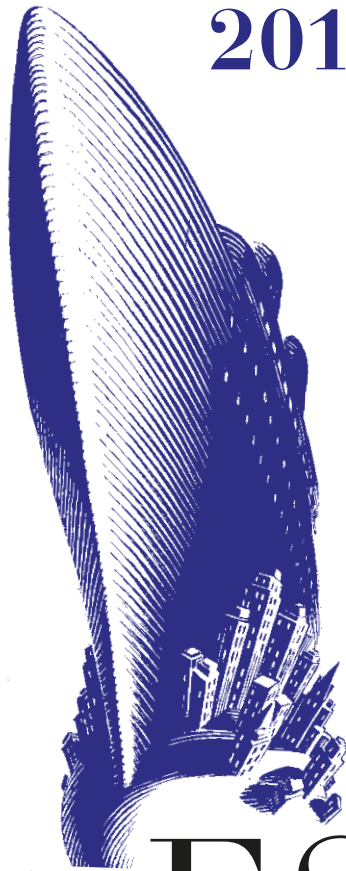


2013



ESPO
AWARD

About the ESPO Award

The ESPO Award on Societal Integration of Ports entered its fifth edition this year. The Award was established in 2009 to promote innovative projects of port authorities that improve societal integration of ports, especially with 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. With the experience of the first two editions, it was noted that ‘societal integration of ports’ is a topic that covers many layers. The diversity of applications had been very high, which made the task of the jury to select a winner a very challenging one. To make this task lighter, and to make it easier for ports to know which kind of project to submit, it was decided to make the ESPO Award thematic in 2011.

For the 2013 competition, the theme ‘Heritage’ was chosen. Societal integration of ports also means focuses on contemporary use and disclosure of port heritage. The public interest in heritage has increased considerably in recent years and has gained strong tourist potential. This potential can be used in an innovative way not just to explain a port’s history, but also to make the connection with present and future development. The iconic value and contemporary use of port heritage can also be employed as a strong promotion tool.

The call for proposals resulted in 15 project submissions which are summarised in this brochure. The jury shortlisted the projects of 5 ports on 12 September: Antwerp, Cartagena, Dover, Livorno and Oslo.

The winning project will be announced on 6 November 2013 at the Town Hall of Brussels.



ESPO chairman's foreword

If there is one thing that can bring people closer to ports, it is heritage. Most European ports boast rich collections of industrial and other heritage, including equipment, buildings and monuments. It is without saying that port heritage can serve different goals. It can help people living around the ports to understand the history of their port and their city. At the same time, by integrating it in a

completely new and innovative framework it helps in closing the gap between old and new. And in many cases, it becomes a promotion tool for ports.

I would like to congratulate all of this year's applicants for the ESPO award. I believe they are all winners. By submitting an application, these ports show they put societal integration high on their agenda. It is therefore more than worthwhile to have a thorough look at this brochure, which presents all the projects. But of course, only one port can be the 2013 ESPO award winner. And it is the difficult task of the ESPO award jury to make this choice. I would like to thank all the members of the jury for their time and dedication in assessing all submissions.

I would like to end with a message for the 2013 ESPO AWARD winner, whoever it might be. Winning the ESPO award is more than winning a statue. Winning the award must be seen as a calling card. Moreover, I hope also that this year's winning port will be open to share its experiences with other ports and inspire other ports to follow its example.

Santiago Garcia-Mila

Previous winners

2009 Port of Gijón (Spain): Gijón Port & City Together.

There were also special mentions to Genoa Port Authority (Italy):
Genoa Port Center –Breaking Down the “Social Distancing”
of the Port

and Ghent Port Company (Belgium): Project Ghent Canal Zone
-Working Together on the Sustainable Development of the Ghent-
Terneuzen Canal Zone

2010 Port of Helsinki (Finland): Port as Part of the City

2011 Ports of Stockholm (Sweden): Hamnvision 2015 (Portvision 2015)

2012 Port of Genoa (Italy): Citizens of the Port – Knowing and Living
the Port of Genoa



In this fifth year of the award the projects examined by the jury have presented a variety of creative ideas about how best to use the maritime heritage of the past and put it to the service of the port of today in its relations with its host city.

In all cases the projects are an expression of the pride of the ports and the citizens of their cities in the legacy of their past activities and at the same time of their determination to continue this tradition and to build on it in years to come.

When we think of what legacy port operations of today will leave behind we should surely have as our aim that future generations will regard them with pride as their valued heritage. Ports are building now the icons of the future, whether it is the new port authority building in Antwerp, the Ricardo Bofill- designed hotel on the Barcelona waterfront, or the Erasmus bridge in Rotterdam.

Sustainable port development builds on the heritage of the past but, in the words of Gro Harlem Brundtland, it must be “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

If today’s port managers and employees can adopt this simple idea as the guiding light of all they do, their grandchildren will indeed be proud of their heritage and the future will see many more projects like those celebrated in this brochure.

John B. Richardson

Chairman, Former Head of the Maritime Task Force at the European Commission

The Jury



Denis Davoult

Information – Documentation Manager, AIVP –
International Association of Cities and Ports



Bart Derison

Partner, Connect-Communication Agency for Infrastructure,
Mobility and Public Space



Brigitte D'Hooore

Brigitte D'Hooore Architects BVBA



Marta Moretti

Deputy-Director of Città d'Acqua, International Centre
Cities on Water



Jakob Svane

Special Adviser on Ports and Maritime Affairs, Confederation
of Danish Industry



Eric Van Hooydonk

Chairman of Water Heritage Flanders

The Projects

- Antwerp Port Authority, Heritage : the Breadcrumbs Trail between City and Port, Belgium
- Cartagena Port Authority, Dive into the Heritage of a Historical Port, Spain
- Port of Dover, Making Port Heritage Work (MPHW), UK
- Port of Gdynia Authority S.A., Converting Part of the Port's Authority Historical Building into a Public Concert & Theatre Hall, Poland
- Ghent Port Company, Turning the Guild House “Vrije Schippers” into the Port House, Belgium
- Groningen Seaports, Brainwierde Weiwerd, Netherlands
- Livorno Port Authority, A Journey through the Waterways, Italy
- Port of Melilla, Loading of Mineral, Spain
- Port of Oslo, Oslo Maritime Cultural Heritage Plan, Norway
- Associated Icelandic Ports-Faxaports-Reykjavik, The Port of Reykjavik Heritage Project, Iceland
- Port Authority of Santa Cruz de Tenerife, The Port of Santa Cruz de Tenerife's Historical, Architectural, Artistic and Industrial Heritage, Spain
- Thessaloniki Port Authority, Regenerating the Port's History, Greece
- Trelleborgs Hamn AB, Vision 2010-2015 - Sustainable Development of a Leading Baltic Seaport within a Growing Community, Sweden
- Venice Port Authority, The Venetian Waterfront as an Example of Symbiotic Co-habitation between Port and City, Italy
- Zeeland Seaports, Industrial Museum Zeeland, Netherlands

