

ESPO AWARD 2021

*ROLE OF PORTS
IN THE RECOVERY
OF THE CITY
AND THE LOCAL
COMMUNITY*



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

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The ESPO Award painting
was created by Sasja Hagens

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FOREWORD

The global pandemic has been affecting our lives and economy in almost all of its aspects for well over a year and a half now. Luckily, we are seeing the light at the end of the tunnel. Moreover, plans and strategies are being set up at all levels to get Europe's economy, cultural and social life back on track.

Since the beginning of this health crisis, ports have been playing an instrumental and essential role in keeping Europe's economy and society going. Ports remained open and operational. More than ever, they were – and are still today – a buffer in the very disrupted supply chains and demonstrated an exceptional level of resilience. Ambitious and innovative contingency plans avoided closures. In many ways, ports passed the stress test.

But the engagement of ports has not stopped there. Throughout this period, many ports have been looking at ways to assist the surrounding community in the recovery from the crisis, in going back to normal, in the economic, social and cultural sense. The efforts and contribution of ports to help in the recovery of the surrounding city, community or region are very diverse.

With this already 13th edition of the ESPO Award on Social Integration of Ports, ESPO aims to put the spotlight on the varied roles of ports in the recovery of Europe's port cities and regions and reward the port which is most profoundly supporting the surrounding community in this difficult period and has been most innovative in this engagement.

I think all eleven submissions are interesting projects to be proud of, and I hope you take the time to take a look at each of the projects listed and explained in this brochure.

I do not envy the role of the independent jury who has to make a selection each time and look for the strongest among the strong to pick the final winner. Many thanks to Dimitrios Theologitis and all the jury members for their dedication.

During the thirteen years that the ESPO Award has existed, it has succeeded in promoting more than 200 best practices of ports in the field of social integration.

Ports change and so do their surrounding cities. New dynamics in the surrounding society lead to changing roles of ports and their managing bodies and vice versa. Especially in these challenging times, the port-city relationship deserves revalorisation. I think that the ESPO Award is an ideal instrument for ports to showcase and communicate their innovative ways to enhance the port-city connection and their solutions for changing realities and upcoming challenges. I hope ports continue to participate in this friendly competition, allowing others to learn from their successful examples.

Annaleena Mäkilä
ESPO Chair

ABOUT THE ESPO AWARD

The ESPO Award on Social Integration of Ports entered its thirteenth 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 thirteenth ESPO Award on Social Integration of Ports is 'Role of ports in the recovery of the city and the local community'.

The ESPO Award 2021 will go to the port managing body that succeeds best in playing a role in the recovery from the current crisis and in contributing to enhancing the prosperity of the city, local community and region. The winning port will demonstrate to what extent its focus and activities are essential for the recovery of the surrounding city and local community and which successful steps it is taking to assist in the social, cultural and economic recovery and prosperity of the city, local community and region.

The call for proposals resulted in eleven project submissions which are summarised in this brochure. The projects of Port of Gdańsk Authority S.A., Hamburg Port Authority, Port Authority of Valencia and Port Authority of Vigo 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), and Algeciras Port Authority (2020)

ESPO CODE OF PRACTICE ON SOCIAL INTEGRATION OF PORTS

In May 2010, ESPO published a Code of Practice on Social Integration of Ports. 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, Maritime Museum Rotterdam, 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."

Vigour, desire life

Boijmans Museum Rotterdam: "The exhibition then reaches the quayside of the present day, where artists including Frank Stella and Sasja Hagens drew inspiration from interpreting ports as a metaphor for vigour, desire, life."

In 2021, Sasja Hagens' work is exhibited during two shows:

- From 4 February to 21 March in Germany (Kunsthalle Trier - Heimathäfen)
- Now on view until 4 September 2022 in the Netherlands (Museum Boijmans Rotterdam & Rotterdam Maritime Museum - Maritime Masterworks)



Sasja Hagens, © Peter Bak

FOREWORD OF THE CHAIRMAN OF THE JURY

In its thirteenth year now, the ESPO Award on Social Integration of Ports has become a much-awaited annual institution. Themes up to now have been communication strategies, youth, heritage, environment, education, nature, art and culture, working environment, transparency and the media, and innovation.

This year's theme, the Role of ports in the recovery of the city and the local community, rewards the port managing body that best lives up to its function as engine for growth.

In today's particular circumstances, in the midst of the COVID-19 pandemic, Europe's ports have been playing a critical and essential role for society and the economy. Against enormous medical and practical odds, they managed to remain open and operational throughout the whole crisis.

