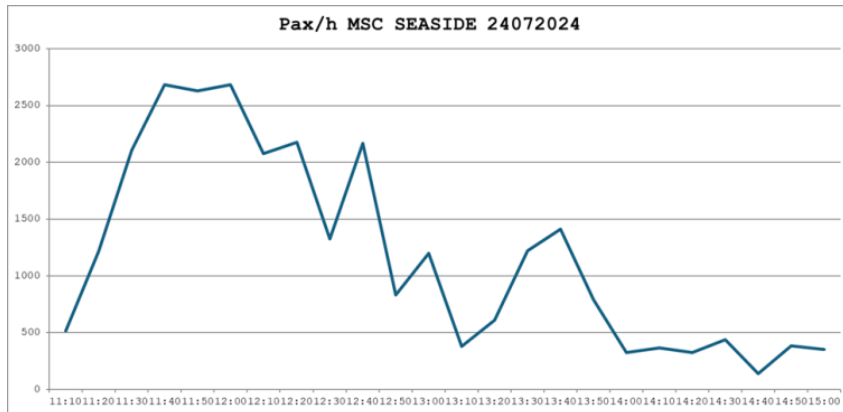
COORDINATION → WHATSAPP GROUP



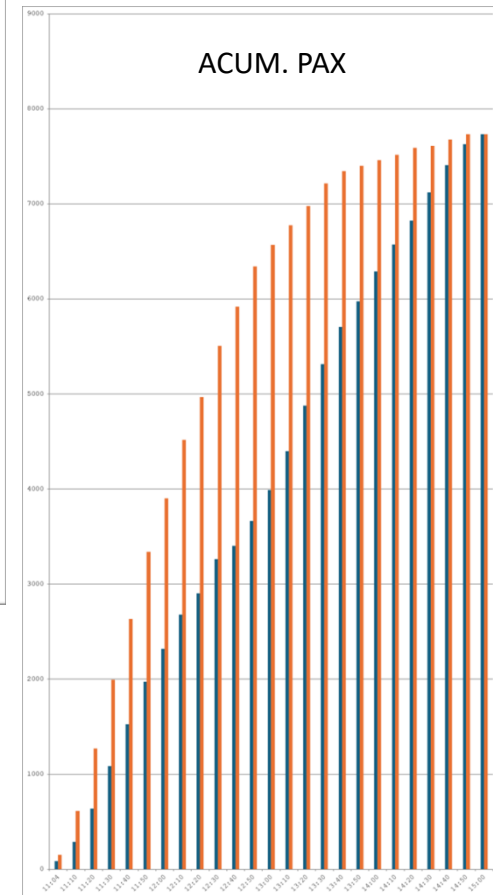
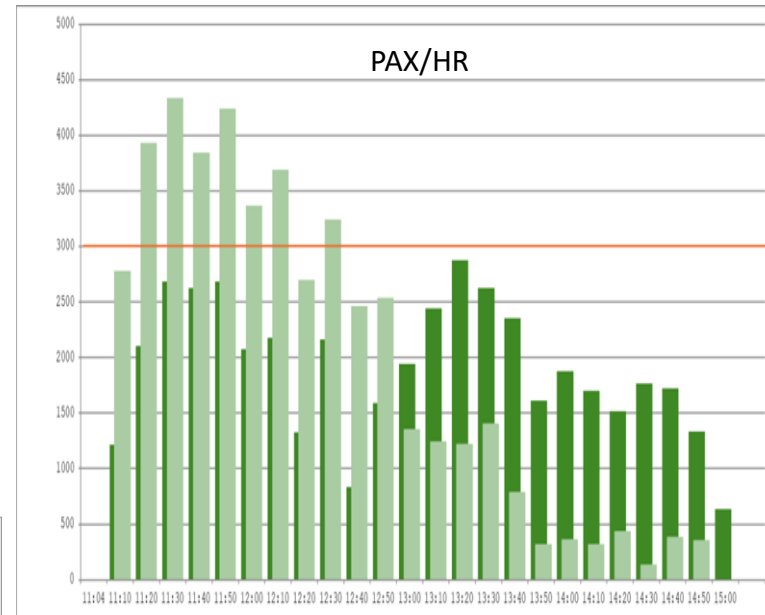
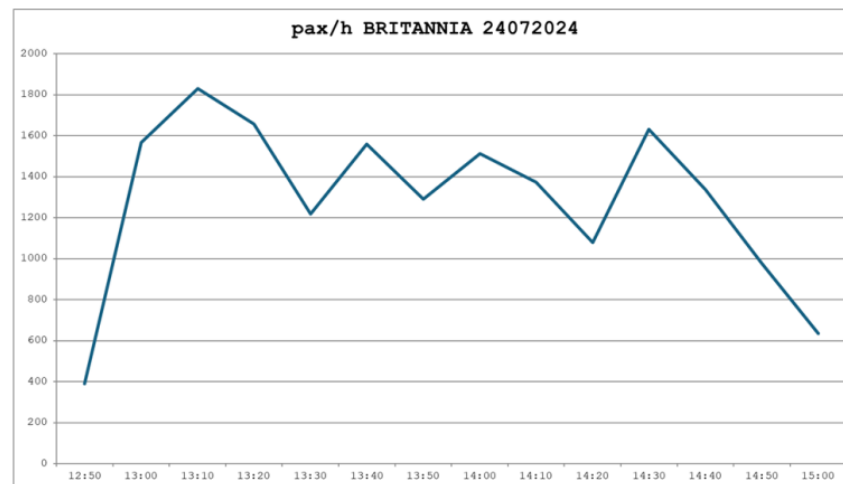
MAX PAX /DIA