ESPO Code of Practice on Social Integration of Ports

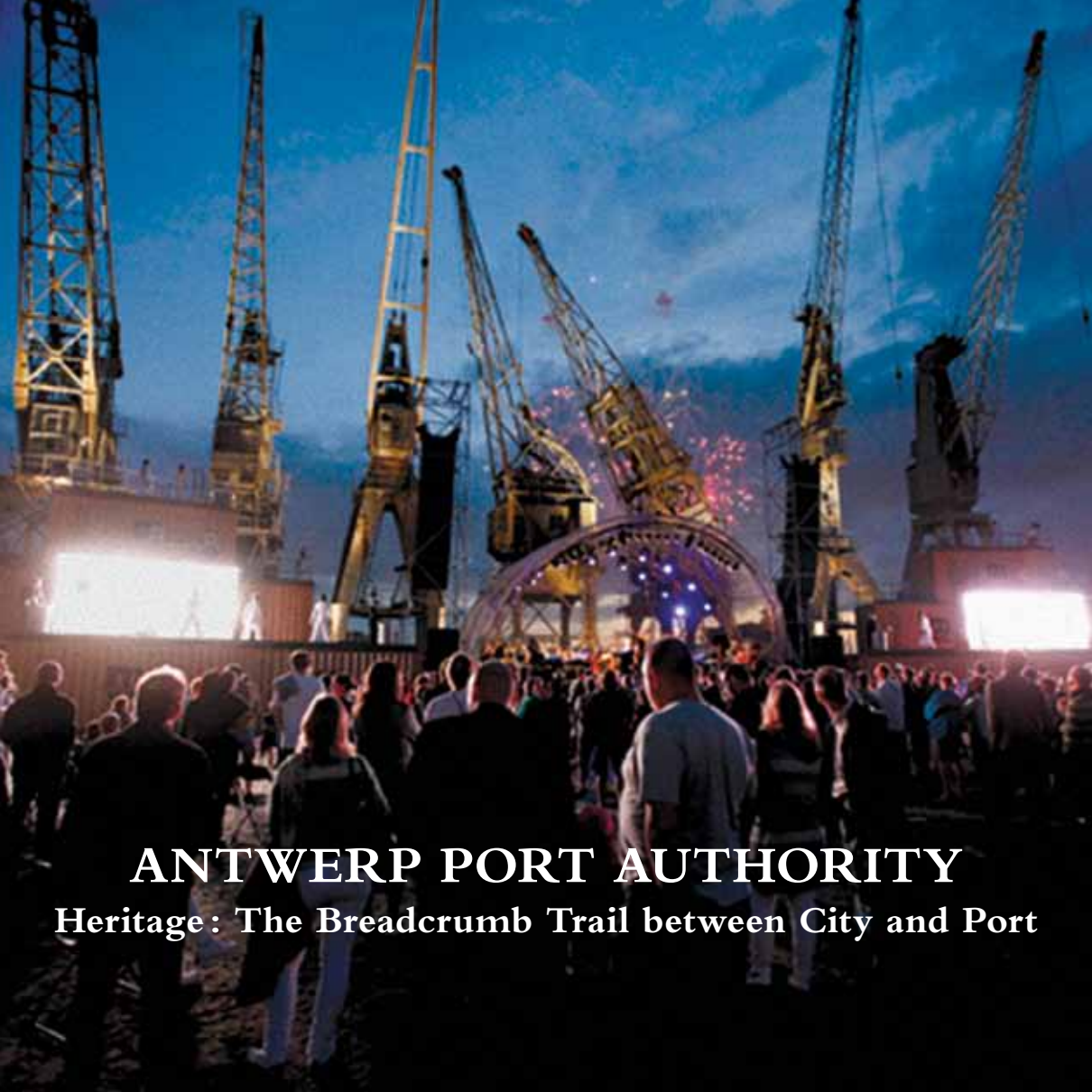


ESPO published in May 2010 a Code of Practice on Societal Integration of Ports. This Code builds on the experience of the first edition of the ESPO Award and resulted from the project “People Around Ports” that was initiated by the Port of Rotterdam. The Code brings together a series of practical recommendations 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 from : www.espo.be

The ESPO Award is an initiative of
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The ESPO Award Statue and Logo were designed by François Schuiten.
The ESPO Award Statue was executed by Karl-Heinz Theiss and the Logo by Studio Goffin.
Compilation and editing of texts: Cécile Overlau, Isabelle Ryckbost, ESPO Secretariat



ANTWERP PORT AUTHORITY

Heritage: The Breadcrumb Trail between City and Port

THE PROJECT. Care for port heritage is part of the cultural and social vision of the Antwerp Port Authority (APA). APA not only invests in renovation and restoration of port heritage but makes it also accessible: renovation of the quays in the Willem and Bonaparte docks, founder of the MAS Museum, gifting of old dock cranes and contributing to their restoration, port archives in the Felix Archive, the new Nassau bridge, rural heritage survey, restoration of the old Hansa House on quay 63, making port buildings available for cultural projects, restoration of the ‘Cog’...

Of course, as a centuries old port, it is in the DNA of the city and its citizens, but the bond between port and city must be nurtured and encouraged. Our port heritage and port stories help us to reconnect, to tell the story of the modern port, give people the opportunities to become (re)acquainted and appreciate what was, is and will be. ‘Strength through collaboration’ is the motto of the Antwerp Port Community, the same spirit gave ‘Het Eilandje’ a new future.

Stage of implementation of the project. The first phase of the project is almost finished, the second phase are the Mexico-islet, the Kempen-islet and the droogdokken-islet. Only the last project is a mix of heritage, public parc and living functions. All the other heritage and cultural projects were part of the first phase and are finished or will be in 2014.

Possible Impact of the project. The impact is significant for people living in the area, the new inhabitants and for all the people of Antwerp who can now enjoy a cultural axis, a meeting place for young and old, a part of the city where port and city reconnect through culture, heritage, business and communication. The collaboration between city and port is not only beneficial to make such a grand project a success, it is a necessity. We also like to highlight the involvement of so many individuals and volunteers who bring the projects to life...

Other initiatives in the field of societal integration. The port community and/or the city invest continuously in smaller and bigger projects to stay in touch with the community and society we are part of.



“ ‘Het Eilandje’ has become a symbol of the undeniable strong link between the city and the port of Antwerp. It gives our citizens not only an insight in the history of the city and port, but it also shows its future and the opportunities lying ahead. The MAS has for instance become an icon representing the past, present and future of our wonderful city and port. It is my strong belief that a port should never be alienated from its city and surroundings. It relies on it and it is our corporate responsibility of supporting its rich legacy. ”

Marc Van Peel,
President of The Antwerp Port Authority – Alderman for the Port
Historian

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A photograph of a lighthouse situated on a rocky, grassy hill. The lighthouse is a tall, cylindrical tower with a lantern room at the top, built on a small, square, stone base. The scene is framed by a rough, stone archway in the foreground, which appears to be part of an old ruin. The sky is filled with soft, white and grey clouds, suggesting a late afternoon or early morning setting. The overall tone is historical and serene.

CARTAGENA PORT AUTHORITY

Dive into the Heritage of a Historical Port

THE PROJECT. The city and the port of Cartagena, founded more than 3,000 years ago, have a long and substantial history behind them. For this reason, one of the main objectives of the Social Responsibility Policy of the Port Authority of Cartagena has been the preservation, restoration, enhancement and raising the awareness of the huge historical and cultural heritage contained in the Port of Cartagena such as lighthouses, historical buildings and machinery. There is also the participation through foundations, associations and boards in those organisations responsible of the historical and cultural heritage of Cartagena and its port.

Stage of implementation of the project. Due to the character of this Project and the broad scope of action, it is totally developed and implemented, but at the same time, is fully in force, as the preservation of our heritage is a never-ending task, a continuous effort through time. Apart from this, the Port Authority of Cartagena is always prepared to study any new project with this same objective: recovering and enhancing of historical port heritage. As an example, during the current year the Port of Cartagena has carried out the preservation works of the Sanson Crane that must be done every few years, renewing paint and protection treatment.

Possible Impact of the project. Through the participation in all these cultural initiatives and making available the elements of the heritage preserved by the Port Authority to the general public, the Port of Cartagena is a clear and visible reference of the cultural life of the city. Historical and cultural routes begin and end in the port, and the local society identifies their port as a key element of their history and identity. People in Cartagena feel very proud of their past and highly value all these initiatives, addressed to local population as well as tourists.

Other initiatives in the field of societal integration. The Port of Cartagena has a programme for students and professionals, called “Meet your Port”, with tailor-made visits to the port, covering all levels of knowledge and ages. We have also developed an ambitious Plan of Integration City-Port, transforming grounds and spaces, that were previously devoted to cargo activities, into urban spaces open to the public and offering areas for cultural and entertaining activities.



“Throughout history, the city and the port of Cartagena have always walked hand in hand in a perfect symbiosis which has brought them into the 21st century with a valuable historical and artistic heritage accumulated over thirty centuries which currently attract many visitors and which are the pride of the local citizens. In the last few decades, the city and the port have made a great effort to highlight the importance of the rich heritage left by their predecessors. By participating in the ESPO Award, the Port of Cartagena seeks to show the importance of public awareness of the port, its activity and its history, and the concern for port-city integration.”

