AIVP PRIZE

Antoine Rufenacht

RECOGNIZING SUSTAINABLE PORT CITY DESIGN

2024 Edition

AIVP PRIZE ANTOINE RUFENACHT

Recognizing Sustainable Port City Design

2024 Edition

AIVP PRIZE

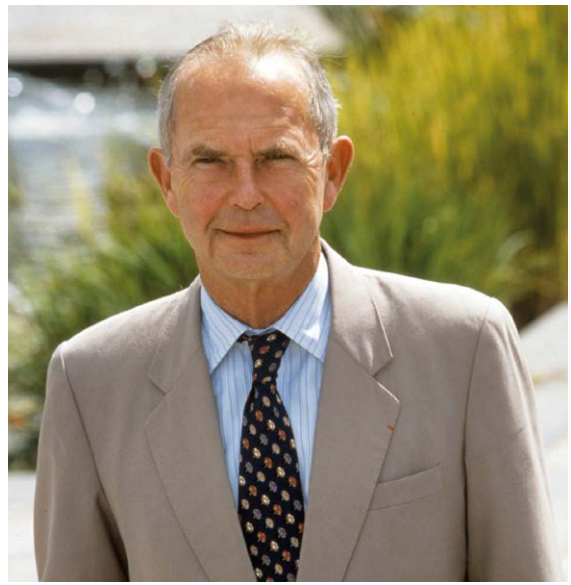
Antoine Rufenacht

The AIVP Prize Antoine Rufenacht is an initiative of the International Association Cities & Ports (AIVP). The first edition was held in 2024. Since 1988, the AIVP has worked to improve port city dialogue and to promote cooperation between local and regional authorities, port authorities, citizens, and economic stakeholders. By allowing the sharing of best practices between peers and providing international benchmarks, the AIVP's works have been serving as a source of inspiration for port cities' urban development projects all around the world. The AIVP Prize Antoine Rufenacht aims to recognize and celebrate these most remarkable projects and the way they address the port city relationships in the context of sustainable development. It is the only international award dedicated to port cities.

The 2024 edition of the AIVP Prize Antoine Rufenacht was supported by the French government through the Maritime Intervention Fund managed by the General Direction of Maritime Affairs, Fisheries and Aquaculture.

SECRÉTARIAT D'ÉTAT CHARGÉ DE LA MER
Liberté
Égalité
Fraternité

The AIVP would like to extend its warmest thanks to the funding partners for the 2024 Edition:



The AIVP Prize Antoine Rufenacht pays tribute to **Antoine Rufenacht,** the founding chairman of the AIVP from 1988 to 2002, and former Mayor of the port city of Le Havre (France) from 1995 to 2010.

Foreword

Avant-garde, innovative, vibrant, and participatory. These four adjectives, which could form an acrostic for AIVP, perfectly capture the essence of port cities. Avant-garde, because they anticipate the economic and environmental changes reshaping our century. Innovative, because they constantly invent new ways of living and working by the sea. Vibrant, because they are alive with the constant movement of people and goods. Participatory, because they know their future can only be forged through dialogue and cooperation with urban stakeholders.

This unique identity is what the AIVP Prize Antoine Rufenacht celebrates. Created in 2023, the international award honours exemplary development projects that set the standard for reshaping port-city interfaces. It highlights the most remarkable initiatives from around the world, those that best connect the city with its port, in line with the ten goals of the Agenda 2030 by AIVP.

This award is also, and perhaps above all, a tribute to one man. Antoine Rufenacht, who founded AIVP in 1988, recognised early on that the destinies of ports and cities are inseparable. A man of vision and conviction, he foresaw that the future of maritime cities would depend on cooperation with their ports, on dialogue between urban and port stakeholders, on sharing experience and expertise, and on collectively building new solutions. When he became mayor of Le Havre in 1995, he put his ideas into practice, transforming former port areas into vibrant neighbourhoods combining housing, public spaces, and cultural and economic activities, proudly embracing the city's port identity. Thirty-seven years on, AIVP now has nearly 190 members from all five continents. That represents a global success, and we can be proud of how far we have come.

I would like to extend my warmest thanks to the twenty-three candidates for this inaugural edition of the prize, along with co-presidents Géraldine Knatz and Carola Hein, the members of the judging panel, our public and private partners, the staff of AIVP, and Jean-Michel Wilmotte, who designed the trophy. Thanks to your committed efforts, this award is now a reality and will provide future inspiration for city and port stakeholders all over the world.

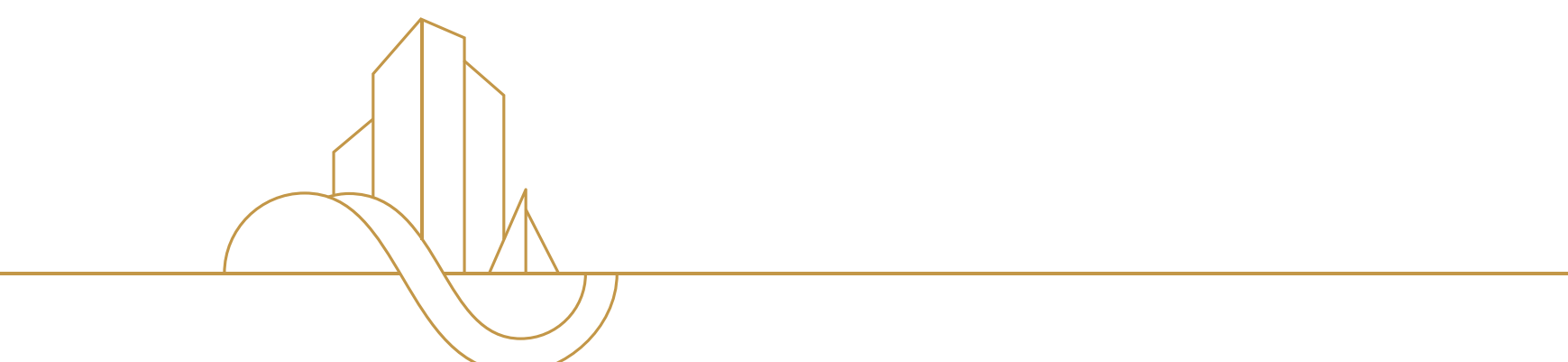
Port cities should no longer be seen as industrial backyards - they are on the leading edge of globalisation. The AIVP Prize Antoine Rufenacht showcases the finest examples of that transformative process, and serves as a powerful reminder that the cities of tomorrow are already being built along the world's shores today.

Édouard Philippe
AIVP President
Mayor of Le Havre, France

AIVP PRIZE

Antoine Rufenacht

2024 Edition



AIVP PRIZE ANTOINE RUFENACHT
Key Features

2024 Edition

What is the AIVP Prize Antoine Rufenacht?

The AIVP has been advocating new strategies for port city territories for many decades, highlighting the necessity of advanced attention to and new conceptualizations of the spaces that link ports to their neighboring urban and non-urban spaces. Consequently, urban developments and emblematic architectural works have been a way for ports and local authorities to re-examine the port-city relationship to the benefit of the entire community. The AIVP Prize Antoine Rufenacht is designed to highlight these initiatives and underscore their potential as a sustainable model for the future of port cities.

AREA OF RECOGNITION AND ELIGIBILITY CRITERIA

The Prize is granted to **port authorities and/or local or regional authorities** for urban development projects that are:

- **Located in a port city interface zone** and/or on a former port site.
- **Completed in the last three years** prior to the current prize edition.
- Designed as part of a **comprehenive development strategy** for the port city and its ecosystem.
- In line with the sustainable development goals identified in the **Agenda 2030 by AIVP.**

More precisely, the Prize seeks nominations that demonstrate:

- The **added value of the project** for the port city community.
- Its contribution to the global development strategy of the port city in a **long-term vision.**
- Efforts led by the port city to adopt a **sustainable approach to development.**

By rewarding innovative development projects at the port city interface zones, the AIVP Prize Antoine Rufenacht promotes the exchange and dissemination of best practices to shape the future of port cities worldwide.

SELECTION PROCESS

The Jury of the 2024 edition was composed of international experts and decision-makers, port and city professionals, architects, and urban planners, all recognized for their expertise in port city topics, sustainable urban development, and/or climate change adaptation. Members of the Jury were divided into two groups: an Expert Panel and a Grand Jury.

The Expert panel was responsible for the assessment of each applicant's projects according to a common analysis grid. They selected a shortlist, which was voted on by the Grand Jury. **The Grand Jury's decision was based both on the Expert Panel recommendations and an in-person interview of the finalists.**

The Grand Jury meeting was held in Le Havre, France, on October 10 and 11, 2024. It was carried out in three stages. Firstly, the Expert Panel's conclusions were shared with the Grand Jury's members to help them understand how the finalists were selected. Secondly, **the Grand Jury interviewed each shortlisted applicant** during a 60-minute meeting that included a short presentation of the project and a discussion between the Grand Jury members and the candidates. Then the Grand Jury deliberated behind closed doors to choose the winner.

INTERNATIONAL CO-CHAIR

The chairmanship has been entrusted to two personalities, each recognized for their expertise, know-how, and contributions to improving port-city relations.

Geraldine KNATZ

Los Angeles (United-States)

Co-chairwoman responsible for the Grand Jury

Geraldine Knatz is an international authority on global trade, sustainable port development, and the global shipping industry. She was the first woman to serve as the Executive Director of the Port of Los Angeles from 2006 to 2014. She is currently a member of the Board of Trustees at Altasea. Located in San Pedro, California, this project, has transformed 35 acres of land at the Port of Los Angeles into an ocean-side innovation campus that will bring education, science, business, and the community together. Geraldine Knatz is also a Professor of the Practice of Policy and Engineering, a joint appointment between the University of Southern California's Price School of Public Policy and the Viterbi School of Engineering.

Carola HEIN

Delft (Netherlands)

Co-chairwoman responsible for the Expert Panel, member of the Grand Jury

Carola Hein is Professor at Leiden and Erasmus Universities and the Chairholder of History of Architecture and Urban Planning at Delft University of Technology (Netherlands). She is the founding director of the PortCityFutures Center, which investigates the evolving spatial use and design of port city regions over time, in particular addressing when port and city activities occur in the same places and sometimes conflict. Carola Hein is also the Chairholder of the UNESCO Chair on Water, Ports, and Historic Cities. The Chair aims to strengthen awareness of the socio-spatial interconnectedness of water and urban heritage and raise awareness of the role of historic water and port-related structures for sustainable development.

Members of the Jury

Hélène CHARTIER

Member of the Grand Jury

Urban designer - **Paris (France)**

Hélène Chartier is Director of Urban Planning and Design at C40 Cities, where she supports cities in advancing climate-responsive urbanism. She leads a team driving the adoption of innovative, low-carbon, and resilient urban policies, working closely with global cities, organizations, academia, and businesses to accelerate the transition to more sustainable urban futures.

Deborah DEARING

Member of the Grand Jury

Urban planner and designer - **Sydney (Australia)**

Deborah is a recognized leader in Australia with over 35 years' international experience in urban design, architecture, planning, and property development in both Government and private organizations, including 25+ years in management, executive, and non-executive board roles. Since 2023, she has been a non-executive board member of the New South Wales Port Authority.

Sébastien DUPRAY

Member of the Expert Panel

PhD Engineering and earth sciences,
Port and waterway engineer - **Paris (France)**

Sébastien Dupray is head of the Risks, Waters, and Maritime at CEREMA, the French public center of expertise on climate change adaptation, which notably includes coastal, maritime, and river issues. During his career, he occupied several expertise or management positions to tackle the challenges of industrial risk management, prevention of natural and coastal disasters, preservation of water resources, and climate change adaptation.

Jean-Baptiste GASTINNE

Member of the Grand Jury

Politician - **Le Havre (France)**

From 2020 to now, Jean-Baptiste Gastinne has been the first deputy mayor of Le Havre in charge of urban planning and environmental policy. Additionally, he serves as the 1st vice president of the Le Havre Seine Métropole urban community, where he is responsible for economic development, tourism, digital development, and innovation. Jean-Baptiste Gastinne was the mayor of Le Havre between 2019 and 2020.

Hilda GHIARA

Member of the Expert Panel

Tenured researcher and Professor, specialist in Maritime traffic, Ports and Regional economy - **Genoa (Italy)**

Hilda Ghiara is an adjunct professor and tenured researcher in applied economics, at the Department of Economics of the University of Genoa Italy, where she is responsible for a full module dedicated to the port and maritime economy. She is also a member of the scientific board of the Italian Centre of Excellence for Integrated Logistics (CIELI). Alongside the AIVP, she was one of the promoters of the Port Center concept, a dedicated space helping to strengthen the relationship between the city and the port.

Peter HALL

Member of the Expert Panel

Professor and researcher, specialist in port economics and territorial development - **Vancouver (Canada)**

Peter Hall is Vice-Provost and Associate Vice-President, Academic, and Professor of Urban Studies at Simon Fraser University in Vancouver, Canada. He is also an associate member of the Geography Department. His research examines the connections between port cities, seaports, and logistics, as well as community, local economic, and employment development.

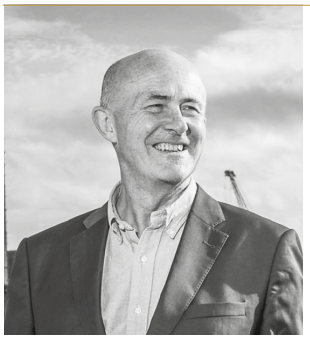
Members of the Jury

François KERN

Member of the Expert Panel

Architect and Urban designer - **Marseille (France)**

François Kern is an architect and urban designer specialized in rethinking the design of port-city interfaces. He is the founder of Kern + Associates, a French architecture and urban planning practice he has run with his partners since 2004. He has been strongly involved in the transformation of Marseille's coastline in France, having, among others, the opportunity to take part in the huge Cité de la Méditerranée project, setting the scene for the components of the site (accesses and esplanades). Furthermore, he also contributed to other waterfront projects in France, Australia, Argentina, Equatorial Guinea, and Greece.



Eamonn O'REILLY

Member of the Expert Panel

Port leader - **Dublin (Ireland)**

Eamonn O'Reilly was Chief Executive of Dublin Port between 2010 and 2022. He was President of the European Sea Ports Organisation (ESPO) from 2016 to 2020 and has been chairman of the ESPO Award since 2024. Eamonn is a well-known figure in the European port community. As Chief Executive of Dublin Port, he made the port-city relationship one of the strategic axes of the port's development. Eamonn has been a Director of Belfast Harbour Commissioners since 2025.

Gaetan SIEW

Member of the Grand Jury

Architect and urban designer - **Port Louis (Mauritius)**

Citizen of the world, former President of the International Union of Architects (IUA), and avid world traveler (130 countries and 500 cities), Gaetan Siew is an international figure in the field of architecture and urban planning. He is, among others, Special Envoy for UN-Habitat, UIA Ambassador to the COP, and a member of the Chair ETI Panthéon-Sorbonne. He is a sought-after lecturer and speaker at global forums. Since 2025, he has been serving as the Ambassador of the Republic of Mauritius to the People's Republic of China.

Hoe Soon TAN

Maritime leader - **Singapore**

Member of the Grand Jury

Hoe Soon Tan is Assistant Chief Executive (Corporate & Strategy) at the Maritime and Port Authority of Singapore (MPA), where he oversees the key functions of policy and strategy development, international relations, communications, finance and procurement, training, and legal. Hoe Soon is Singapore's representative at various international maritime meetings, including those at the International Maritime Organization.

Isabelle VRIES

Senior Advisor - **Rotterdam (Netherlands)**

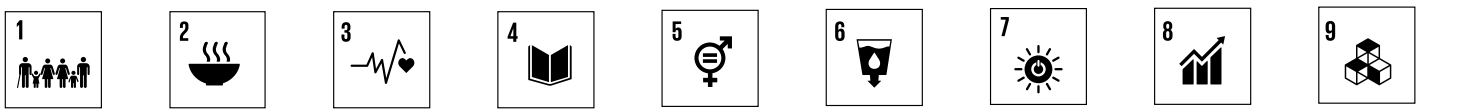
Member of the Expert Panel

Isabelle Vries has over 30 years of theoretical and practical experience in port city development and cooperation. Until 2022, she was alternately a corporate strategist and an area developer for the Port of Rotterdam Authority. General manager for the transformation of port area MerweVierhavens (M4H) into a mixed-use district with urban dwellings and maritime and creative businesses. Today, she has her own office, working on the transformation of former industrial or port sites and campus developments.

Agenda 2030 by AIVP: A Guideline for the Submission and Evaluation Process

The *Agenda 2030 by AIVP* is the world's first initiative to adapt the UN's 17 Sustainable Development Goals for the specific context of Port city relationships. The document published in 2018 sets down 10 goals to be achieved by 2030. Each one of them is connected to several UN SDGs.The ambition of the *Agenda 2030 by AIVP* is to support port cities actors in developing programs and action plans that contribute to promoting the sustainable development of maritime and river port cities.