Supply chains have been disrupted, the mix of goods modified, quantities drastically reduced or increased. Contingency plans had to be made to rise to the occasion and motivate personnel to adapt to the situation. Europe's ports held strong and proved themselves to be a pillar for the recovery of Europe. They have been key in ensuring that goods could continue to reach consumers and industries.

At the same time, they have been – and are – crucial to bringing back social, cultural and economic recovery and prosperity to their city, local community and region.

This year's submissions demonstrate the diversity of European ports and their adaptability to local circumstances. Each port has chosen to intervene where it felt that it could make the greatest impact. Some opted for ambitious development plans which would enhance their presence, create jobs and ensure long-term prosperity. Others embraced art and culture which suffered during the pandemic, opening the ports to the public, organising events and collecting heritage, old and new. Actions to create citizen-friendly spaces that raise the quality of life of the area, in what is otherwise a commercial setting, are also proposed. Last but not least, the theme of sustainability is high on the agenda: using the opportunity to orient port developments towards a more nature-oriented environment and thus minimise the future impact of the port in the city.

The high quality of the candidatures makes it difficult for the jury to choose. There are no losers in this competition, just runners-up. I wish them all great success in their endeavours and share in advance the happiness of the winning port which will carry the coveted trophy home for the inspiration of their teams.

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



Carola Hein
Professor, Chair History of Architecture and Urban Planning, Delft University of Technology; Director Leiden-Delft-Erasmus Port City Futures Centre



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



Markku Mylly
Former Executive Director, EMSA



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



José M P Sánchez
Dr. Ing. – Head of International Projects and Agenda 2030, The Worldwide Network of Port Cities (AIVP)



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

GADELOUPE PORT CARAÏBES, FRANCE

Sustainable development beyond port borders

The COVID-19 pandemic has led all economic players to question their vision and strategic choices, the effects and consequences of which are felt even more strongly on an island territory. For this reason, Guadeloupe Port Caraïbes's strategy for economic recovery and integration must take into account the issues the island faces, particularly its necessary adaptation to climate change and the control of resources and consumption. The Port therefore decided to set up two projects tackling these issues.

The first project, "Life Adapt'Island", focuses on adaptation to climate change, as global warming affects the sustainability of the Port's facilities in various ways, sea level rises being a major concern. This is why the Port decided to concentrate on the development of a new model that incorporates nature-based solutions, as they represent an economically viable, sustainable and flexible alternative that is often less costly over the long term. In particular, the project targets the restoration of different ecosystems, including coral reefs, which act as a barrier to hurricane swells, seagrass meadows, for the important role they play in the stability of seabeds and to limit the effects of heavy swells, and coastal forests, as they can capture sediment and their solid rooting form an important barrier to prevent coastal erosion. As a second step, the Port will propose a pilot strategy to promote these innovative practices at the Caribbean level. Life Adapt'Island started in 2019 and is expected to be completed in September 2024.

"Industrial and Territorial Ecology" is the name of the second project, which concentrates on resources and their consumption. To achieve reductions in the consumption of resources and in the production of solid waste and liquid gas effluents, and to increase recovery and recycling, the Port decided to join the SYNERGILE association, a network dedicated to circular economy. The Industrial and Territorial Ecology project focuses on synergies in the wood, paper and cardboard sectors, through the establishment of inter-company cooperation within the port area, the development of the recovery and recycling sectors, and the improvement of internal business management. The project has also seen the creation of the KARU EXCHANGE platform, a digital tool which aims to offer an array of resources, such as boxes and pallets. The project began in 2018 and ran until September 2021.

With these projects, the Port is now recognised as a key player for the sustainable development and the living environment of Guadeloupe. Guadeloupe Port Caraïbes has committed to large-scale actions that promote the social responsibility of the Port and the companies that are established on its sites or along the coast.

Before, Guadeloupe Port Caraïbes used to tackle environmental protection projects. Since a few years, and moreover with the pandemic crisis, we focus on a sustainable development plan at regional level.

Jean-Pierre Chalus
*Chairman of the
Management Board
of Guadeloupe Port
Caraïbes*





SHORT-
LISTED
PROJECT

HAMBURG PORT AUTHORITY, GERMANY

Culture is calling at the Port of Hamburg

The port is not only a driving force in the city's economy, but a strong partner in all areas. The strong ties between city and port have become even stronger in the crisis.

Jens Meier
CEO of Hamburg
Port Authority

Culture particularly suffered from the coronavirus pandemic, as social distancing and hygiene measures practically put a stop to cultural life. In order to help the sector, stand by the city of Hamburg and its citizens, and benefit artists, the Port of Hamburg decided to turn the port into a stage by opening the core parts of the port for cultural events, as its vast areas provided good opportunities for new concepts and events while respecting the health measures linked to the pandemic. Being located right in the heart of Hamburg, the Port of Hamburg shapes the life in the city and is therefore very aware of the important role the port plays in the city.

