

The AIVP Days

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General Assembly
and the AIVP Days

“Working Waterfront”: a City-Port mix in progress

In partnership with:



PANEL 1: WORKING WATERFRONT, A SPACE ORIENTED TOWARDS MARITIME ECONOMY

Thursday, 28 May 2015: 14:20 - 15:05

As a research professor at the Department of Geography at the University of Louvain-la-Neuve, Belgium, Dr Jacques Charlier has written extensively in the last forty years about ports and maritime transports, especially about containers, cruises and waterfronts. He started studying European seaports, and he extended thereafter his scientific investigations to North American as well as African, then Asian ports and waterfronts, with more than 125 papers and book chapters.

Besides lecturing in Louvain-la-Neuve and in an interuniversity MA degree in transports and logistics in Brussels, he had visiting positions at the Sorbonne Universities in Paris and Abu Dhabi. And in 2000 as well as in 2012, he was also the President of the Belgian Royal Academy of Overseas Sciences. He attended the very first IACP conference in Le Havre in 1988, and has co-operated with the association since these early days, including as the one of the authors of one of its reports in 2006 about best practices on some European waterfronts.

Enseignant-chercheur à l'Institut de Géographie de l'Université belge de Louvain-la-Neuve, le Dr Jacques Charlier a beaucoup publié durant les quarante dernières années sur des questions de géographie maritime et portuaire, en particulier à propos des conteneurs, des croisières et des interfaces urbano-portuaires. Ses premiers travaux ont porté sur les ports européens, puis il a élargi son champ d'investigation aux ports et rivages nord-américains, africains et, plus récemment, asiatiques, à propos desquels il a publié plus de 125 articles ou chapitres d'ouvrages.

En sus de ses cours à Louvain-la-Neuve et dans un master interuniversitaire en transports et logistique à Bruxelles, il a été professeur invité à la Sorbonne à Paris et à Abou Dhabi. En 2000 puis à nouveau en 2012, il fut aussi le Président de l'Académie Royale Belge des Sciences d'Outre Mer. Il a participé à la toute première conférence de l'AIVP tenue au Havre en 1988 et a collaboré régulièrement depuis lors aux travaux de celle-ci, comme par exemple en tant que co-auteur, en 2006, d'un guide des bonnes pratiques sur certaines interfaces urbano-portuaires européennes.

**Jacques CHARLIER**

Research Professor, Department of Geography
University of Louvain la Neuve
Louvain la Neuve, Belgium

**WORKING WATERFRONT : DE L'AFRIQUE DU SUD AUX ETATS-UNIS ET AU RESTE DU MONDE**

Le concept de « Working Waterfront » a été introduit il y a une trentaine d'années par le Waterfront Center de Washington et c'est en Amérique du Nord qu'on trouve les fronts d'eau de ce type les plus nombreux. Plusieurs seront évoqués dans la partie centrale de l'exposé, dont en particulier celui de Los Angeles (San Pedro), qui est le plus diversifié et dont le potentiel est sans doute le plus grand. Auparavant, pour faire le lien avec l'intervention précédente, le plus emblématique des fronts d'eau mondiaux, celui de Cape Town, sera décortiqué pour identifier les différents éléments qui caractérisent ces espaces urbano-portuaires très particuliers. Dans une troisième partie, qui ne prétend pas à l'exhaustivité, quelques exemples mondiaux seront rapidement présentés pour montrer la diversité des dosages observés entre ces différents éléments, qui fait que ces lieux sont uniques et distincts des fronts d'eau classiques, où l'accent est exclusivement (ou principalement) mis sur l'accès aux rives maritimes ou portuaires à des fins récréatives sans autre dimension économique

**WORKING WATERFRONTS. FROM SOUTH AFRICA TO THE UNITED STATES AND THE REST OF THE WORLD**

The urban waterfront concept was introduced in the eighties by the Washington DC-based Waterfront Center, and a high number of such waterfronts can be found in North America. A series of these will be briefly presented in the central part of the paper, including the most diversified of these, Los Angeles (San Pedro), whose potential is probably the highest. Before this, to make a link with the situation dealt with by the keynote speaker, we will take an in-depth look at the most iconic of the world's working waterfront, Cape Town, to identify the main ingredients of successful working waterfront and to see how they combine. In the third, final part of the presentation, we will turn to a few other worldwide examples, to show how diverse and unique are the combinations encountered between these ingredients, that make working waterfront different from conventional waterfront, where the main concern is just access to the water for leisure, with no other economic dimension.