Adrián Ángel Viudes, President

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A photograph of the Port of Dover Dockyard Clock, a large stone building with a clock face and a statue of John Toomey. The building is made of light-colored stone and has a prominent clock face on the left side. The clock face is white with black Roman numerals and a black frame. The building has a gabled roof and a small dome on top. The sky is blue with some light clouds. The text "PORT OF DOVER" is written in large, white, serif capital letters across the middle of the image. Below it, the text "Making Port Heritage Work (MPHW)" is written in a smaller, white, serif font. At the bottom of the image, there is a white sign for "JOHN TOOMEY SCULPTOR" with a black and white photograph of a man's head and shoulders on the left and a small statue of a man's head on the right. The sign also includes the text "TAKE YOUR TIME FROM THE DOCKYARD CLOCK".

PORT OF DOVER

Making Port Heritage Work (MPHW)

JOHN TOOMEY SCULPTOR

TAKE YOUR TIME FROM THE DOCKYARD CLOCK

THE PROJECT. There has been a port in Dover since Roman times and the discovery of a 3,500 year old bronze-age boat in 1992 gave Dover the world's oldest known seagoing boat. The Port of Dover has developed over many centuries and there are historic assets still around today, some operational, that have played important roles over two world wars.

The MPHWP project is multi-layered in that it is all about making the Port's historic assets and heritage work for a number of local audiences and bringing the community closer to the Port in different ways.

Some historic assets are used for films, some for conferences, some are being prepared for cultural and tourism uses and others are being supported as important community and visitor attractions.

The project looks to bring all of these strands together and to make them work as one coherent heritage offer that unites the Port and town and their common histories as a way of nurturing current and future integration. It also balances the need to preserve the Port's heritage assets whilst at the same time enabling them to play a role in the modern day-to-day life of the Port.

Stage of implementation of the project. Different aspects of the project are at different stages. Some have been established for a number of years whilst other elements are in the process of being implemented over the coming months or years.

Possible Impact of the project. The project has improved the physical connection between Port and town through exploring trails that link key historic Port assets with the wider community. It has also improved the commercial offer of certain historic assets that brings more people into town; through helping the community by providing an historic venue for the celebration of local success, and through educating local students about the Port and its history as well as its opportunities in the future – uniting the past with the present and uniting the Port with the community through a common history that essentially tells one story of Dover, the place.

Other initiatives in the field of societal integration. The Port of Dover's Youth Engagement Scheme (YES) involves both upskilling young people in terms of the generic business skills that will benefit the Port in the future as well as in the community more widely. It involves working with underachieving students who do not plan, or who are unable, to go to university and to inspire them in their career goals through focusing on different aspects of the Port. YES enables undergraduates to practically apply the academic knowledge they have obtained in an operational working environment and it includes running projects on a range of themes tailored to issues specific to the Port of Dover.



“The Making Port Heritage Work project is all about the Port of Dover’s commitment to both the millions of customers using our Port and to our community in creating a stronger link between the Port’s role as an international gateway and its intrinsic place within the local community and more widely as part of what makes Dover what it is and has been.

The project blends the past with the present and future through making our heritage assets and their use part of the Port’s operational life whilst respecting, revealing and celebrating a shared past.”

Tim Waggott, Chief Executive

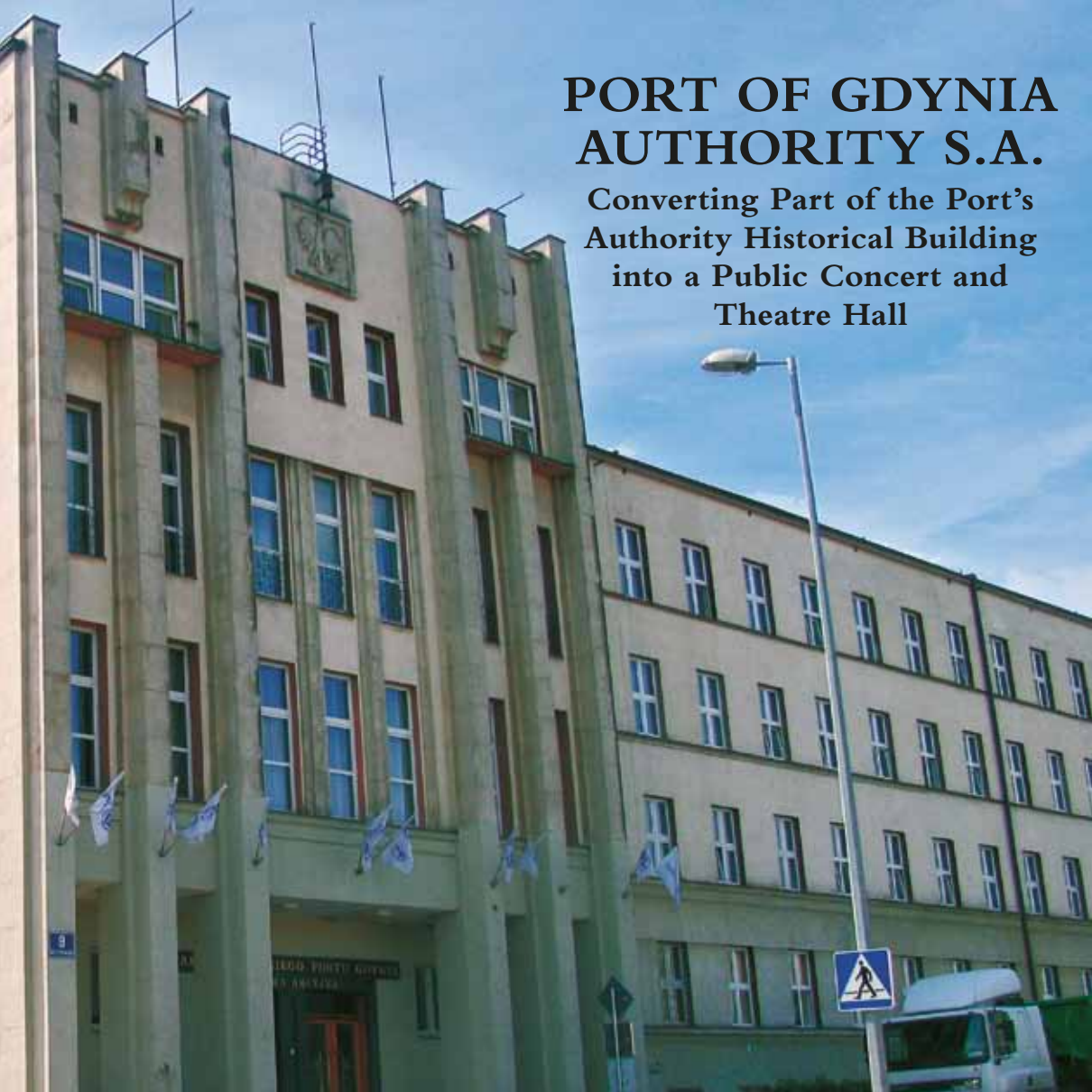
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PORT OF GDYNIA AUTHORITY S.A.

Converting Part of the Port's
Authority Historical Building
into a Public Concert and
Theatre Hall



THE PROJECT. Pursuing its essential, statutory activities related to the port infrastructure management, the Port of Gdynia Authority SA, as far as possible, has been striving for years for the implementation of environment-friendly approaches and taking care of the historic buildings located within the area administered by the company. Moreover, the Port Authority has been supporting the local community cultural initiatives.

The head office of the port authority, located at Rotterdamska 9 st., was built in 1932. The stately main hall and main staircase have been renovated recently. In 2009, the city's conservation officer entered the building into the municipal heritage register. The facility is one of the flagship buildings in the port of Gdynia thanks to its exceptional architectural quality, its exterior and interior design. Gdynia is a unique example of modernist architecture, created in the 1920s and 1930s, when port and city were built together.

The Port Authority strives to preserve and highlight the unique spatial qualities of the building. It is still used for its original purpose, i.e. providing office space – initially designed for Customs Office and after the World War II, used by the port's administration.

The project submitted to the ESPO Award 2013 is the transformation of the old customs inspection and assembly room (665 m²) into a new functionality, answering the public needs: a concert and theatre hall, completed in 2012.

Stage of implementation of the project. The project is fully operational – there have been about 50 events organised in the port's building for the citizen of Gdynia.

Possible Impact of the project. The Port of Gdynia Authority devoted part of it's building to the needs of social culture. By organising cultural event, the port authority may also promote marine culture and the port's development plans. The Port Authority's employees are proud that the building, where they work everyday, hosts so many different cultural events and assists in promoting social goals, charity events, etc.

