

ESPO AWARD 2022

*ROLE OF MARITIME
PASSENGER TRANSPORT
IN ENHANCING THE CITY
CONNECTIVITY AND
BRINGING ADDED VALUE
TO THE LOCAL COMMUNITY*



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**THE ESPO AWARD IS
AN INITIATIVE OF
European Sea
Ports Organisation (ESPO)**

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FOREWORD

Each year, more than 400 million passengers are embarking or disembarking in European ports. Many people pass through a port to go to work, to meet their families and friends, or to connect with the “continent” mainland. For many others, the port symbolises the start of a holiday, the arrival at and discovery of a nice destination, which an essential part of their travelling experience. Many ports are not only moving cargo, but also transporting people.

Over the last years, passenger port business has been challenged more than ever before. The ferry and cruise business has faced the lion's share of the negative impacts of the COVID-19 pandemic. The Russian invasion in Ukraine is again severely hitting the cruise destinations in the Black Sea and is radically changing the course of cruise business in the Baltic. We may finally not forget how Brexit has been — and still is — a game changer for some of Europe's biggest passenger ports.

I am therefore very much pleased with the theme of this year's ESPO award which aims at emphasizing the role of maritime passenger transport and ports in enhancing the city connectivity and bringing added value to the local community.

In these challenging times where some passenger ports are trying to recover from the pandemic while others are still fully suffering the consequences of the war in Ukraine, it is important to showcase the continuous efforts of passenger ports to enhance their sustainability. The challenges for cruise and ferry ports that were identified in the 2016 ESPO Code of Good Practice for Cruise and Ferry Ports did not disappear. As we can see in the seven projects that are participating in this 14th edition of the ESPO award, the ports have not been lowering their efforts to tackle these challenges neither. Together with the local community and to the benefit of this local community, they continue to invest in safeguarding transport connectivity, territorial cohesion, and sustainable tourism activity in Europe.

I hope you take the time to read this brochure and are as enthusiastic as I am about the quality and innovative character of the seven submissions. This year again, it will be difficult to pick the winner. For me, they are all winners. I am therefore very grateful to Dimitrios Theologitis, Chairman of the ESPO Award jury and all jury members for their work on selecting this year's winner.

Annaleena Mäkilä
ESPO Chair

ABOUT THE ESPO AWARD

The ESPO Award on Social Integration of Ports entered its fourteenth edition this year. The Award was established in 2009 to promote innovative projects of port authorities to improve the social integration of ports, especially in the city or wider community in which they are located. In this way, the Award wants to stimulate the sustainable development of European ports and their cities. The experience of the first two ESPO Award editions made it clear that 'Social Integration of Ports' is a topic with many layers. After two editions it was decided to have a more thematic ESPO Award as from its third edition. The overall scope remains 'social integration of ports', but a specific theme is proposed each year.

The theme of the fourteenth ESPO Award on Social Integration of Ports is 'Role of maritime passenger transport in enhancing the city connectivity and bringing added value to the local community'.

The ESPO Award 2022 will go to the port managing body which has developed a series of initiatives and/or a strategy in collaboration with the different stakeholders and the city to enhance the maritime passenger links and the connectivity within the city or with other cities and regions of Europe, be it for its own citizens or for allowing visitors from all over the world to visit and discover the city and bring added value to the local community. The role of the port in enhancing the connectivity through a smooth and friendly passage through the port in and out of the city, as well as efforts of the port to give visitors a first good impression of the city or region are important criteria. Environmental and social sustainability of the project or strategy will be a prerequisite for winning the ESPO Award 2022.

The call for proposals resulted in seven project submissions which are summarised in this brochure. The projects of the ports of Ceuta, Barcelona, Tallinn and the cooperation project of the ports of Ancona, Ravenna, Venice, Trieste, Rijeka, Zadar, Split and Dubrovnik were shortlisted by the jury.

Previous winners

Port of Gijón (2009), Port of Helsinki (2010), Ports of Stockholm (2011), Port of Genoa (2012), Port of Antwerp (2013), Port of Koper (2014), Port of Dublin (2015), bremenports (2016), Guadeloupe Port Caraïbes (2017), Port of Rotterdam Authority (2018), Port of Dover (2019), Algeciras Port Authority (2020), and Port of Gdańsk Authority (2021)

ESPO Code of Practice on Social Integration of Ports

In May 2010, ESPO published a Code of Practice on Social Integration of Ports. This Code builds on the experience of the first edition of the ESPO Award and results from the project "People Around Ports" that was initiated by the Port of Rotterdam (The Netherlands). The Code brings together a series of practical recommendations that can guide port authorities in improving their general public image, attract young people to work in the port and make people living in and around the port area their ambassadors.

The Code is available in English and in Spanish at www.espo.be/publications.