PORT OF IBIZA CRUISES MOBILITY 24/07/2024



+

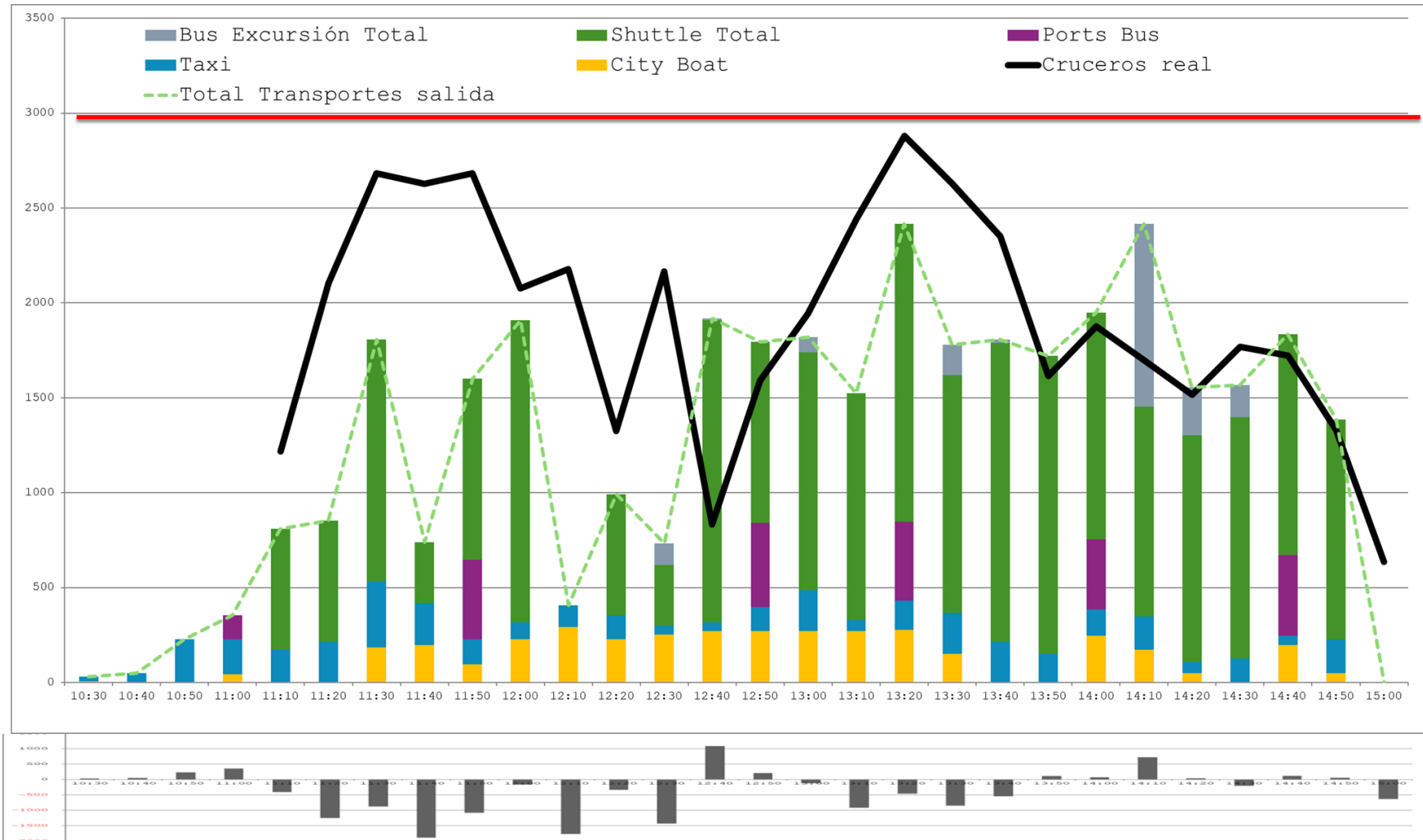


**2024 APPLIED → MAXIMUM
MOBILITY CAPACITY = 3,000
PAX/HR**

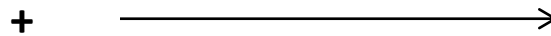
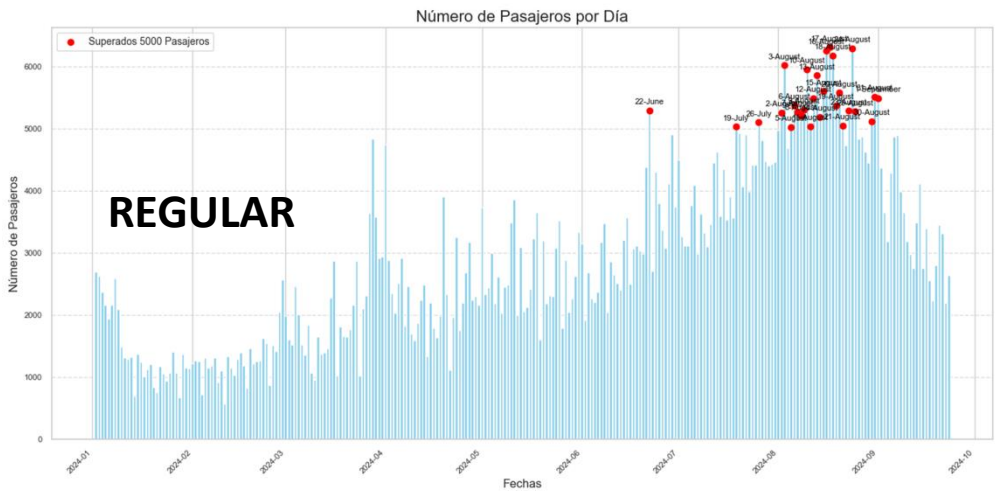
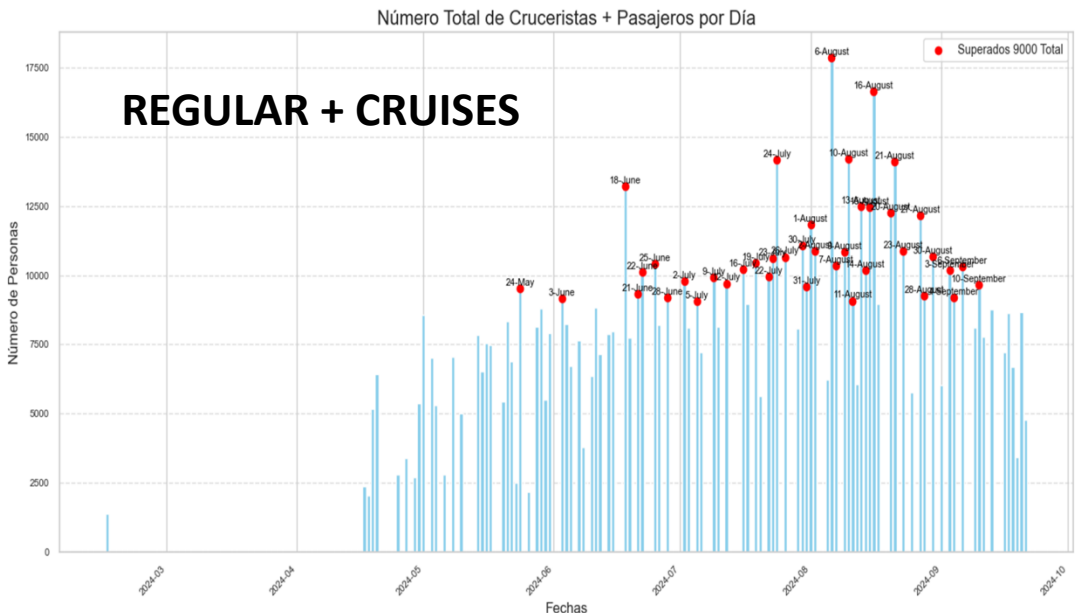
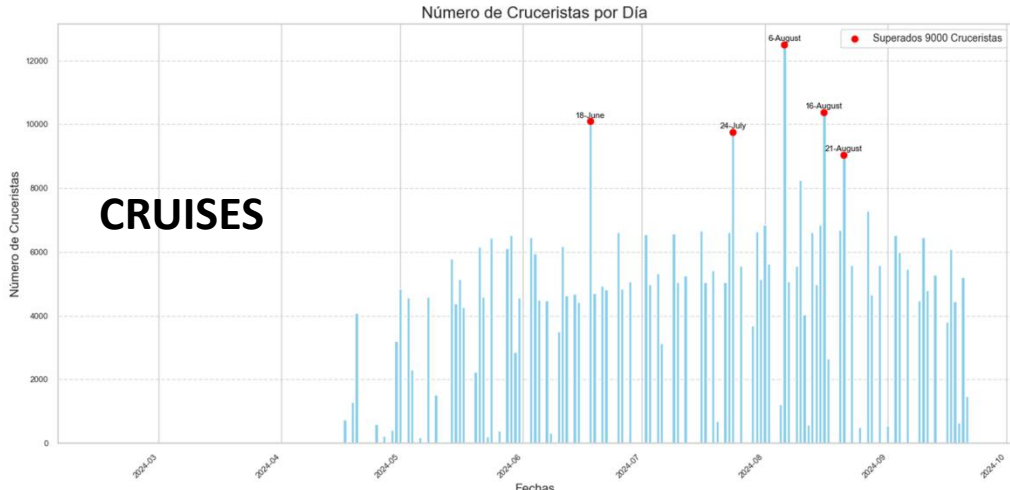


PORT OF IBIZA CRUISES MOBILITY 24/07/2024

PAX/HOUR CAPACITY STUDY