Other initiatives in the field of societal integration. The Port of Gdynia Authority supports the renovation of other historical buildings – the most important one is opening in the next year: “The Museum of Maritime Emigration”. The Port Authority rented out, for a period of 20 years, the historical passenger terminal to the Municipality and will be cooperating with the City Authorities for the proper functioning of the project –located within the operational port area, next to the Bulk Terminal.



“The Port of Gdynia is Poland first national port, built from the beginning in a small fishing village, counting about 1000 inhabitants. Three years after the port’s construction started, Gdynia was granted city rights and the population grew to 12,000. Gdynia is used to be called: ‘the city from the sea... and dreams’, since the port industry has brought new chances to increase the region’s and people’s life standard. The Port of Gdynia is still, after 90 years, recognised in the whole country as a symbol of Poland’s industrialisation success. We work continuously to keep our mutual port’s and city heritage remembered and understandable for the local, national and international communities. We also operate the port with the following rule in mind: ‘What is good for the port should be positive for the region and the city and vice versa’.”

Krzysztof Gromadowski, Director-International Cooperation & PR

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GHENT PORT COMPANY

Turning the Guild house «Vrije Schippers»
into the Port House

THE PROJECT. On 10 November 2011, the Ghent Port Company became the proud owner of the ‘House of the Free Skippers’ (Huis van de Vrije Schippers), one of the oldest remains of a landmark in medieval Ghent and today a listed monument in the historical centre of Ghent. Soon after, an architectural firm (Callebaut Architecten) was appointed by means of a competition to oversee the restoration of the derelict monument and its design as a port house.

The Ghent Port Company purchased the property for reasons primarily based on societal and public utility. The intention is to return the port to its historical roots (the river Lys) while increasing its visibility among the general public, less confronted with the port today because its activities have expanded to the north.

The House of the Free Skippers will be opened to the general public, meaning that the building will again be part of Ghent’s public heritage, with its rich history.

The Port House offers various facilities: a permanent interactive exhibition space, meeting rooms, a reception room and areas for flexible workstations. The common theme running through the entire project is the representation of the port and the Ghent Port Company in the centre of the city.

Stage of implementation of the project. The restoration file will be submitted in autumn 2013: its approval is essential for subsidy. The earliest start date for the works is mid 2014, they will last approximately 15 months. The definitive opening of the Port House is foreseen end 2015.

Possible Impact of the project. The House of the Free Skippers, and thus a return to its roots on the Graslei, herald a new era for the Ghent Port Company. Due to its presence in the city centre, with open doors, and by offering visitors free entrance and information, the House will contribute to greater social support for the port.

The added value for the professional visitor is represented in his/her introduction to the port's origins and the possibility of conducting negotiations or meetings in a unique and authentic context.

The Ghent Port Company's reputation as a business and manager of the port will increase due to the logo's recognition, and providing a consistent corporate identity will be respected as is the case in the Ghent Port Company's other buildings (headquarters and visitor centre).

The above will ensure that the port will be ready to become acquainted with a broader public, its very own public. Bringing the port to the city centre to allow the contemporary city to get to know it is consequently a smart and well-thought out move by Ghent Port Company.

Other initiatives in the field of societal integration. The Port of Ghent is building a visitor centre in the port, which can accommodate groups for a presentation before embarking on the yacht 'Jacob Van Artevelde'. It also sponsors several music festivals, cultural initiatives and sports events in Ghent.



“We want everyone to be a port supporter.”

CEO Daan Schalck, CEO Ghent Port Company
in Strategic Plan 2010–2020

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GRONINGEN SEAPORTS NV

Brainwierde Weiwerd

THE PROJECT. In the '60s due to the upcoming surrounding industrial activities, the little “mound” villages in Delfzijl disappeared. One mound village called “Weiwerd” was not totally destroyed and the mound is still visible in the landscape. Because of the rich soil archive and the still perfect mound pattern, this village is of great cultural and historical value, and since 29 January 1968, it is protected by the National Service for Cultural Heritage.

Together with the National Service for Cultural Heritage, the municipality of Delfzijl, and the foundation for the preservation of “Weiwerd”, Groningen Seaports made a plan to preserve this listed village for the future. It is a repurposing plan of an archaeological monument.

A new future has been secured by assigning an economic function to this area of about 7 hectares. Weiwerd is to become a knowledge centre where history and technology come together, called “Brainwierde Weiwerd”. Rezoning the mound village of Weiwerd will not only retain its cultural-historical value, but will even strengthen it. An important aspect of this is the willingness to adopt the conditions that make it possible to establish a business in the Brainwierde. The projected new buildings and structures will be required to take the mound village's archaeological underground into account.

Stage of implementation of the project. We made a superficial start already and in September 2013 when we receive the last archaeology permit, we can start with the rest of the project.

Possible Impact of the project. The biggest challenge the project faces, involves maintaining the cultural-historical value of Weiwerd when it is redeveloped from being a mound village into an industrial business cluster. The emotional impact in the region has to be taken into account.

Other initiatives in the field of societal integration.

Social Return:

Groningen Seaports sets as a requirement for a number of projects that the contractor must employ people who have been unable to work for long periods of time for any reason. Talks between the Employee Insurance Agency and the contractor are held about the opportunities for development presented by the project and how they can be fulfilled. In 2011 a total of 16 people were involved in the building of the harbours.

Seaports Xperience Center (SXC):

Seaports Xperience Center contributes to the economic, social and sustainability ambitions of the North of the Netherlands and particularly the Eemsdelta by promoting the inflow into the technical education and technological training facilities. By doing so SXC tries to provide adequate supply of qualified personnel for the short and (medium) long term.



“The industrial sectors energy, chemicals, recycling/remnant substances, agribusiness and logistics are boosting the northern seaport economy to the tune of billions. But some seaport neighbours call us the Demolishers of Delfzijl because in the past we bought up villages and razed them to the ground in order to industrialise. But Weiwerd is still there. We are restoring this beautiful old ‘terp’ village and challenging entrepreneurs to build exclusively on the previous foundations. We are restoring houses that are still standing. And that is how we are achieving industry in the original cultural landscape. That is Groningen Seaports. ”

Harm D. Post, CEO Groningen Seaports

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LIVORNO PORT AUTHORITY

A Journey through the Waterways

THE PROJECT. “A journey through the waterways and canals” is an integrated Livorno Port Authority project related to the historical monuments inside and around the port area devised with the City Council and with the local Chamber of Commerce to let the port be more available to the city by improving the knowledge and the use of port heritage. It is a sort of “Commemorative path of port and city history”: a project devised to guide the tourist between past and present through four historical points: the Fortezza Vecchia–Old Fortress, the Forte e Torre del Marzocco –Marzocco Fortress and Tower, the Fortezza Nuova –New Fortress, the Forte della Bocca –Bocca Fortress. The project will allow the general public to get familiar with some parts of the port less known as they are in the zone under the ISPS code (especially the Old Fortress and Marzocco tower). It will also create a collaborative philosophy between the local public bodies in order to share a common system to develop the waterways inside the port and along the canals.

Stage of implementation of the project. We presented the “Journey through the waterways and canals” project as one of the most important Livorno Port Authority communication projects forming a sort of living container of events in continuous evolution. The program started in 2007 with the “Open port” project and nowadays it is an important step related to port heritage, which is represented by the activities relating to the Old Fortress started at the end of July 2013. The first step is the realisation of the Livorno port centre inside the Old Fortress (works starting in Autumn 2013).

Possible Impact of the project. “A journey through the waterways and canals” will let the port become part of the city by implementing projects related to the historical heritage inside and around the port through the collaboration between the Port Authority, local Council and local Chamber of Commerce. The lesson learnt by the port authority is that the integration between the local public bodies is the best solution to improve a process of territorial development attentive to local population and to historical inheritance. This philosophy shared between the main stakeholders to make available important port’s monuments shows that, in relation with cultural heritage, the results are better achieved if there is a common goal.

Other initiatives in the field of societal integration. Another initiative for the societal integration is the mentioned “Open port” project, started on 2007, a strategic project to link the port to the city through a series of completely free events (visits, emissions on local TV, concerts, exhibitions, etc.), inviting people to come inside the port, beyond its customs gates. It is a program relating not only to the relation between port and city from a cultural point of view but also to the port workers, who are themselves a part of the historical but not material heritage.