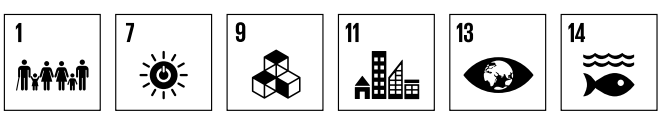
SUSTAINABLE DEVELOPMENT GOALS



agenda 2030 by aivp

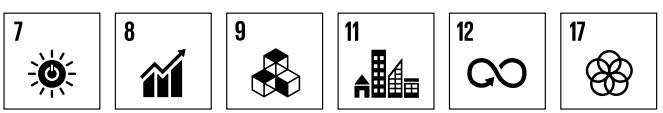
01 / CLIMATE CHANGE ADAPTATION

› PREPARING PORT CITIES FOR THE CONSEQUENCES OF CLIMATE CHANGE



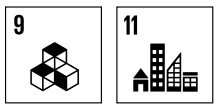
02 / ENERGY TRANSITION & CIRCULAR ECONOMY

› DEVELOPING INNOVATIVE SUSTAINABLE INDUSTRIES AND ENERGY PROJECTS FOR PORT CITY TERRITORIES



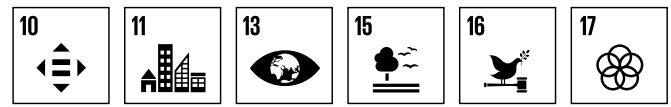
03 / SUSTAINABLE MOBILITY

› FINDING NEW MOBILITY SOLUTIONS CONNECTING CITY AND PORT



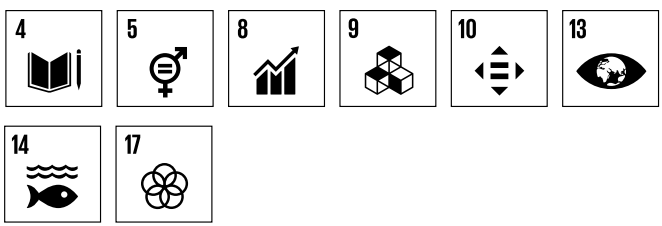
04 / RENEWED GOVERNANCE

› USING INNOVATIVE GOVERNANCE FOR SUSTAINABLE PORT CITIES



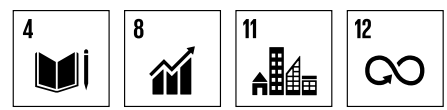
05 / INVESTING IN HUMAN CAPITAL

› HUMAN CAPITAL FOR PORT AND SOCIAL DEVELOPMENT



06 / PORT CULTURE AND IDENTITY

› LOCAL PORT IDENTITY AS A KEY ASSET FOR A SUSTAINABLE RELATIONSHIP WITH CITIZENS

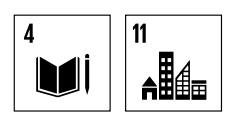


07 / QUALITY FOOD FOR ALL

› PORT CITIES ARE CRUCIAL FOR SUSTAINABLE FOOD DISTRIBUTION

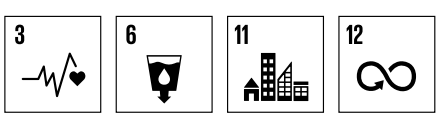
08 / PORT CITY INTERFACE

› PORT CITY INTERFACE IS A RESOURCE TO MIX DIFFERENT PROGRAMS



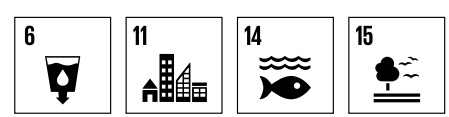
09 / HEALTHY

› HAVING GOOD LIVING CONDITIONS AS A PRIORITY FOR THE PORT CITY



10 / PROTECTING BIODIVERSITY

› PORT CITY BIODIVERSITY MUST BE PRESERVED AND PROTECTED



23 Applicants

ARGENTINA

1. Paseo del Bajo Parks, Esplanade and Northern Portal
   A project presented by: Corporación Antiguo Puerto Madero S.A
2. Connecting to Grow: Sustainable and Employability Actions of the Port of the Port of Bahía Blanca for the Community
   A project presented by: Consorcio de Gestión del Puerto de Bahía Blanca

AZERBAIJAN

3. Green Alat: Building an Eco-Port City for a Sustainable Future
   A project presented by: Baku International Sea Trade Port CJSC

BULGARIA

4. The Planetarium of Burgas
   A project presented by: Bulgarian Ports Infrastructure Company

CANADA

5. Port of Montreal's Grand Quay
   A project presented by: Montreal Port Authority
6. The PIER (Port Innovation, Engagement and Research) at Halifax Seaport
   A project presented by: Halifax Port Authority

FRANCE

7. HLU is HOPE - HOlistic Logistic for the Port and its Environment
   A project presented by: CNR - Rhône National Company
8. Redevelopment of a Disused Area into a Multihull Spot
   A project presented by: the Nautical Sea Development Center Port-Saint-Louis-Provence
9. Redevelopment of Javel Bas Port
   A project presented by: HAROPA PORT
10. Saint Louis Nautical Pole
    A project presented by: Port Sud de France

GABON

11. La Baie des Rois
    A project presented by: Champ Triomphal Waterfront

IRELAND

12. Port-City Integration Projects in Dublin
    A project presented by: Dublin Port Company

ISRAEL

13. From the Biblical Port to a Leader in Innovation and Sustainability
    A project presented by: Atarim Group by Tel Aviv-Jaffa Municipality

LATVIA

14. Street Sports and Culture Movement "Ghetto Games"
    A project presented by: Freeport of Riga Authority

MOROCCO

15. Tangier City Port Area Reconversion
    A project presented by: The Development Company for the Reconversion of Tangier City Port Area (SAPT SA)

NORWAY

16. Bekkelagsbadet - Buffer Zone
    A project presented by: Port of Oslo

SPAIN

17 A bioenhancing Ecological Concrete Vertical Breakwater to Enhance Biodiversity at the Port of Malaga
A project presented by: Port Authority of Malaga

18 Port-City Integration: Developing Sustainable Mobility in the Port of Vigo
A project presented by: Port Authority of Vigo

19 Redevelopment of Cartagena's Seafront: Phase 1 Plaza Mayor Project Contest
A project presented by: Port Authority of Cartagena

20 Rehabilitation and Conditioning of the Old Residential Building Attached to the Tarifa Lighthouse
A project presented by: Algeciras Bay Port Authority (APBA)

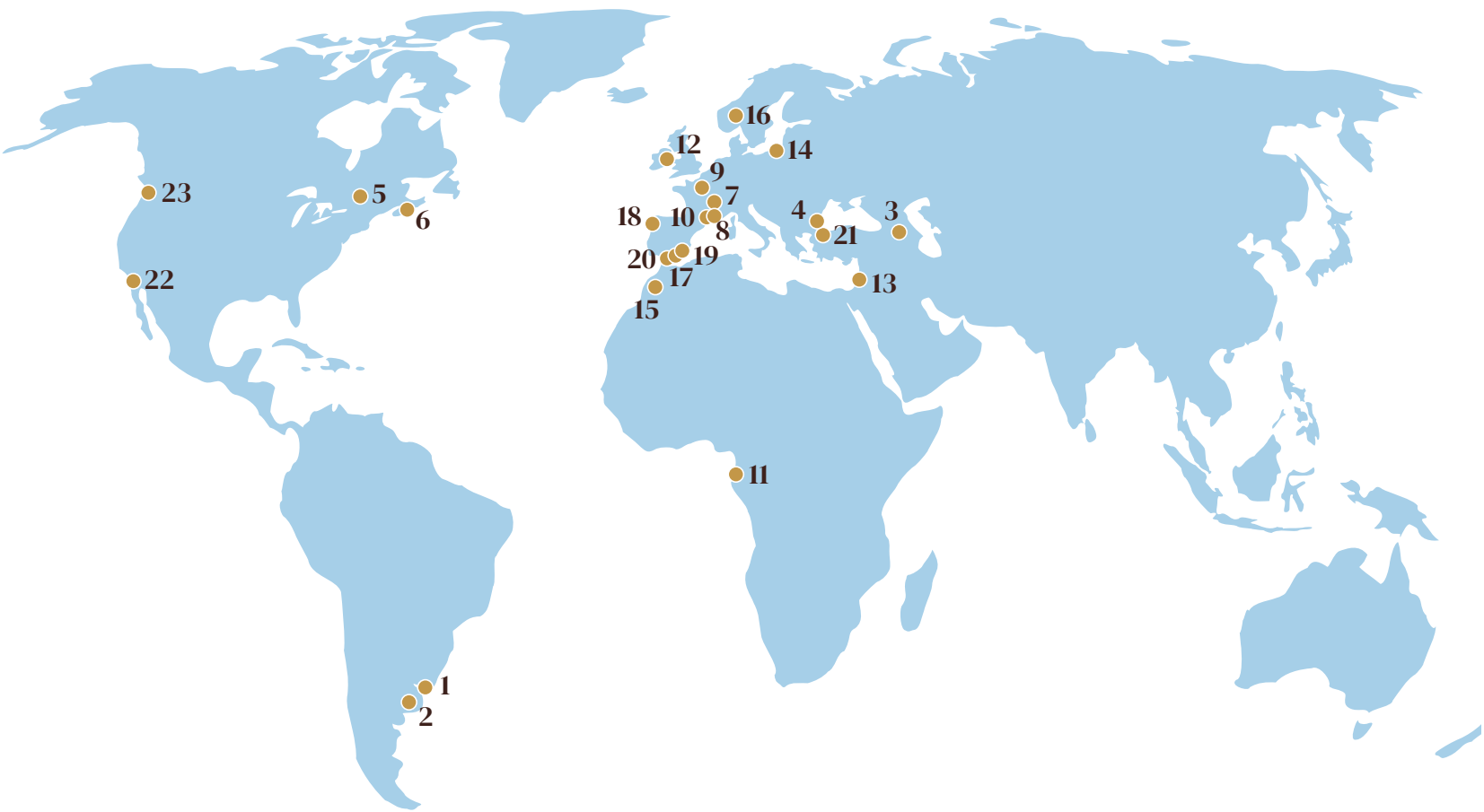
TURKEY

21 Istanbul's Waterfront Rejuvenation Thanks to a Unique Underground Terminal
A project presented by: Galataport Istanbul

UNITED STATES

22 Port of Los Angeles Window to the Wilmington Waterfront
A project presented by: Port of Los Angeles, Harbor Department, department of the City of Los Angeles

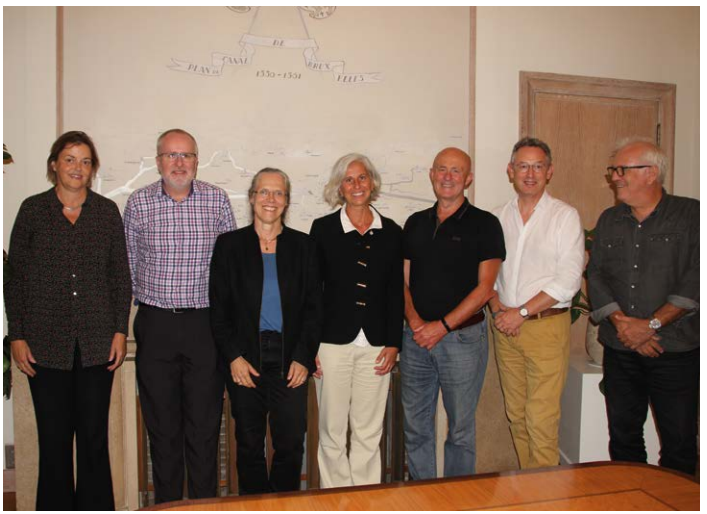
23 Duwamish River People's Park and Shoreline Habitat
A project presented by: Port of Seattle



The Expert Panel's Decision

The Expert Panel – Sébastien Dupray, Hilda Ghiara, Peter Hall, François Kern, Eamonn O'Reilly, Isabelle Vries – chaired by Carola Hein, met in Brussels on September 6, 2024, to proceed with the assessment of the 23 submitted projects. Projects were evaluated according to the following criteria:

Originality	What is the project's added value in terms of planning, realization, and uses to improve port-city relations? How does the project meet the local challenge?
Relevance	What is the relevance of the project in light of the Agenda 2030 of AIVP?
Impact	What are the concrete results obtained by the project regarding specific goals of the Agenda 2030 by AIVP?
Model Character	How can the project serve as a model in the future or for other port cities?
Presentation	Is the proposal clear and well presented?



Members of the Expert Panel agreed on six finalists:

1. **Duwamish River People's Park and Shoreline Habitat**
   Seattle (United States)
2. **Port of Los Angeles Window to the Wilmington Waterfront**
   Los Angeles (United States)
3. **Paseo del Bajo Parks, Esplanade, and Northern Portal Project**
   Buenos Aires (Argentina)
4. **Tangier City Port Area Reconversion**
   Tangier (Morocco)
5. **Redevelopment of Javel Bas Port**
   Paris (France)
6. **Bekkelagsbadet – Buffer Zone**
   Oslo (Norway)

"The experts faced a difficult choice among the submissions, given the different natural, political, economic, social, and cultural conditions and diverging temporalities. We paid particular attention to projects that show awareness of history and heritage and the need to establish long-term solutions (governance, space, etc.) as well as tools to evaluate their impact for more sustainable and just port city integration."

Carola Hein
Co-chairwoman responsible for the Expert Panel

The Grand Jury's Final Decision

The Grand Jury, chaired by Geraldine Knatz and including global leaders representing port and city professionals, architects, and urban planners - Hélène Chartier, Deborah Dearing, Carola Hein, Jean-Baptiste Gastinne, Gaetan Siew, Hoe Soon Tan - made the final selection following an in-person interview of the finalist applicants. In making its final decision, the Grand Jury considered the following criteria:

1/ The project applicants' attitude toward sustainability.

2/ How local community groups were engaged.

3/ Climate resilience.

4/ Replicability of the project to other port cities around the world.

5/ Geography and local context.

6/ The impact on the port-city relationship: was it a single case, or did the project establish a longer or deeper relationship?

7/ How Port City history or heritage/cultural aspects were addressed.

8/ Project scale.

9/ Innovative nature.

10/ Consistency with the Agenda 2030 by AIVP.

Members of the Grand Jury agreed on two laureates:

Tangier City Port Area Reconversion

Tangier, Morocco

Redevelopment of Javel Bas Port

Paris, France

"This first edition of the AIVP Prize Antoine Rufenacht showcased the multiple challenges and opportunities that port cities face such as the relationship between the port and the neighborhood, the acceptability of port activities, the improvement of living conditions and environmental well-being, etc. All the submitted projects can serve as models for other port cities. The jury concluded that it is not the cost or size that makes a project worthy but the process of developing the project, the innovative ways that the project solved challenges, how the port and city interfaces were handled, and the outcome of the completed project."

Geraldine Knatz
Co-chairwoman responsible for the Grand Jury

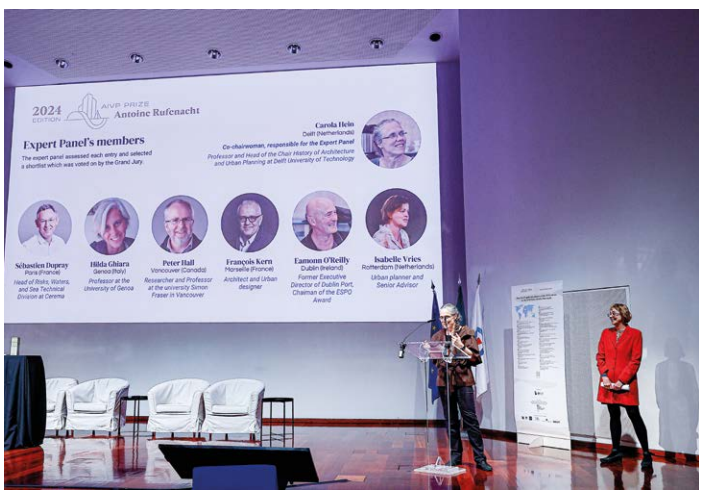
Highlights of the Grand Jury Meeting

Le Havre (France), September 10 to 11, 2024


BIENVENUE

Highlights of the Official Prize Ceremony

Lisbon (Portugal), November 27, 2024



Highlights of the Official Prize Ceremony

Lisbon (Portugal), November 27, 2024

From left to right: Jean-Denis Salesse (HAROPA PORT), Claire PUJOL (HAROPA PORT), Jenn Stebbins (Port of Seattle),
Cato Johansen (Port of Oslo), Carole Hein (Co-chairwoman responsible for the Expert Panel), Sue Lai (Port of Los Angeles), Édouard Philippe (AIVP President),
Fabrice Loher (French Ministry of the Sea), Hugo Espírito Santo (Portuguese Secretary of State for Infrastructure), Mohamed Ouanaya (SAPT - Tangier City Port),
Driss Benabad (SAPT - Tangier City Port), Geraldine Knatz (Co-chairwoman responsible for the Grand Jury)

AIVP PRIZE ANTOINE RUFENACHT
Winner

2024 Edition

The AIVP Prize Antoine Rufenacht was awarded to the Development Company for the Reconversion of Tangier City Port area (Morocco), for the comprehensive interventions that include the transformation of Tangier's port areas with urban revitalization, sustainable development, tourism attractiveness, and heritage preservation.


2024 Prizewinner - 2024 Prizewinner -

Winner | 2024 Edition

Tangier City Port Area Reconversion

Transforming a Historic Port Area into a Modern Multifunctional Center, Respecting Heritage while Fostering Economic Prosperity and Community Well-Being

Tangier, Morocco

A project presented by: Development Company for the Reconversion of Tangier City Port area (SAPT SA)

Completion date: 2021 – Maritime component (cruising, yachting, ferry, and fishing) and Medina rehabilitation
2022 – Development of three cultural sites

Design by: The Master Plan: Architect & Urbanist Reichen & Robert Associés - Paris / Marina & Harbour Master Tower: Architect Ferrater - Barcelona & Architect Mesmoudi – Casablanca / Maritime Station: Architects Mountassir & Bennani - Morocco / Fishing port and Mosque: Architects Crearchi & Bennani - Morocco / The Medina Fortifications and Walls restoration: Architect Bernard Guesquiere & Archaeologist Patrimonium consult - Tangier / Landscape: Architect Landscaper Olga Tarraso - Barcelona / Urban Component: Master Plan, NELSEN PARTNERS Architect & Planners - USA Landscaper: CRACKNEL - UK

Main Agenda 2030 by AIVP commitment:

Goal 06 **Port culture and identity**

CONTEXT

The city of Tangier, in northern Morocco, advantageously located at the heart of the Strait of Gibraltar, has been the focus of development projects led by the Moroccan government and international investors, enabling the rise of a new hub of international appeal in Africa. The city's development is driven by the activity of the Port of Tangier Med, Africa's leading port for container traffic, with more than 10 million TEUs handled in 2024. Nearly 1.3 million people live in the city, which is about 300,000 more than in 2014. After Casablanca and prior to Fez, Tangier became Morocco's second-largest city in 2024. The Tangier City port redevelopment project is part of an overall strategy to support the economic, social, cultural, and tourist transformation of the Kingdom of Morocco.

PROJECT SUMMARY

The transfer of almost all commercial activities from the port of Tangier City to the port of Tangier Med marked the starting point of the reconversion project of Tangier city-port area. This decision relieved congestion in the urban area and contributed to reorienting the historic port towards tourism and leisure, paving the way for the development of a new waterfront fully integrated into the city. The project's foremost ambition was to:

- Reconnect the port with urban life, enabling the wider city, the medina, and the people of Tangier to reclaim the port as their own after years of gradual detachment.
- Position Tangier as a world-class destination for cruise and yachting tourism.
- Reaffirm Tangier's identity as a cosmopolitan city, steeped in history and legend.
- Provide the city with a cultural and tourism offering capable of delivering exceptional added value.

Key components of the project include:

- The extension and modernization of the ferry terminal, which handles more than one million passengers each year.
- The expansion of quays to accommodate a larger number of cruise ships.
- The creation of a craft village in the immediate vicinity of the ferry terminal.
- The construction of a marina with a capacity of 1,400 berths.
- The construction of a new fishing port.
- The restoration and enhancement of Tangier's heritage landmarks, including the Medina's walls and adjacent public squares.
- The design of public spaces to ensure greater accessibility to the waterfront.