2024 PAX MOBILITY DATA ANALYSIS



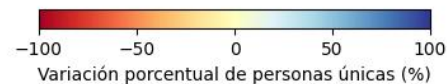
2025

NO CRUISES BEFORE 11:30 AM
 CONSIDER CRUISES & REGULAR
 MAX. CAPACITY 3,000 PAX/H

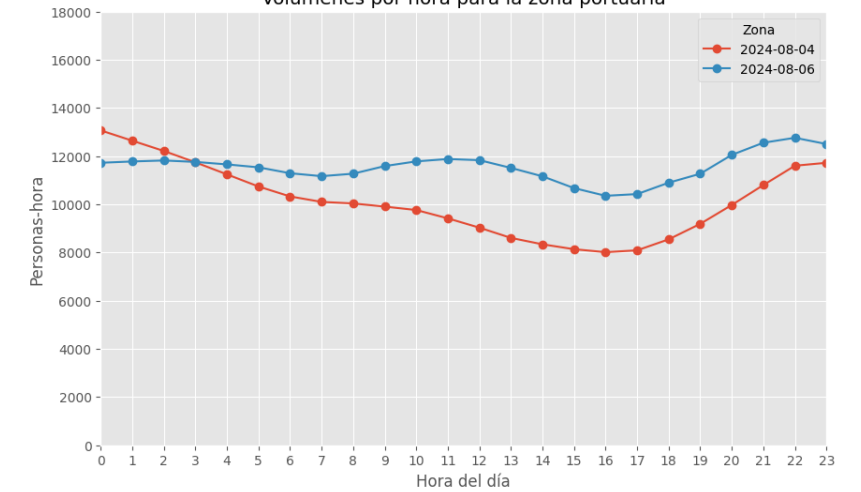


2024 PORT – CITY DATA ANALYSIS

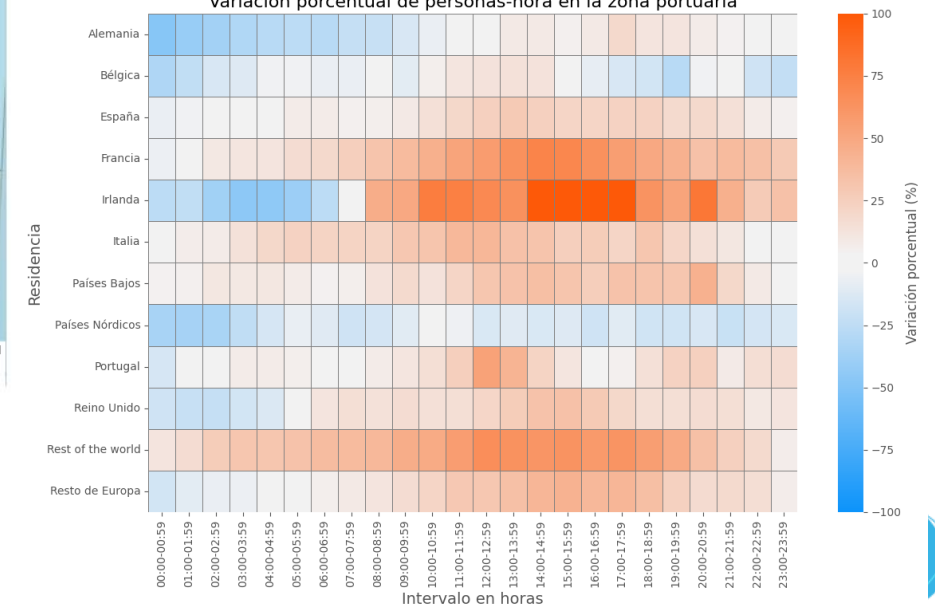
Círculos proporcionales a la variación absoluta de personas únicas entre el 4 y el 6 de agosto