“Over the last few years, Livorno Port Authority placed increasing emphasis on the necessity to disseminate an understanding of the port to the local community. After the first “Open port” project editions, Livorno Port Authority, together with the other local public bodies, devised “A journey through the waterways and canals” to enhance the port historical heritage, renewing constantly the interest of general public: as the town was born after the port, the port has to be involved in its reality by developing maritime and touristic activities together with the daily city life and by participating to its architectural renovation.”

Giuliano Gallanti, Chairman

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PORT OF MELILLA

Loading of Mineral

THE PROJECT. Spain needs to exploit iron ore deposits near the town of Nador specifically Beni deposits in Guelaya Buifrur to open a mineral trade which has been booming since the mid nineteenth century.

Stage of implementation of the project. Our project was already in use at the beginning of 20th century. The first step was to provide a railway company responsible for building the railroad.

Possible Impact of the project. The landing of mineral in the most important heritage of Melilla has been built at the port.

After the Protectorate and the restoration of sovereignty of Morocco and to fulfil the agreement between the Government of Morocco and the Spanish Company of Mines of the Rif -according to the protocol signed by the two parties on April 15, 1959 and according to the General Meeting of Shareholders held on June 20 that year- the CEMR granted to the State of Morocco a participation of 31,381,800 pesetas, an amount added to the capital, which was already of 86.3 million pesetas. The new capital amounted to 117,681,800 pesetas which represented a percentage share of the Moroccan State in the CERM equivalent to 26,67% of the new equity.

Other initiatives in the field of societal integration. We keep on working in projects according to the societal integration like activities that we schedule with different schools in Melilla. Painting, photography, guide visits to the port, etc.



“The principal aim of the Port Authority is to continue to grow and to improve its results every year, without forgetting that the Port supports a centenary commitment with the citizens of Melilla. We renew this commitment today, with a challenge to continue being the engine of the economic development of the city and its environment. To achieve this, we provide the right persons and highly professionalized equipment and we will continue to have the support of the city administrations and institutions. ”

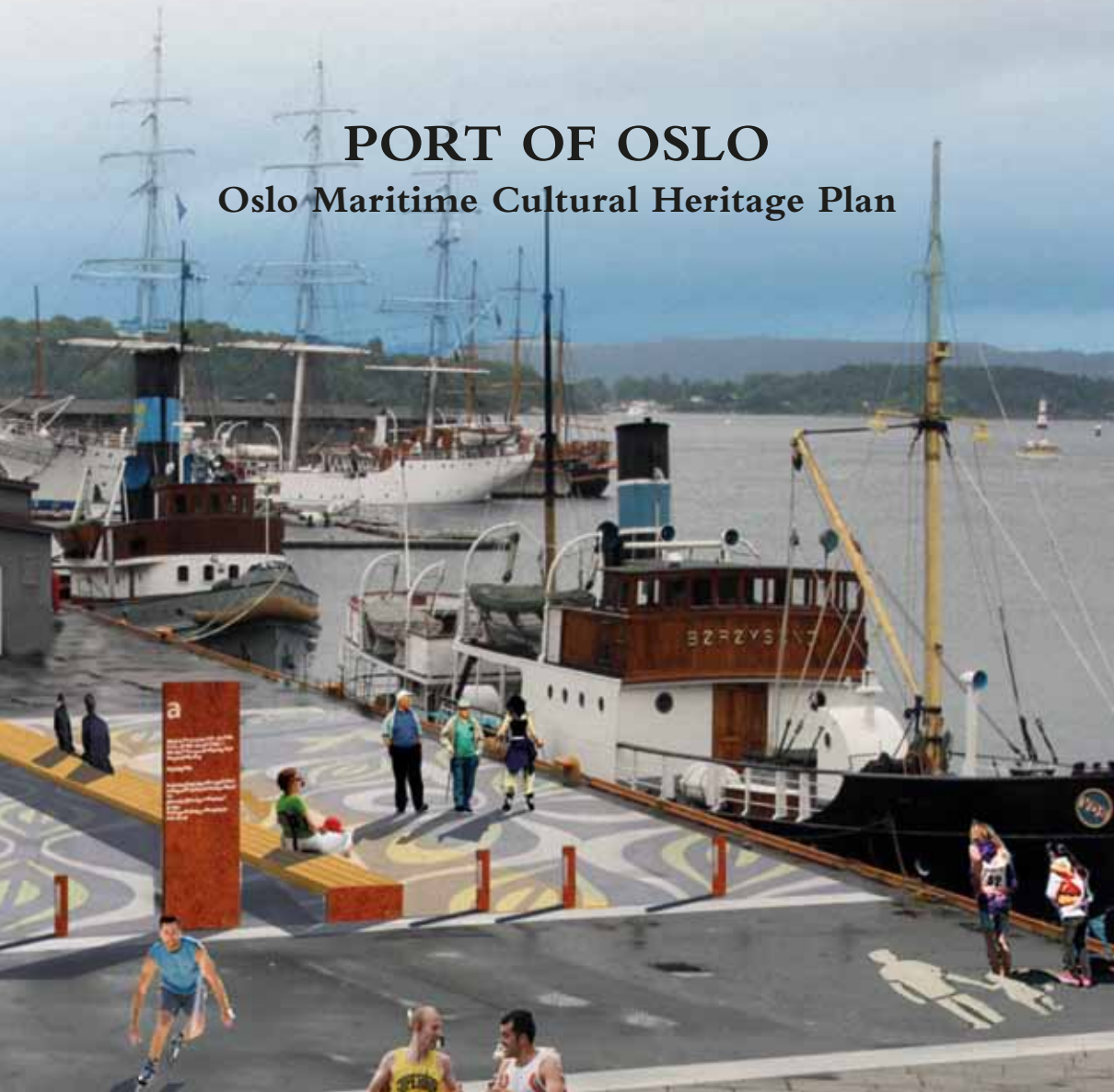
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PORT OF OSLO

Oslo Maritime Cultural Heritage Plan



THE PROJECT. We have identified maritime cultural assets, buildings, quays, cranes, lighthouses and marker buoys in the Port of Oslo's Cultural Heritage Plan and have assessed them with regard to worthiness for preservation and their current and future use. The plan has been drawn up to ensure that, together with the general public, our customers and users, the antiquities authorities and city planning departments, we are more aware of the artefacts we administer. We want also to gain knowledge that we can consider when deciding how to use the harbour areas in future.

We believe that the basic identification, valuation and description of the object and the illustrative material are unique and necessary to have a good foundation on which to base development and preservation of our maritime cultural heritage. Great emphasis has been placed on providing the information gathered together within two folders, in a language easy to understand and in an attractive "package".

Stage of implementation of the project. The maritime cultural heritage plan has been completed, but we still largely have the major, important work lying ahead of us. Working on the plan lays good foundations for several development projects.

Creating a plan for our remaining cultural heritage has enabled a strategy to be drawn up which is now in the process implementation. Recently an overall strategic plan has been drawn up: "Port Plan 2013-2030 – Port of Oslo "The Gateway to Norway". This contains a formulation of both a strategy and several measures for "conveying Oslo's significance as a port city and its maritime cultural heritage". The Port Plan was adopted by the Board of the Port Authority on 20 June 2013.

Possible Impact of the project. First and foremost, Oslo Havn KF would like to take care of cultural assets through lively use, and by drawing up and implementing a new maintenance strategy, focusing on preserving the nature of our cultural history. In practice, securing the nature of cultural history means taking care when making changes or replacing parts of the artefacts. In principle, maintenance should be given priority over repair, repair over replacement and replication over change. These principles should ensure that the buildings and facilities are still perceived as authentic, historical instruments and that the aesthetics linked to their method of expression and the materials used are maintained. For that reason, Oslo Havn KF has not found it appropriate to draw up any formal area development plan that has protection as its goal.

We have drawn up the plan with great emphasis on text, obviously to ensure it is correct but also to ensure it is educational, easy to read and able to captivate many readers. The plan itself should contribute to a greater awareness and knowledge of the history of the port. The plan has become a best-seller and we have had to print a second edition. A lot of time has been spent on recording, setting values, discussing strategies and, perhaps most importantly, finding a good pictorial record. In the plan, some cultural artefacts have been selected that we believe ought to be taken care of.