The project is distinguished by its strong local and regional impact, generating thousands of direct and indirect jobs, improving the quality of life for local residents, and diversifying the city's tourism and cultural appeal. It also features a major urban development component, scheduled for completion by 2028, which will include new housing, office spaces, hotel complexes, a convention center, a shopping mall, aquatic facilities, and a cable car.

THE PROJECT'S STRENGHTS

- Revitalization of the port and urban identity through an **integrated development approach**.
- Highlight of Tangier's remarkable **cultural and architectural heritage** as a unifying link between the city and its port.
- A **controlled balance** between development, modernization, and preservation, directly benefiting local populations.
- **A project designed for Tangier's inhabitants**, built through dialogue, and guided by users' aspirations.

Agenda 2030 by AIVP: Highlights

Goal 06

The Tangier project mainly commits to **Goal 6** of the Agenda 2030 by AIVP: **Port culture and identity,** which aims to promote and capitalize on the specific culture and identity of port cities and to allow residents to develop a sense of pride and flourish in a port city community of interest. In particular, the project ticks off the following recommendations:

[1] **Developing all types of promenades and other open spaces in Port City interface zones to promote a better understanding of port and logistics activities**.

This was made possible by the thorough renovation of public areas at the port-city interface, including the restoration of the Medina walls and their adjacent public spaces. This helped to showcase the port activities and to materialize the relationship between the city and the port.

[2] **Integrating spaces and functions open to residents and visitors alike into port facilities, enhancing the visibility of the port and its activities**.

In Tangier, the strategy consisted of integrating the port activities as a component of the city, making them a striking feature of the landscape visible from different strategic locations. Also, the mosque, artisan village, and administrative district were built outside the bonded zone, inviting the citizens to come to the port area.

[3] **Encouraging the creation of Port Centers.**

The transformation of a former customs building into a Port Center, located near the ferry and cruise terminals, fosters reconnection between residents and their port identity, while also offering tourists a new opportunity to discover Tangier's port identity.

[4] **Organizing temporary and permanent cultural events in port areas.**

The complete redesign of Tangier's waterfront included new public spaces, enabling it to host sports competitions and live performances, offering residents and visitors alike an opportunity to come to the port-city interface zone for leisure activities.

To a lesser extent, the Tangier project also addresses the following commitments of the Agenda 2030 by AIVP:

Goal 02

Energy transition & Circular economy
During the construction phase, emphasis was placed on reusing demolition materials and dredging sediments. The project also includes a waste management unit aspired to recycling effort, an onshore power system for the marina, and a photovoltaic energy production station covering 4500 m² with an annual production of 1 GWH.

Goal 04

Renewed governance
Stakeholder consultations, participatory planning workshops, and public forums have been conducted to solicit input from residents, port employees, businesses, and civil society organizations. This inclusive approach has empowered communities to voice their concerns, aspirations, and priorities, thereby ensuring that the redevelopment aligns with their needs and aspirations.

Goal 07

Quality food for all
The construction of the new fishing port has enabled small-scale fishing to continue. This contributed to improving the fishermen's working conditions and the valorization of their products.

Goal 08

Port City interface
The complete redesign of Tangier's waterfront contributed to the landscape integration of port facilities by developing, at the same time, new public spaces and recreational activities benefiting the population.

Goal 10

Protecting biodiversity
The project has also emphasized the protection of biodiversity and the preservation of marine and terrestrial ecosystems around the port. This includes monitoring of water quality by physicochemical parameters every three months, installation of screens against beach sand to prevent desilting, and the installation of oil separators to treat rainwater from the port's quays.

THE JURY'S THOUGHTS

A multi-disciplinary team of international architects and urban designers, along with a robust public consultation process, developed the project design. Specific committees were established to consult with and address the needs of the fishing and tourism industries, as well as the cultural and historical aspects of the site. The historic customs building was rehabilitated into a Port Center where visitors can learn about the Port and its history. Commercial and artisan fishing, a fish market, ferries, and cruise lines were integrated into a comprehensive plan that promoted preservation and the creation of new jobs. The newly restored walls of the historic medina provide a backdrop to the entire site. Sustainable features of the project include photovoltaic shelters, reuse of demolition materials, waste recovery, and environmental monitoring.
This project stands out for its large-scale, innovative reconversion, transforming the Port into a dynamic tourist destination while preserving heritage and promoting sustainable development. Its strategic location as a bridge between Africa and Europe enhances its global impact.

"What truly sets the project apart is not only the scale of the infrastructure, but the ambition of its urban and environmental vision. The project integrates people-oriented maritime activities, promotes economic development, heritage preservation and community prosperity making it a model for other port cities."

Geraldine Knatz
Co-chairwoman responsible for the Grand Jury

THE WINNER'S THOUGHTS

Over the last two decades and more, Tangier has undergone a radical transformation, modernising its infrastructure, bringing its urban environment up to contemporary standards, and enhancing its public spaces, particularly along the waterfront.

The Tangier City Port redevelopment represents nothing less than an urban renaissance, where past and present converge in harmony. It offers the people of Tangier, as well as visitors from across Morocco and around the world, a renewed living environment, one open to the sea, rich in culture and leisure, and alive with economic opportunity. The project has completely redefined the relationship between the city and its port, long divided, bringing them together once more in a coherent, inclusive, and sustainable vision.

Combined with the many other strategic programmes under way in Tangier, this ambitious initiative has greatly strengthened the city's economic and tourist appeal. Today, Tangier stands as the Kingdom's second city, both in population and economic weight, while continuing to attract increasing numbers of visitors. Going forward, the challenge will be to find sustainable ways of managing this growth while developing urban mobility, safeguarding heritage, and promoting social inclusion in the newly created public spaces. The port is also moving ahead with its certification process to guarantee operational efficiency, safety, and environmental responsibility, while accelerating the adoption of digital technology to optimise operations, enhance transparency, and improve the user experience.

In the lead-up to the 2030 FIFA World Cup, Tangier City Port is positioning itself as a strategic hub for hosting major events and an important gateway for international visitors. Several landmark developments are currently under way, including the construction of a two kilometre cable car linking the port with the medina and the new city, the introduction of electric vessels on the Tangier-Tarifa route, new ferry lines, and modernised visitor facilities. These initiatives aim to make Tangier City Port a sustainable, smart, and welcoming maritime zone, worthy of the highest international standards and visitors' expectations.

The redevelopment of Tangier City Port reflects an ambitious shared vision for the future, establishing the Pearl of the Strait as a leading Mediterranean destination.

Mohamed Ouanaya
CEO of SAPT - Tangier City Port

AIVP PRIZE ANTOINE RUFENACHT
Special Mention

2024 Edition

The case of the Javel Bas Port project in Paris, developed by HAROPA PORT, received a special mention as it demonstrated the opportunities of maintaining cargo handling, warehousing, and concrete production in the city center.

2024 Special Mention - 2024 Special Mention -

Special Mention | 2024 Edition

Redevelopment of Javel Bas Port

Reinforcing the Port-City Integration by Maintaining Urban Port Activities in the City Center

Paris, France

A project presented by: HAROPA PORT

Completion date: 2024

Design by: Materials warehousing by POINT P: Elisabeth VEIT, Architect / Concrete production plant by Lafarge: Atelier de l'Ile, Architects, Landscaping / Public spaces: Gautier+Conquet, Architectes, Urban planner, Landscaping.

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City Interface**

CONTEXT

The Javel Bas port is part of the urban port network managed by HAROPA PORT in the Paris area. It is located in the 15th arrondissement of Paris and has played an important role in providing the city with construction material and in urban logistics activities. In 2012, HAROPA PORT initiated a comprehensive project to rehabilitate the Javel-Bas port. The overall objective was to preserve and strengthen the economic and industrial activity specific to the port while offering the public a place to live and stroll. It came in a context of strong opposition to port activities among local residents. HAROPA PORT, the major Seine Axis river and sea port, is the result of a merger of the ports of Le Havre, Rouen, and Paris. From Le Havre to Rouen, the port complex can point to a total of over 16,000 hectares of land and 12 million sq. m. of warehousing space.

PROJECT SUMMARY

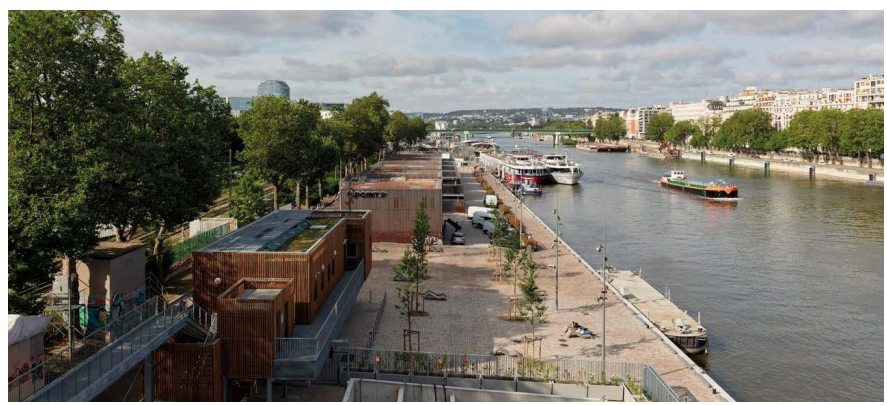
The core objective of the Javel Bas port redevelopment project was to optimize its integration into its environment; this being essentially composed of residential buildings and André Citroën Park. It results from a multi-stakeholder consultation process involving both the citizens and the port operators. Initially, this took a regulatory form, focusing on the uses and functions of the quay. A second phase was then launched, including a more in-depth consultation to define the best compromises for balancing the public use of space and the commercial activities of the companies on the site. These discussions led to a shared use vision of the quays, guaranteeing the continuation of logistics and industrial activities, with the well-being of inhabitants. More precisely, the stakeholders agreed on:

- The reduction of the footprint dedicated to port and industrial activities from 9,600 m² to 7,200 m².
- The design of new warehouses with particular attention to their integration into the urban environment and landscape.
- The landscape integration of the concrete plant.
- The creation of new public and leisure spaces along the River Seine.
- The continuity of pedestrian traffic along the riverfront, including a promenade stretching over 500 meters.

As a result, a large warehouse has been divided into six attractively designed buildings to prevent any large, obstructive structure from limiting public access. The project also coupled the retention of the industrial port use while allowing public access to the riverfront when conditions and safety allow. Indeed, design features allow industrial activity to continue during cargo loading periods: automatic fencing closes off areas, and pedestrians stroll along the rear of the project instead of the water's edge. Lastly, a new Charter of Use has been drawn up to provide a framework for these developments. As a reference document, it has made it possible to perpetuate the governance model put in place to develop the project. Among other things, it provides for a Charter Council to meet at least once every calendar quarter.

THE PROJECT'S STRENGHTS

- Innovative **mix of use** between ports and leisure activities.
- **Architectural and landscape design.**
- **Public consultation** and participatory processes.



Before the project

After the project

Agenda 2030 by AIVP: Highlights

Goal 08

The Javel Bas project commits to **Goal 8** of the Agenda 2030 by AIVP: **Port city interface,** which aims to provide residents living in proximity to port activities with housing, recreational, and cultural activities. In particular, the project ticks off the following recommendations:

[1] Incorporating measures designed to reduce port nuisances into building design.

By reallocating 30% of the port's surface for public use and incorporating design elements that strengthen its urban and landscape integration, the project contributed to a reduction in the port's nuisances for residents.

[2] Revising the status of Port City heritage to properly reflect the historical significance of sites.

Facing citizen opposition to the port activities, an option could have been to remove them to another location. Instead of this, the port decided to maintain the industrial and logistic activities through a demanding consultation process and a multi-use design thinking. This is a bold way to reflect the historical significance of the site for port activities.

[3] Developing public spaces and recreational or cultural amenities in Port City interface zones to create an appealing new area.

Facing citizen opposition to the port activities, an option could have been to remove them to another location. Instead of this, the port decided to maintain the industrial and logistic activities through a demanding consultation process and a multi-use design thinking. This is a bold way to reflect the historical significance of the site for port activities.

[4] Promoting the architectural and landscape integration of port facilities.

One of the strengths of the redevelopment of the Javel Bas port project was its architectural and landscape design thinking, which led to a qualitative integration of port activities in its environment, both in terms of functionalities and of landscape. For example, this is visible through the materials choice, such as wood, for both warehouses and urban furniture, contributing to unify the area and mitigate the real weight of port activities for visitors.

To a lesser extent, the Paris project also addresses the following commitments of the Agenda 2030 by AIVP:

Goal 03

Sustainable mobility

The project promotes sustainable modes of transport both for goods and people. Indeed, the supply of the material warehouses and the concrete production plant is provided by waterways. Consequently, the city benefits from a major saving of CO2 emissions in addition to a reduction in urban congestion. By developing a public promenade along the quay, the project also created a continuous promenade area for pedestrians and cyclists, encouraging the development of soft mobility.

Goal 06

Port culture & Identity

By integrating spaces and functions open to residents and visitors alike into port facilities, the project enhances the visibility and a better understanding of the port and its activities...

Goal 04

Renewed governance

The project follows a public consultation process required by regulations in 2014 for the launch of the operation. To ensure qualitative improvement for local residents and users, a second consultation process, not required by law, was conducted in 2021. This consultation process has been extended after the project finished, within the framework of the Use Charter and the Charter Council, involving residents, the port authority, the local authority, and the companies located on the site. This contributes to strengthening the links between the inhabitants and the port.

"The rehabilitation of the Port of Javel is an exemplary project that fully aligns with the virtuous approach to integrating port activities into the urban landscape, undertaken in partnership with the City of Paris, the industrial sector, and the companies located along the Seine. Situated at the heart of cities, ports must now more than ever demonstrate their commitment to environmental integration while combining economic development with quality of life for local residents."

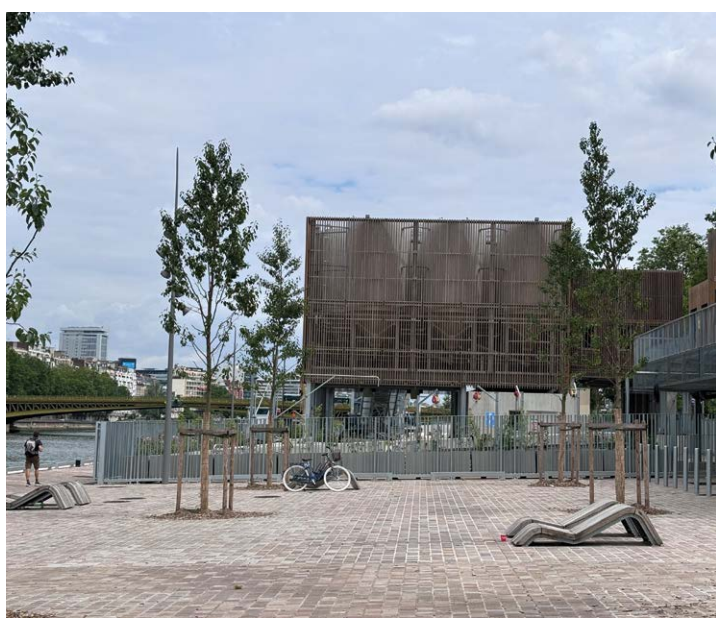
Antoine Berbain
Delegated Chief Executive Officer
HAROPA PORT

THE JURY'S THOUGHTS

This project addresses a common conflict in port cities, where industrial port operations often limit public access to the riverbank, and proposes an original way to face this challenge. Instead of relocation, it successfully accommodated public access to the riverbank with industrial and port activities through a strong public consultation process and a smart, forward-looking design. This also demonstrates sustainable urban logistics, essential in all major port cities, while seamlessly integrating into the surrounding neighborhood.
It is not always desirable or possible for a port to relocate industrial facilities to accommodate other uses without suffering the loss of business, jobs, economic, and potentially, logistical and environmental benefits that can result from port operations. However, the Javel Bas port project provides an example of how this can be achieved or further developed at other port cities worldwide.

"Five of the six finalists' projects were developed on properties where industrial activities were previously located and had been removed. The HAROPA Javel Bas Port redevelopment in Paris was unique because it was the only finalist where port industrial activities remained at their historic location, along the Seine, and public access was accommodated as well. We all recognize there are ports that do not have the ability to relocate industry or remove industry which can affect jobs to make space for the public ….so providing for public access while allowing industry to remain and doing it in a safe way, well, that is really hard to do!"

Geraldine Knatz
Co-chairwoman responsible for the Grand Jury



AIVP PRIZE ANTOINE RUFENACHT
Finalists

2024 Edition

Finalist | 2024 Edition

Bekkelagsbadet Buffer Zone

Converting an Old Container Terminal into a Public Space

Oslo, Norway

A project presented by: The Port of Oslo

Completion date: 2022

Design by: Landscape Architect - Bar Bakke Landskapsarkitekter

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City Interface**

CONTEXT

The Port of Oslo is Norway's largest public cargo and passenger port, handling over 6 million tons of cargo to and from Oslo. The port also handles more than 7 million passengers a year, with international ferries, local traffic, and cruises. The maritime sector is a pillar of the Norwegian economy, which is still largely dependent on the primary sector: hydrocarbon exports (gas and oil) account for more than half of the country's total exports. In line with national policy, the port and city of Oslo are committed to decarbonizing the global economy and the port sector. The Bekkelagsbadet project is part of the Port of Oslo strategy, aiming to develop buffer zones at the port city interface to improve the relationship with the neighbouring urban and natural environment.

PROJECT SUMMARY

Located in the outlying district of Bekkelaget, the Bekkelagsbadet buffer zone is a public park located at the interface between the port and the city. The site, once a container terminal and a source of noise, traffic, and complaints from residents, has been transformed into a shared space that enhances both urban life and port identity. As part of the Oslo Port Authority's development strategy, Bekkelagsbadet reflects the ambition to ensure that the port and the city can thrive together in a symbiotic relationship that benefits both industrial activities and the well-being of the community. It also forms part of the Fjord City project, a vast development and renewal initiative for Oslo's waterfront, launched in the early 2000s and including the creation of buffer zones between the city and the port.

The project, which includes a swimming area, a diving tower, and extensive green spaces with sports and recreational facilities, contributes harmoniously to staging the port activities. It stands out for its aesthetic qualities and the participatory design process involving residents and particularly children, who were able to actively contribute.