THE AWARD PAINTING

Exclusively for ESPO, the Dutch port painter Sasja Hagens has developed a series of paintings reflecting the overall scope of the ESPO Award, i.e. how ports and cities are living and working together. The first painting of the series was handed out during the ESPO Award Ceremony in 2016. Sasja Hagens (Utrecht, 1973) studied at the Royal School of Arts in The Hague, the Netherlands. She had collaborations with, among others, Boijmans Museum The Netherlands, Maritime Museum Rotterdam, Kunsthalle Trier, Museu Maritim Barcelona, Damen Shipyards, the City Hall of Rotterdam, ABN AMRO Bank, ECT Rotterdam – Hong Kong, Arcadis and Deloitte the Netherlands.

With strong colours and daring compositions, Sasja Hagens gives her own interpretation to the themes of harbourscapes and recently also wild nature. She says: "People sometimes ask me why I've spent so much time painting ports, such an obvious theme. But their size and industrial quality light the fire in me."

This year my book *PART OF ROTTERDAM* came out. This retrospective of twenty-five years of (maritime) paintings shows several aspects of my work in different terms. Changing color schemes and shifting compositions, varying use of materials. Looking for harmony and meaning in a world made out of (un)lucky mistakes and happy little accidents.

Sasja Hagens, *Part of Rotterdam*, independently published, December 2021
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Sasja Hagens

FOREWORD OF THE CHAIRMAN OF THE JURY

The Covid-19 pandemic has disrupted all transport modes for the past two years. However, ports have shown great resilience as to the handling of cargo flows – as demonstrated by last year's submissions for the 12th edition of the ESPO Award.

Passenger transport went through a complicated period. Successive lockdowns, hygiene considerations, distancing measures, took their toll on regular intercity and ferry transport, whether in the same country or between different countries.

Cruise all but came to a standstill for nearly two years. Cities normally swamped with visitors, some of which had even to resort to capping the number of visitors per day or installing “cruise slot” systems, found themselves nearly deserted. The happy floating palaces could be seen tied or laid up out of the way...

At long last, the pandemic seems to be abating and our lives are getting back to some semblance of normality — notwithstanding the new problems facing the world, let us hope that the next award will not have the theme of “ports in times of war” — or energy crisis or changing climate for that matter...

It is not the first time that passenger transport had to bear the consequences of important international developments. Let us remember 2001, after “9/11”, when international security requirements had, rightly, to be stepped up. All modes of transport had to adapt, first of all aviation, but also maritime transport had to follow the International Ship and Port Facility Security (ISPS) Code. This created necessary but strict requirements as regards passenger flows, identification of persons in the port facilities, new requirements for passenger terminals which, in some cases, went as far as to create a separation between the cities and their waterfront.

Back to today, once again ports have adapted remarkably well and ESPO is about to recompense the most successful ones with the much-coveted award. One cannot help but admire the creativity of port authorities around Europe, whether they be single ports or port associations.

The seven submissions respond to different challenges and local circumstances. Some deal with ferry transport, between neighbouring countries. They seek to attract passengers by providing information and campaigning, or to facilitate their transit through terminals, existing and new, by doing major infrastructure works of great architectural quality. Others concentrate on cruise passengers by creating or relocating terminals to speed up their access to the beautiful cities they serve. Common to both — and this seems to be a recurring theme over the years — is consideration to sustainability through environmentally-friendly designs.

The jury wishes great success in their projects to all this year's participants, whether short-listed or not, and offers its congratulations in advance to the winner of the award!

Dimitrios Theologitis
Chairman of the Jury

THE JURY



Dimitrios Theologitis, Chairman of the Jury
Senior Expert Waterborne Transport and former Head of Unit of Ports and Inland Navigation, DG MOVE, European Commission



Knut Fleckenstein
Executive Partner 'Von Beust & Coll International', former Member of the European Parliament, Transport Committee



Théo Fortin
Head of international projects and cooperation, AVIP



Marie-Caroline Laurent
Director General Europe, CLIA.



Marta Moretti
Journalist and Board Member, River-Cities Platform Foundation



Eamonn O'Reilly
Former Chief Executive of the Dublin Port Company and former Chair of ESPO



Victor Schoenmakers
Former Director Corporate Strategy of the Port of Rotterdam Authority (PoR) and former Chair of ESPO



David Whitehead OBE
Former Director of the British Ports Association and former Chair of ESPO

PORT OF TALLINN, ESTONIA

Development of the Tallinn Old City Harbour/ Tallinn Old City Harbour's new cruise terminal

In 2017, the Port of Tallinn adopted its Masterplan 2030 providing a long-term vision for the development of the Tallinn Old City Harbour.