Other initiatives in the field of societal integration. We are planning to create an “app” for the Harbour Promenade, using the plan as the starting point in which the past, the present and the future can be shown on a mobile phone and are accessible to the general public.



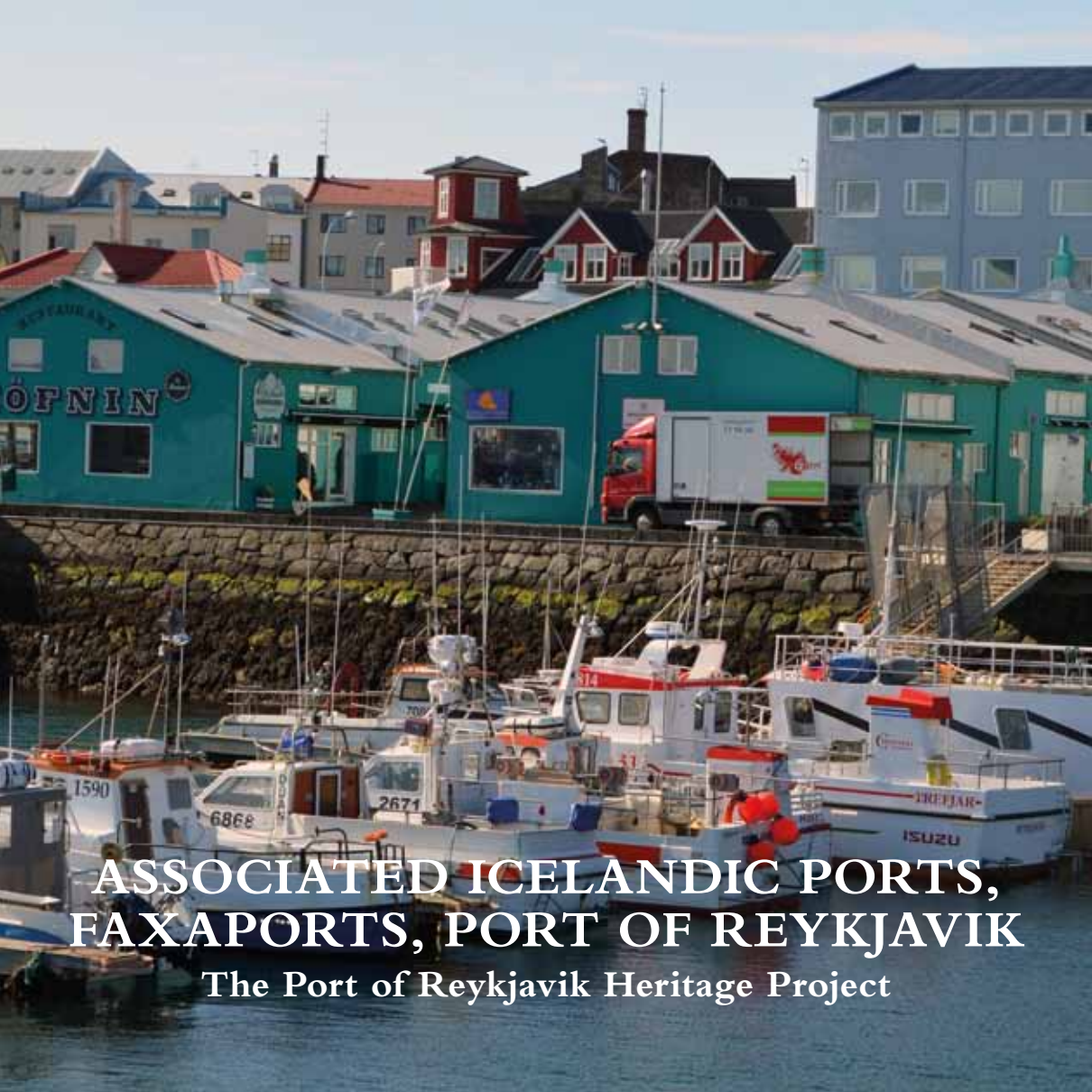
“The port is in an ongoing transformation. We made this plan to identify and be more aware the cultural heritage we administer and gain knowledge for the development of the port areas in the future.”

“The document is an important communications tool for people including the city’s inhabitants, in explaining the port’s historical significance. The harbour at the head of the Oslo Fjord is the starting point for the city of Oslo.”

Anne Sigrid Hamran, Port Director

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ASSOCIATED ICELANDIC PORTS, FAXAPORTS, PORT OF REYKJAVIK

The Port of Reykjavik Heritage Project

THE PROJECT. The construction of the Old Port in Reykjavik was initiated one hundred years ago (1913) and the harbour facilities have been in commercial use ever since. At that time the Icelandic nation was entering a new era, socially and economically with a focus on independence. The construction of Reykjavík harbour was a clear signal of those new times. The Old Harbour has developed along the lines of a typical commercial port with cargo, fishing, slipway and passenger related activities being the main focus. Around 1960 the cargo function was moved to another location and soon less harbour related activities found their way on to the harbour. Since then the Old Harbour area has developed in to a multi function area with port activity alongside culture.

The project “The Port of Reykjavik Heritage Project” was initiated to protect and maintain sites and buildings in the area in order to keep the charm and character of former days and to foster the heritage of the Old Port for generations to come. The aim of the project is to integrate the functions of cargo, fishing, tourism and culture but still keep the harbour focus. Perhaps the most visible part of the project is the conversion of an old fish processing plant into a Maritime museum which attracts thousands of tourists and local people to learn about the heritage of the City and the Port.

Stage of implementation of the project. The project was initiated 20 years ago and it covers many subprojects. Financially, the Maritime Museum counts for the most; it was opened 5 years ago but some final touches to the

building and site still have to be completed. Converting the old fisherman's wharf sheds into boutiques and art galleries is a subproject still in motion. Developing an area in the Old Port for whale watching is a task still under way but this year more than 100,000 tourists will make use of the facilities which are located alongside the whale-hunting ships wharf. Reykjavík city and the Icelandic state have built a music and concert hall in the east harbour and an old slipway house has been converted into a popular hotel with an active slipway in the front.

Possible Impact of the project. The Port of Reykjavik Heritage Project has added a new dimension to the City of Reykjavik's value as a tourist destination. The project has gradually added a new area to the centre of Reykjavik and in the future the two aligning areas will be totally integrated forming a most interesting and educating centre for both the port and the city. From the Port's perspective the project has helped in maintaining the Old Port's image as a maritime organisation and it has greatly contributed positively to the relationship between the inhabitants, the city and the port. The project has and will link modern times and the future to our history.

Other initiatives in the field of societal integration. Our next subproject is the publication of the 100 years history of the Old Port in Reykjavik. The publishing date has been set for October 2013. Another forthcoming project is to put up signs on different sites and buildings in the port area to highlight certain historical points.



“For a relatively young nation the construction of the Old Harbour in Reykjavík was an engineering and a financial feat. The construction of the harbour was also a strong indicator that the Icelandic nation was on its way to build up an infrastructure that would support independence. Icelanders were again a sovereign nation in 1918 after more than 650 years under foreign rule and independence was celebrated in 1944. The Old Harbour in Reykjavík played certainly a big part in this evolution. Therefore and for so many other reasons the Old Harbour in Reykjavík is and will be an economically, culturally and historically an important place in Iceland.”

Gísli Gíslason, Port Director

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An aerial photograph of the Castillo de San Pedro de la Torre, a circular stone fortification built into the cliffside of Santa Cruz de Tenerife. The fort features a thick, dark stone wall with a crenelated top and a central courtyard. Two small, white, cylindrical sentry boxes are positioned on opposite sides of the outer wall. The fort is surrounded by the deep blue ocean, with white waves crashing against a rocky breakwater in the upper left. In the foreground, a paved plaza with white grid lines and a few small trees is visible.

PORT AUTHORITY OF SANTA CRUZ DE TENERIFE

The Port of Santa Cruz de Tenerife's Historical,
Architectural, Artistic and Industrial Heritage

THE PROJECT. The port of Santa Cruz de Tenerife has been an important element in many historical landmarks of the Canary Islands. Reminiscences of great battles, such as castles and defensive towers are still present in its facilities, as well as many other buildings and sculptures that reveal the artistic and cultural side of our port.

