

ESPO AWARD 2016

Nature in Ports



FOREWORD _____ 3

ABOUT THE ESPO AWARD _____ 4
THE AWARD PAINTING _____ 5

FOREWORD OF THE CHAIRMAN
OF THE JURY _____ 6
THE JURY _____ 7
THE PROJECTS
Antwerp Port Authority _____ 8
Grand Port Maritime de Dunkerque _____ 10
Guadeloupe Port Caraïbes _____ 12
HAROPA – Port of Le Havre Authority _____ 14
Bremenports GmbH & Co. KG _____ 16
Freeport of Riga Authority _____ 18
Port of Rotterdam _____ 20
Port of Cartagena _____ 22
Port Authority of Huelva _____ 24
Port Authority of Melilla _____ 26
Associated British Ports – Port of Cardiff _____ 28

ESPO CODE OF PRACTICE
ON SOCIETAL INTEGRATION
OF PORTS _____ 30
OUR SPONSOR _____ 31

THE ESPO AWARD IS
AN INITIATIVE OF
European Sea
Ports Organisation
The European Port House
Treurenberg 6
B – 1000 Brussels
T +32 2 736 34 63
F +32 2 736 63 25
E mail@espo.be
www.espo.be

The ESPO Award painting
was created by Sasja Hagens.

COMPILATION AND
EDITING OF TEXTS
ESPO Secretariat: Charlotte Max,
Cécile Overlau, Isabelle Ryckbost,
Hélène Vancompennolle

GRAPHIC DESIGN
Catapult (www.catapult.be)

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FOREWORD

European ports are by definition situated in very precious coastal areas and are developing in the middle of very rich ecosystems, both on the land and on the waterside. Many ports are surrounded by Natura 2000 areas or are even part of them. Port authorities know as no other how to work with the European nature protection legislation. Over the years, they have learned to look for a right balance between port and nature, between investing in maintaining and improving the quality of the nature and biodiversity in the port and realising the needed investments in ports. On top of that, many ports have developed an active strategy to share these precious nature spots in the ports with their surrounding community, the people around the port.

In this 8th edition of the ESPO Award, we have invited European ports to show their best practice in the field: their actions to maintain and improve the quality of nature in the port and their strategies to share this nature with the citizen, the port worker and the nature lovers around the port.

I would like to congratulate all the ports that have participated in this 8th edition. The eleven submissions received all deserve our attention since they all approach this continuous challenge for ports in a positive and original way. They do more than what is expected from them.

The high quality of the submissions hasn't made it easy for the jury to select a winner. I would therefore like to thank the jury for the time and efforts spent in assessing all projects and for selecting the project that mostly reflects the spirit of the Award on Societal Integration and of this year's theme in particular.

Santiago Garcia-Milà
Chairman

ABOUT THE ESPO AWARD

The ESPO Award on Societal Integration of Ports has entered its 8th edition this year. The Award was established in 2009 to promote innovative projects of port authorities to improve societal 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 “societal integration of ports” is a topic with many layers. The diversity of applications was 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 as from its 3rd edition. The overall scope remains “societal integration of ports”, but a specific theme is proposed each year.

The theme of the 8th ESPO Award on Societal Integration of Ports is “Nature in Ports”.

The Award will be presented to the port authority that succeeds the best in safeguarding and further upgrading the nature and ecosystem in the port area, both on land and at the waterside. ESPO will also reward ports that succeed in opening up these areas for the people living around the port and that let them enjoy the nature, notwithstanding security restrictions.

The call for proposals resulted in 11 project submissions which are summarised in this brochure. On 26 September 2016, the jury shortlisted the projects of five ports: Bremen, Cartagena, Dunkirk, Guadeloupe and Riga.

Previous winners

2015 – Port of Dublin (Ireland): Port Communities Educational Support Programme

Special mention to Guadeloupe Port Caraïbes (France): Discovering my port

2014 – Port of Koper (Slovenia): No waste, just resources!

2013 – Port of Antwerp (Belgium): Heritage, the breadcrumb trail between city and port

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

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

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

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

Special mentions to:

- Genoa Port Authority (Italy): Genoa Port Center – Breaking Down the “Social Distancing” of the Port

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

THE AWARD PAINTING

For the 8th edition of the ESPO Award on Societal Integration, a new Award has been created. Instead of a statue, a painting will be offered to the winner. Exclusively for ESPO, the Dutch port painter Sasja Hagens is developing a new series reflecting the overall scope of the ESPO Award, i.e. how ports and cities are living and working together.

Sasja Hagens (Utrecht, 1973) studied at the Royal School of Arts in The Hague, the Netherlands. Her paintings are shown in (a.o) the Maritime Museum Rotterdam, the City hall of Rotterdam, ABN AMRO Bank, ECT Rotterdam – Hong Kong, Arcadis and Deloitte the Netherlands.

Her work is also widely exhibited a.o. during a big solo exhibition at Duolun (MoMa) in Shanghai, Habitare in Helsinki, Oblast Art Museum Kemerovo (Russia) and Museu Maritim in Barcelona. Recently, her work has been on show in Hong Kong twice.

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.”

Hagens’ focus is now on wild nature with industrial influences. As in harbourscapes she continues her journey finding new stories in her direct surroundings. She is developing a new series about the tantalizing interaction between wild nature and ports.