The project started in the summer of 2020 with "Cruise Inn". The areas in the Cruise Centre Steinwerder, at the core of the industrial port, were open to visitors who could enjoy appearances by international artists, as well as comedy film programmes, all from the safety of their cars in a drive-in setting. Each event could welcome 500 cars, all well spaced out to account for social distancing while ensuring a good view of the stage, even at the last rows, thanks to a huge LED screen.

In 2021, in addition to this first event, a programme called "Strandkorb" Open Air Events took place (a "Strandkorb" is a unique German style of wicker beach chairs). Fifteen shows with up to 1200 visitors were planned. The visitors were able to enjoy cultural events, while seated in a beach chair in the middle of the port area. The programme was awarded first place in the German Tourism Prize in 2020.

In line with its wish to provide the citizens with culture and to support the city's cultural scene, the Port is also in dialogue with club owners, events managers and booking agencies in Hamburg, to provide locations in the port for raves and pop-up concerts for up to a thousand people, respecting all safety rules.

Through this project, the Port of Hamburg broadened its vision of a port close to the people and created a new and positive image of the port, thereby strengthening its bonds with the citizens and the region. This was the first time that industrial zones were made available for cultural events. This also enabled the public to experience the port in a unique and different way, surrounded by ships and cranes. In total, 33.000 visitors took part to 81 events in 2020, and the Port is looking at expending the programme further in 2021 following the success of the project.

© Martin Foddanu / Cruise Gate Hamburg

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PIRAEUS PORT AUTHORITY, GREECE

The Port for All

Piraeus Port Authority has published an ambitious Master Plan, a ten-year Development Programme from 2016 to 2026, which includes a series of investments in all parts of the port. The general scope of the Master Plan is to upgrade already existing facilities and expand the port infrastructure, and as a result, improve service quality in a sustainable way.

In total, an estimated €600 million will be invested in different areas, such as the cruise, container, and car terminals, the ship repair zone, and the logistics centre. Investments will also be made to build hotels, for the improvement and maintenance of port infrastructure, and to convert an existing warehouse to a Museum-Exhibition Centre. The construction of a new modern playground park and a bike lane inside the port area is also envisaged.

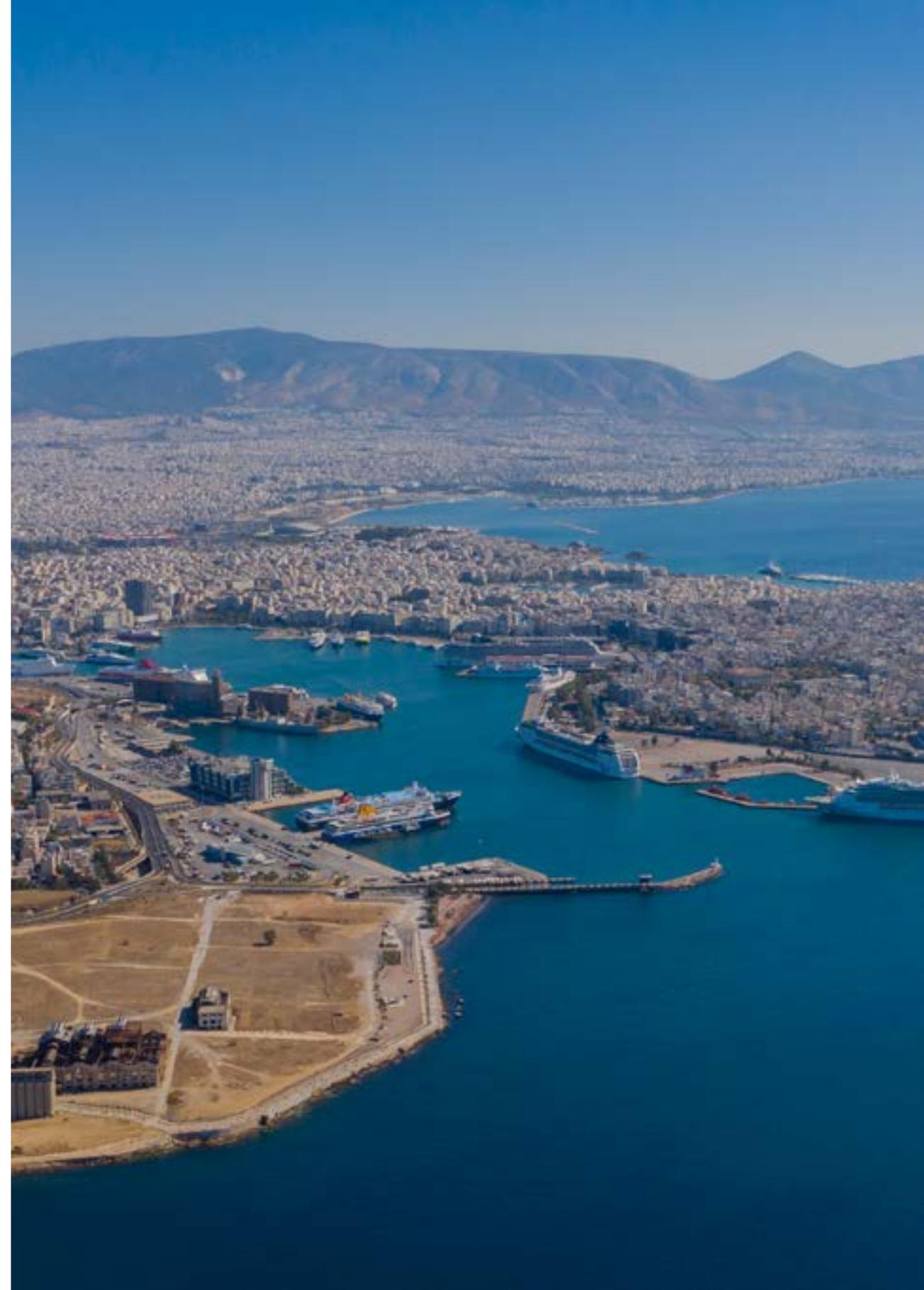
Responsibility for the environment is a high priority of this project. The Port is committed to minimising the negative effects of its activity through a number of eco-friendly actions, including monitoring air and marine pollution and reducing noise.