The plan's very first step was the realisation of the *Development of the Tallinn Old City Harbour* project with the opening in 2021 of a new smart and green cruise terminal with an 850-metre-long rooftop promenade extending to the seaside. The cruise terminal, which is the latest addition to the harbour area, was built with the intent to open up the seaside to the city's neighbouring districts and to provide both the local community and cruise passengers with an inviting and modern urban environment, new entertainment venues and tourist attractions. Furthermore, the facility and its promenade will reinvigorate the historic tie between the sea and the city that was severed during the second half of the 20th century, when the Soviet regime developed coastline areas to prevent people from accessing the sea and fleeing the Union.

The construction of the multifunctional cruise terminal, which began in 2020, was initiated by the INTERREG funded study "Green Cruise Port – Sustainable Development of Cruise Port Locations". The cost of the project, amounting to €15.2 million, was entirely funded by the Port of Tallinn. It is the first step in reconstructing the entire port area and opening it to recreational, commercial and residential use. The total remodelling of the area is due by 2040.

From a socioeconomic point of view, together with the enhancement of the cruise business and the tourist potential of the port, the brand-new space fosters business and employment opportunities and enables the hosting of thousands of social events ranging from conferences, concerts to corporate events for up to 2,000 people. Jobs were indeed created mainly for events, the restaurant on top of the pedestrian promenade and to operate the cruise terminal.

The Tallinn local community can benefit from an enhanced outdoor urban space: the promenade on top of the cruise terminal, with its many seating areas facing the sea, its playground and open-air gym, is frequently visited by citizens and tourists alike. The restaurant has received admirable reviews and has become the go-to place for many. Since its opening, the cruise terminal has earned numerous awards such as the *Concrete building of the year* award, the *Best development project of 2021* award or the *Best Architecture of the year* award.

The Port Authority took numerous steps to ensure the environmental sustainability of the new cruise terminal facility. Constructed with low-carbon footprint materials, the structure is also powered by solar panels and the heating and cooling system operates on ocean thermal energy. At berthing areas, innovative wastewater reception facilities were put in place to reduce the flow of wastewater. All of these sustainable initiatives are important towards achieving two aspects of the EU Green Deal which are the use of clean energy and green building.

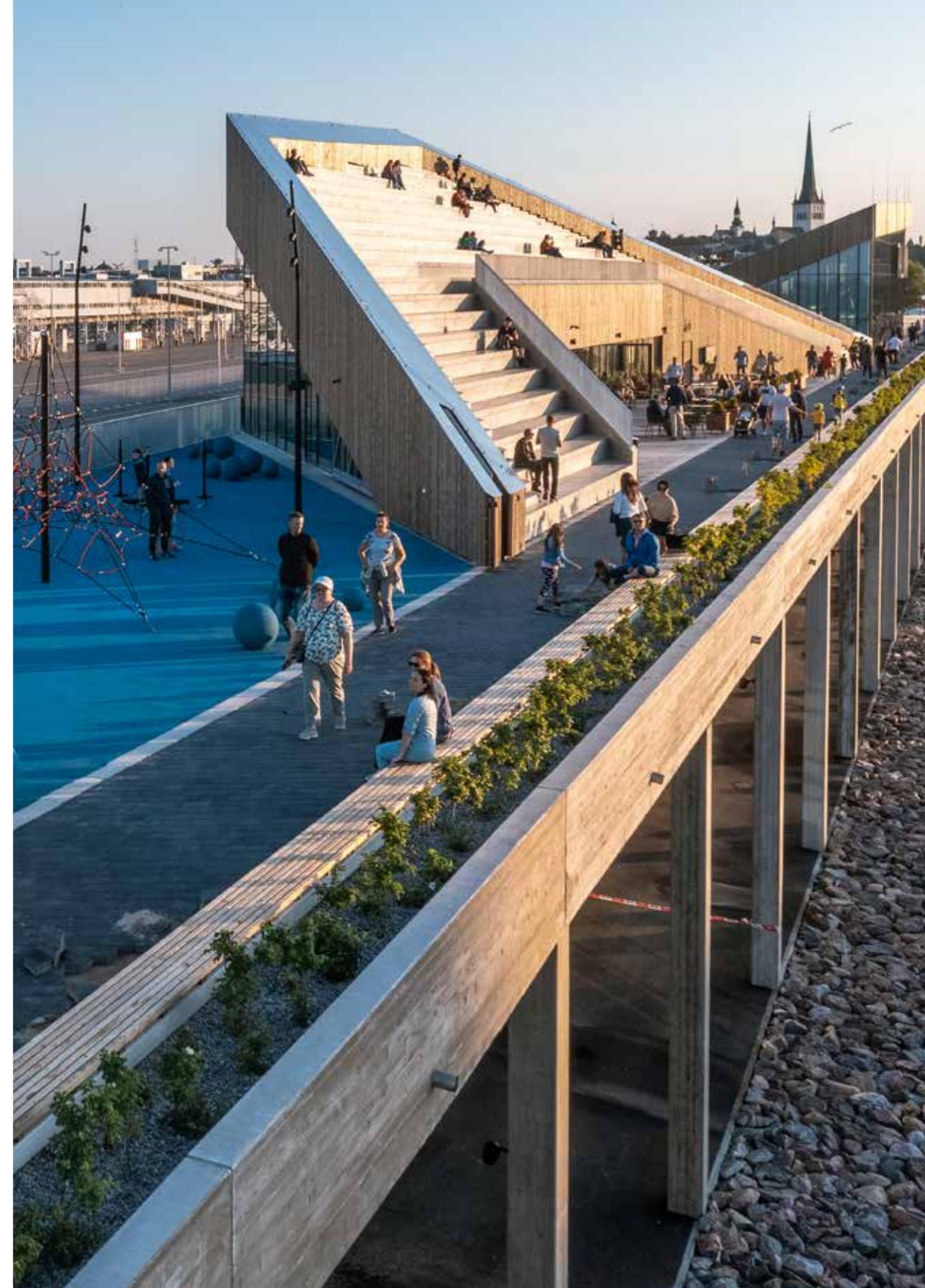
To improve the harbour's accessibility, the Port of Tallinn is also currently working together with the city towards the launch of a new tram line that will connect the port to the city centre, the airport and the future Rail Baltica terminal.