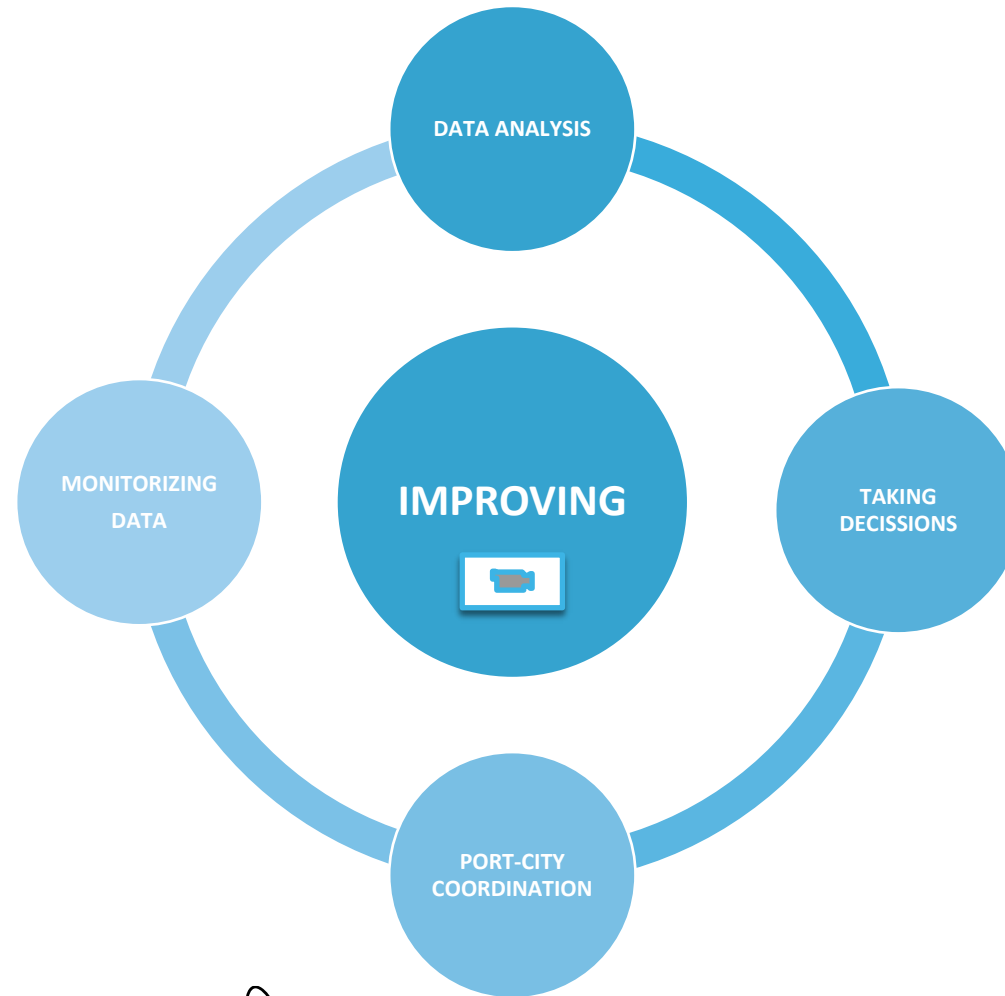
Volúmenes por hora para la zona portuaria



Variación porcentual de personas-hora en la zona portuaria



PORT – CITY INTERACTION



www.ignaciorevilla.com



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**World Conference
Cities & Ports by AIVP**