The Master Plan takes a holistic approach in the future of the city of Piraeus, and by extension of Athens. Through this ambitious development programme, the scope of business of Piraeus's waterfront and hinterland is estimated to significantly boost economic growth and supply chain connectivity. In addition, to ensure that commercial growth does not come as a burden for the local community, the Port focuses on three main pillars of social integration: general public support and image, through the organisation of port tours, education and labour market, by attracting top talent and training staff, and port-city relationships, by employing citizens and by supporting various cultural and educational activities.

Through this project, the Port wants to continue to create economic and social value for all stakeholders and shareholders, and the community in which it operates. The Port also intends to establish its position as the main gateway of Greece and the most important port in the Mediterranean. More specifically, the expansion of the cruise terminal will contribute to reinforcing the Port of Piraeus's position as a preferred homeport destination, both in Greece and in the Eastern Mediterranean, which will boost tourism. The development of container business will improve the supply chain connectivity and make the Port an important multimodal hub in the region, which will contribute to the creation of jobs. Finally, the improvement work on the infrastructure of the ship repair zone will give an advantage to the Port in this industry in Greece, transforming the port in a ship repair hub. This will also contribute to reducing unemployment in the region.

On a long-term basis, COSCO SHIPPING Group and PPA have been dedicated to sustainable growth with environmental, social, and economic development, focusing especially on the Europe carbon emission initiative and contributing to prosperity in the regional economy.

Yu Zeng Gang
*Chairman of the Board
of Directors of Piraeus
Port Authority S.A.*





DUBLIN PORT COMPANY, IRELAND

The Pumphouse Presents

We have found that built heritage and culture resonates well with Dubliners, which is why we developed an approach to the challenge of port-city integration that allowed us to rapidly respond to the pandemic and make a contribution to Dublin's cultural industry, one of the sectors most affected by the pandemic.

Eamonn O'Reilly
*Chief Executive of
Dublin Port Company*

"The Pumphouse Presents" is a project comprising five theatre plays new and previously staged, all recorded in the Victorian-era Pumphouse which serviced the old graving dock in Dublin Port. The recording took place in the summer of 2020 under strict COVID-19 restrictions and the five plays were then released on a specific Friday night on the Port of Dublin's YouTube channel over five weeks, from 20 November to 18 December 2020. In total, 4,635 people viewed the five plays on YouTube, and 25,965 have seen them on Facebook. The plays were later screened for free for a week as part of a theatre festival.

The project emerged as the Port could no longer engage with its local communities as usual with tours of the port due to the pandemic. Another way to engage with them had to be found, and as the Port had previously worked successfully with Ireland's National Theatre, the Abbey, in 2019, it decided to collaborate with other local theatre companies, many of whom had been furloughed due to COVID-19. The Port worked with four playwrights, Louise Lowe, Clare Monnelly, Lee Coffey and Deirdre Kinahan, who were all key partners of the project, and three theatre companies, axis Ballymun, ANU Productions, and Fishamble New Play Company, who co-produced the shows together with the Port. These theatre companies are all based in the local communities of the Port and the plays were about the events and people in the port-city, from gritty stories of life on the streets of Dublin to the history of Dublin Port one hundred years ago during the Irish War of Independence.