Development choices highlight port identity, sustainability, and environmental responsibility, illustrated by:

- Reusing port materials for street furniture.
- A design aesthetic inspired by port activity.
- The use of the color "RAL2000 orange," a hallmark of the Port of Oslo.
- Measures to preserve and enhance biodiversity, including the fight against invasive species.
- Flood risk prevention through retention basins harmoniously integrated into the site.

THE PROJECT'S STRENGHTS

- **Citizen consultation** to design a project meeting the citizens' expectations.
- **Landscape and architectural** design.
- **Port activity scenography.**
- **Ecological and environmental approach.**

THE JURY'S THOUGHTS

The Bekkelagsbadet - Buffer Zone project is a beautifully realized project to soften the port-city interface in the vicinity of the port's container terminal. The project is highly original in its governance, implementation, and leadership approach. Despite its small budget, it demonstrates a significant positive local impact by proposing a new model for port terminals working with nearby neighborhoods to meet public demands for places to swim, sunbathe, and socialize. It is a hallmark of success that the surrounding community has taken «ownership» of the project and has developed additional amenities, including a winter sauna and an apple orchard. The project is inspirational and bold as it creates a buffer zone between the port and the city without ignoring their essential proximity. As such, it creates a new response to the needs of multifunctional waterfront development.

Agenda 2030 by AIVP: Highlights

Goal 08

The Oslo project commits to **Goal 8** of the Agenda 2030 by AIVP: **Port city interface,** which aims to provide people living near port activities with housing, recreational and/or cultural activities. In particular, the project ticks off the following recommendations:

[1] Developing public spaces and recreational or cultural amenities in Port City interface zones to create appealing new areas.

Introducing sports facilities and swimming equipment provided a valuable added value to the project and an innovative way to connect the port with the surrounding areas.

[2] Revisiting the status of port and Port City heritage to properly reflect the historical significance of sites.

By reusing materials or using identity markers such as the orange color, which is one of the port's colors, the Bekkelagsbadet project introduces elements reminiscent of the site's former port function.

[3] Promoting the architectural and landscape integration of port facilities.

By making port activities visible from the public space and facilitating swimming near cargo operations, the Bekkelagsbadet project makes the port facilities a strong landmark, contributing to the aesthetic and the attractiveness of the new public space.

To a lesser extent, the Oslo project also addresses the following commitments of the Agenda 2030 by AIVP:

Goal 01

Climate change adaptation
In Bekkelagsbadet, the terrain was shaped to handle floodwater from extreme rainfall and reduce flooding risk.

Goal 04

Renewed governance
By including children in the consultation process and encouraging residents to take ownership of public spaces, the Port of Oslo demonstrates how port authorities can support a renewed governance.

Goal 06

Port culture & Identity
The Bekkelagsbadet project facilitates a better understanding of port and logistics operations by creating open spaces in the Port City.

Goal 09

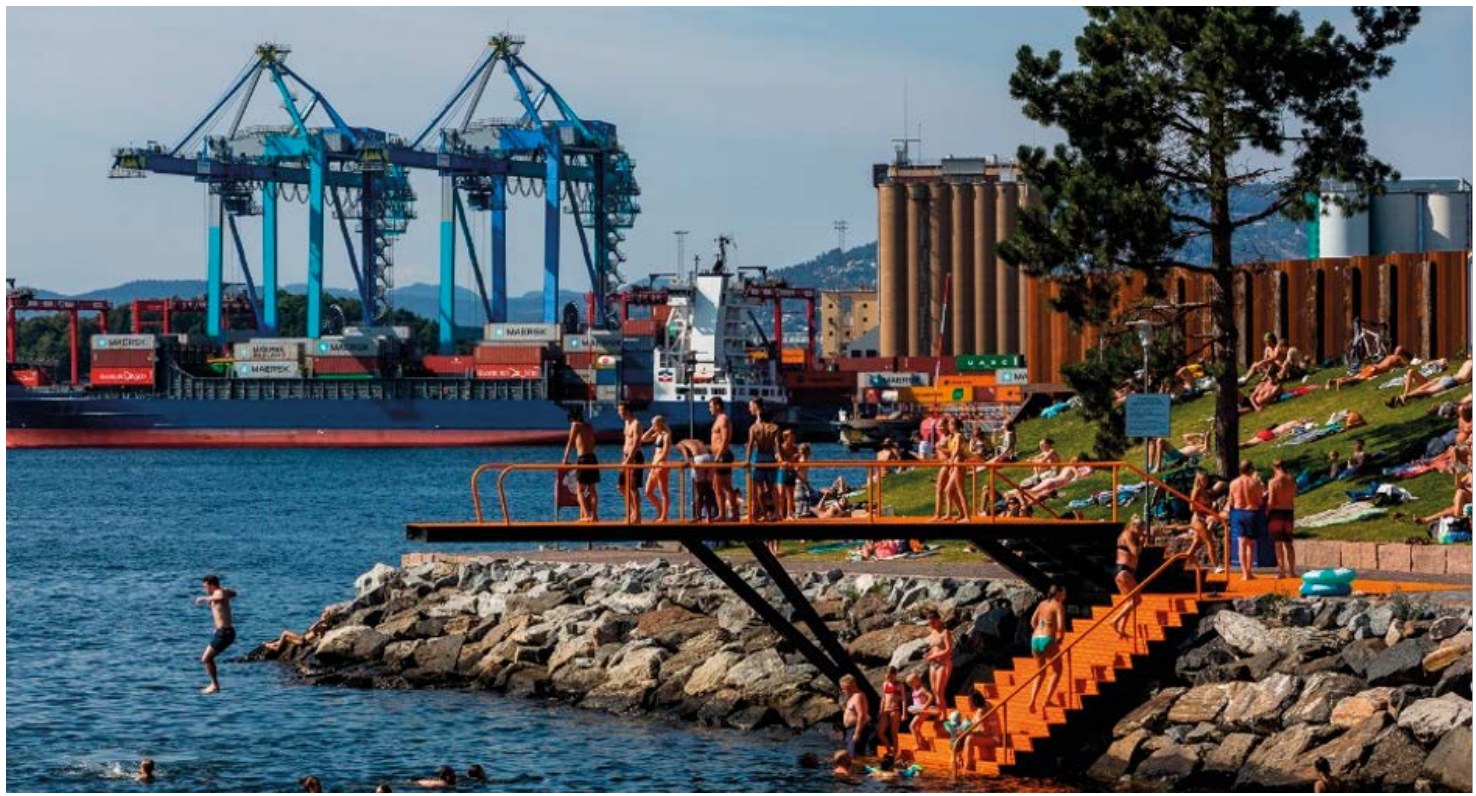
Health & Life quality
The quality of bathing water is regularly monitored by the Agency for Urban Environment. The results are published on the city's official website, together with all the city's public swimming spots.

Goal 10

Protecting biodiversity
This was a priority for the port. As an example, vulnerable vegetation was taken care of and prevented from invasive species, while more than 30 new trees were planted in addition to perennials and shrubs.

"Projects like this help strengthen the port's role and relevance within the city. Being in close proximity to our neighbors means we have a responsibility to engage with them openly. In this project, we involved local residents directly in the design process, which created a more personal connection between the community and the port. It also made it easier for people to reach out to us with ideas, concerns, or questions. That dialogue has been one of the most valuable outcomes of the project, benefiting both the port and its neighbors."

Cato Johansen
Head of planning Port of Oslo



Finalist | 2024 Edition

Paseo del Bajo Parks, Esplanade and Northern Portal

Transforming an Infrastructure Project into an Urban Reconversion Plan, Reinventing the Port-City Interface

Buenos Aires, Argentina

A project presented by: Corporación Antiguo Puerto Madero S.A

Completion date: 2024

Design by: Masterplan authors - architects: Daniel Becker, Sergio Cavalli, Joan Marantz, Agustín Olivieri. Conservation of built heritage & restoration consultant: Arch. Marcelo Madagán / Landscape design: Estudio Grinc, Lic. Gabriel Burgueño / Structural consultant: Ing. Fainstein / Lighting consultant: Arch. Eli Sirlin

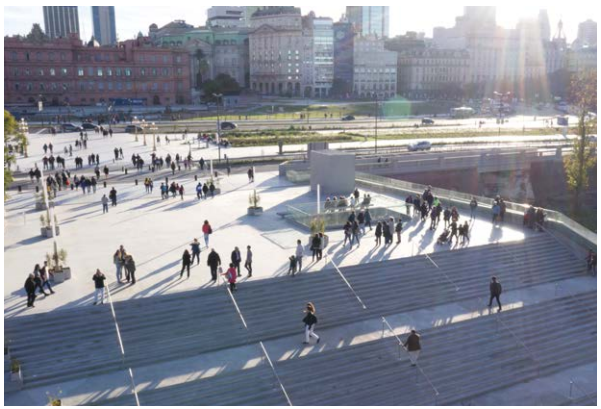
Main Agenda 2030 by AIVP commitment:

Goal 03 **Sustainable mobility**

CONTEXT

Buenos Aires, Argentina's capital, is located on the country's east coast along the Río de la Plata estuary, which opens onto the Atlantic Ocean. In 2024, its population is estimated at 15.6 million. Its port is Argentina's main port, handling around 11 million metric tons of goods annually.

Historically, the City was developed through a dual dynamic - expanding both inland and towards the coast - which created a dividing line between urban and port functions, depriving the city of its connection to the shoreline, and creating a spatial rupture between the port and the population. This was materialized by heavy infrastructures, which the Paseo del Bajo project contributed to redesign.



PROJECT SUMMARY

The fight against urban congestion and the need to improve logistics between the northern and southern zones of the port of Buenos Aires drove the Paseo del Bajo urban project. Originally conceived as an infrastructure project, it has been transformed into an urban project contributing both to the competitiveness of the port and the attractiveness of the surrounding areas. Indeed, the project was the pretext for:

- Re-examining the overall mobility plan for goods and people in a sector impacted by car and truck traffic.
- Re-designing the connections between the historic center of Buenos Aires (Plaza Mayo) and the old urbanized port of Puerto Madero.
- Re-thinking the relationship between the city, its port, and the waterfront.

To that purpose, the infrastructure project, which included a highway, was transformed into a cut-and-cover tunnel. This increased port performance and created new public spaces, offering the opportunity to reconnect the historic center of Buenos Aires with its port heritage, thereby helping to blur the city-port boundary. The development of a linear park along the road infrastructure made it possible to provide pedestrian connectivity to areas that previously lacked. These area were: the Buenos Aires business center, the ferry terminal to Uruguay, the tourist area of Puerto Madero, the La Plata River, and the Catalinas office park.

Another major challenge was integrating the historic center into the urban redevelopment of Puerto Madero, where no pedestrian passage was possible due to the 7-meter difference in level between the old shoreline and the old town. This was made possible thanks to the Esplanade Staircase located on the former Taylor's Customs Wharf site, demolished in 1894. It now provides the necessary pedestrian connection. Due to its design and location, it is a privileged urban vantage point symbolizing the link between the city and the port.

THE PROJECT'S STRENGHTS

- **Transforming a heavy infrastructure** into new public spaces linking the city and the port.
- **Improving the mobility of goods and people** as well as the quality of life, through traffic calming measures.
- **Highlighting port heritage** elements to reconnect the port and the city.

THE JURY'S THOUGHTS

This project highlights the challenges of implementing major port infrastructure near the port-city interface. Conceived decades ago, as a freeway cutting through the urban core, the original concept would have created a permanent barrier to port-city integration and perpetuated the existing challenges of pedestrian access to the waterfront. For that reason, the project was redefined, and these challenges were resolved by depressing the port traffic highway below grade in a trench and designing a project that allows pedestrian access over the top of the highway to reach the waterfront and the ecological area.Spanning a large 20-hectare area across seven kilometers, the finalized project successfully humanizes transport infrastructure by transforming it into urban public spaces that reconnect the city's historic core with the waterfront. The Esplanade Stairs provides a solution to elevation differences, offering a spectacular connection between the National Congress building and the waterfront through a large area that can accommodate hundreds of people. The project's adaptable approach, which respects architectural heritage while integrating logistics and transport within urban settings, makes it a potential model for other port cities.

Agenda 2030 by AIVP: highlights

Goal 03

The Paseo del Bajo redevelopment project commits **to Goal 3** of the Agenda 2030 by AIVP: **Sustainable Mobility,** which aims to improve mobility in the port city and combat urban congestion. Thus, the project ticks off the following recommendations:

[1] Encouraging the development of soft, multimodal, and collaborative mobility, notably for commuting.

Traffic calming measures were one of the main guiding principles of the Paseo del Bajo projects. It includes new pedestrian and cycleways between the Puerto Madero district, the northern and southern zones of the port, and Buenos Aires' historic center. The public transportation offered was also improved, with new bus lines.

[2] Reducing the negative impacts of periods of peak activity in the Port City territory by any means possible.

By separating port and domestic traffic, the project contributed to reducing road congestion and air pollution, as well as improving the North-South time travel.

The Paseo Del Bajo project also addresses the following commitments of the Agenda 2030 by AIVP:

Goal 08

Port city interface

The project has placed a significant emphasis on highlighting port heritage to reflect the historical link between the city and its waterfront. For example, installations evoking the port environment, such as cranes and old fence imprints, have been preserved, as well as the old trace of the harbor wall along the entire length of the linear park. Additionally, a fountain of mist that evokes the lost atmosphere of the riverbanks, gradually erased from popular imagination due to successive embankments that have detached the city from the riverbank, offers an original way to remember the city's maritime heritage.

Goal 05

Port culture & identity

By developing new cycleways and improving the walkability of the city, between the northern and southern parts of the port and the historical center of Buenos Aires, the project helps to enhance the visibility of the port and its activities and to reconnect the citizens with the city's maritime identity.

Goal 10

Protecting biodiversity

The quality of bathing water is regularly monitored and published transparently on the Oslo Port Authority website...

"The concrete results of our project were 20 hectares of new green open spaces between the city and the waterfront, decreasing the time of transportation of the cargo between the northern and the southern part of the port of Buenos Aires and reconnecting the city with new pedestrian crossings, putting into value our historical port-city access with a new pedestrian esplanade."

Daniela Couto
Chief Urban Innovation Officer
Corporacion Antiguo, Puerto Madero S.A.

Finalist | 2024 Edition

Port of Los Angeles, Window to the Wilmington Waterfront

Reconnecting the Wilmington Community to the Water

Los Angeles, United States

A project presented by: **Port of Los Angeles - Port Department of the City of Los Angeles**

Completion date: 2024

Design by: Lead Design Entities: Port of Los Angeles Engineering Division and Sasaki Associates, Inc. / Support Design Entities: Moffatt & Nichol, Earth Mechanics, Inc., Sean O'Connor Lighting, Katherine Padilla & Associates / Integrated Engineering Managements, Inc., Studio-MLA

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City Interface**

CONTEXT

The Port of Los Angeles is one of the world's busiest seaports and the leading gateway for international trade in North America. The Port operates both cargo and passenger terminals while also providing community waterfront access through the LA Waterfront, which encompasses Wilmington and San Pedro communities. Wilmington, where the project took place, is a port community located in the southern part of Los Angeles, characterized by its proximity to the port facilities and where approximatelly 44% of the population lives below 200% of the federal poverty line. The community stands out for its the high concentration of industrial use.

PROJECT SUMMARY

Located in the heart of the Port of Los Angeles, the Wilmington Waterfront Promenade project is part of a co-shared and long-term development strategy to provide waterfront access, improve the quality of life, and develop new economic opportunities for the adjacent Wilmington community, classified in the US as an «environmental justice» community. For the first time since the port's creation, it offers a physical connection between the Wilmington community and the waterfront, creating an impressive setting showcasing the port activities while improving, at the same time, the quality of life of residents.

The project is strongly grounded in the Wilmington Harbor City Community Plan, a decision-making guide that represents the land use vision and values for the community. The project took place in a former port site, where Phineas Banning, father of Los Angeles Harbor, anchored the port development at the turn of the 19th century. It includes:

- 5,400-sqft (501-sqm) public pier.
- 10,000-sqft (929-sqm) play area.
- Green spaces for recreation and live entertainment.
- Future space for commercial development and aquatic center.

The Port took an active approach throughout every phase of the project to engage the public in its planning and design. This collaborative approach paved the way for the Port to address ideas and concerns that impacted the final design, such as the type of amenities and preservation of historical features. This contributed ultimately to maximizing the promenade uses as demonstrated by.

The Wilmington Waterfront Promenade project is also an impressive outcome of the Port of Los Angeles' Public Access Investment Plan, which allocates 10% of the Port's annual operating to investment in public facilities providing access to the waterfront. It also demonstrates a coherent vision for the port and city where one need not dominate and exclude the other.

THE PROJECT'S STRENGHTS

- **Financing model.**
- Integrated and **long-term vision strategy** related to the waterfront development.
- **Community engagement model** to design a project meeting citizens' needs.
- **Staging of the port activity.**

THE JURY'S THOUGHTS

The Wilmington Waterfront is a leading and original example at several levels. On the one hand, the heritage of the port from its foundation by Phineas Banning in the 19th century is embraced as a core value. On the other hand, the project displays an impressive commitment to real and comprehensive engagement with a local community that is directly adjacent to the Port. Prior to the opening of this project, local residents had no access to their waterfront. Now, they have a well-designed open space with a children's play area and a pier for vessel access. The large bench swings facing the water are a joy for children and adults. The governance framework for this project united the port and the city for a common purpose: improving access to the waterfront. The project was financed by the Port of Los Angeles Public Access Investment Plan, which allocates a minimum of 10% of the port's annual operating income to fund public access projects. This is a financing model that can be replicated in other port cities.

Agenda 2030 by AIVP: Highlights

Goal 08

The Wilmington promenade commits to **Goal 8** of the Agenda 2030 by AIVP: **Port city interface,** which aims to provide people living near port activities with housing, recreational and/or cultural activities. In particular, the project ticks off the following recommendations:

[1] Revising the status of port and Port City heritage to properly reflect the historical significance of sites.

The Wilmington waterfront project integrates maritime heritage and celebrates Wilmington's port history through public art, like the statue of Phineas Banning, which celebrates the founding father of the port, or through informational signage.

[2] Developing public spaces and recreational or cultural amenities in Port City interface zones to create appealing new areas through sports facilities and swimming equipment.

The Wilmington waterfront promenade is a good example of how a former port site can be transformed into new public spaces, allowing the residents to reappropriate the port-city interface for leisure activities while improving the quality of life.

[3] Promoting the architectural and landscape integration of port facilities.

The project responds well to the physical reality of the port, with large container terminals close by and the dramatic Vincent Thomas Bridge providing an imposing backdrop. This contributes to transforming the residents' perceptions of port activities by making them more visible.