The IACP Days – Dublin (Ireland), 28-30 May 2015
Working Waterfronts: a City-Port Mix in Progress

***Working Waterfront: a space
oriented towards the economy.***
**From South Africa to the United
States and the rest of the world**

■ Prof Dr. Jacques Charlier

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Working waterfronts, as identified in 1985 as a subset of waterfronts

- ***Caution, working waterfront(s)! The impact of change on marine enterprises***, by Ann Breen and Dick Rigby (1985). The Waterfront Press, Washington DC, 82 p.
- One of the first publications of the **Waterfront Center**; a series of conferences about (US) working waterfronts have been organized by the **National Working Waterfront Network** in Norfolk (2007), Portland (2010), Tacoma (2013), and Tampa (November, 2015). See www.conference.ifas.ufl.edu/NWWWS/index.html

Working waterfronts are port spaces oriented towards the maritime economy

- In some cases, former areas have been completely transformed into new urban areas, as in **London**



Working waterfronts are port spaces oriented towards the maritime economy

- *In some cases, former areas have been completely transformed into new urban areas, as in London. But in many other places, the retreat of the port has been less radical, and port-related activities remain in the historical parts of the ports (as shown below in **New York** for passenger ships)*



Three main types of waterfronts

- 1. Leisure-oriented (including leisure boats)
- 2. Mixed waterfronts (leisure and working)
- 3. « Pure » working waterfronts

■ Where can they be found ?

	Where in the port ?	Type 1	Type 2	Type 3
A	Historical part (pre-WW2)	Yes	Yes	No
A	Modern part (post-WW2)	No	Yes	Yes

The problem of public access to the working waterfronts is not an easy one

- In most cases, public to working areas is denied to the public for obvious safety and security reasons. But there remain a few exceptions, as **Dubai Creek**



Leisure-oriented waterfronts

*Walking/cycling
Pubs and restaurants
Shops and cinemas
Hotels (incl. floatels)
Luxury housing
Museums and operas
Maritime museums
Aquariums
Sport fishing
Locally-based leisure craft (of all sizes)
Visiting leisure craft
Water taxis
Water tours (port area)
Water tours (outside)
Touristic submarines
Helicopter bases
Seaplane bases*

Mixed waterfronts (Leisure/Working)

A more or less balanced combination of several of these ingredients

« Pure » working waterfronts

*Local ferries
Long distance ferries
Cruise ships
River cruise ships
Short sea cargo traffic
Deep sea cargo traffic
Port tugs /service craft
Training/research craft
Shipyards
Bases for off-shore O&GI
Bases for wind industry
Bases for the cables ships
Local fishing industry
Deep sea fishing industry
Visiting military vessels
Locally-based military vessels (off limits !!!)
Coast Guard (and the like)*

Cape Town, South Africa, is probably the best example of a mixed leisure/working waterfront



**It started in 1870 with the Albert Basin,
then with the Victoria Basin in 1905**



**This area is now part of the urban fabric,
with the Victoria & Alfred Waterfront**



A series of leisure-oriented ingredients





TABLE MOUNTAIN, CAPE TOWN, SOUTH AFRICA.