This project is Dublin Port Company's contribution to the recovery and prosperity of Dublin City and its citizens and aims to support the cultural industry. As Ireland endured a second lockdown and as theatres had to close in March 2020, the five plays offered a reminder of what the citizens had temporarily had to forego. The project is also a continuation of the Port's commitment to integrate Dublin Port with Dublin City and to make the port more visible in the city.

The Pumphouse Presents marked the commencement of works to create a two-acre heritage zone in the port based in the old ship building area that has been redeveloped as part of the Alexandra Basin Redevelopment. The new heritage zone will allow the Port to host exhibitions, event performances and to create a distinct and unique destination in Dublin. The heritage zone opened in September 2021 and the project will continue with "The Pumphouse, the Book of Names: Dublin Port", a series of live shows hosted in the Victorian Pumphouse in collaboration with ANU Productions.

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

The Port embraces the City

“The Port embraces the City” aims to bring the city of Civitavecchia and its historical port in a physical and symbolic embrace through the elimination of barriers that limit access to the port. In the last decade, the Port Authority of the Northern Central Tyrrhenian Sea has started a series of interventions based on the expansion of the Port of Civitavecchia, such as redevelopment works in the areas near the Bramante Fortress and the replacement of fixed port fences with retractable ones. This change will allow the reunification of the city with its historical port and will enhance the entire city waterfront by highlighting its most representative historical element, the Bramante Fortress, which represents the symbol of a rediscovered unity. In addition to the development of the historical port area, the southern access called “Fortezza Gate” will also be requalified. These works will contribute to improving the promenade that already exists and will allow free access to the Bramante Fortress area.

The project falls within the objectives of the Memorandum of Understanding signed by the Port Authority and the Municipality of Civitavecchia in 2015, which includes the recovery and enhancement of the historical monuments of the city and the port. The first work 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 February 2020. In parallel, other projects around the relationship between the city and the port will be carried out, such as the adaptation of the municipal road located in the area in front of “Varco Fortezza”, where a roundabout will be built by the end of 2021 to help regulate the flow of traffic in and out of the port. In the making of these works, special attention was given to pedestrian safety.

The purpose of these works is to recover and enhance the historical heritage and redevelop the area to ensure and improve efficiency, functionality and usability for the citizens and tourists. The right value will be given to the pedestrian promenade on the waterfront, which will provide an additional attraction for those visiting the city. Moreover, the city and its port will be able to be reunited, which was long awaited by the local community. In addition, this will benefit tourism in the city by allowing easier access from the port to the city centre to the 2.7 million cruise passengers who pass through the city’s port every year, and who will now be able to admire different highlights of the city and the port, such as the Marina Yachting, historical heritage, and the waterfront.

Two thousand years of history in one project! The city and its ports will embrace again, with the reshape of the waterfront and the creation of the Marina Yachting! Citizens and port users will be enjoying the beauty of the historic port, making Civitavecchia an effective port-city!

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





PORT NETWORK AUTHORITY OF THE IONIAN SEA – PORT OF TARANTO, ITALY

“Port & Territory”: a constellation of projects beyond Taranto port-city place-ma(r)king and social integration strategy

Our main challenge is to ‘plan the Port with the City’ by renewing port-city relationships and fostering the massive opening to port culture through joyful creativity, shared values, inclusive innovation and the sustainable integration of port activities.

Sergio Prete
President of the Port
Network Authority of
the Ionian Sea –
Port of Taranto

The industrial framework of Taranto has overwhelmingly influenced the perception of the city’s image, which was linked to negative and environmentally critical opinions and considerations, at the expense of the natural beauties and huge cultural heritage of the city. To rethink this preconstructed view of the city, the Port Network Authority of the Ionian Sea decided to put the sea at the heart of a general strategy to renew and revitalise port-city relationships, in collaboration with the Municipality of Taranto. This project covers four main actions around the development of a broader place-ma(r)king and social integration strategy, all aiming to support the regeneration of the relations between the port and the city of Taranto.

The first action concerns the regeneration of the urban “Waterfront Mar Grande” to relaunch Taranto as a tourist and cruise destination. This consists of infrastructural work of coastal defense and environmental protection, and the creation of a unique “promenade paysagée” with a strong cultural and immersive aspect. In addition, the East gate of the Port will be relocated, and the beach in the local “Borgo” will be redeveloped. This project is expected to be concluded in December 2023.