The Port Authority of Santa Cruz de Tenerife, conscious of the importance of maintaining alive the memories associated to these elements, is currently working on a project consisting in creating a unique urban landscape to give visitors the chance to view the jewels of our historical, architectural, artistic and industrial heritage.

From this point of view, we could say that the port of Santa Cruz de Tenerife, seen from the outside, might be considered as an art gallery exhibiting the island's heritage elements from the 18th, 19th and 20th centuries.

In this sense, our project consists in showing some of these important pieces present in our port: Saint Andrew's Tower and Paso Alto Castle, among other castles and defensive towers, the Tribute to Santa Cruz and Dream of the Continents, by famous sculptors César Manrique and Martín Chirino respectively as well as different elements of the industrial heritage.

Stage of implementation of the project. The maintenance and conservation of this historical, architectural, artistic and industrial heritage is a day-to-day work.

Nevertheless, we have gone a step further, together with the City Hall, and we are now installing fifteen milestones to give a special recognition to the "Gesta 25 de Julio", the great deed by the population of Tenerife that put an end to the attempts of conquest of Canary Islands by English Rear Admiral Horace Nelson.

These milestones are being installed in the spots where the defence posts of the city were installed, forming a historic-pedagogical route on the coast of Santa Cruz that will keep alive, for future generations, one of the most representative moment in our history.

There will also be two memorials, one of them reminding of the female peasant who alerted the soldiers about the landing of English soldiers and a second in honour of the women who supplied water to the defenders.

Possible Impact of the project. Undoubtedly, these initiatives have the purpose to dive in our past to enrich our culture, because a population without historical memory has no future. Indeed we consider necessary to underline the importance of keeping the memories of the past alive, as well as of providing society with knowledge about our most important artists and their works in our port. The industrial elements that contributed to its development cannot be overlooked.

Other initiatives in the field of societal integration. The Port Authority of Santa Cruz de Tenerife works with many provincial entities and organisations to reinforce the already existing relations that make possible the development of different initiatives such as the visit of our ports by elderly persons ; the celebration of some contests and the annual edition of the program “Get to know our port”, the Environmental Educational Programme for scholars and students.

On the other hand, we are currently improving our web page, which is being translated into English and French to make it more accessible to everybody interested in the activity of our ports.



Puertos de Tenerife



Autoridad Portuaria de S.C. de Tenerife



“Ports are an essential element for the economical development of any region, especially for islands such as ours. In this sense, it is important to make citizens aware of the port’s role in our economy and progress, reminding them as well that hundreds of years ago they were equally important.

Societal integration of ports in relation to heritage is a fascinating work. On one side, we are aware that our history must be kept alive so it is necessary to protect the imprints in our ports, reminders of the historical importance of our facilities in the Canary Islands’ development. On the other hand, our ports are progressively being integrated in a society that, for its part, realises its history has to be kept alive. The fact that our ports stay open helps our society staying alive.”

Pedro Rodríguez Zaragoza, President of the Port Authority of Santa Cruz de Tenerife

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A large, dark-colored port crane stands against a sky transitioning from a pale blue at the top to a warm orange and yellow at the bottom, suggesting a sunset or sunrise. The crane's lattice structure is prominent, and its long jib extends towards the top left of the frame. A thick cable hangs from the top of the crane. The crane is mounted on a sturdy, multi-legged steel base.

THESSALONIKI PORT AUTHORITY S.A.

Regenerating the Port's History

THE PROJECT concerns the preservation of historical areas of the port as well as the communication of the port's history to the wider public. Via an extensive renovation of the port's first pier, the port authority managed to preserve the oldest infrastructure of the port and also to transform the pier from an almost abandoned area to the new meeting point of the city. The port authority preserved as well and is now exhibiting some old office machines and documents dating back to 1925, including a dock crane that had been delivered to the port in 1953. Finally, a TV Show presenting the port's history and the publication of a photo album with historical photos from the port area helped in communicating the history of the port.

Stage of implementation of the project. The project lasted for about 2.5 years. The project actions started in November 2010 and were completed in February 2013.

Possible Impact of the project. The project managed to unveil and safeguard a historical port infrastructure as well as other parts of the port's history. Moreover the port authority communicated the port's history to the wider public, but the most positive impact of the project is that it developed a new recreational area in the city which welcomes thousands of visitors every day.

Thanks to the project, the port authority gained experience on how to preserve and unveil important elements of the port's history, but most significantly the port authority found an additional way to further strengthen the port-city relations.

Other initiatives in the field of societal integration.

Thessaloniki Port Authority S.A. has launched a series of initiatives during the last three years aiming at increasing the societal integration of the port. Initiatives such as school visits, cooperation with Universities from Greece and other countries, cooperation with the city's stakeholders, cultural events in the port area, students contest about the port's slogan, the publication of the port's newspaper, the use of social media, an extensive sponsoring program are among the major actions of the port in order to communicate the port to the society.



“Thessaloniki has a history of 2,300 years. During its history, the city was closely related to the port, they had a common destiny. The city is the port and the port is the city. With such a long history Thessaloniki Port Authority has undertaken various initiatives in order to unveil this historical relationship which is an important field in the port strategy as we want the port to be part of the city and vice versa. The project ‘Regenerating the port’s history is another step towards this direction.”

Stylianos Angeloudis, CEO

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TRELLEBORGS HAMN AB

Vision 2010-2015 - Sustainable Development of
a Leading Baltic Seaport within a Growing Community

THE PROJECT. As Sweden's most important intra-European gateway Trelleborgs Hamn has a 150 years long history of sustainable sea transport. In the light of this heritage, the project's title reflects Trelleborgs' idea, i.e. a clear vision that the port shall be developed into a leading Baltic seaport within a growing community.

On a complex playing field of inter-modal competition, regulatory requirements and the port's own aspiration of sustainable entity, the project is an integral part of Trelleborg's cities strategy to ensure competitiveness of the port and to sustain the community's wealth and growth.

Trelleborgs Hamn has successfully applied a regularly phased development programme (5-year periods) aiming at the long-term establishment of an economically viable, environmentally friendly and societally integrated port. Under the current Vision 2010-2015 special focus are on environmental improvements and port capacity upgrades. Until 2015, Trelleborg plans to invest some € 65 million within 5 years. Simply the port will be moved out into the water so that the city can expand at the seaside.

Stage of implementation of the project. The Vision 2010-2015 is the continuation of Trelleborg's previous development projects. It functions as port management guidelines; currently, the Vision project covers the large-scale environmental and port capacity upgrade works as new expanded breakwaters and dredging as well as intermodal business development. Besides focusing on a sustainable integration of city and port, the senior port management is pro-actively involved in respective public relation and EU project works.

Possible Impact of the project. The current Vision is expected to prepare a sustainable future for the port and the community. Significant improvements of the port's environmental and business performances will have highly positive spill-over effects on the city and community of Trelleborg. Long-term growth and wealth of the region will be fostered by the Vision projects of Trelleborg Hamn.

Besides usual business and management improvements throughout full project cycles, a major lesson learnt has been to involve all relevant stakeholders in a transparent decision making process. Within a city port and long-term development context only cooperation and multi-lateral trust will lead to optimal solutions and results. In particular long-term development projects need common understandings of a project basis. Only then also difficult project phases will be managed in the interest and the good of all involved stakeholders.

Other initiatives in the field of societal integration. Societal integration is an important cornerstone of Trelleborg's port development strategy. That means major investments and improvements are inter alia checked against social aspects and the expected impacts. A long-term objective of the community and the port is the city development towards the sea side – based on the port expansion to the east and into the open water.

In addition to the general port development work, flanking activities such as guided tours, ports day, presentations for associations, organisations and companies, the preservation of building and environmental heritage are business as usual of the port's management.