1. 33°54'21.90"S 18°25'15.70"E



The V&AW features a major luxury housing dimension



**But the V&AW is also a working waterfront
(including berths for TNPA tugs and craft)**





Cape Town is a major fishing port



All sorts of craft offer water tours





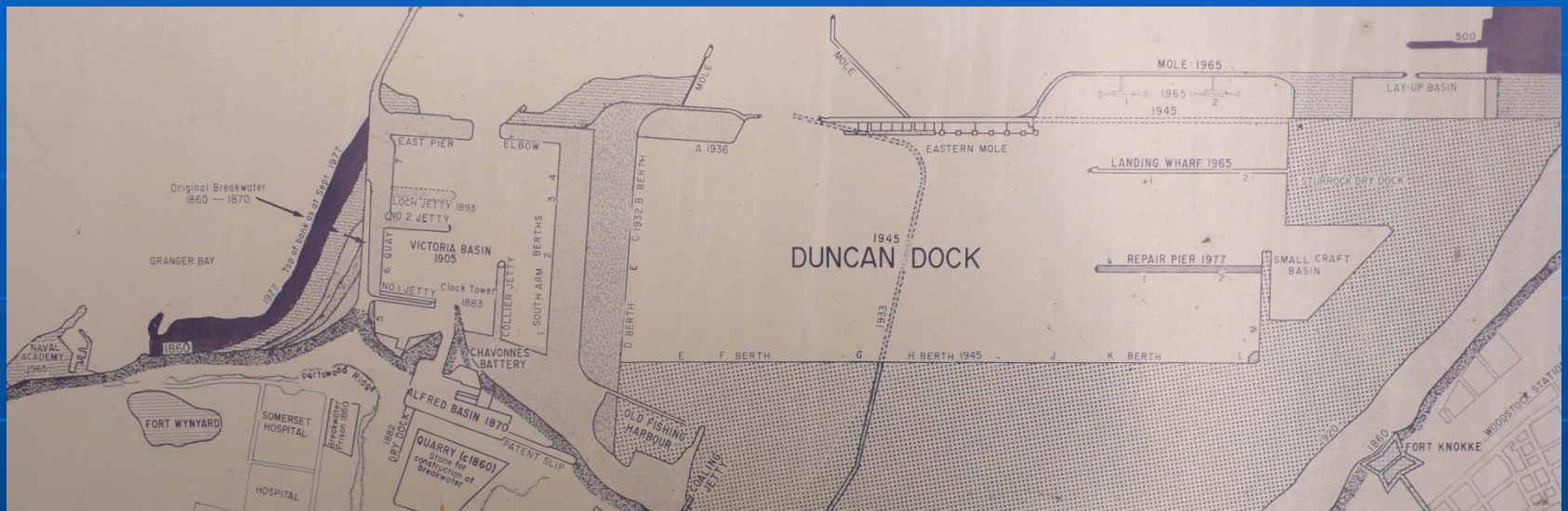
The terminal for the Robben Island ferries is located in the V&AW



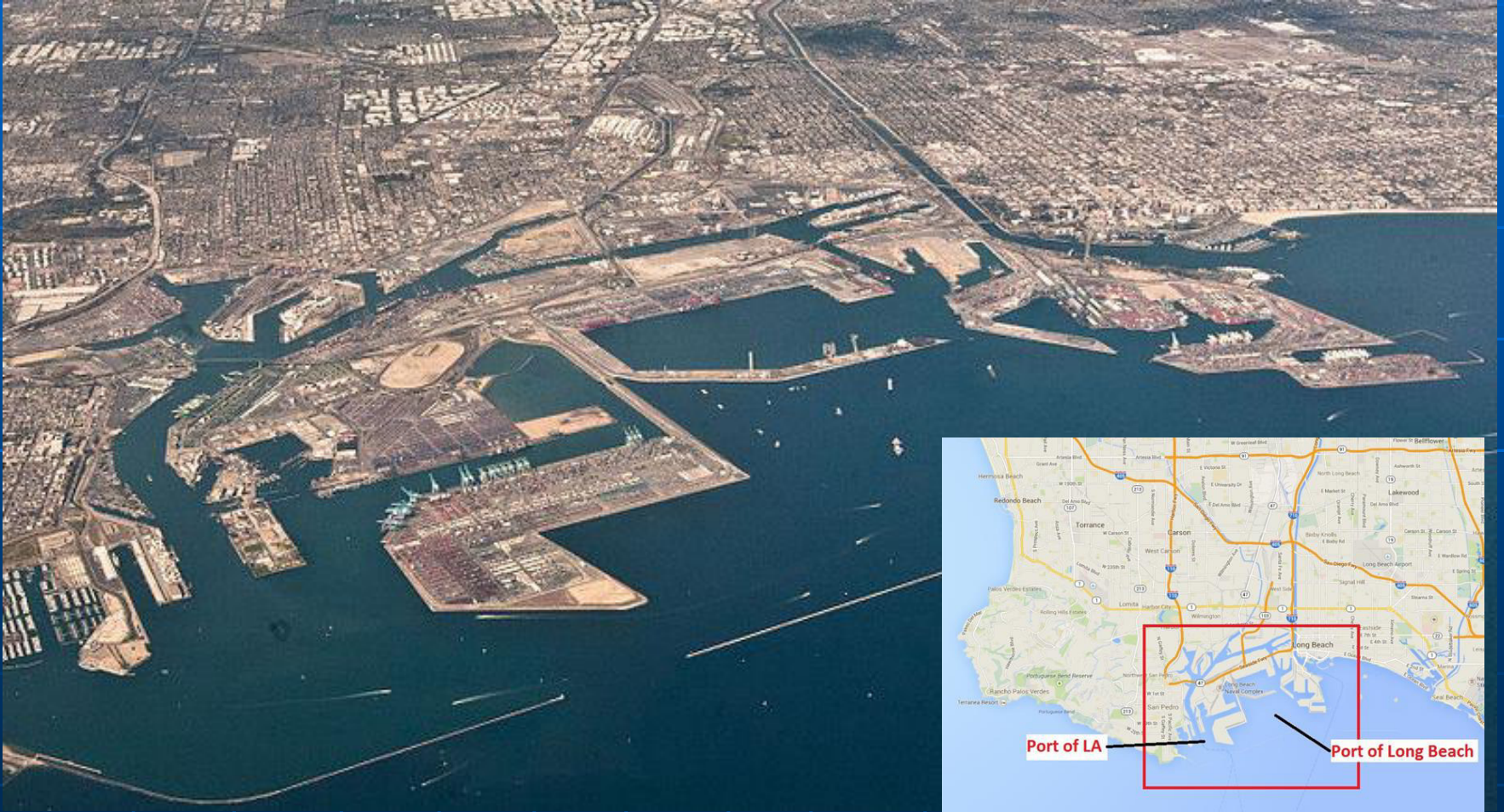
The modern part of the port remains unfortunately off limits for water tours