The second action will lead to the creation of an “Open Port”, the Port Exhibition Centre of Taranto, a virtual museum developed around sustainability, public participation, a sense of belonging, and shared values. Open Port will gather citizens, associations, scholars, cultural mediators and many other actors. It will act as an educational, interactive and information hub open to the citizens and will also host competitions, conferences, workshops, surveys and exchanges aimed at the production of original port culture materials. This is the first port centre in southern Italy and was launched in October 2021.

The third action aims to develop cruise tourism, as a way to reinforce Taranto’s identity and create new portscapes. Promoting cruise tourism allows to diversify the port-city economy and to attract national and international investments, while increasing awareness of the high values and resources linked to the sea. The Port of Taranto, together with Taranto Cruise port/ Global Ports Holding, decided to promote Taranto as “a destination beyond your imagination” and better place the port in the cruise industry, through participation in events, fairs and meetings worldwide.

The last action is the Taranto Port Days, the flagship event of the Port Authority within the framework of the Italian Port Days. It represents a rare and unique opportunity for the citizens to discover the port differently. In 2020, about a thousand people participated in the three days of the event.

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PORT OF GDAŃSK AUTHORITY S.A., POLAND

WE ARE – unification of local community of Gdańsk's districts Nowy Port and Stogi with its old neighbour, the sea port

The Port of Gdańsk is involved in various types of initiatives and projects under one motto: **WE ARE**. This project started in May 2020 and aims to unite the local community of Gdansk's Nowy Port (New Port) and Stogi districts with their old neighbour, the sea port, through different actions helping them in their fight against COVID-19.

As a first action, the Port of Gdańsk provided the hospitals of Kościerzyna, Gdańsk, Gdynia and Wejherowo in the Pomeranian region with the necessary equipment to fight the virus, including analysers, personal protective equipment such as masks, goggles, and face shields, and ozone generators. Ten tents fully equipped with heating and lighting were also given to the State Fire Services to be used as temporary outdoor admission rooms.

The Port also contributed to delivering meals to seniors and medical staff in the region. The port employees joined the #FoodforEffort project coordinated by the Gdansk Economic Development Foundation and which distributed 10.000 two-courses lunches to doctors and nurses working in the city's hospital, between April and June 2020. In addition, the Port distributed warm meals to the rescuers and seniors in the neighbourhood of the port. Seniors make up over 30% of the population in the Nowy Port and Stogi districts, and the Port wanted to help those who didn't have any family to support them. Over nearly three months, the Port financed over 8.000 meals for paramedics in the Pomerania region, the Food Bank in Nowy Port, and seniors.

The Port of Gdańsk found another way to help its local community by supporting local initiatives, particularly those related to sport and children, like the local football club Portowiec Gdańsk, set up by locals for locals of Nowy Port. The Port provided essential equipment and kits for young football players and offered long-term financial support to the coaches in the club. Because motivated trainers are key element to ensure sustainability in this area.

Finally, the Port and its largest partner, DCT Gdańsk, decided to help social activist Jan Urbaniak, a former employee who created the Community Library of the "Friendly Pomerania" Association. The Port contributed to this initiative by helping it get a second life in new, bigger premises which will host a stage and concert hall, instruments, and modern bookcases.

This project intends to make the port, which is associated with an infrastructure inaccessible to ordinary citizens, more friendly and closer to people, their problems and needs. The different activities of the project started at the very beginning of the pandemic, when the values of solidarity, cooperation, and social sensitivity were most needed, and when support was most required. At the same time, through these activities and the involvement of port employees in them, the Port of Gdańsk showed resilience, the importance of better collaboration, achieving synergies, looking for what connects and finding creative solutions.

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SHORT-
LISTED
PROJECT

At the Port of Gdańsk, we believe that the world will be a better place if we learned to cooperate with each other. This is our philosophy, which we consistently try to put into practice.

Łukasz Greinke
*President of the Port of
Gdańsk Authority*





PORT AUTHORITY OF CEUTA, SPAIN

Port-City Integration: Synergies for Sustainable Development

The ESPO Award is capital for Ceuta Port and its community. The health and social facts which took place in the last months set the Port up as the forefather of economic and social growth, highlighting innovation, as well as social and environmental aspects.

César López Ansorena
Director of the Port Authority of Ceuta

During the pandemic, the seaway was the only way to enter and exit Ceuta. This gave the Port of Ceuta even greater relevance and showed that **promoting synergies to contribute to the recovery of the local community was essential**. The port area appeared as a great opportunity for a more sustainable reactivation of the economic sector in Ceuta.