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SHORT-
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PROJECT

"In Port of Tallinn we firmly believe that Tallinn's city centre should be more open to sea. That is why we are committed to work on towards a general reimagining of the area to connect with the city seamlessly without the visitors of the harbour not even noticing when they enter or leave the harbour territory."

Valdo Kalm,
CEO of Port of Tallinn





PORT OF TURKU, FINLAND

Ferry Terminal Turku

“We are aiming to build a modern terminal that is highly efficient and where the passenger flows move without delays. The visit of the terminal is an integral part of the maritime voyage and we want the experience to have an equally high standard all through the journey.”

Erik Söderholm
*Managing Director at
the Port of Turku*

Real milestone in the overall development of the port area, the **Ferry Terminal Turku** project is upgrading the Turku passenger harbour into a maritime hub that will fulfil the requirements of the modern, fast-paced, streamlined and safe vessel traffic. The massive project includes a joint passenger terminal as well as significant modifications in quay structures, outdoor areas, as well as traffic and parking arrangements. In addition to passenger traffic, Ferry Terminal Turku will also offer cargo transport services between Finland and Scandinavia. The project is due for completion during 2027.

In 2021, an architectural competition was launched to select the best architectural design for the passenger terminal and related passenger corridors. The key goal of the project would be to retain the port as an attractive base for vessel traffic far into the future. The judging panel was looking for a new landmark for the maritime area of Turku that would attract more guests to the city and give synergies to the stakeholders.

The winning proposal came from a Finnish design team from PES-Architects. The jury thought that the project, called ORIGAMI, best matched the goals set for the terminal. The architecture of the structure, based on oblique triangular surfaces, plays with steel, glass and aluminium. Its shape, with its salmon-inspired steel scales, has maritime connotation, while the name ORIGAMI refers to a Japanese paper sculpture. The building's aluminium “raincoat” provides it a long lifespan. The plan for arriving in the area, the indoor car park and the division between short-term parking and escort traffic support the architecture perfectly. The wooden wall in the entrance lobby adds warmth to the whole mood. The terraces in conjunction with the lobby offer seats with a great view towards Linnanniemi.

A budget of €172 million was approved in 2021. The first investments will go to the construction work of new quays and to the new ferry terminal between 2023–2024. The Port of Turku received funding from the European Union for the planning and procurement processes for each part of the project.

The current situation in Europe is slowing down the project due to the increased prices in building materials, lack of workforce and uncertainty of the passenger and cargo volumes. Increased energy prices create higher expenses for the contract work. In collaboration with the city of Turku, the port and the stakeholders are very determined to finalise the project in the near future in order to gain the profile of Turku as an inviting and sustainable maritime city for tourists to visit, as well as an important hub for the TEN-T core network.

PORTS OF ANCONA, RAVENNA, VENICE, TRIESTE, RIJEKA, ZADAR, SPLIT AND DUBROVNIK, ITALY/CROATIA

ADRIJO NETWORK – Adriatic Ports Cultural Network

The **ADRIJO NETWORK** project - Adriatic Ports Cultural Network, combining the Italian “Adriatico” and the Croatian “Jadransko”, is the established network of the “virtual museums” of the 8 main passenger ports in the Adriatic Sea: Venice, Trieste, Rijeka, Ravenna, Zadar, Ancona, Split, and Dubrovnik. The ADRIJO initiative was set up in 2018 with a twofold approach: 1) giving evidence of the role of ports in the identity, know-how and traditions of local communities in port cities and 2) developing a joint tool to promote the maritime cultural heritage of Adriatic ports, tangible and intangible, as an additional instrument to welcome port passengers and users.