Towards an extension of the waterfront towards Duncan Dock + cruise terminal



And the Los Angeles / San Pedro (California) waterfront is probably the second best example of a mixed leisure/working waterfront



The port of Los Angeles was built at the mouth of the San Pedro River



The passenger dimension is still there,
with a major cruise terminal (+ the *Queen Mary*, now a floatel in Long Beach)



A waterfront partly oriented towards leisure (1) A very large marina (incl. former docks)



A waterfront partly oriented towards leisure (2)

A low profile, 30-year old leisure waterfront



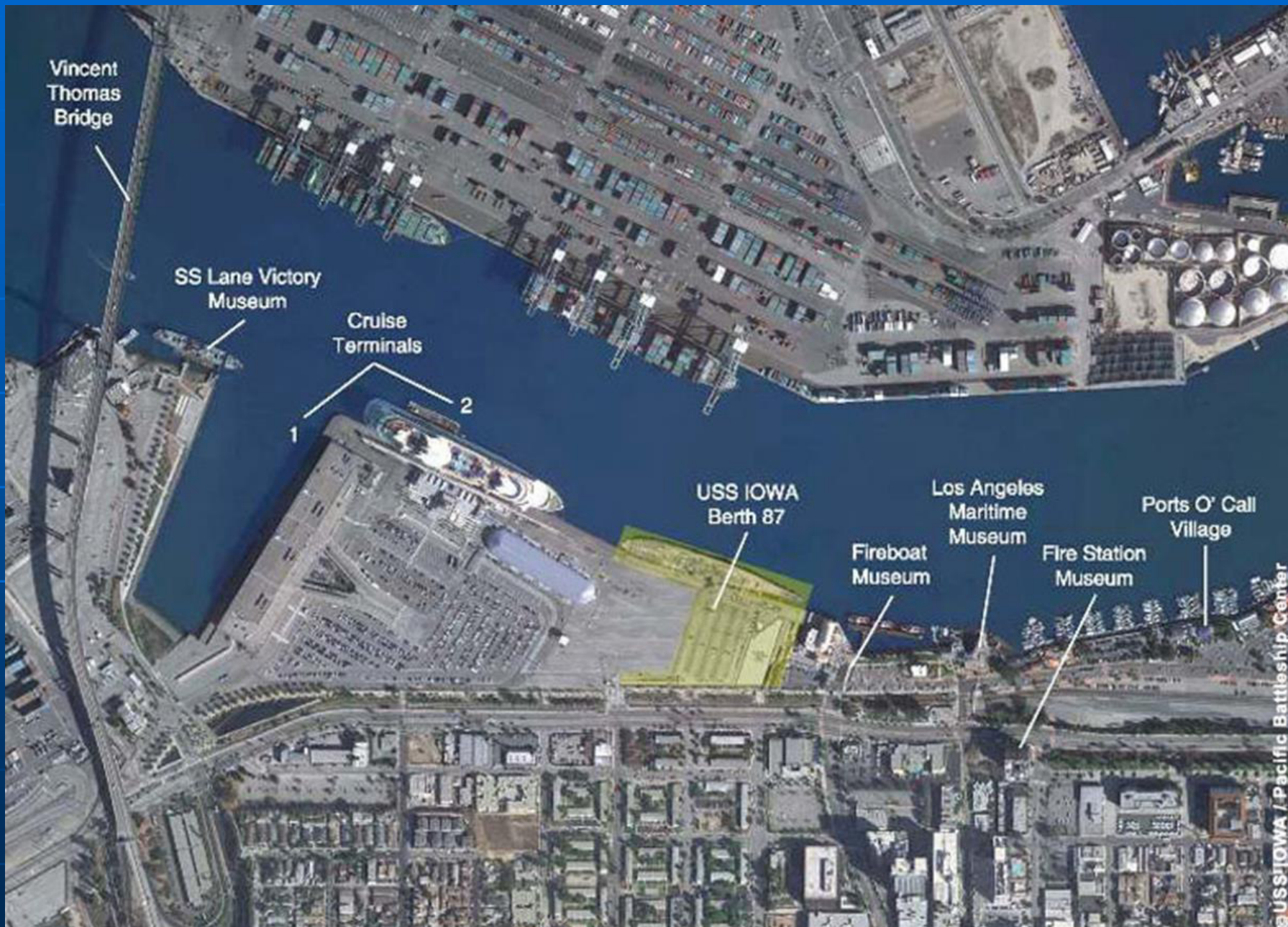


A much needed redevelopment is under way



The USN Iowa museum ship (a WW2 45,000 ton battleship) is a new magnet for tourists on the San Pedro waterfront





Vincent
Thomas
Bridge

SS Lane Victory
Museum

Cruise
Terminals

1

2

USS IOWA
Berth 87

Fireboat
Museum

Los Angeles
Maritime
Museum

Fire Station
Museum

Ports O' Call
Village

There are 15 large museum warships in the US

Battleships (8)	Aircraft carriers (5)
<i>USN Alabama</i> in Mobile , AL	<i>USN Hornet</i> in SF/Alameda, CA
<i>USN Massachussets</i> in Fall River, MA	<i>USN Intrepid</i> in New York, NY
<i>USN Iowa</i> in Los Angeles, CA	<i>USN Lexington</i> in Corpus Christi, TX
<i>USN Missouri</i> in Hawaii, HA	<i>USN Midway</i> in San Diego, CA
<i>USN New Jersey</i> in Candem, NJ	<i>USN Yorktown</i> in Charleston, SC
<i>USN North Carolina</i> in Wilmington, NC	Cruisers (2)
<i>USN Texas</i> in Houston, TX	<i>USN Little Rock</i> in Buffalo, NY
<i>USN Wisconsin</i> in Norfolk, VA	<i>USN Salem</i> in Quincy/Boston, MA

Location of the 15 large USN museum ships



The *Lane Victory* Victory ship is another attraction at the other side the waterfront



A strong USN dimension, both past and present (also with visiting vessels); and there is also a base for the Coast Guard



**A very lively working waterfront
(1) Large containerships (and other cargo vessels or passengers liners) can easily seen in the channel or in the port**