Modernisation du Vieux- Port de Cannes

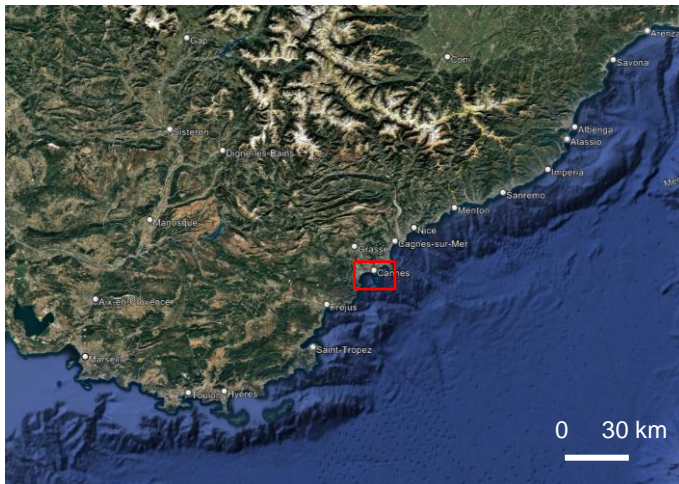
Serge MAMMARELLA

Urbanist
MAP-oi

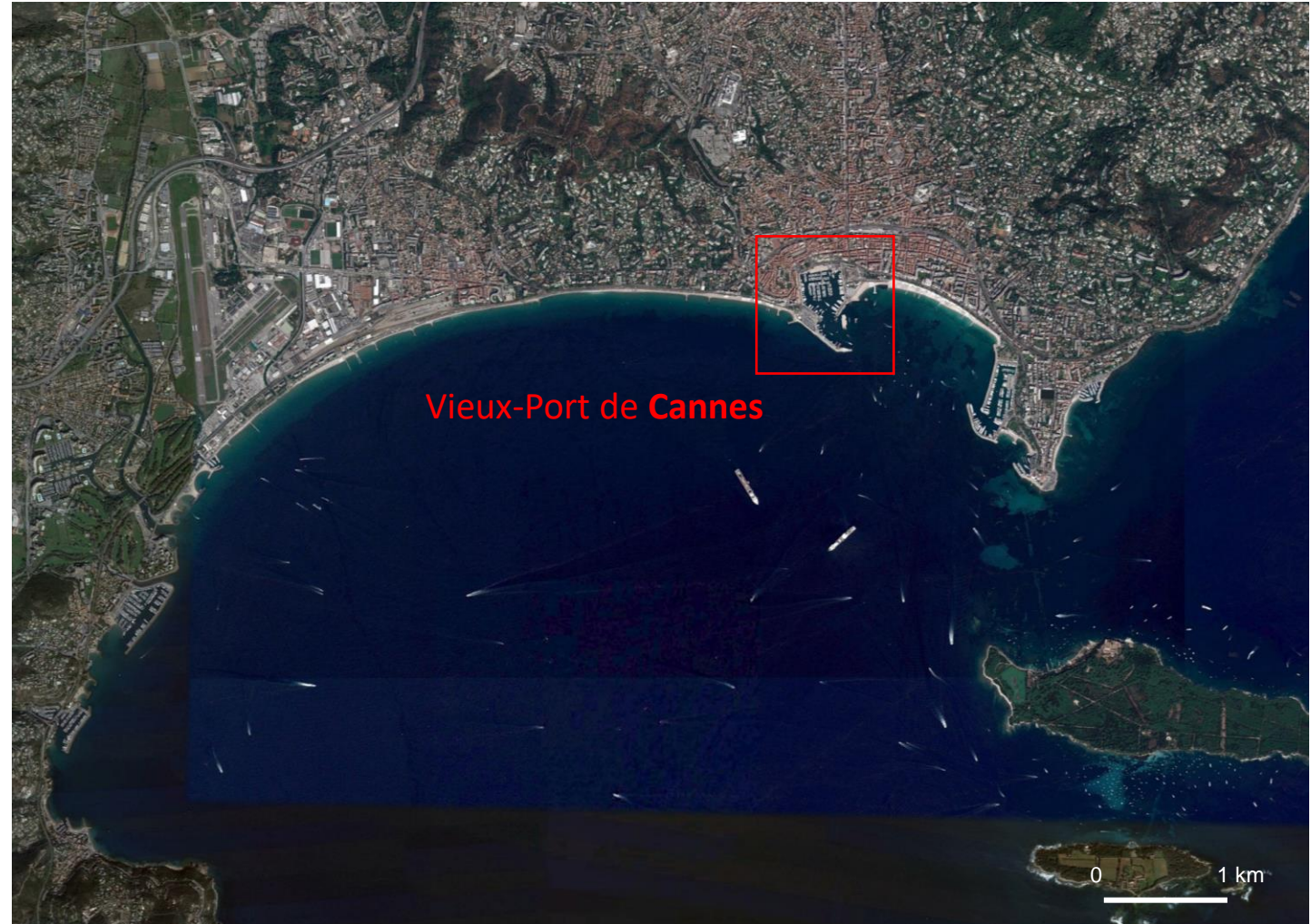
Etat des lieux \\ State of play



Cannes en Europe \\ Cannes in Europe



Cannes sur le Riviera Française \\ Cannes in the French Riviera



Cannes dans la Baie de La Napoule \\ Cannes in the bay of La Napoule



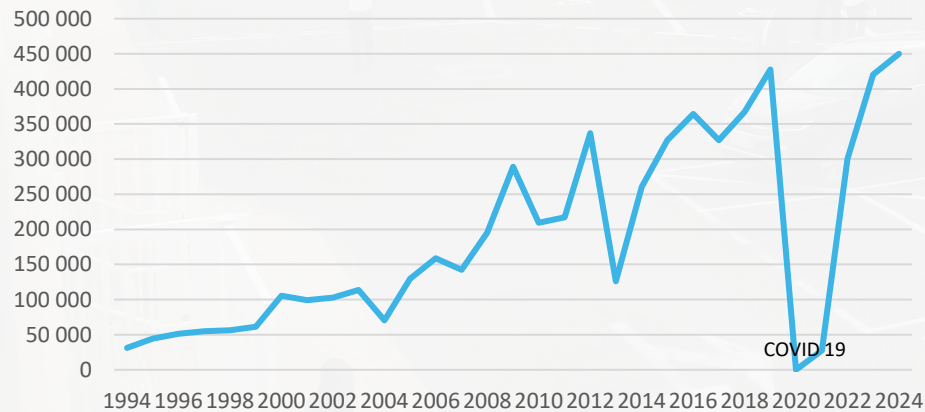
Etat des lieux

Cannes, 4^{ème} port de
croisières en France

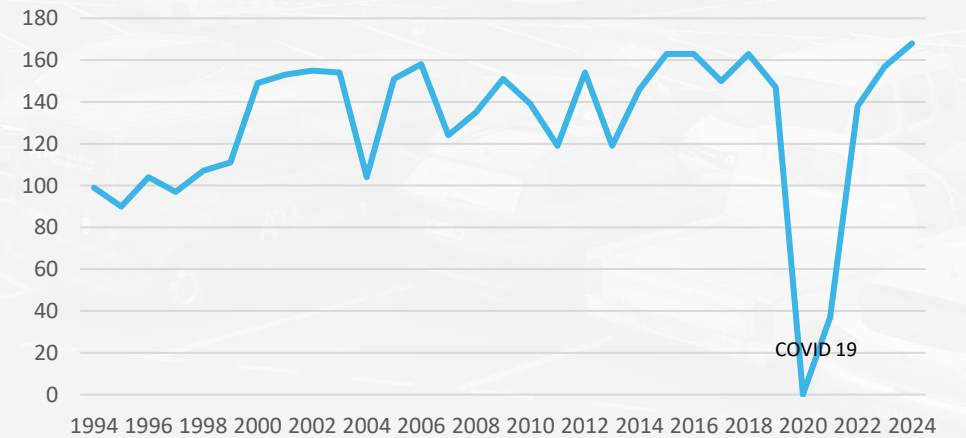