To a lesser extent, the Los Angeles project also addresses the following commitments of the Agenda 2030 by AIVP:

Goal 03

Sustainable mobility
The project contributes to promoting sustainable and inclusive mobility, including multi-use trails for pedestrians and cyclists, and ADA-compliant infrastructure (Americans with Disabilities Act Standards).

Goal 04

Renewed governance
Wilmington's public spaces design results from a strong consultation process with residents. This process stands out by the involvement of interpreters during the public meetings to ensure greater representation and understanding of the project in the predominantly Hispanic community.

Goal 06

Port culture & Identity
By providing access to the waterfront for leisure activities and making the port activities visible from the city, the project contributes to anchoring the port identity of the Wilmington district.

Goal 10

Protecting biodiversity
Landscaping with native plants and sustainable stormwater management supports local biodiversity and ecosystem health in the port city area.

"The Wilmington waterfront promenade is an opportunity to bring the community closer to the port and create a shared space to work, live, play, and invest. At the Port of Los Angeles, we are leading the way internationally to reduce air emissions, improve water quality, modernize facilities and cultivate new technologies for a sustainable port while investing in projects that benefit our community."

Dina Aryan-Zahlan
Deputy Executive Director Development,
Port of Los Angeles, Harbor Department (Port), a department of the City of Los Angeles

Finalist | 2024 Edition

Duwamish River People's Park and Shoreline Habitat

An Ecological Restoration Project to Strengthen the Port-City Relationship

Seattle, United States

A project presented by: Port of Seattle

Completion date: 2022

Design by: IMCO Construction: removal and cleanup of contaminated soil and sediment. The Port partnered with Anchor QEA to develop the mitigation banking instrument. The site design was completed using the Port's in-house engineering and environmental team, with assistance from a community artist, Kristin Tollefson / Urban Component: Master Plan, NELSEN PARTNERS Architect & Planners - USA Landscaper: CRACKNEL - UK

Main Agenda 2030 by AIVP commitment:

Goal 10 **Protecting biodiversity**

CONTEXT

The Port of Seattle is among the leading gateways on the U.S. Pacific coast and a driver of the regional economy, with robust business lines including container-cargo, cruise, fishing, and recreational boating. Most of the port facilities and industrial zones are located on the bank of the Duwamish River, which concentrates 100,000 jobs and accounts for a quarter of the region's industrial base. As a comparison, the city of Seattle had approximately 780,000 residents in 2024. Looking forward, the port aims to reconcile economic growth with sustainability and has engaged in an ambitious environmental program, including cleanup and ecological restoration projects. Many of the restored areas also include public shoreline access.

PROJECT SUMMARY

The Duwamish River People's Park and Shoreline Habitat (DRPP) is the largest restoration project on Seattle's only river, transforming a significantly polluted 14-acre site into a vibrant park and habitat area in an "environmental justice" neighborhood. Gradually urbanized to meet the needs of port and industrial development, the banks of the Duwamish River have historically been a fishing and leisure area with a strong tribal heritage. Aware of this dual identity, the Port of Seattle has defined a global development strategy that prioritizes environmental sustainability alongside economic growth. This includes:

Opened in 2022, the 14-acre site has become a refuge habitat for endangered Chinook salmon. It also provides new access to the river for the community, particularly the South Park neighborhood residents. The park includes trails, a an elevated lookout platform, and a hand carry launch. The increase in the salmon population, encouraged by the ecological restoration of the site and more than 85 ha of freshwater, estuarine, and marine habitats, has also improved conditions for tribal fishing.

The development choices made were designed to enhance the port's identity, ensure sustainability, and take account of environmental issues. Recognizing the historical disconnect between the industrial riverfront and community, the project prioritized resident input.

The Port established a local field office to gather feedback and design ideas directly from those most impacted by decades of pollution. This ensured the park addressed the community's needs for green space, river access, and a healthy environment. The field office has now been converted to a community hub and field office for the Port's stewardship team.

The project also establishes a "habitat credit bank" for the Port. This allows third parties to invest in restoration efforts through habitat mitigation credits, generating revenue for further ecological improvements. This innovative model promotes broader environmental responsibility while fostering financial sustainability for future projects.

THE STRENGTHS OF THE PROJECT

- High level of **community involvement** within the ˝Community Hub˝.
- **Taking into account indigenous peoples and tribal heritage** through the creation of conditions conducive to tribal fishing.
- **Ecological restoration** for local flora and fauna.
- Innovative **financial model.**

THE JURY'S THOUGHTS

This project provides a model for ecological restoration and climate adaptation for delta port cities by enhancing biodiversity and managing water resources sustainably. Cleaning up the site/soil remediation was the impetus for this project, yet it went far beyond this aspect by bringing together community engagement, education, cultural heritage, and art. The project stands out with the public participation process that resulted in the permanent creation of a community hub in a building that the port had purchased to use as a project office. The site design team was led by an artist rather than a landscape architect. Materials were reused in this project. Repurposed cruise ship gangways were converted into pedestrian bridges and stepping stones were made from old concrete pilings. The Duwamish River project not only addresses ecological needs but also strengthens community identity, blending native plants, restored wetlands, and wildlife habitats with spaces for cultural expression and learning. As a result, it illustrates how port cities can enhance resilience and biodiversity, becoming hubs for nature, community, and culture.

Agenda 2030 by AIVP: Highlights

Goal 10

The Duwamish River People's Park project commits to **Goal 10** of the Agenda 2030 by AIVP: **Protecting biodiversity**, which aims to restore and protect biodiversity on land and sea in port regions and cities. In particular, the project ticks off the following recommendations:

[1] Improving and maintaining water quality in the port basins.

While cleaning up the site by removing 60,000 tons of contaminated soil, pavement, buildings, and importing 20,000 tons of clean backfill and habitat materials, the project contributed to improving the water quality in the Duwamish River, aiding salmon rehabilitation.

[2] Conducting regular surveys of biodiversity in the Port City territory and publishing the findings.

A 10-year monitoring program demonstrates a commitment to measuring the project's success in restoring fish and wildlife, site stability, and overall ecological health. The project also meaningfully contributes to salmon and orca recovery goals. As an example, in the first year of monitoring, the Port found over 2,500 juvenile salmon were using the site.

[3] Supporting the efforts of civil society to protect fauna and flora in the Port City territory.

Consultation with the community has led to an increase in the site's pollution clean-up and ecological restoration goals. The site also serves as a learning lab for young environmentalists seeking skills training and hands-on experience with habitat restoration and marine wildlife conservation.

[4] Encouraging programmes aimed at restoring and developing biodiversity in the Port City territory

The DRPP's restored shoreline and aquatic fish and wildlife habitat includes more than 25,000 native trees, shrubs, and marsh plants planted at the site.

"The Duwamish River People's Park and shoreline habitat was a twenty year project and hundreds of different people contributed to it both inside the port, in the community, regulatory agencies, two federaly recognized tribes that we worked with, industry partners really contributed and i think the prize would help to recognize all of those contributions."

Jon Sloan
Sr. Manager, Environmental Programs,
Port of Seattle

To a lesser extent, the Duwamish River people's park project also addresses the following commitments of the Agenda 2030 by AIVP:

Goal 01

Climate change adaptation
Quality of life has been improved by the restoration of 6 hectares of estuary, the planting and preservation of local wildlife, which provides a net carbon sequestration benefit of over 1,000 metric tons of CO2 equivalent (1.2 et 1.4).

Goal 04

Renewed governance
The project is part of a long-term approach based on partnership and cooperation with the whole community. For example, a Community Health and Safety Plan has been defined. As required, air quality, light, and noise were monitored and reported daily during all construction activities. Also, the Port and the City of Seattle, King County, and Boeing have been working together since 2000 within the Duwamish Waterway Group to investigate the nature of the contamination and develop cleanup plans.

Goal 06

Port culture & Identity
The project stands out as an example of how a port project can promote the port city's cultural identity and cultivate a sense of community pride. The park itself creates a crucial new open space in Seattle, offering residents direct access to the Duwamish River and a chance to connect with the city's maritime-industrial heritage.

Goal 07

Protecting biodiversity
Sustainable fishing activities were able to resume in the Duwamish River due to the overall improvement in environmental quality, and particularly the water quality, which led to the regeneration of the fish ecosystem and an increase in salmon populations.

AIVP PRIZE ANTOINE RUFENACHT
Applicants

2024 Edition

Redevelopment of a Disused Area into a Multihull Spot

Revitalizing Port-Saint-Louis-du-Rhône's Waterfront through Nautical Tourism

Port Saint Louis du Rhône, France

A project presented by: The Nautical Sea Development Center, Port-Saint-Louis-Provence

Completion date: 2024

Design by: The Nautical Sea Development Center, Port-Saint-Louis-Provence

Main Agenda 2030 by AIVP commitment:

Goal 04 **Renewed governance**

CONTEXT

Located in the Rhône delta in southern France, Port-Saint-Louis-du-Rhône is a city of 8,600 inhabitants, positioned between the Port of Marseille Fos, one of the major industrial and logistics hub in the Mediterranean, and the Camargue, France's largest wetland. Historically shaped by port activity, the city has recently adopted a strategy to boost its attractiveness through nautical tourism.

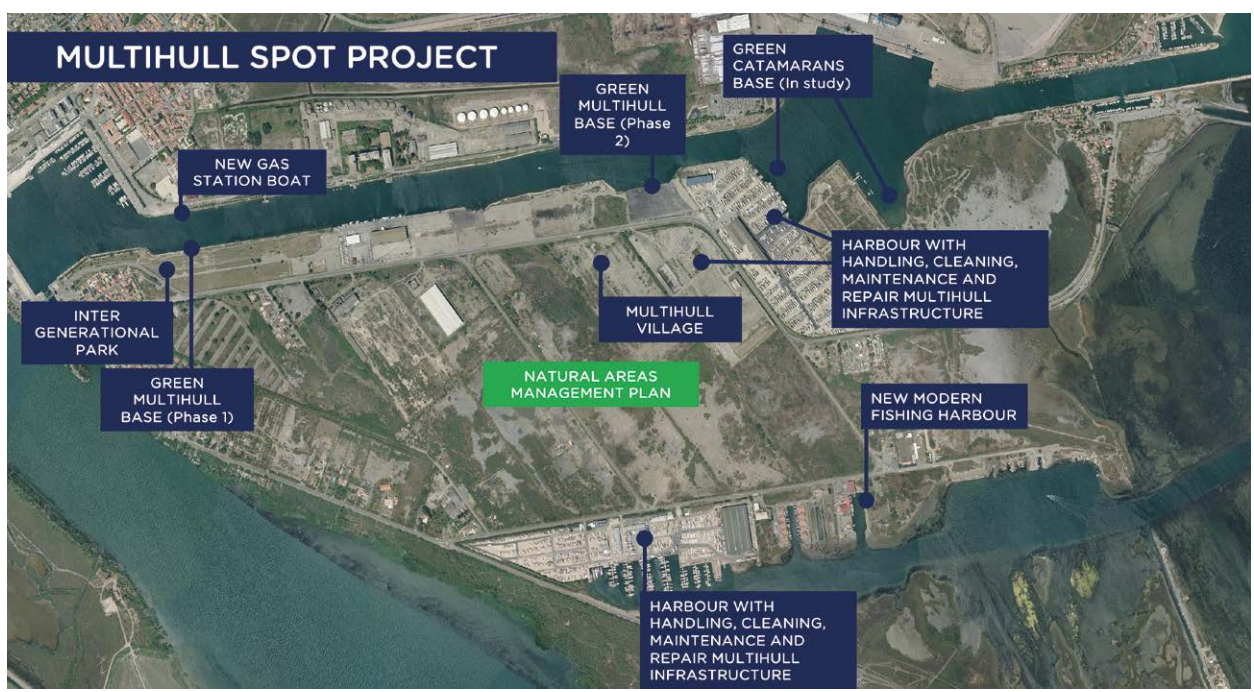
PROJECT SUMMARY

This project aims to develop a dedicated nautical hub for multihulls, offering services for sailors (berthing, maintenance, training, events) while enhancing the international tourism appeal of Port-Saint-Louis-du-Rhône. As part of the city's blue growth strategy, it supports nearly 500 maritime-related jobs and promotes traditional activities such as fishing and shellfish farming. In addition to nautical facilities, the project includes an intergenerational park, providing new amenities for residents and visitors, as well as new fishing harbor facilities enhancing working conditions for fishermen, while also fostering local seafood consumption and maritime identity.

The project was developed through an active consultation process with sailors, local authorities, and the Grand Port Maritime de Marseille Fos, ensuring it meets the needs of both users and residents while coexisting with port logistics activities. Its design incorporates strong sustainability principles, featuring eco-friendly construction materials, energy- and water-saving smart systems, and green practices for waste and resource management, resulting in a state-of-the-art facility with minimal environmental impact.

KEY FEATURES

- **Redevelopment of a former port brownfield site** through a holistic approach combining a new port ecosystem related to yachting and community benefit, while strengthening the maritime identity.
- **Environmentally friendly design, construction, and operating practices,** including, for example, onshore power supply, waste management, and water conservation.



La Baie des Rois

Enhancing Libreville's Appeal through the Redevelopment of its Waterfront

Libreville, Gabon

A project presented by: Champ Triomphal Waterfront

Completion date: 2022 (Waterfront promenade)

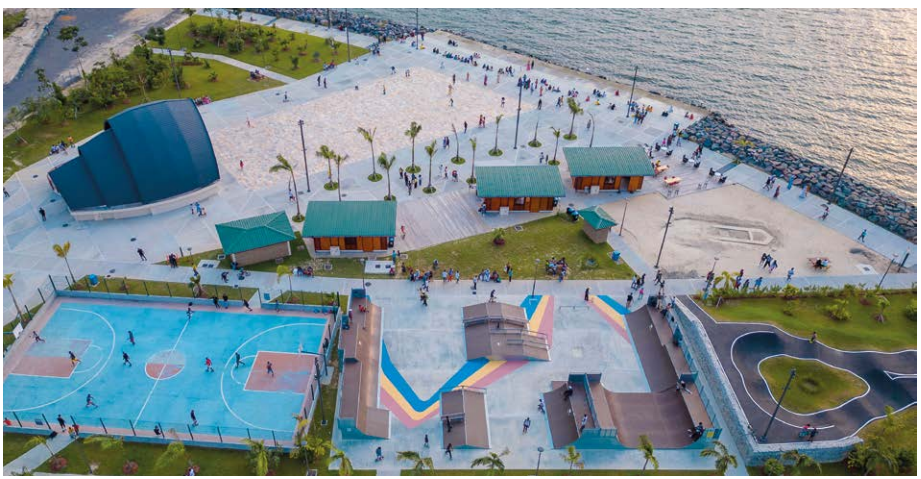
Design by: Master Plan and development manual: National Agency of Major Infrastructure Projects (ANGTI) in partnership with Ingerop, Deloitte, and Bruno Remoué as urban architect. The development manual was updated in 2023 with the collaboration of Nicolas Laisné Architectes / Public spaces: Land Act'

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City interface**

CONTEXT

Libreville, Gabon's economic and administrative capital, lies on the estuary between land, sea, mangroves, and tropical forest. With a population approaching 900,000 in 2025, the city has undergone rapid growth in recent years. To the south, the Port of Owendo serves as a key hub, primarily for mineral exports and timber products, and includes a container terminal that handled 185,000 TEUs in 2024.



PROJECT SUMMARY

Initiated by the Gabonese government in 2013 as part of the National Infrastructure Master Plan, the Baie des Rois is a flagship urban redevelopment project on Libreville's waterfront. Covering 40 hectares within a larger 400-hectare renewal program, it combines over 360,000 m² of planned buildings with strong environmental and architectural guidelines. The project responds simultaneously to the challenges of growing urbanization and adaptations to climate change, while generating economic opportunities for all. The project stands out by:

- Developing a sustainable, low-carbon project in line with the Green Gabon strategy, combining economic growth, environmental protection, and long-term sustainable development.
- Promoting short supply chains by using local materials, such as sustainably sourced wood, and fostering development rooted in responsible forest management.

The first phase, delivered in 2022, includes a seafront promenade accessible to all, with restrictions on cars and single-use plastics, promoting inclusivity, sports, and well-being in line with the UN SDGs. Eventually, the project will feature an innovative business district, a modern shopping mall, a hotel and conference center, as well as local shops and services.

KEY FEATURES

- A project that combines **climate resilience and sustainable design,** taking into account flooding risk and mitigating the impact of human activities on sea ecosystems, thanks to rainwater treatments and retention systems to prevent waste from being dumped into the sea.
- By developing a seafront promenade with sports facilities and integrating Gabonese art into urban furniture, **the project also strengthens cultural identity,** promotes well-being, and enhances quality of life.

Saint Louis Nautical Pole

Connecting the City, the Port, and the Sea

Sète, France

A project presented by: Port Sud de France

Completion date: 2022

Design by: NBJ Architects

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City interface**

CONTEXT

A tourist town in the Mediterranean basin, Sète, with a population of nearly 46,000 in 2025, has established itself over the years as a leading port due to its intermodal connectivity and an ambitious public-private investment program implemented since 2008. Historically focused on fishing, the port of Sète has become a major player in passenger transport, particularly to North Africa, yachting, and the shipment of goods, including containers, liquid and solid bulk, and rolling freight. In 2024, over 5.8 million tons of goods passed through the commercial port.

PROJECT SUMMARY

Weird spacing to create an emblematic site on the Sète–Frontignan waterfront dedicated to nautical stakeholders. Situated at the historic Môle Saint-Louis near the lighthouse, the building became a symbol of the port–city interface. Developed in close collaboration with the city and heritage authorities, its raw concrete architecture reflects the mineral character of the site, while providing modern, accessible facilities for associations that strengthen social ties around the sea and raise awareness of marine ecological issues.

Designed as a welcoming and inclusive space, the building strengthens the Port–City interface by hosting diverse activities such as sailing, kayaking, catering, and leisure services. Open to the public from the Promenade du Môle, it ensures continuity between urban and port functions while enhancing the site's attractiveness and tourism appeal.

KEY FEATURES

- Introduction of an **innovative water treatment system** to reduce water consumption in the nearby careening area.
- Use of **crushed oyster shells** from local farms as the building's exterior coating, fostering a **circular economy,** promoting local resources, and minimizing environmental impact.

Port of Montreal's Grand Quay

Integrating a Cruise Terminal with Public Spaces to Strengthen Port–City Relations and Community Engagement

Montreal, Canada

A project presented by: Montreal Port Authority

Completion date: 2023

Design by: The extensive Grand Quay rehabilitation project was undertaken with numerous partners, including Pomerleau (contractor), the Provencher_Roy multidisciplinary firm (interior design), NCK (structure), Pageau Morel (electromechanics), NIPpaysage (landscape architects), and WSP Group (civil engineering and maritime infrastructure).