ADRIJO was set up in the framework of the REMEMBER project with the aim of restoring port-city relationships and increasing ports’ touristic attractiveness. The Central Adriatic Ports Authority (Port of Ancona) acted as lead applicant for REMEMBER, under the Italy-Croatia EU cooperation programme. The ADRIJO network received a total grant of €2.813.460 between 2019 and 2022. ADRIJO is still currently supported by the partnership.

Being a cross-border cooperation initiative, each of the eight ports of the ADRIJO network decided to set up their own virtual museum on a single platform ADRIJO (www.adrijo.eu) to present multiple dimensions of the port heritage and local culture through a wide range of themes: from traditions and monuments to port professions and operations. Each port then enriched the platform with its own digital, cultural and virtualised content such as videos, audio clips, 3D models, drone panoramas, photos and texts. This initiative contributes to increasing the knowledge and mutual understanding between port communities, citizens and tourists arriving in the ports, thus promoting alternative and sustainable tourism.

The multimedia platform, available in English, Italian and Croatian, can be navigated from different perspectives: through a geographical point of view or through its three categories: traditions & culture, stories and heritage. The development of the virtual museums was supported by the Zadar National Museum and the Marche Polytechnic University. Local cultural experts, anthropologists, local museums, IT and multimedia experts were all involved in the development of more than 150 original content pieces which are the results of a 42-months cross-border cooperation that lasted from January 2019 to June 2022.

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More information on www.adrijo.eu

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PROJECT

“Adrijo platform connects the network of our ports showing common aspects in different traditions and cultures. It welcomes international passengers, by also highlighting the identity of local communities.”

Vincenzo Garofalo
President of the Central Adriatic Ports Authority





PORT NETWORK AUTHORITY OF THE NORTHERN CENTRAL TYRRHENIAN SEA – PORT OF CIVITAVECCHIA, ITALY

The port embraces the city

“The overall planning and restyling represent a real integration between city and port. Actions like this are important in the perspective of a further development of cruising because they offer a better image of the city and a more interactive relationship between the city and its port.”

Pino Musolino
President and
CEO North Central
Tyrrhenian Sea Port
Authority – Ports of
Rome

“**The port embraces the city**” is the project aiming to bring the city of Civitavecchia and its port area in a physical and symbolic embrace through the elimination of barriers that limited the access to it. Millions of cruise passengers, tourists and locals, through a pedestrian path, will be able to admire different spots of the city and its port such as the Marina Yachting, its monumental heritages, the waterfront or the recently installed bronze statue called “Memory’s kiss of a port” which depicts a kiss between a sailor and his beloved one, inspired by the famous picture “V-J Day in Times Square” by Alfred Eisenstaed in Times Square, at the end of WWII.

In the last decade, the Port Authority started a series of pivotal actions to expand the port area. Redevelopment works of the Bramante Fortress area, the most representative historical element of the city’s seaside, have been significant, with the replacing of fixed port fences with retractable ones and the reviewing of its southern access called “Varco Fortezza”, allowing pedestrians free access to the fortress and its promenade.

The project falls within the objectives of the **Memorandum of Understanding signed by the Port Authority of the Northern Central Tyrrhenian Sea and the Municipality of Civitavecchia** in 2015 and renewed in better terms in 2021.

It included recovery and enhancement of the historical-monumental resources of the city itself and its port. The plan also incorporates the revision of the municipal road located in front of “Varco Fortezza” in order to regulate the flow of vehicular traffic in and out of the port. Furthermore, to make passengers mobility on the waterfront more efficient, the port and the municipality of Civitavecchia agreed on establishing a new sustainable public transport service.

The first intervention that was carried out was the lowering of the barrier that separated the Fort Michelangelo’s port area and the outermost part of the Marina, inaugurated in 2020. Next step will be represented by strategic interventions for the overall redevelopment of the urban fabric, with the making of a roundabout that will improve the functional aspect of an important part of the city of Civitavecchia as well as the contextual move back of the access passage in an inner area to the seaport. This enhancement of the historical-monumental heritage will be completed by the end of 2022.

The city and the port will finally be reunited, a fact long awaited by locals. The right value will be given to the promenade in the waterfront area, allowing free access to the Bramantesca Fortress’ nearby areas and providing an additional attraction for the 2.7 million cruise passengers who visit the port each year.