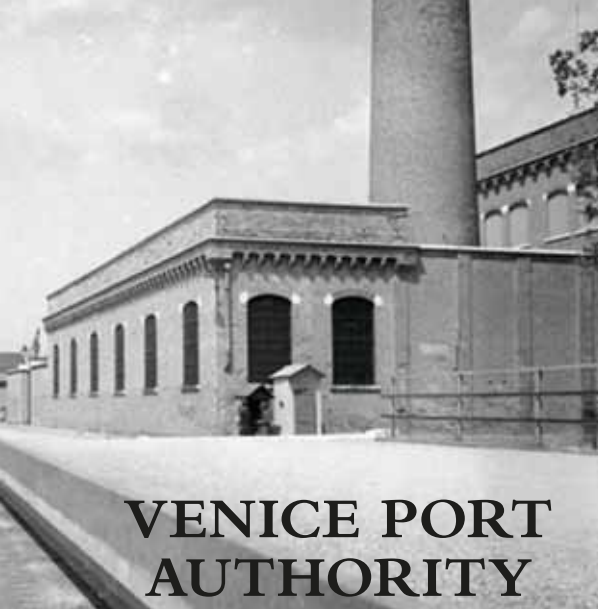


“In the light of the port’s historical development and social responsibility the current Vision project is simply a must for us in achieving the ambitious objectives, i.e. to become a leading Baltic seaport by fulfilling customs requirements and prepare the port for new environmental regulations and to ensure wealth and growth for the community, region and the country.”

Tommy Halen, CEO

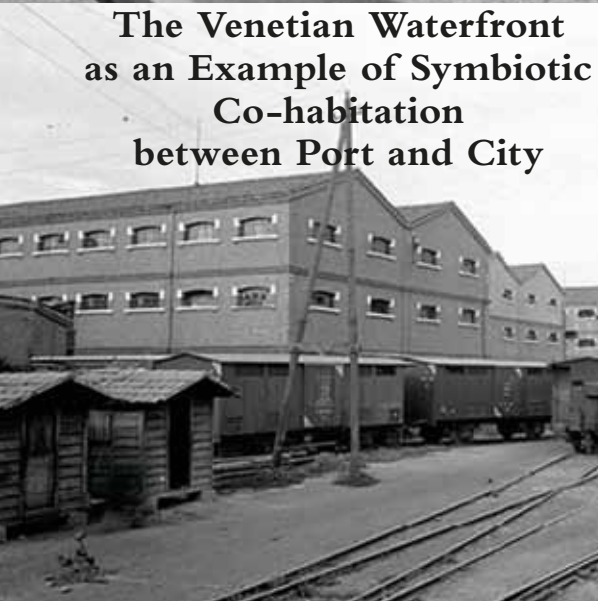
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VENICE PORT AUTHORITY

**The Venetian Waterfront
as an Example of Symbiotic
Co-habitation
between Port and City**



THE PROJECT. In 2000 Venice Port Authority launched an urban regeneration program in the port's historical core, as a big “open port” initiative to encourage the dialogue between the port and the city.

The aims that the Port Authority intended to achieve by recovering these buildings were:

- to create a port citadel that could bring together the players operating in and for the port, promoting a closer contact between them;
- to offer to the city the opportunity to benefit of a renovated area with its buildings, part of which dedicated to commercial activities and part to Universities' locations; in addition, the former Church of Santa Marta, located in the port area, has been converted into “Spazioporto”, a conference centre and meeting space that opened in 2007, also at disposal of the city.

Thanks to the contemporary use of port buildings, equipment and infrastructures, the port heritage was opened to Venice and its citizens.

Stage of implementation of the project. The urban regeneration program to be developed in the port's historical core started in 2000 and is still going on. During this period great actions were carried on:

1. commercial activities originally set in Venice Marittima area were moved to Marghera. At present, passenger activities only are still based in Venice Marittima area,
2. the port waterfront keeps on hosting activities that are compatible with the city. In the meantime, physical obstacles to the integration between port

and city were removed – such as the Santa Marta wall, fences and restricted access gates.

3. other activities giving an added value to the port waterfront were identified, such as:

- the Venetian Universities premises (IUAV – Architecture University – and Cà Foscari) that have been respectively set in a renewed cotton mill and a renewed warehouse;
- Education and Professional Upgrading Institutes premises have been set into renewed warehouses;
- a wide range of exhibitions and events were set in a fourteenth century church (which is part of the port waterfront) and opened to the citizens.

Possible Impact of the project. Thanks to the project, former port infrastructures are available to the city of Venice, meaning its citizens and Institutions, who now have the possibility to use them for different purposes.

This promotes integration between port and city, highlighting the strong connection which historically exists between the two of them.

Other initiatives in the field of societal integration. Running in parallel with the urban regeneration program in the port's historical core, the Venice Port Authority is developing an “open port” campaign through different actions: events dedicated to citizens (such as guided visits to port infrastructures), co-operation activities with schools and Universities, sporting event held in port areas, financing projects benefiting the local community.



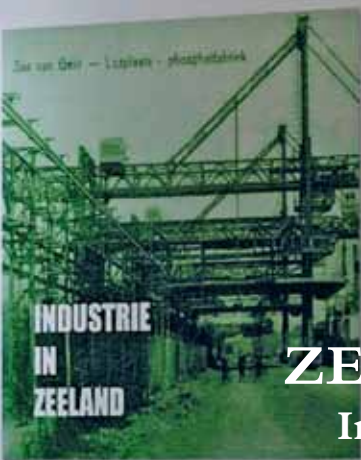
“To realise our plan of development, as a public body, we need the support of the local community and wish it. It is thus very important for us to make citizens aware of the port’s role in the past and in the current city’s development and wealth.

The regeneration of warehouses located in the historical centre, to turn them into the seat of port and urban activities compatible with one another, is a strong drive to regenerate Venice’s waterfront and to remember its port origins to the city. In this area today we can see and appreciate a “physical” integration between port and city and through it we go one step further to the cultural one.”

Claudia Marcolin, Secretary General

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ZEELAND SEAPORTS

Industrial Museum Zeeland



THE PROJECT. The image of Zeeland is that of a tranquil rural community. An agricultural province, with sun, sand, sea and small, quiet towns as its trademark.

Who associates Zeeland nowadays with steam engines, smoking factory chimneys or underground naphtha pipelines? Who knows which unique products are currently being developed by Zeeland's industry? Who is aware that Zeeland is the knowledge centre for branches of industry which sell their products all over the world? Who knows, for example, that the glass in the facades of skyscrapers in Dubai and other world cities comes from Sas van Gent? Or that Zeeland is at the heart of developments in bio-energy? Or that Zeeland houses the third Dutch port: Zeeland Seaports?

These and other interesting topics are addressed in the new Industrial Museum Zeeland. The museum not only focuses on Zeeland's industrial past and the accompanying changes in terms of cultural history and landscape, but also on the present and future. These tangible and intangible issues, together with typical industrial collection pieces, are essential elements of the Industrial Museum Zeeland.

The Industrial Museum Zeeland especially emphasizes the connection between economy and culture, not only the past but foremost the present and the future of industry in Zeeland, all wrapped in a contemporary museum. The museum shows which industries played – and play nowadays – a role in the economic and social development of the province.

The building of the museum was commissioned by de municipality of Terneuzen but was never intended to be run by the municipality. For that the Foundation 'Industrial Museum Zeeland' was initiated. Above the Foundation is a recommendations committee which consists mainly of the most important financiers and participants from the business community, of which Zeeland Seaports is a member. The museum itself is run by volunteers and dedicated inhabitants of Sas van Gent.

Stage of implementation of the project. The museum is housed in the old sugar factory in Sas van Gent. The factory has been profoundly renovated and is now being transformed in a museum with different exhibitions. The museum is due to open at the end of 2013.

Possible Impact of the project The focus on current affairs is most important for the involvement of the Zeeland industry in the Industrial Museum Zeeland. A focus on present and future is also of importance for the involvement of educational institutes in Zeeland. The museum can play an important role in the promotion of technical education and professions. It forms a collaboration between (port related) industries and education.

Other initiatives in the field of societal integration. Zeeland Seaports makes a contribution to the liveability of the surroundings in the form of sponsoring and contributions to activities which benefit the community around its ports.



“Zeeland Seaports benefits from a good relationship with its surrounding municipalities. A ‘can do’ attitude in combination with strong environmental awareness has been leading to the development of this unique ‘land in sea-region’. The visitor of the Industrial Museum Zeeland meets the history, present and future of the port related industry in Zeeland.”

Dick Gilhuis, Deputy CEO

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