Main Agenda 2030 by AIVP commitment:

Goal 03 **Sustainable mobility**

CONTEXT

Montreal, Canada's second-largest city with nearly 2 million inhabitants, is the economic and cultural hub of Quebec. Located on the banks of the St. Lawrence River, it has historically developed around its port, which remains a key driver of the regional economy. The Port of Montreal is one of North America's leading container ports, handling over 35 million tons of goods annually and playing a central role in international trade, logistics, and supply chains. It is committed to fostering strong relationships with its community while reducing the environmental impact of port activities. In 2024, the Port of Montreal welcomed nearly 50,000 cruise passengers.

PROJECT SUMMARY

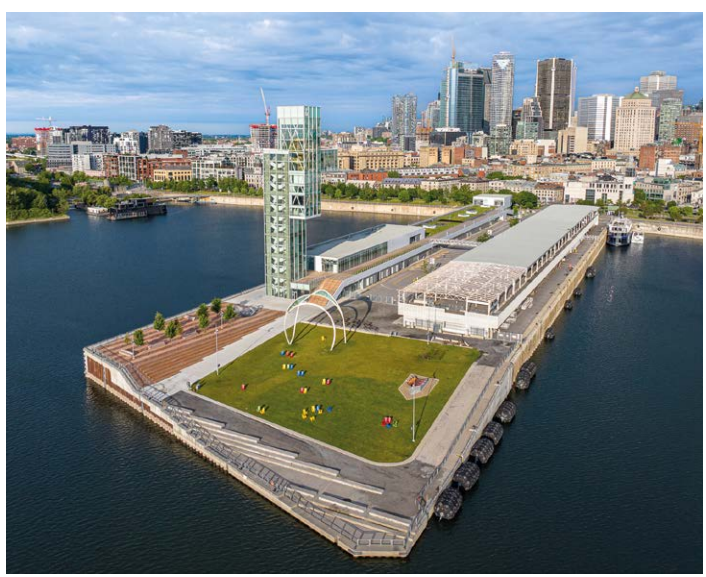
Weird spacing transformed the Iberville Passenger Terminal into a user-friendly, publicly accessible space integrated into the urban fabric. Previously dominated by concrete and reserved for cruise passengers, the terminal is now fully open to the public and seamlessly integrated into Old Montreal's pedestrian district. Street furniture and public art installations enhance the space, allowing both residents and visitors to enjoy the surroundings and panoramic views of the river, the city, and the port activities.

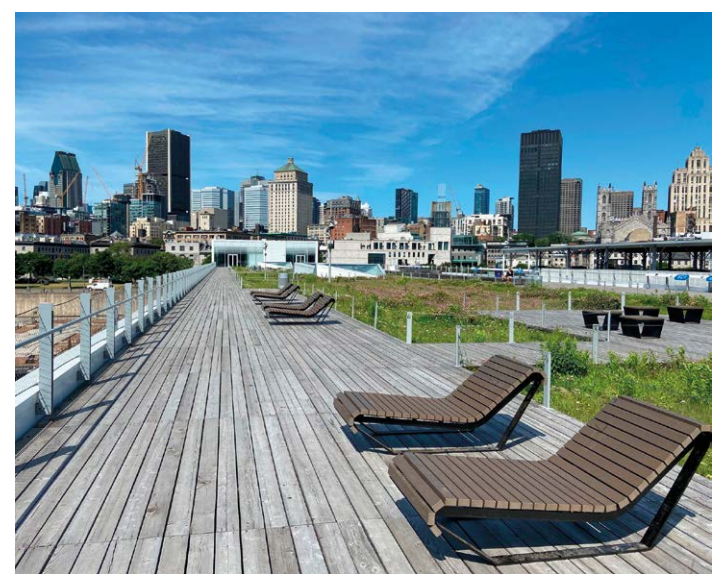
The project emphasizes sustainability, landscape integration, community engagement, and innovative technology. Key components feature:

- The complete renovation of the terminal, including electric shore power for cruise vessels.
- The Promenade d'Iberville green roof with over 24,000 flowering and aromatic plants. The 2,200 m² green roof also includes a timeline highlighting Montreal's port history.
- Commencement Square, a vast lawn area on the edge of the water that offers access to the river
- An observation tower providing an exceptional view of the port and the city, and interpretation tools highlighting the port and the city's history.

KEY FEATURES

- **People-centered design:** the project was designed in collaboration with the residents to ensure strong social acceptability and effectively address community needs.
- **Port–City interface:** the project features an iconic multi-user area combining cruise activities with public spaces. As a result, it enhances citizens' connection to their port while improving the welcome given to cruise passengers.





The Planetarium of Burgas

A Landmark at the Port–City Interface

Burgas, Bulgaria

A project presented by: Bulgarian Ports Infrastructure Company

Completion date: 2023

Design by: Decor Design Burulyanovi Architects

Main Agenda 2030 by AIVP commitment:

Goal 06 **Port culture and identity**

CONTEXT

The city of Burgas, located in the eponymous oblast on a peninsula along the Black Sea, is home to Bulgaria's largest port. In 2025, the coastal city has a population of nearly 212,000. The Port of Burgas plays a crucial role in regional trade and transport, serving as the country's leading cargo and container port. The area also hosts tourism, commercial, and leisure infrastructure, making it a vibrant hub where port, city, and community activities converge. Burgas port is managed by the The Bulgarian Ports Infrastructure Company.

PROJECT SUMMARY

Located in a prominent area within the public access zone of Burgas' east port terminal, the Planetarium combines contemporary architecture with a modern space for education and entertainment. Part of the PlanetUm (Planet Mind) Science Centre, it completes the vision of creating a single urban educational hub where children and parents can acquire new knowledge and skills through encounters with science.

The Planetarium stands out with its striking spherical design, featuring a mirrored stainless-steel surface and an 8-meter projection dome. An inclined walkway provides accessible access for all visitors.

The planetarium is part of a series of developments on the pier, including the port's VTS station and the International Congress Centre. Together, these projects create diverse functional spaces within a compact area, enhance the port–city interface, attract visitors, and serve as a showcase for port activities.

KEY FEATURES

- **Landmark architecture** enhancing the visibility of port activities and the city's attractiveness for residents and tourists.
- **New educational and learning opportunities** for the local community.

Port-city Integration: Developing Sustainable Mobility in the Port of Vigo

Renewed Port–City Interface and Blue Growth Initiatives

Vigo, Spain

A project presented by: Vigo Port Authority

Completion date: 2023

Design by: Vigo Port Authority

Main Agenda 2030 by AIVP commitment:

Goal 03 **Sustainable mobility**

CONTEXT

Vigo, located on the northwest coast of Spain in the Galicia region, is one of the country's most important maritime cities. With a population of around 295,000 in 2025, the city has historically developed around its port, which is an important economic engine for the city and its surrounding area. Renowned for its strategic location, the port specializes in high-value general cargo, Ro-Ro traffic, and vehicle transport along the Atlantic coast.

Vigo Port leads the implementation of Europe's Blue Growth strategy, fostering competitiveness, efficiency, and sustainability in the blue economy. Key objectives include innovation, sustainability, connectivity, and inclusivity, spanning areas like cargo transport, blue energy, bioeconomy, marine resources, heritage, training, and social cohesion.

PROJECT SUMMARY

Motivated by the ambition of enhancing port–city integration and guided by the Port of Vigo's Blue Growth Plan, this project combines the redevelopment of existing areas with the creation of new infrastructures to strengthen connections between the city and the port, improve accessibility and sustainable mobility, and enhance the port's environmental, historical, and cultural heritage.

Key interventions include:

- Pedestrian and cycle path: A 3 km route along the port front, connecting "As Avenidas," "Berbes," and "Orillamar," improving accessibility, reducing visual barriers, and creating new platforms for pedestrians and cyclists.
- Nautilus underwater observatory: A 300 m² facility with three piers and two access ramps, providing scientific, recreational, and educational opportunities. Nearby, 330 m² of nature-inclusive design panels recreate natural habitats, raising public awareness of marine biodiversity.

Launched in 2016, the Blue Growth Plan fosters investment and innovation in the blue economy, establishing a collaborative model between port and city, with over 300 stakeholders from academia, public institutions, private companies, and civil society.

KEY FEATURES

- **Collaborative governance:** Implementation of a renewed governance model under the Blue Growth Plan, fostering cooperation among port stakeholders, scientists, commercial and technical experts, and civil society.
- **Landscape integration:** Removal of visual barriers along the promenade and development of a continuous, coherent infrastructure harmonized with the surroundings, strengthening the port-city integration.
- **Heritage and memory:** Enhancement of the port's heritage through collaborative initiatives, such as the "Blue Trail: Heritage Route of the Port of Vigo."

From the Biblical Port to a Leader in Innovation and Sustainability

Linking Heritage, Community, and Sustainable Innovation at the Port-City interface

Tel-Aviv, Israel

A project presented by: Atarim Group by Tel Aviv-Jaffa municipality

Completion date: 2023

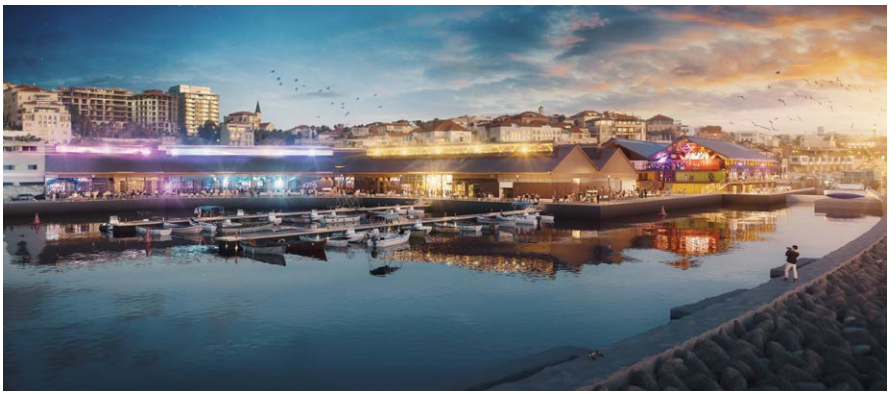
Design by: Kisselow Kaye Architects and 1to1 Landscape by Havi Livne

Main Agenda 2030 by AIVP commitment:

Goal 06 **Port culture and identity**

CONTEXT

Jaffa Port, in the historic city of Jaffa (now part of Tel Aviv-Jaffa), is one of the oldest ports on the eastern Mediterranean coast. With over 4,000 years of maritime heritage, it has historically been a hub for trade, fishing, and cultural exchange. Over the year, it became a vibrant leisure area, combining cultural, recreational, and community activities while supporting blue growth initiatives. Port operations have continued through ongoing fishing activities.



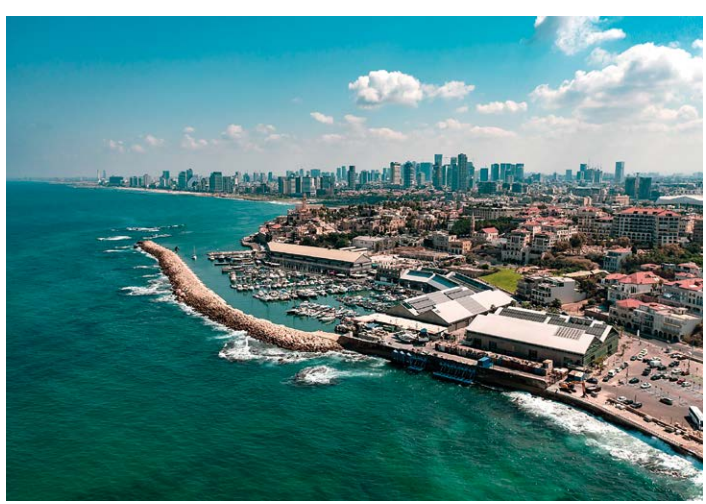
PROJECT SUMMARY

The rehabilitation of the historic port of Jaffa has transformed a 4,000-year-old heritage site into a vibrant center for culture, community, research, and tourism, attracting over 9 million visitors annually. The project emphasizes innovative planning, sustainable development, interculturality, and the preservation of historical heritage, while actively involving the local community. It also supports renewable energy development and the blue economy through initiatives in fishing, marine education, and non-motorized water sports.

The project renovated three warehouses and their surrounding public spaces. Two warehouses now host a cultural space, an Arab-Hebrew theatre for youth, a children's playhouse, a fishing market, and storage areas for fishermen. The third warehouse, a colorful container hangar, serves the local business community and functions daily as a public open space for students, remote workers, meetings, events, exhibitions, second-hand shops, artist residences, and educational and social activities. Adjacent to it, the "Container Square" features sunshades and seating, creating a new public space at the port city interface.

KEY FEATURES

- **Renewable energy** is generated from solar panels on warehouse roofs, wave energy buoys on the piers, and a wind turbine.
- The project promotes **maritime innovation** by providing Beta sites to support start-ups like ECOncrete and EcoWave Power.
- Maritime containers are reused and recycled as urban furniture and educational tools, supporting **sustainable practices** and the **circular economy.**
- A dedicated walking path connects visitors directly to the fishing boats, **showcasing the local fishing industry.**



A Bioenhancing Ecological Concrete Vertical Breakwater to Enhance Biodiversity at the Port of Malaga

Advancing Sustainable Port Development through Nature-Based Solution

Malaga, Spain

A project presented by: Malaga Port Authority

Completion date: 2022

Design by: Econcrete

Main Agenda 2030 by AIVP commitment:

Goal 10 **Protecting biodiversity**

CONTEXT

Located in southern Spain, Malaga is a leading cruise destination in the Mediterranean, at the crossroads of Europe and North Africa. The port handles a diverse range of cargo, including solid and liquid bulk, Ro-Ro shipments, imported vehicles, and containerized goods. In 2019, the Port Authority of Malaga launched the Málaga Puerto Verde initiative to advance environmental sustainability. Aligned with the United Nations' 2030 Agenda for Sustainable Development, the port is committed to implementing actions across all 17 Sustainable Development Goals, fostering a more sustainable, equitable, and prosperous port community.

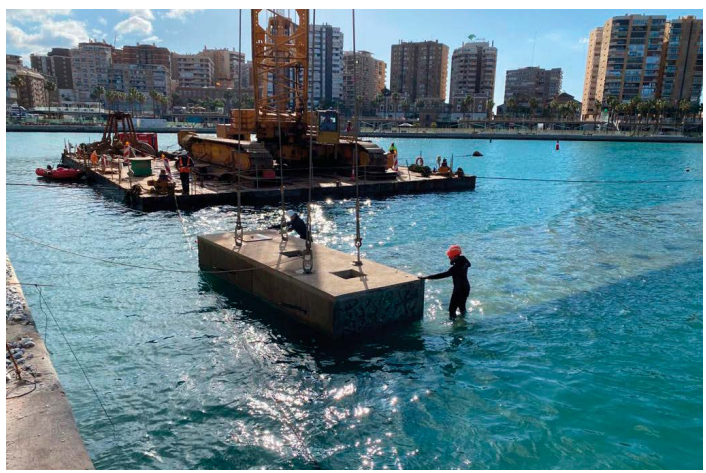
PROJECT SUMMARY

Facing shifts in maritime traffic, particularly the decline in oil shipments, the Port Authority of Malaga launched a strategic redevelopment in the early 2000s. This included extending port facilities to attract new traffic and transforming underused internal docks into vibrant urban spaces combining cultural, leisure, and compatible port activities. Leveraging Malaga's strategic location, the port has also developed services for megayachts. The redevelopment of public spaces along the quays, including hosting the only Pompidou Museum headquarters outside France, has positioned the eastern port as a landmark tourist destination.

Complementing these initiatives, Malaga Port is implementing measures to enhance the port's biodiversity and resiliency, including a vertical breakwater using ECOncrete technology, quay electrification to reduce emissions and noise, a vacuum sewer system for sustainable urban wastewater management, and Seabin devices for marine litter collection. These efforts form part of the port's Green Port initiative, reinforcing its environmental commitments. The implementation of a vertical breakwater using bio-enhancing concrete technology in the new mega-yacht marina is the first step forward. This contributes to fostering the development of marine habitats. It can also act as a natural buffer against extreme weather events.

KEY FEATURES

- The project results from a **collaborative approach** involving local authorities, port operators, environmental experts, and the community.
- While generating **employment opportunities** in innovative construction techniques, the ECOconcrete solution also enhances water quality, enabling recreational activities such as fishing and delivering both environmental and social benefits.



Rehabilitation and Conditioning of the Old Residential Building Attached to the Tarifa Lighthouse

Transformation of a Remarkable Abandoned Heritage Site into a New Educational and Cultural Landmark

Tarifa, Spain

A project presented by: Algeciras Bay Port Authority (APBA)

Completion date: 2021 (rehabilitation project) - 2023 (opening of the interpretation center)

Design by: José Ramón Rodríguez, PhD Architect, Head of the Building and Planning Division of APBA

Main Agenda 2030 by AIVP commitment:

Goal 06 **Port culture and identity**

CONTEXT

Located on the southernmost point of continental Europe, on Isla de las Palomas, within the Natural Park of the Strait of Gibraltar, the Tarifa lighthouse is historically significant as the first to illuminate the Strait. Its historical and cultural importance has been recognized by its designation as a Site of Cultural Interest (BIC) since 1985. The rehabilitation and conditioning of its old residential building, which was abandoned, is part of the Sustainability Strategy of the Algeciras Bay Port Authority, known as the Green Strategy, and the Conservation and Enhancement Plan for Historical Heritage approved by the APBA.

PROJECT SUMMARY

The primary goal of the project was to modernize the lighthouse to meet the increasingly digital requirements of maritime navigation, while preserving its historic character. However, the adjacent 19th-century building, originally used to house lighthouse keepers and abandoned since 2005, had suffered extensive damage from severe weather and vandalism, making a full rehabilitation essential. This included the complete recovery of the lighthouse's residential structure—particularly the central patio around which the building is organized—and the restoration of its facades, guided by historical imagery. With the lighthouse service now centralized elsewhere, the remaining spaces were redesigned for versatility and repurposed by the Municipality of Tarifa as an Interpretation Center.

Today, the center hosts a permanent exhibition on marine biodiversity, the ecological significance of the Strait of Gibraltar, and local heritage, including the strategic defensive role of Las Palomas Island due to its proximity to Africa. Since opening in 2023, it has welcomed over 10,000 visitors.

Built on the site of a former watchtower dating back to 1588 and renovated in 1813, the Tarifa Lighthouse was the first to illuminate the waters of the Strait of Gibraltar—and remains the southernmost lighthouse on the European continent.