A very lively working waterfront (2) Fishing industry and service craft



A very lively working waterfront (3) Several shipyards (now closed)



Many other ports, be they South African, North American or from the rest of the world feature interesting working waterfronts

Durban, South Africa (1)



Durban, South Africa (2)



Richards Bay, South Africa



Port Elizabeth, South Africa



Many other ports, be they South African, North American or from the rest of the world, feature interesting working waterfronts

Oakland, California (1)



Oakland, California (2)



Miami, Florida



Fort Lauderdale, Florida



Cruise terminals are often major ingredients for working waterfronts! (Antwerp, Rotterdam and Amsterdam)



Rotterdam is also accomodating a former transatlantic liner : ms *Rotterdam* (now a floatel)



And also in the rest of the world !

The case of Bremerhaven, Germany

1. Again, a mixed waterfront, with a strong leisure orientation in its central part





2. A strong working waterfront favour in the Southern part of the port (fishing industry, coastal and river traffic, wind industry)



The ship repair industry is part of the working waterfront in the Southern port



3. And also in the northern part of the port (shipbuilding and ship repair industry)



**And also in the northern part of the port
(cruise terminal and two locks)**



And also in the Northern part of the port (one of Europe's largest container terminals)



The public is interested at these working waterfronts. How can it have a close look at these ?

- - on its own on foot or by bike
- - on its own in a private car on public roads
- - as part of a group in a coach on public roads
- - as part of a group in a hafenbus-style visit
- - as part of a group in a water tour of the port
- **And how can the general public get infos ?**
- - by themselves (including on the web)
- - by listening to the tour guides
- - in port information centers (cf **AIVP network**)

Thank you for your attention