Cannes, 4th cruise port in
France



Evolution passagers



Evolution escales



Graphique du développement annuel de l'activité
croisières à Cannes

Annual chart of the development of cruise
activity in Cannes



Etat des lieux

Une desserte maritime par
tenders et navires côtiers

Maritime service by
tenders and coastal
vessels



Etat des lieux

Une gestion difficile du
flux PAX à terre

Difficult management of
the PAX flow on land



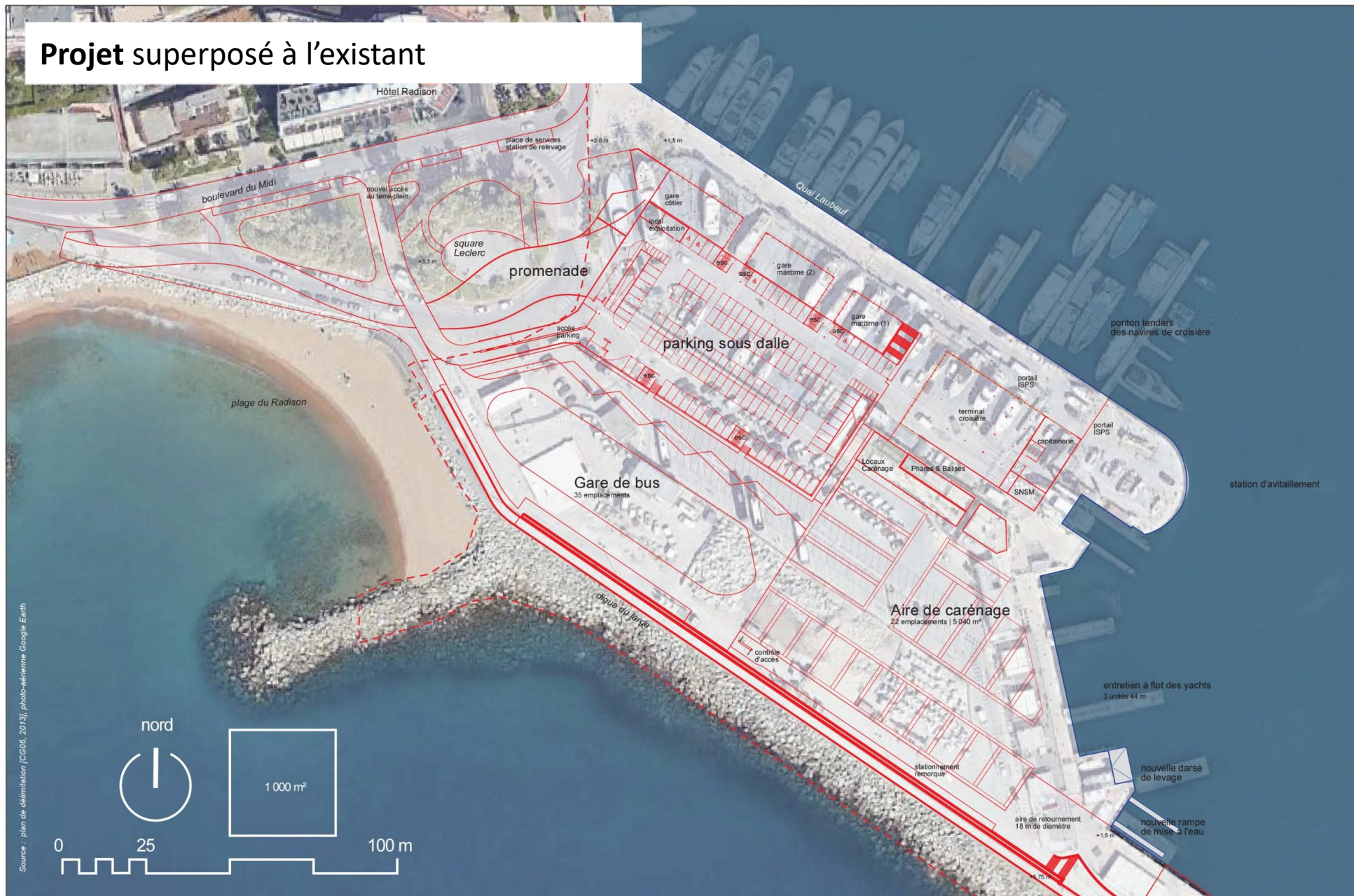