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PORTS OF STOCKHOLM, SWEDEN

The Finland Project: Major investment will strengthen the exchange between Finland and Sweden

The Finland Project was launched by The Ports of Stockholm and Visit Stockholm in order to develop the ferry connection between Finland and Sweden and strengthen Stockholm's position as an attractive, creative and sustainable destination for the Finnish market. It tries to do so by putting forward its many events and outdoor, sports and cultural activities, reinforcing the already strong Finland-Sweden relations.

During the pandemic, the ferry traffic experienced a decline in the number of Finnish visitors compared to the 8 million ferry passengers travelling in 2019. The Ports of Stockholm decided to study the Finnish market more closely in order to find ways to boost the ferry business. Several means were employed to reach these ambitions and to market the city as an enticing and green holiday destination. This included the distribution of customised digital and printed information through target-specific channels or the active collaboration with other stakeholders in the event and tourism industry to disseminate information on the ferry cruises to selected audiences.

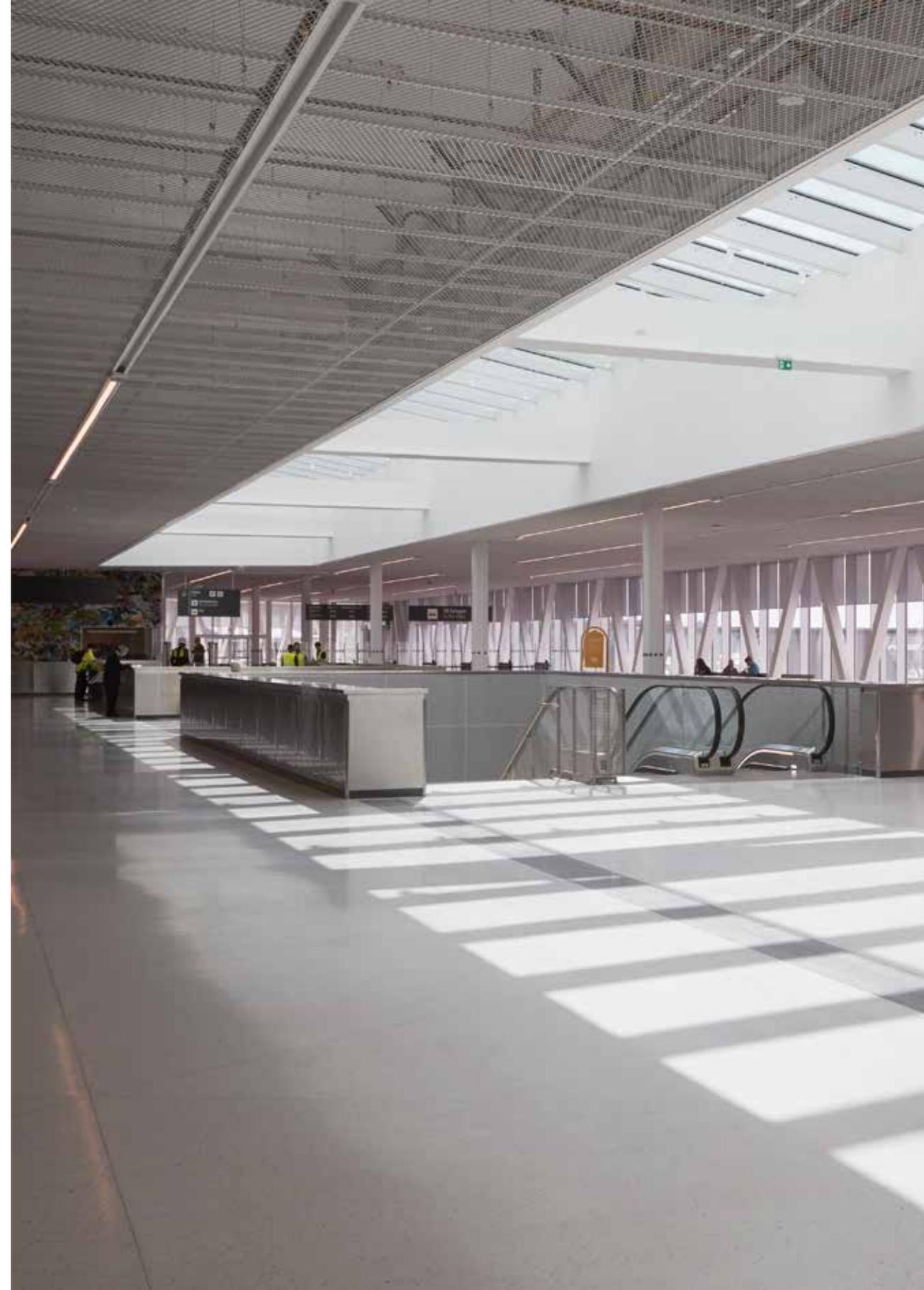
A detailed survey was also conducted to separate visitors by travel habits as to better grasp traveller's needs and improve Finland's market knowledge. So far, three travel personas have been identified: *the curious discoverer*; *the nature lover* and *the easy-going visitor*. The collaborative project will therefore also contribute to the joint learning about the Finnish target group and thereby the port and its partners will be able to advertise Stockholm in a more attractive way.