KEY FEATURES

- **A fruitful port-city collaboration** was established between the Port Authority and the Municipality of Tarifa: the Port managed the rehabilitation works, while the Municipality oversaw the development of the Interpretation Center.
- **The project's originality lies in its dual-purpose adaptation,** serving both its traditional role in maritime signaling and its new function as a Visitors Information Point and Interpretation Center. It also enhances port-city relations by providing public access to historically significant installations, fostering a deeper connection between residents and their heritage.

Redevelopment of Cartagena's Seafront: Phase 1 Plaza Mayor Project Contest

Redesigning Public Spaces to Reconnect the Port and the City

Cartagena, Spain

A project presented by: Port Authority of Cartagena

Completion date: 2023

Design by: José Manuel Chacón Bulnes (Architect) / Enrique de Andrés Rodríguez (Architect) / Salvador García Ayllón (Civil Engineer, specializing in roads, canals, and ports)

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City interface**

CONTEXT

Located in southeastern Spain, Cartagena is one of the oldest cities in the Mediterranean. Its port plays a pivotal role in the economic growth and development of the Region of Murcia, handling a wide range of traffic including general cargo, liquid and solid bulk, containers, and cruise ships. Over time, however, the expansion of port activities and growing urban mobility have gradually distanced the city from the sea, turning the waterfront into an area dominated by vehicular traffic and reducing its former role as a social gathering place. In response, the Port Authority of Cartagena has launched an ambitious initiative to reconnect the city with its port, with the Plaza Mayor project marking the first phase of this transformation.

PROJECT SUMMARY

The redevelopment project of Cartagena's waterfront aimed to reconnect the city with its port by creating an attractive, inclusive, and historically meaningful public space. The project seeks to recover the symbolic and social value of the port as a place for recreation, encounter, and community life. It was designed taking into account three key pillars of sustainable development:

1 / Integrating natural elements - sunlight, wind, and light - into the design and development choices.

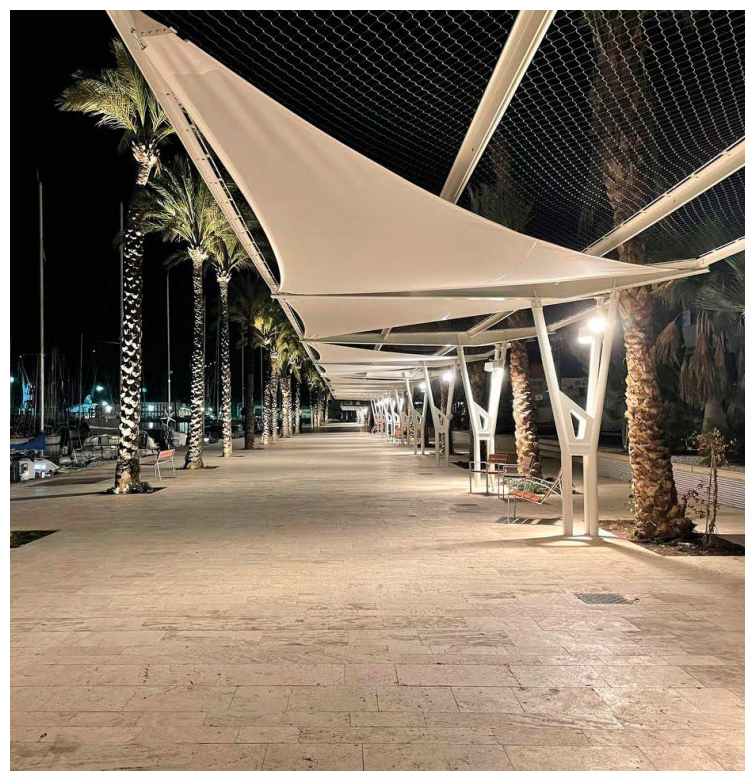
2 / Using local and sustainable materials to support the regional economy.

3 / Promoting social values by preserving the area's historical identity, creating distinctive green spaces, fostering a sense of community, and improving quality of life.

Phase 1, Plaza Mayor, focuses on redeveloping public spaces from Plaza Héroe de Cavite to the seafront esplanade. Improvements to street furniture, landscaping, and paving have created a more cohesive urban environment, helping to blur the boundary between city and port. On the opposite esplanade, lampposts have been removed to open up the space and replaced with lighting that enhances key features of the promenade while avoiding excessive brightness. Another major feature, the Cartagena del Mundo square, has been designed as a flexible, pedestrian-friendly space equipped with mobile pergolas. Several measures have also been implemented to significantly reduce road traffic.

KEY FEATURES

- **Climate adaptation and comfort:** Installation of mobile and fixed pergolas with Mediterranean vegetation **and climbing species to provide natural shade and mitigate high temperatures.**
- **Accessibility and inclusiveness:** Implementation of universal mobility features such as ramps, handrails, tactile paving, and the Navilens system to ensure full accessibility for all users.
- **Governance:** This project is the outcome of a participatory process involving the City of Cartagena, the General Directorate of Heritage of the Region of Murcia, and neighborhood associations, ensuring compliance with accessibility and sustainability standards.



Street Sports and Culture movement “Ghetto Games”

Building Social Capital and Port–City Connections throught Street Sports

Riga, Latvia

A project presented by: Freeport of Riga Authority

Completion date: 2023

Design by: Freeport of Riga Authority

Main Agenda 2030 by AIVP commitment:

Goal 06 **Port culture and identity**

CONTEXT

Situated at the mouth of the River Daugava on the eastern shore of the Baltic Sea, Riga — the capital of Latvia — is a major maritime gateway in Northern Europe. The Freeport of Riga handles a wide range of traffic, including containers, bulk cargo, and passengers, and plays a key economic role in the development of the region. Covering around 11% of the city’s territory and stretching approximately 15 km from the city centre to the Gulf of Riga, the port is deeply integrated into the urban fabric. Beyond its economic importance, the Freeport of Riga is a proactive actor in fostering port–city relations, supporting initiatives that raise public awareness of port activities, enhance residents’ quality of life, and preserve the city’s cultural and historical heritage.

PROJECT SUMMARY

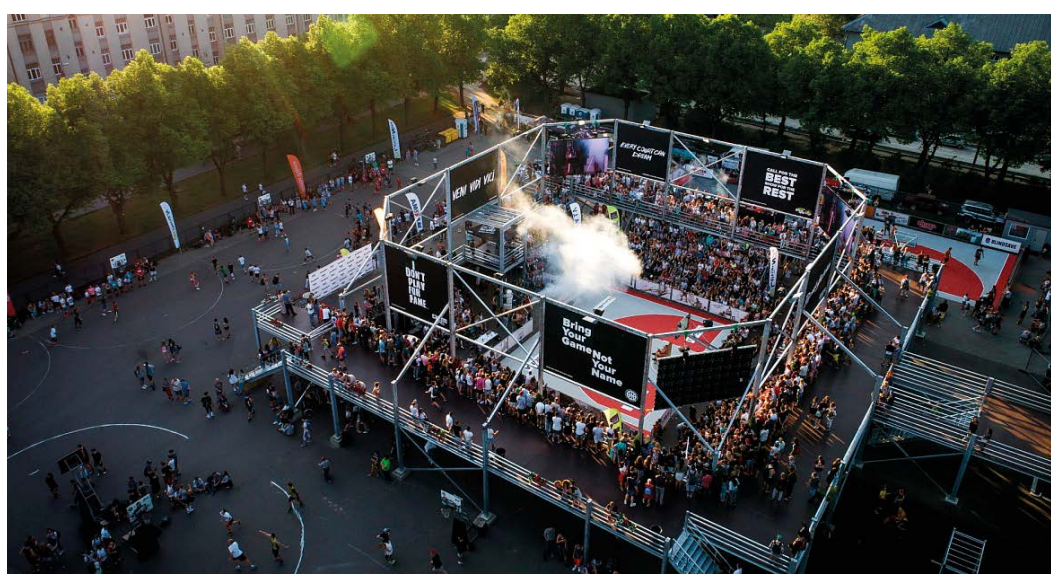
Since 2009, the Freeport of Riga has been committed to supporting the organization of street sports and cultural events to improve the urban and social environment of disadvantaged urban areas. The partnership with the Ghetto Games organization has made it possible. Public spaces dedicated to street sports such as football, basketball, hip-hop, skateboarding, BMW, and inline skating have been developed in one of Riga's most underprivileged neighborhoods. The Ghetto Games movement has positively influenced the urban environment, thanks to the development of these sports facilities and the involvement of young people in voluntary activities.

This example of successful cooperation between the Freeport of Riga and the Ghetto Games team has played a crucial role in reducing violence and drug abuse while improving the social capital of the port city.

Thanks to the financial support of the Riga Port Authority and the active involvement of its employees, the Ghetto Games have extended this movement beyond the borders of Latvia, becoming the largest street sports and cultural movement in Eastern Europe. Each year, they involve around 10,000 participants and some 200 volunteers aged between 13 and 25.

KEY FEATURES

- Creation of **public spaces and recreational and cultural facilities for street sports,**
- Sport and leisure are used **as a means of social integration and cohesion,**
- **Development of practical and emotional skills** through sports and voluntary work, to help people find employment, create a sense of belonging to the local community, and help retain talents.



The PIER (Port Innovation, Engagement and Research) at Halifax Seaport

Transforming an Underused Port Space into a Hub for Logistics Innovation

Halifax, Canada

A project presented by: Halifax Port Authority

Completion date: 2021

Design by: Halifax Port Authority

Main Agenda 2030 by AIVP commitment:

Goal 05 **Investing in human capital**

CONTEXT

Strategically located on Canada's Atlantic coast in Nova Scotia, the Port of Halifax is a cornerstone of maritime trade, logistics, and regional development. Operating within one of the world's deepest, ice-free natural harbours, it handles a broad spectrum of traffic — from container, bulk and project cargo to cruise ships. Beyond its core economic role, the Halifax Port Authority is committed to innovation, sustainability, and community engagement. It serves as a key actor in improving the quality of life of inhabitants and environmental protection.

PROJECT SUMMARY

The PIER (Port Innovation, Engagement, and Research) is a collaborative space dedicated to innovation in logistics. Its members work together to enhance the efficiency, resilience, and sustainability of global supply chains for the benefit of the wider community. The initiative reflects the Port of Halifax's ambition to create an innovation hub that brings together start-ups, universities, global transport companies, industry leaders, and government decision-makers. This ecosystem is built around three main pillars: supply chain logistics, the interconnected port city, and alignment with public development policies.

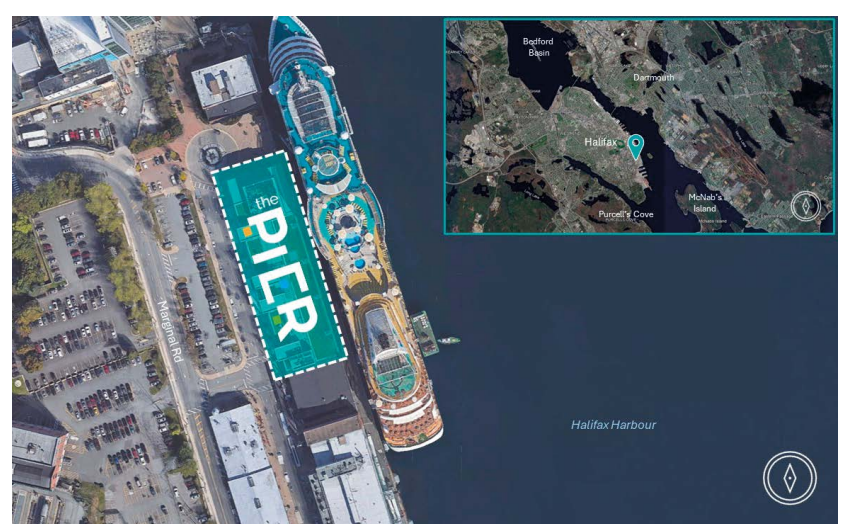
The PIER was established in an underused port warehouse that formerly hosted a weekend farmers' market. With the onset of the COVID-19 pandemic, the site's purpose was re-evaluated, leading to a renovation project that transformed the space into a modern centre for innovation. The farmers' market was successfully relocated to a new, more suitable location.

The redesigned facility now features a classroom, meeting rooms, a dynamic presentation wall with advanced audio-visual capabilities, and open collaboration areas for informal discussions and brainstorming. Programming and events include tours, presentations, student challenges, "lunch and learn" sessions, hackathons, member days, industry receptions, and One Port City Day — an annual event that connects the broader community with the Seaport.

Today, more than 50 members — ranging from multinational corporations to small enterprises — use The PIER as a platform to develop and test new projects, share knowledge, and collaborate on solutions to challenges facing the global transportation industry. Through The PIER, members can publish challenge statements and engage with innovators from start-ups, universities, and other industry partners to co-create practical, scalable solutions.

KEY FEATURES

- Creation of **public spaces and recreational and cultural facilities for street sports,**
- Sport and leisure are used as **a means of social integration and cohesion,**
- **Development of practical and emotional skills** through sports and voluntary work, to help people find employment, create a sense of belonging to the local community, and help retain talents.



Port-City integration projects in Dublin

Reconnecting the Port and the City through Heritage, Sustainability, and Public Engagement

Dublin, Ireland

A project presented by: Dublin Port Company

Completion date: 2022 Pumphouse Heritage Area - 2023 Substation - 2024 Dublin Port Tolka Estuary Greenw

Design by: Darmody Architecture (all) TIm Darmody, Jennifer Lynch, Sean Barrett, Thirty Three Trees TTT- Landscape & urbanism Jimi Shields & Maria Vlahos (Tolka Estuary Greenway) / Austin & Associates Arborists Tim Austen (Tolka Estuary Greenway) / Conservation architect Maol Iosa Molloy, Molloy & Associates (the Substation)

Main Agenda 2030 by AIVP commitment:

Goal 08 **Port City interface**

CONTEXT

Dublin, Ireland's capital and principal seaport, has long been a vital gateway for trade, industry, and cultural exchange. A key driver of the city's economic development, the port's location in close proximity to the city centre makes it a defining feature of Dublin's identity and landscape, while also posing challenges for strengthening the port-city relationship and fostering a shared sense of belonging. In response, Dublin Port Company has engaged in a forward-looking strategy to balance operational efficiency with urban and environmental responsibility. The Dublin Port Masterplan (2012–2040) sets out a dual ambition: to ensure the port's long-term capacity while reconnecting it with the city and its citizens. This vision is grounded in sustainability, cultural heritage preservation, and public accessibility.

PROJECT SUMMARY

In addition to ensuring sufficient port capacity by 2040, the Dublin Port Masterplan (2012) set a clear objective: to reintegrate the Port with the City. This ambition has materialized through several emblematic projects enhancing the port area's attractiveness for residents and visitors, particularly by promoting its industrial and cultural heritage. The rehabilitation of the Substation, the Tolka Estuary Greenway project, and the Pumphouse heritage zone are part of this strategy.

The Substation, a former 1923 electrical building, has been carefully rehabilitated into a multipurpose event venue. The project combines heritage conservation with contemporary architecture, including glazed structures revealing the eighteenth-century sea wall below. This adaptive reuse illustrates Dublin Port's commitment to cultural preservation and sustainable urban development.

The Tolka Estuary Greenway, a 3 km pedestrian and cycling route along the northern fringe of the port, opens previously inaccessible areas to the public. With new public spaces and tree planting, it improves environmental quality and citizens' well-being, offering social and recreational value for local communities. As part of EuroVelo 2, the European cycle route network, it strengthens international connectivity and partnerships while promoting sustainable mobility.

Finally, the Pumphouse project transforms a former boat maintenance area into a vibrant cultural hub within Dublin Port's Distributed Museum. Hosting exhibitions, performances, and educational workshops, it highlights the port's historic features while strengthening the port-city relationship.

Together, these initiatives exemplify how Dublin Port integrates heritage, sustainability, and public engagement at the heart of its development strategy.

KEY FEATURES

- **Enhancing accessibility** to the port-city interface and international connectivity through cycle routes.
- **Involvement of local communities and city councillors** to define interpretative themes reflecting local history and culture.
- Implemented in collaboration with Dublin City Planning and Conservation, the projects contribute to **preserving and showcasing the port's heritage.**

HLU is HOPE – HOlistic Logistic for the Port and its Environment

Innovating the Port-City Interface through Sustainable Urban Logistics

Lyon, France

A project presented by: CNR - Compagnie Nationale du Rhône

Completion date: 2023

Design by: Quartus

Main Agenda 2030 by AIVP commitment:

Goal 03 **Sustainable mobility**

CONTEXT

Lyon, France's third-largest city, is an important inland port on the Rhône River, connected to the port of Marseille in the Mediterranean, and serves as a major logistics hub. The Compagnie Nationale du Rhône is the concession holder for the Rhone River and the port of Lyon. It is committed to developing multimodal freight transportation and decongesting road traffic routes within the Lyon metropolitan area. The Port of Lyon's development is guided by a master plan and a partnership charter uniting the French government, local authorities, and CNR. This governance framework ensures a coordinated city-port relationship and a long-term, integrated vision of the port within its urban and environmental context.

PROJECT SUMMARY

The Urban Logistic Hotel (HLU), located within the Port Édouard Herriot in Lyon (France), was conceived from the outset as both a functional and architectural link between the city and the port. Its purpose is to receive goods entering the Lyon metropolitan area and to optimize their last-kilometer distribution. The facility integrates zero-emission logistics solutions, including electric cargo bikes and low-carbon delivery vehicles, positioning itself as a laboratory for tomorrow's urban logistics.

Given its location near a historic monument (the former stadium) and the Gerland district, particular attention has been paid to architectural quality and urban integration. The complex comprises two buildings:

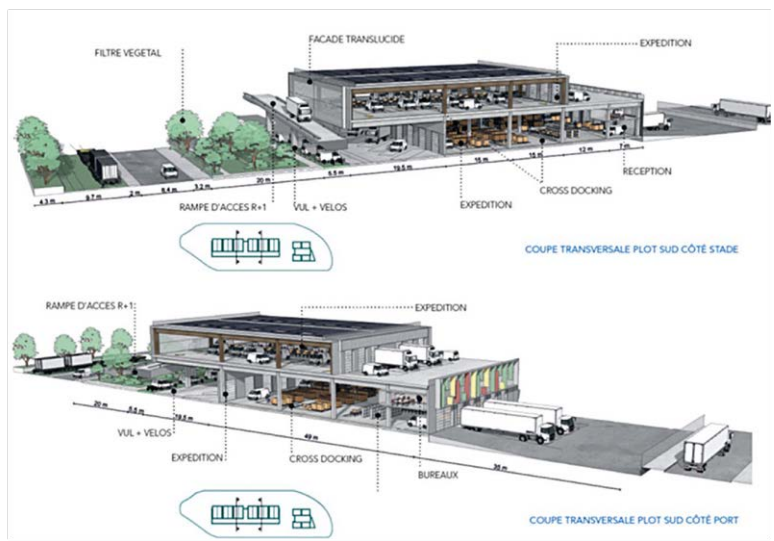
- The northern building, designed as an innovation demonstrator, houses maintenance workshops for new-generation vehicles and serves as an experimental platform for logistics testing.
- The southern building operates as a conventional logistics unit.