Etat existant



Projet



Projet superposé à l'existant



Projet



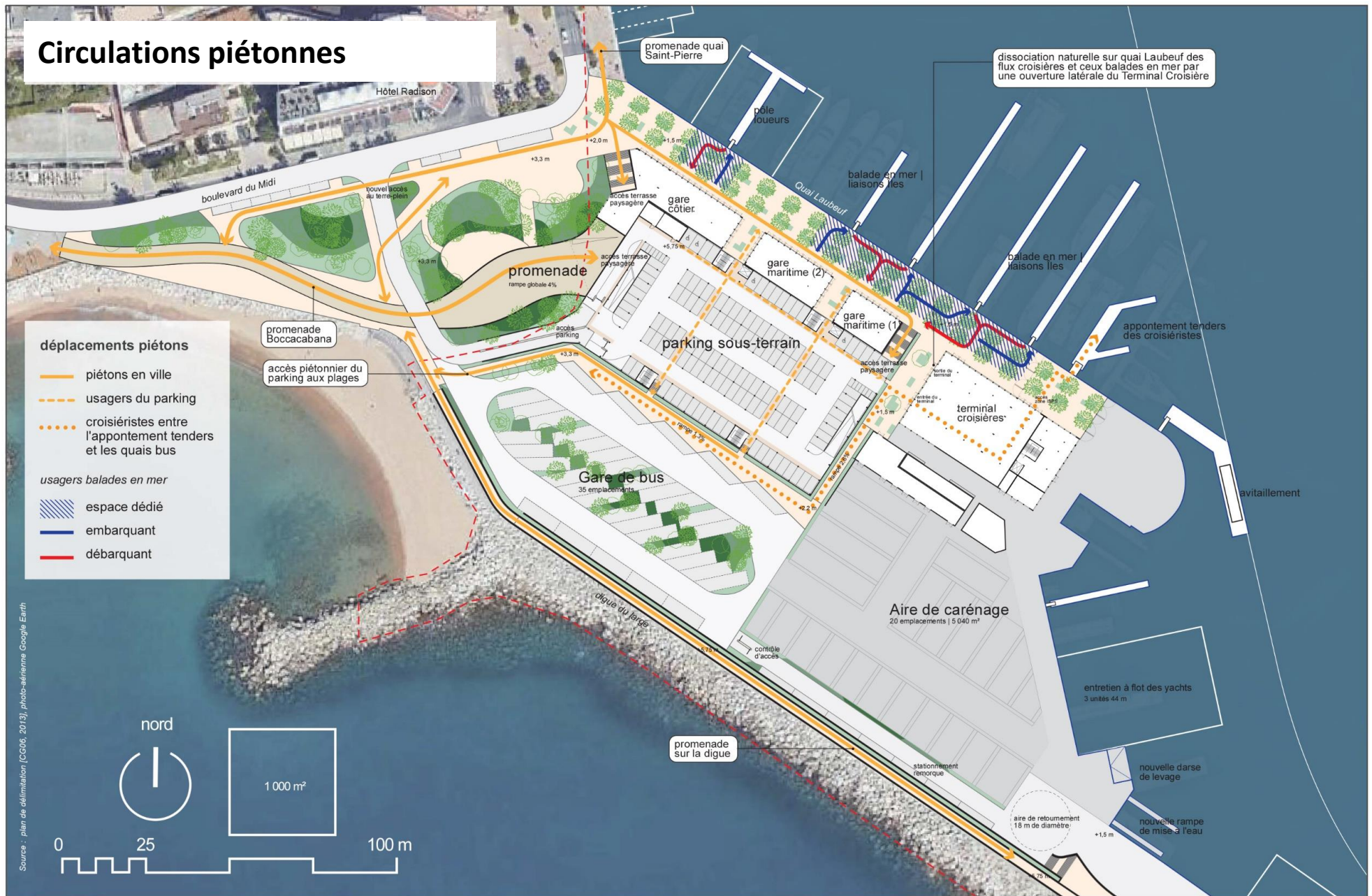
Plan de masse de l'aménagement



Projet



Circulations piétonnes



déplacements piétons

- piétons en ville
- - - usagers du parking
- . . . croisiéristes entre l'appontement tenders et les quais bus

usagers balades en mer

- ▨ espace dédié
- embarquant
- débarquant

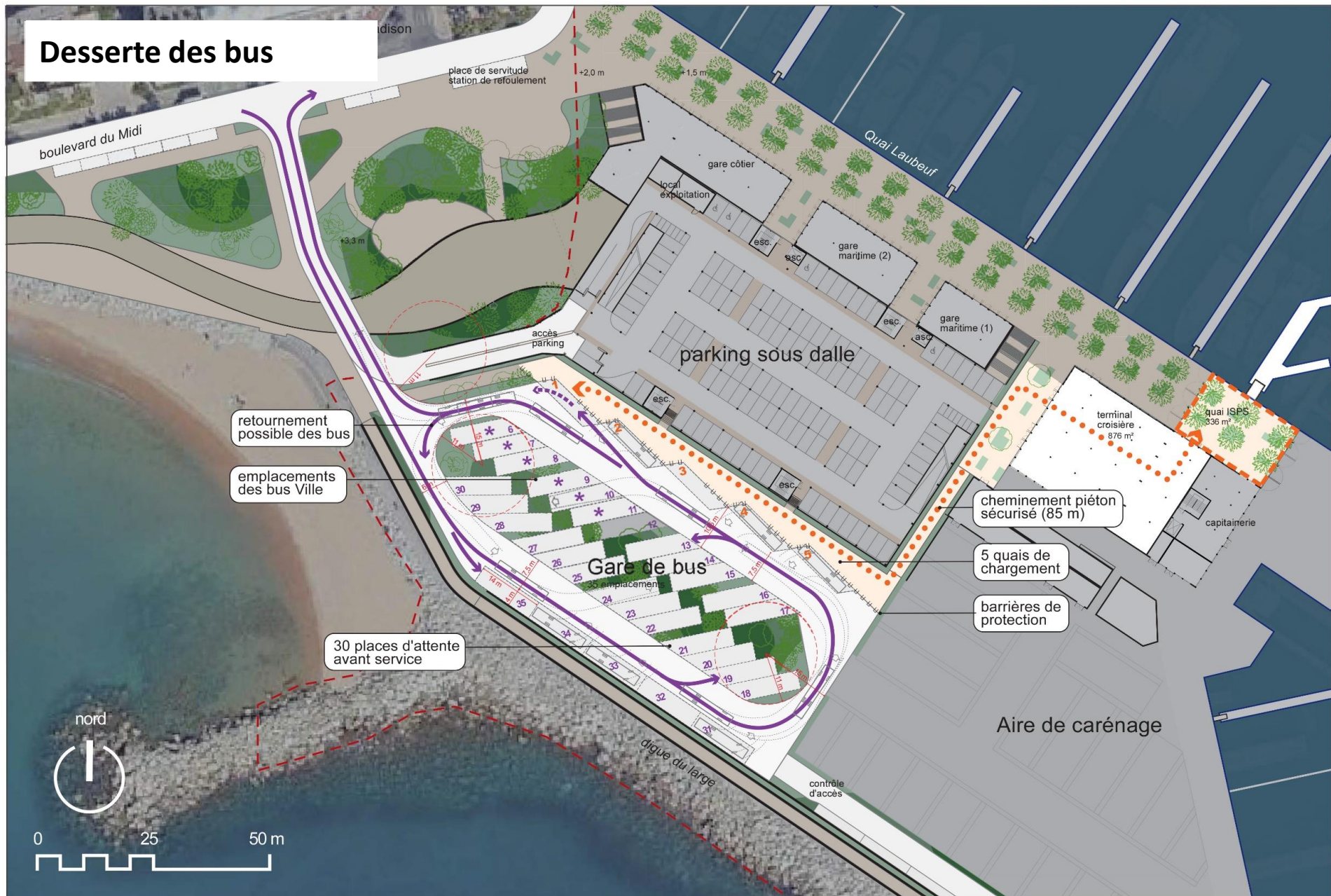
Source : plan de délimitation [CG06, 2013], photo-aérienne Google Earth