The aim of the Port-City Integration project is to achieve the improvement of the cost-effectiveness and efficiency of the different port spaces as well as their integration in the urban area. Different areas in the port were identified for this purpose and will benefit from urbanisation and clean up works, with the objective to boost economic activity and commercial promotion, making the transit of citizens easier and generating new attractions for tourism. This will foster business growth and employment in the port area.

To achieve these objectives, the **Port Service Zone needs a physical restructuring**, which includes new facilities for the ferry terminal, creating suitable connections with the urban environment, improving access to the different port areas, establishing new interior roads to separate port and urban traffic, and agreements and protocols to strengthen the Port-City collaboration.

First, **works on the passenger ferry terminal** will be carried out. With two million passengers per year and with the growing concern for the safety of passenger traffic and for protection against terrorism in recent times, the Port needed to respond to these challenges. The waiting and control areas of the terminal will therefore be expanded to allow for the separation of embarkation and disembarkation flows of passengers. In addition, overall functionality and the building security will be improved. The Port also collaborated with the Spanish Red Cross to develop humanitarian actions in the port facilities, and with the Tourist Services of Ceuta to create information points for tourists.

An environmental monitoring plan will also be developed in the port to regulate all port activities and make them compatible with the conservation of the marine environment. For the first time, a system of sentinel control stations based on marine benthic indicators will be developed in the port area. They will provide exhaustive measurement of oceanographic variables, underwater geography and pollution sources to allow for a holistic study of water bodies, including the quality of water and the healthiness of the benthic environments associated with rocky and sedimentary seabeds.

The land scarcity in Ceuta to establish new businesses makes this project essential to achieving economic growth, as it will allow companies to set up in the port area, creating a commercial “lung” in the city. Urbanising the port area, improving access to the city, integrating the port area, and liberalising the uses for the implementation of activities were highly important to respond to the economic crisis that has hit the city.

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PORT AUTHORITY OF VALENCIA, SPAIN

Valenciaport, making the difficult easy

In 2020, the Port of Valencia developed and launched in one year a special campaign called #AlPieDelCañon. The aim of the campaign was to collect selfies and recordings from the Port Community in order to make visible the relevance of port logistics during the COVID-19 crisis and the importance of the contribution and efforts of each professional. Contributions came in from ship captains, company presidents, supermarket employees, port police officers, truck drivers, etc. in fourteen different languages, coming from Valencia and from abroad, all with a common and powerful message of hope and resilience. Given the success of this first stage, it was later decided to open the campaign to the citizens, which resulted in 2.000 pictures sent by more than a thousand people. This second success led the Port to organise an exhibition entitled "Imágenes Imborrables" (Unforgettable Images), in collaboration with seven professional photographers who selected the photographs that would be part of the exhibition. The initiative resulted in a book with the participation of the ports of A Coruña, Castellón, Alicante and Puertos del Estado. In total, thousands of people visited the exhibition and thousands more saw it online. The project is now available on the Port's website, where visitors can watch the videos received or download the book of photographs.

The project is a tribute to the efforts of the entire population to overcome the challenges brought by the COVID-19 pandemic. The citizens of Valencia and the towns around the city were the real protagonists of the action, which is based on the resilience, commitment, and collaboration of a Port Community to make the difficult easy. The project pursues intangible complicity between the port and the city through the participation of individuals from the Port Community of Valencia, as well as its closest social environment in the cities of Valencia, Sagunto and Gandía, who were mobilised in actions that have had international projection. "Think global, act local" was made possible. Through this project, the Port of Valencia has opened new bridges of port-city dialogue and has shown that through collaboration, it is possible to maintain mutual progress, overcome the worst of the crisis, share emotions, and manage public resources for the benefit of the sectors impacted by the pandemic.

In addition to this project, the Port also organised various initiatives to support its local community and to facilitate logistics activity and guarantee the supply of products and services to the public, including a webinar on COVID-19, and reducing taxes and the advance payment of suppliers as part of the Port's contingency plan, which helped many companies in the port to continue their activities. The Port also contributed to the "APORTEM Puerto Solidario" solidarity project, which focuses on vulnerable groups in the port environment, including children and their families.

SHORT-
LISTED
PROJECT

The health crisis has uncovered the most universal and profound values of the people who form part of the Port Community. Together we have made the difficult easy.

Aurelio Martínez
*President of the Port
Authority of Valencia*





SHORT-
LISTED
PROJECT

PORT AUTHORITY OF VIGO, SPAIN

SUNSET DOCKS Project

Peiraos do Solpor has become a reference for inclusive and green ports. Biodiversity and society are more than ever together in a Green Deal.