In the long term, the HLU will be supplied by road, rail, and waterways, promoting low-carbon logistics and reducing delivery costs by bringing goods closer to consumers.

The Port of Lyon's development follows a master plan and partnership charter uniting the French government, local authorities, and the CNR. This governance framework ensures a coherent city-port relationship and a shared long-term vision. When a major logistics company vacated a large plot in 2017, partners seized the opportunity to dedicate the site to urban logistics and new mobility solutions, addressing city logistics challenges while strengthening the port-city interface.

KEY FEATURES

- The Urban Logistic Hotel (HLU) serves as a **port and urban facility** dedicated to reducing the carbon footprint of last-mile deliveries.
- **A laboratory for innovation:** The HLU functions as a testing ground for future logistics, promoting new delivery practices that are fewer, shorter, carbon-free, and supportive of modal shift between rail, river, and road transport.
- **Integrating river logistics and circular economy:** A river shuttle will connect the HLU to Lyon's city centre, ensuring goods delivery on outbound trips and waste collection on return journeys, with recycling handled by specialized companies within the port.



Green Alat: Building an Eco-Port City for a Sustainable Future

Investing in Human Capital and Sustainable Port Development in Alat

Baku, Azerbaijan

A project presented by: Baku International Sea Trade Port CJSC (the Port of Baku)

Completion date: 2024

Design by: Garadagh Regional Executive Power (Baku, Azerbaijan) in partnership with the Alat Municipality

Main Agenda 2030 by AIVP commitment:

Goal 05 **Investing in human capital**

CONTEXT

Baku International Sea Trade Port CJSC (Port of Baku) is a key logistics hub in Eurasia, strategically located at the crossroads of the East-West and North-South transport corridors. Positioned in Alat, 70 kilometers from Baku, it integrates with major railways and highways. The port boasts 13 bridges and various terminals, including Ro-ro, Ferry, and General Freight. As a public entity, it received the first Eco-Port Certificate in the Caspian in 2019 and has a Net Zero Emission Plan for 2035, underscoring its environmental commitment.

PROJECT SUMMARY

The ‘Green Alat’ project, supported by the Port of Baku, is taking place against a backdrop of strong industrial growth in the city of Alat, at a time when a third of the population is under 18. The project is part of the Port of Baku’s 2035 carbon neutrality strategy. In particular, it aims to strengthen relations between the port and the community of Alat by offering recreational areas, educational opportunities and environmental benefits. The project submitted as part of the AIVP Prize Antoine Rufenacht includes:

1/ The creation of an EcoPark, a high-quality public space for the community offering a recreational area that helps to improve the living environment of the local population and contributes to environmental education.

2/ The launch of the RoboPort STEM Lab, which focuses on empowering young girls by offering training in Artificial Intelligence, software development, and port engineering. This initiative promotes gender diversity and prepares participants for future careers in the maritime industry.

3/ The development of actions to protect biodiversity: in collaboration with the WWF, the Port of Baku is committed to safeguarding more than 40 species of birds by promoting nesting, food supply, and the creation of ecological habitats. On Gill Island, the port has contributed to the modernisation of the wastewater treatment plant and the introduction of a sturgeon conservation and tree-planting program.

KEY FEATURES

- **Promoting sustainable development:** The project actively contributes to environmental stewardship and the social well-being of the surrounding community.
- **Recreational and educational facilities:** Development of recreational and sports infrastructure enhances quality of life, while the RoboPort STEM laboratory provides training for port careers for the local community.
- **Community engagement:** Extensive **consultation and participatory processes** ensured that initiatives reflect local needs and priorities, fostering ownership and long-term support.

Connecting to Grow: Sustainable and Employability Actions of the Port of Bahía Blanca for the Community

Fostering Social Inclusion and Quality of Life in the Port City

Bahia Blanca, Argentina

A project presented by: Consorcio de Gestión del Puerto de Bahía Blanca

Completion date: 2023 (Phase 1)

Design by: Mr José María Zingoni and Mrs Rosana Vecchi, Architects, Master in Urban Environmental Management

Main Agenda 2030 by AIVP commitment:

Goal 05 **Investing in human capital**

CONTEXT

Bahía Blanca is a city in the Buenos Aires province of Argentina, located near the Atlantic Ocean, approximately 650 km southwest of the federal capital, Buenos Aires. The Port of Bahía Blanca handles around 27 million tons of cargo annually, making it the country's leading public port in terms of throughput. As a major export hub, it accommodates a wide variety of cargoes, including solid and liquid bulk, containers, general cargo, and project shipments, and is the deepest Argentine seaport near the main production centers. In recent years, the port consortium has promoted a mutually beneficial development strategy with the municipality of Bahía Blanca to strengthen the integration of the port into its social and environmental context.

PROJECT SUMMARY

Launched in 2018 as part of the Port of Bahía Blanca's long-term development strategy up to 2040, the White Plan 2030 (initially White Plan 2020) aims to strengthen the port-community link and reinforce the port's role as a driver of economic and territorial attractiveness. The plan establishes a coherent and sustainable policy focused on improving the living conditions of neighboring communities, reducing social inequalities, fostering pride in the port, and including the port-city relationship at its core.

The White Plan 2030 is structured around three key areas:

- Employability: promoting training programs that provide immediate job opportunities.
- Town Planning: developing and improving local infrastructure through strategic projects.
- Habitat: enhancing housing conditions to create a livable and equitable environment for port neighbors.

The 2021–2023 action plan, presented as part of the AIVP Prize Antoine Rufenacht, includes, among other things:

1/ Training programs in digital technology, environmental engineering, electrical engineering, and boiler making. Nearly 200 people have benefited, improving access to employment and encouraging entrepreneurship.

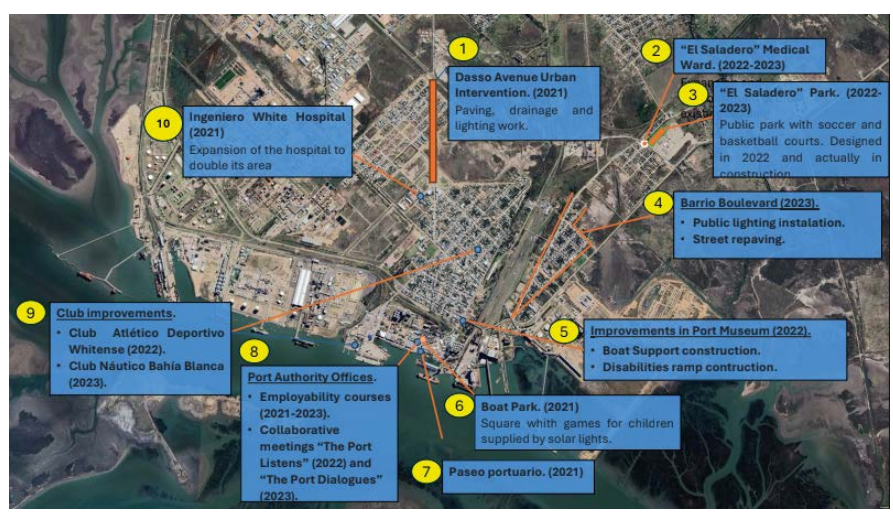
2/ Plaza Barco, a family play area adjacent to the port offices, extending the redeveloped port promenade and providing a recreational public space to the local community.

3/ Parque El Saladero, a new sports complex with football and basketball pitches, that promotes physical activity and community well-being.

4/ The project also includes improvements to road infrastructure, including paving and public lighting interventions.

KEY FEATURES

- **This cross-cutting project addresses health, leisure, safety, and infrastructure improvements,** guiding the port authority towards sustainable development that benefits both the port and the surrounding community.
- **Residents have been placed at the heart of the consultation process.** Two series of meetings, El Puerto escucha (The Port Listens) and El Puerto dialoga (The Port Dialogues), engaged more than 150 participants, ensuring community contributions were integrated for continuous improvement.



Istanbul's Waterfront Rejuvenation thanks to a Unique Underground Terminal

Reclaiming the Waterfront through Urban and Environmental Innovation

Istanbul, Turkey

A project presented by: Galataport Istanbul

Completion date: 2021

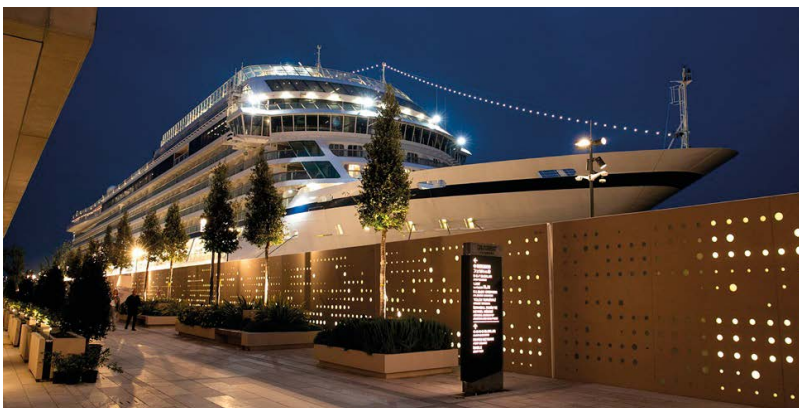
Design by: Masterplanning: Dror + Gensler / Cruise Planning Consultant: BEA, Facade Design and Creative Consultants, Tanju Ozelgin and Arif Ozden of TO Studio / Architect of Record: Norm Mimarlik / Interior Designer of the Terminal: Autoban / Interior Designer of the Peninsula Istanbul: Zeynep Fadillioglu Designz

Main Agenda 2030 by AIVP commitment:

Goal 09 **Health and life quality**

CONTEXT

Istanbul, Turkey's largest city and a historic crossroads between Europe and Asia, has long been a key maritime hub connecting the Mediterranean and the Black Sea. Galataport Istanbul, located along the city's historic waterfront, transforms 1.2 km of previously exclusive port space into a mixed-use development that integrates cruise operations with public, cultural, and commercial spaces. This project exemplifies the city's ambition to combine heritage preservation, urban accessibility, and sustainable port development.



PROJECT SUMMARY

By building the world's first underground cruise terminal, Galataport Istanbul has reattributed to the city the 1.2 km waterfront previously used exclusively for port activities.

The project is characterized by a mix of uses, combining port functions related to the reception of cruise ships with recreational functions that offer new living spaces to the people of Istanbul and tourists.

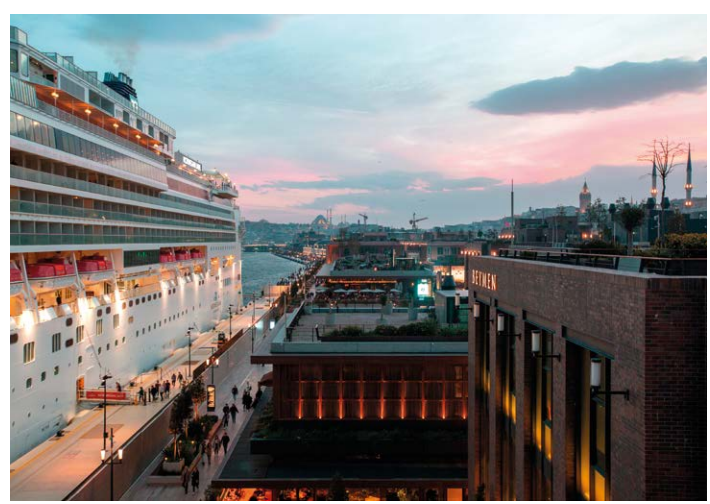
The notable innovation at Galataport Istanbul is its unique hatch system, which creates a temporary customs area while a ship is docked and releases the waterfront once the ship departs. The underground cruise terminal, spanning 29.000 square meters, connects to the temporary customs area via ramps. Its 176 independently controlled hydraulic units allow for individually controlled hatches, creating secure spaces only where ships dock while leaving other areas accessible to the public.

Galataport Istanbul was designed using a horizontal open-air urban planning strategy that respects the region's historical fabric with accessible low-rise buildings. Small streets and expansive public areas offer different perspectives of the Historical Peninsula, both physically and visually, whereas the most outstanding heritage features have undergone major restoration works. An innovative approach lies in its visitor experience concept, focusing on public art and activities that highlight Galataport Istanbul's values through special programs and diverse brands, offering educational and entertaining experiences.

The Galataport Istanbul project stands out for the efforts made to minimize its environmental impact, from design to operation. For example, the air conditioning systems in the Galataport Istanbul buildings are powered by seawater, replacing the use of refrigerant gases. At the same time, areas and green roofs help to reduce the effect of urban heat islands. To monitor the project's environmental impact, seawater quality, particles, dust, and noise levels are measured quarterly, and marine ecology is monitored annually. This transformation is also crucial for economic sustainability, surpassing direct employment expectations to nearly 5,000 jobs and indirectly creating employment for nearly 20,000 people.

KEY FEATURES

- **Land management:** creation of an underground cruise terminal enabling shared use between urban spaces and port operations when ships dock.
- **Marine and Environmental Protection:** the project includes measures to monitor and protect the marine ecosystem, such as the monitoring of invasive species and the obligation for ships refueling to request the deployment of barriers to limit the impact of oil spills.
- **Cultural, Economic, and Social Impact:** Organization of cultural and festive events to help raise the profile and appeal of the area. Development of local employment thanks to the growth in cruising and tourist activity and to the measures taken to improve Galataport's environmental impact.



Insights from the Jury's members

"The success of this first Antoine Rufenacht Global Prize marks a powerful continuation of his vision: that port cities can be places where industry and imagination meet. We are deeply grateful to the Rufenacht family for sustaining this spirit and helping ensure that his legacy continues to inspire innovation at the portcity interface around the globe."

Geraldine Knatz - Co-Chairwoman, responsible for the Frand Jury

"We need spatial, social integration of port city territories as a foundation for sustainable, socially just development in the long term."

Carola Hein - Co-chairwoman responsible for the Expert Panel

"Today, port cities must respond to two sometimes contradictory imperatives: that of development, as they sometimes drive the economy of entire countries, and that of ecological transition, which involves, among other things, the creation of greener and more people-friendly cities. It is essential to approach these issues through projects that promote integration and dialogue between cities and ports. To this end, the AIVP Antoine Rufenacht Award can act as a catalyst by accelerating the sharing of best practices and raising awareness of the most successful initiatives."

Hélène Chartier - Member of the Grand Jury

"I'm absolutely convinced that the AIVP Prize Antoine Rufenacht will play an important role in improving the way we plan and develop port cities. We can learn from different port cities all over the world about how they respond to the pressures created by city growth to avoid potential friction with port operations. The different projects presented by applicants for the Prize show that solutions exist allowing the port and the city to live very comfortably together."

Deborah Dearing - Member of the Grand Jury

"Improving city-port interface is a unique opportunity to adopt a global approach for climate change adaptation and ecological transition, with essential input from engineering."

Sébastien Dupray - Member of the Expert Panel

"The AIVP Prize Antoine Rufenacht rewards development projects, creations, and transformations of spaces that strengthen or preserve the links between the city and the port, by integrating the urban and port dimensions into a single, coherent system."

Jean-Baptiste Gastinne - Member of the Grand Jury

"The port is an image of standardization. This can be transformed thanks to port city's creativity to bring uniqueness."

Hilda Ghiara - Member of the Expert Panel

"I was looking for something in each application that could sustain the positive impact of the project over time: how did the project change the relationship between port and city, so that in the future they can together address new conflicts, challenges, and opportunities when they inevitably arise."

Peter Hall - Member of the Expert Panel

"Good urban projects located at the port city interface, whether small or big, have the power to engage a holistic mutation of the port city."

François Kern - Member of the Expert Panel

"Creating a genuine and shared global vision between the City and the Port is immensely challenging. The first edition of the AIVP Prize Antoine Rufenacht highlights the value of port-city development projects where this challenge has been successfully met."

Eamonn O'Reilly - Member of the Expert Panel

"More than ever, cities and ports must find innovative solutions to align economic objectives with the needs of their populations and the challenges of climate change adaptation. The AIVPPrize Antoine Rufenacht is therefore a highly relevant initiative to encourage a new way of shaping port cities."

Gaetan Siew - Member of the Grand Jury

"Each finalist brings a very unique and collaborative approach to integrating the port with the city. I was impressed by the very proactive and systematic engagement of the community to gather feedback, so that the project is not just a project for the port but also a project for the entire community."

Hoe Soon Tan - Member of the Grand Jury

"Involving local communities contributes to design projects that benefit both to the port and the city."

Isabelle Vries - Member of the Expert Panel

The AIVP warmly thanks and congratulates the 23 applicants
for the 2024 edition of the AIVP Antoine Rufenacht Prize:

PRIZE WINNER

ZONE PORTUAIRE TANGER VILLE
PROJET DE RECONVERSION

SPECIAL MENTION

HAROPA PORT
Le Havre
Rouen
Paris

FINALISTS

Port of Oslo
Oslo

CPM
Corporación de Planeamiento Metropolitano

THE PORT OF LOS ANGELES

Port of Seattle

APPLICANTS


Pôle Nautisme Mer
& Développement


Façade Maritime du Champ Triomphal
FMCT


Etablissement Public Régional
Port de Sète Sud de France


PORT MONTRĒAL


BULGARIAN PORTS
INFRASTRUCTURE Co.


Puerto de Vigo
Autoridad Portuaria de Vigo


ATARIM
IN TEL AVIV-YAFO COASTLINE


Puerto de Málaga
Autoridad Portuaria de Málaga


Algeciras
Port


Port of Cartagena
Cartagena Port Authority


FREEPORT OF RIGA


Port of
Halifax


COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY


CNR


PORT
OF BAKU


PUERTO
BAHÍA BLANCA
CONSORCIO DE GESTIÓN
DEL PUERTO DE BAHÍA BLANCA


GALATAPORT
İSTANBUL

The AIVP warmly thanks Antoine Rufenacht's family and loved ones for their trust and support in making this first edition of the AIVP Prize Antoine Rufenacht possible.

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