Projet



Desserte des bus



Projet

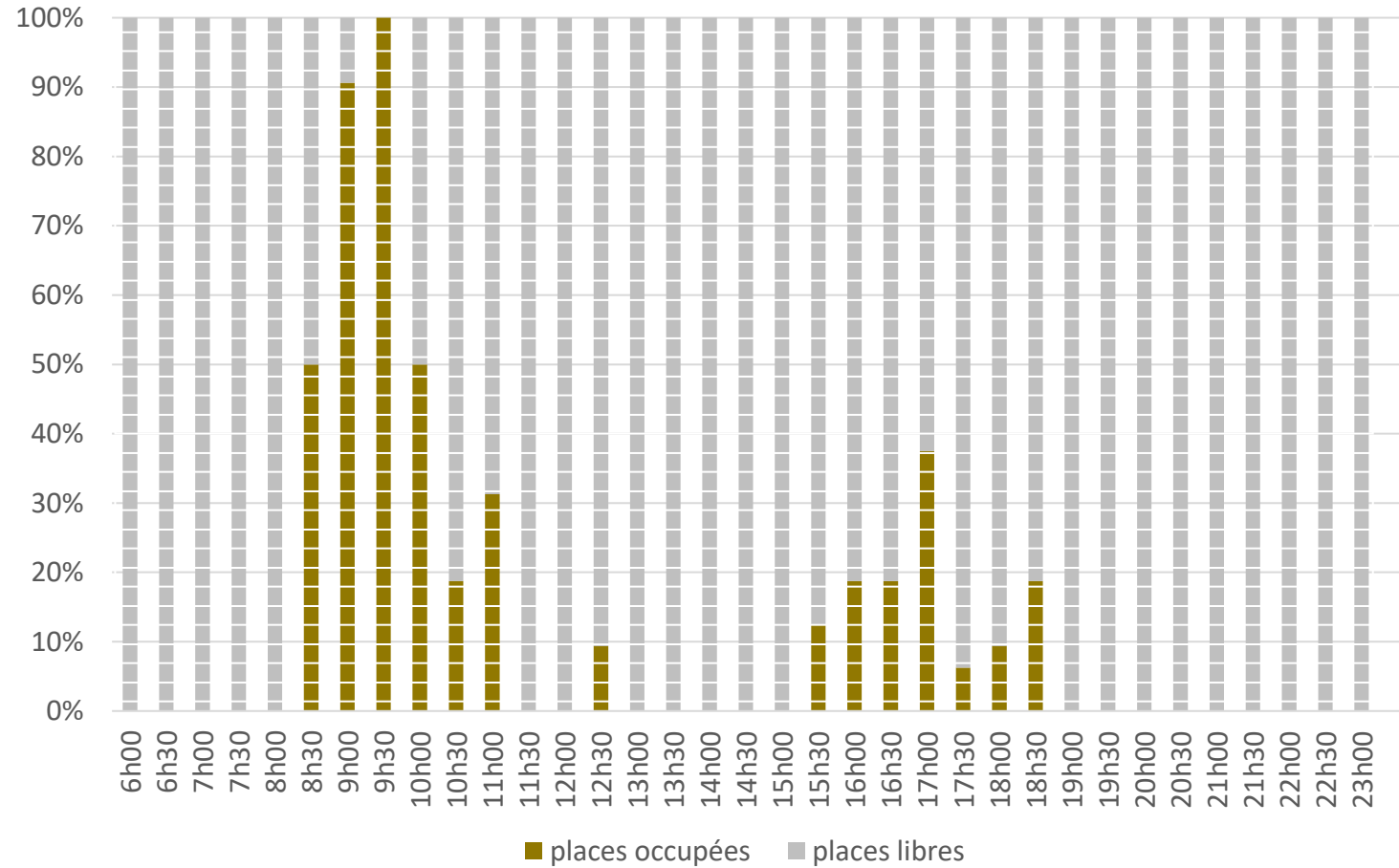


Interface ville-port

« Il faut couvrir la
gare de bus ! »

« You have to cover
the bus station ! »

Occupation des places de bus par les bus des croisiéristes



Mais les bus des croisiéristes n'occupent que quelques heures leurs emplacements dédiés !

But the cruise line buses only occupy their dedicated locations for a few hours!



Interface ville-port

Savoir
écouter et
agir

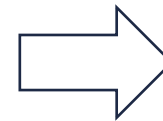
Know how to
listen and act

Cinq maîtres mots pour la réussite d'un projet:

- Rationalité
- Fluidité
- Qualité
- Polyvalence
- Concertation

Five key words for successful project implementation:

- Rationality
- Fluidity
- Quality
- Versatility
- Concertation



World Conference Cities & Ports by AIVP

Parallel Track Cruise and Mobility

Conclusions



Peter V. HALL

Professor of Urban Studies and Associate Dean
Simon Fraser University

Powered by





Parallel Track Cruise and Mobility

Visit: Lisbon Cruise Terminal



World Conference Cities & Ports by AIVP

18:30 - 21:00

Networking

AIVP Prize Antoine Rufenacht ceremony