The **Finland project** has its own project manager, elected for 1.5 years, and is led by a steering committee that is in charge of all the decision-making. The financial contributions of at least 5 million SEK annually, or 15 million over a three-year period will be made by The Ports of Stockholm. Other stakeholders, such as *Visit Sweden*, *Visita Stockholm*, *Svensk Handel* or *Padox*, are assisting in the realisation of the master plan by taking part in working groups, sharing relevant knowledge and communicating about the *Finland project* through their communication channels.

The collaboration between the Ports of Stockholm, the hospitality industry and the two ferry companies Tallink Silja and Viking Line could provide an incentive for the development of new travel concepts to give more appeal to the ferry business and stimulate the desire to travel among new target groups. Lastly, partners also wish to attract back visitors who do not see the ferry as an interesting alternative.

“With the Finland investment, we want to give travel by ferry between Sweden and Finland a real boost. The Finnish travelers are extremely important for the ferry companies and the business community in the Stockholm region and make Ports of Stockholm one of the world's largest passenger ports.”

Thomas Andersson
CEO, Ports of Stockholm





SHORT-
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PROJECT

PORT AUTHORITY OF BARCELONA, SPAIN

Your port opens again

“This project increases the port area for social and citizen’s use and completes the physical integration of the Port and Barcelona into the city.”

Damià Calvet
*President of the
Barcelona Port
Authority*

In the 1980’s and later in preparation for the 1992 Olympic Games, the Port Authority of Barcelona, in agreement with the local, regional and national authorities, decided to expand the port infrastructure southwards to transfer port activity far from urban areas while dedicating the northern part of the port for uses more compatible with the metropolis. The strategy was successful and it reinforced the city-port relationship. Indeed, the Port Vell area today hosts an amazing variety of recreation activities open to citizens.

As a continuation of this plan and with the support of the port’s 2021–2025 Strategic Plan, the port and the city set up **Your Port Opens Again** to transfer the remaining cruise terminals and a Ferry terminal from the old port area to the Adossat wharf, located at the southern port area, which would then be exclusively dedicated to passenger operations. The freed areas in the old port will be renovated to improve port-city connectivity and integration, resulting in the reduction of the port’s environmental footprint as well as transforming this north end part of the port into a hub for citizen’s leisure, training institutions, innovation and blue economy research.

Your Port Opens Again is a joint project of the Port’s stakeholders and partners. The city council, and the rest of relevant partners, have been all involved since the beginning of the project. The plan started its implementation after the signing in 2018 of a Port of Barcelona-Barcelona City Council agreement, previously discussed with stakeholders.

Complex works have been planned such as the enlargement of the Adossat wharf intended for exclusive passenger use and which already started; the closure of each of the three cruise terminals located in the old port in 2018, 2025 and 2026; the construction of three passenger terminals in Adossat wharf; the relocation of the Drassanes Ferry Terminal from the old port to the new ferry terminal and the transfer of a multipurpose terminal from Adossat wharf to an area for cargos.

These initiatives will be mainly financed by the Port of Barcelona with an estimated budget of over €150 million even though private terminals will also contribute to its investment. The end of the entire process is expected by 2026 and by then Adossat wharf will host eight passenger terminals and therefore most of the passenger traffic of the Port of Barcelona.

Moving passenger traffic to a single wharf port will enhance the port and city’s sustainability and connectivity through the loading of cruise ships propelled with LNG; the deployment of onshore power supply (OPS) for all cruise vessels calling; the launch of a nautical shuttle service connecting different areas of the old port with the ferry terminals; or the use of electrical vehicles and equipment. Moreover, and besides leadership and collaboration, how this project will contribute to the local community is especially innovative. Most of the areas newly opened to citizens will be dedicated to boost innovation activities on Blue Economy and top-level logistics training centers, connecting citizens with the most innovative logistics and maritime projects.

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PORT AUTHORITY OF CEUTA, SPAIN

Building a “straight way” to connectivity

Ceuta is a Spanish city of approximately 20 km² and 85,000 inhabitants, located on the African coast in the Strait of Gibraltar. Its geographical location makes maritime transport of vital importance regarding supplies and connections with the outside. The city is surrounded by sea except for its southern side, which borders Morocco, whose isolation economic policy towards Ceuta causes a closure to the exchange of goods between the two countries. As Ceuta is separated from the Spanish peninsula and surrounded by sea, fostering its maritime communication with the mainland through the building of a new, more modern, safer and more efficient ferry terminal attached to the existing one is of paramount importance, not only for the port but also for the future of the city as it is its unique point of entrance and exit.