Jesús Vázquez Almuíña
*President of the Port
Authority of Vigo*

The Port of Vigo has been a pioneer in the implementation of the Blue Growth strategy in Europe with the design of a specific Plan for Vigo based on Blue Economy. The Sunset Docks project is one of the most representative projects of the "green port" goal of the Port's Blue Growth strategy. It aims to create infrastructures that evoke natural processes in artificial environments, by combining the conservation and restoration of ecosystems (ecology) with the planning and design of port infrastructures (engineering). The project is divided into three phases.

The first stage, *DoorToSea*, focuses on the revitalisation of coastal areas that have been affected by industrial activities in the port environment. This includes the design of structures that support marine life, through biomimetics to increase biodiversity and carbon sequestration, for instance by using one type of calcareous alga. This first stage began in 2019 with a pilot study and the installation of structures under existing piers to maximise the fixation of marine organisms. Another part of this first stage concerns the dissemination and transfer of knowledge to children and youth, through didactic units for schools, interactive panels in the streets, and workshops.

The second phase of the project, *Living Ports*, involves the design and installation of specific structures for port walls to facilitate the colonisation of fauna and flora in them. Artificial reefs, floating docks, and an underwater observatory have been installed at the heart of the port to allow visitors to observe the biodiversity of the area from the port coastline.

Sunset Docks is the last stage of the project and will integrate the designs and technologies tested in the previous phases, including the recreational use of infrastructures for the integration of the port and the city. The goal is to set up an ecological reserve at the Port of Vigo that will recreate the environmental conditions necessary for the colonisation of native fauna and flora. An educational walking area for the citizens is also planned.

The first two phases of the project are currently ongoing and alliances have been established with different eco-engineering and marine research companies, consulting firms, and universities to generate knowledge and to promote new environmental technologies and sustainable practices in the port area. Pilot actions have also been developed to validate the prototypes, disseminate actions, and evaluate the environmental permits of the projects.

Through *Sunset Docks*, the Port of Vigo seeks to improve the competitiveness of the maritime-port sector, boost local economy, and generate social prosperity, while working to conserve and protect the environment. The project will create applied, scalable innovations that will profit to the port environment, and will generate job opportunities in the emerging field of eco-engineering. It will also have positive effects on the environment on the short and medium terms, such as improved water quality and an increase in local species populations.

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PORTS OF STOCKHOLM, SWEDEN

Ports of Stockholm's coronavirus strategy

Ports of Stockholm is one of the world's largest passenger ports and one of Sweden's largest freight ports. When the pandemic struck in 2020, Stockholm Norvik Port, Sweden's newest freight port, was just about to open, and a multi-year investment programme was expected to start returning significant profits. In addition, a passenger record was expected to be beaten in 2020. The pandemic therefore hit Ports of Stockholm at a very bad time. However, thanks to a massive joint effort together with Hutchison Ports, the new freight port could open on time and on budget despite the crisis.

Through close contact and dialogue with its customers, owners, employees, stakeholders, and the relevant regulatory agencies, Ports of Stockholm quickly realised the profound impact of the crisis on the port's business operations. **A crisis management task force representing all the competences in the company was therefore quickly assembled.** The group initially met daily to establish strategies, take immediate action when needed, set clear goals to mitigate the effects of the pandemic on business operations, and prepare for a rapid restart. This strategy was supplemented with a plan of action setting out the measures to be implemented and which were continuously monitored and revised as needed.

The plan of action of Ports of Stockholm included **commercial measures**, such as reducing harbour dues by fifty percent for passenger ferries, the segment that was hardest hit, introducing rebates for lay-ups of vessels not in service, offering flexibility for freight services, and not to carry out planned price increases given the circumstances. **Measures linked to societal mandate** were also taken, such as helping to maintain the extremely important flow of goods between Finland and Sweden through ferry services, maintaining the city of Stockholm's attractiveness as a destination, following Public Health guidelines, and continuing sustainable efforts despite the pandemic. In addition, **practical measures** were also put in place, such as providing hand sanitizers, face masks, more safety personnel, etc.

This **new way of working and taking decisions** during the pandemic started almost immediately after it was determined that COVID-19 would have major consequences for society and for the Port's operations. The form of work that was established is still being followed and certain aspects, such as teleworking to a greater extent, will be implemented in the longer run.

The Ports of Stockholm believe that sharing experiences, especially in new situations, is extremely important. Learning from the successes and challenges of others is a way to develop both the own port business and the shipping industry in general. Through this project, the Port wants to share its experience with other ports in Europe.

I am very proud of our employees and my team who managed to navigate the business in an excellent way during an extremely difficult time. We have learned a lot that we will take with us into a bright future for both Ports of Stockholm and shipping.

Thomas Andersson
CEO of Ports of Stockholm



OUR SPONSORS



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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.



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