The current international context in which we are immersed asks for greater passenger security of the ferry terminal. The infrastructure legislation also imposes the obligation to carry out actions aimed at optimising the operation of infrastructures and organising passenger traffic efficiently by separating passenger flows. The construction of the ferry terminal was therefore proposed in order to improve the accessibility and energy efficiency but also the functionality and safety of the Port of Ceuta.

The new building is divided into two floors with an area of 3,253.90 m² situated in the ground floor where the lobby, the commercial area and the private security area are located; and 3,321.25m² in the upper floor, which hosts the boarding and pre-boarding rooms, the disembarking area and security offices. The main access is located on the southeast façade close to the entrance to the existing terminal. The building also has three secondary entrances.

All passenger flows are separated. In fact, the structure of the terminal favours the agility of accesses and embarkation and disembarkation operations through the division of entry and exit flows. In addition to this, it has wide spaces and pedestrian surfaces in front of the main façade, as well as clear pedestrian paths outside in order to avoid interference with the flow of vehicles and to ease the movement of pedestrians' groups.

The project includes the reorganisation of the spaces around the terminal, the car park and the road area in front of the new building. In this way, a central square is projected in which the bus parking space will be located as well as the stop area for emergency vehicles. The accesses to the public and private car parks and to the private area of the port are organised in such a way that no intersections are generated in the routes. These actions are completed with the placement of pavement according to regulations and the setup of double bannisters with an identification nameplate in Braille.

The project, included in the Investment Plan of the Port Authority of Ceuta, financed with funds from the European Union, FEDER funds and with a budget of around €18 million, will be one of the great works and investments that have been carried out in Ceuta in the last decade.

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SHORT-
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PROJECT

“Situated and isolated in the north of Africa, Ceuta has spent more than 300 years experiencing the need to continue promoting the development of passenger transport in order to contribute to the city progress. Port and city, an interaction in constant evolution with the sea as the only motorway towards Europe in the strait of Gibraltar”

Adolfo Orozco Pérez
Director of the Port
Authority of Ceuta



ESPO CODE OF PRACTICE ON SOCIAL INTEGRATION OF PORTS

In May 2010, ESPO published a Code of Practice on Social Integration of Ports. This Code builds on the experience of the first edition of the ESPO Award and results from the project "People Around Ports" that was initiated by the Port of Rotterdam (The Netherlands). The Code brings together a series of practical recommendations that can guide port authorities in improving their general public image, attract young people to work in the port and make people living in and around the port area their ambassadors.

The Code is available in English and in Spanish at www.espo.be/publications.



OUR SPONSORS

TT Club is the established market-leading independent provider of mutual insurance and related risk management services to the international transport and logistics industry. The Club's services include specialist underwriting, claims management and risk and loss management advice, supported by a global office network. TT Club's primary objective is to help make the industry safer and more secure. Established in 1968, TT Club has more than 1100 Members, spanning owners and operators, ports and terminals, and logistics companies, working across maritime, road, rail, and air. Members range from some of the world's largest logistics operators to smaller, bespoke companies managing similar risks. The Club is renowned for its high-quality service, in-depth industry knowledge and enduring Member loyalty. It retains more than 93% of its Members with a third of its entire membership having chosen to insure with the Club for 20 years or more.

TT Club is managed by Thomas Miller – an independent and international provider of insurance, professional and investment services.



AquaSmartXL (founded in 2016) is a Rotterdam-based organisation, specialised in data collection by remotely controlled aquatic drones and robots on difficult or dangerous to reach places. We offer our services to asset owners, asset users, asset managers and to engineering, maintenance and construction companies working for port authorities, tank storage companies, oil and gas industry and chemical plants.

What do we stand for at **AquaSmartXL**?

- We **believe** in data-driven inspection and surveying services that are economically smart, safe and clean
- We **come** to hard or dangerous to reach places with aquatic drones and robots where others can't, don't want to or are not allowed to
- We **collect and process** data with high end technology in order to deliver complete, reliable, objective and high-quality result
- We **operate** safe and with no or limited downtime of assets regardless the environment where we work
- We **provide** quick and complete insight (above and under water) in the (maintenance) status of water related assets
- We **help** decision makers to make well considered decisions about budgeting and planning of asset management and maintenance activities
- We **listen** to our (potential) customers and partners to understand their actual and future needs and to continuously improve and **innovate** our services and technology

At **AquaSmartXL** we strive to make the world a safer place to work, commute and live. We operate independently and believe in the true power of our partner network.

Interested in our story and services? We are happy to show you around at our office in the "Van Nelle Fabriek", a Unesco World Heritage Site.



WWW.ESPO.BE