FOREWORD OF THE CHAIRMAN OF THE JURY

For the ESPO Award 2016, we have received eleven entries from high-quality port projects around Europe. The selection process has revealed an impressive standard of entries from a diverse geographical spread. In selecting a shortlist, we did so conscious that in such a context there are no losers. What these five selected entries capture and express are the capacity and qualities that permit them to act as a demonstration of good practice. It has been a true challenge selecting one project out of the five and I wish to stress the point that every single project is a winner.

In general, European ports are part of very valuable ecosystems, both on the land and on the waterside. Many ports are neighbouring or even part of Natura 2000 areas. It has become clear to the jury that maintaining and improving the quality of nature in the port areas is something that many port authorities in Europe invest a lot of time and effort in.

All the projects showcase good examples on how to successfully combine port development with the development of ecological space. In the jury's assessment, we have aimed to look beyond the legislative preconditions of the Natura 2000, to look at what is being done on top and beyond these basic requirements.

The contributions from all eleven ports were thought-provoking and showed the engagement of port authorities to protect and develop their surrounding ecological environments in a way that goes beyond the compensation obligation. Many proposals displayed innovative strategies for opening up the port environment to different kinds of users.

The entries of this year's ESPO Award demonstrate how many ports are in fact custodians of the resources and the environment in which they operate. Their commitment is admirable.

Pat Cox
Chairman of the jury

THE JURY



Pat Cox, Chairman of the jury
TEN-T Coordinator for the Scandinavian-Mediterranean Core Network Corridor and former President of the European Parliament



Jan Brooke
Director, Jan Brooke Environmental Consultant Ltd



Hugo Callens
Former Secretary General, European Tugowners' Association



Michael Grey
Former Editor-in-Chief, Lloyd's List



Greta Marini
Strategic Advisor Port City Community Affairs, International Association of Cities and Ports (AIVP)



Guy Mintiens
Former journalist, the Lloyd



Marta Moretti
Board Member, River-Cities Platform Foundation



Michele Witthaus
Director, Tangible things



ANTWERP PORT AUTHORITY, BELGIUM

The Port of Antwerp more naturally

Further developing and expanding a major international port in an area with a unique ecosystem: that's the challenge that Antwerp has been successfully facing for many years now. In fact, it has become part of our DNA, nurturing sustainable growth through collaboration and innovation.

Marc Van Peel
*Chairman of
the Port of Antwerp,
Port Alderman*

The Port of Antwerp is more than a source of growth and its river is more than an economic lifeline. The Scheldt estuary stretches far inland, creating a unique landscape of diversified biotopes teeming with plants and wildlife. Indeed, the Antwerp port area itself is one of the most important biotopes for threatened European species of plants and animals, with large parts of it designated as Special Protection Areas under the EU Birds directive and Habitats directive (Natura 2000). To protect these natural assets in a sustainable way, the port has opted for a two-part approach based on “core nature areas” around the port on the one hand and “ecological infrastructure” in the port on the other.

Additionally, the Port of Antwerp has collaborated with its stakeholders to create the area-specific **Species Protection Programme (SPP)**. In view of this programme, 14 “umbrella species” have been selected out of a group of 90 protected species that occur in the Port of Antwerp. For each of the umbrella species, a special conservation action plan has been set up. The measures for this “club of 14” also benefit the other 76 protected species. Moreover, the SPP shows that collaboration and robust stakeholder consultation permit economic development of a major international port while respecting the flora and fauna.

The project benefits local residents both physically and in terms of communication. The Port of Antwerp offers a network of splendid nature reserves, some of which are open to the public. These nature reserves contribute to the “greening” of the port and the surrounding residential areas. In addition, the nature conservation work and the associated choices help to preserve rare plants and animals and offer people a wealth of flora and fauna to be discovered. Buffer zones (green areas) have been created for the benefit of those living in and around the port area, helping to assure an optimum quality of life in the residential areas.

Constant communication with our fellow citizens is of fundamental importance. Nature and recreation facilities — and the constant efforts to develop and enhance them — are ongoing themes in the port’s communication activities. Communication is also one of the Key Performance Indicators chosen by the stakeholders for inclusion in the Sustainability Report. After all, Antwerp positions itself as a sustainable port and indeed aims to play a pioneering role in this respect.

The development of the nature infrastructure in and around the Port of Antwerp has been largely accomplished.

CONTACT Tine Vandendriessche **T** +32 495 58 05 97

E tine.vandendriessche@portofantwerp.com **More information on** www.portofantwerp.com/en

GRAND PORT MARITIME DE DUNKERQUE, FRANCE

Nature in port: How the Port of Dunkirk develops, promotes and shares its natural heritage

Alongside many regional partners, the Port of Dunkirk took an approach to sustainable development that was comprehensive, proactive, original, and aimed at drawing up a **Sustainable Development and Action Plan (PA2D)** for the port district. The plan consists of five guidelines, consolidated in nearly 150 operational actions. Two of these guidelines concern the preservation of biodiversity and the strengthening of links between the city and the port.

The **Natural Heritage Master Plan (SDPN)** is the strategic tool deployed by the Port of Dunkirk for the conservation and management of biodiversity on its land. Its underlying principle is that of anticipating actions to encourage the development of biodiversity while proposing new areas for economic activities. The specific feature of the SDPN is that it was developed jointly with the stakeholders of the port district. The Plan aims to make its new natural areas accessible to the general public. However, reconciling security in the port with the accessibility of natural areas requires the deployment of appropriate tools that are compatible with the ISPS code and the port security plan.

During the adaptation of the natural areas, all stakeholders have been closely involved in the choice of the areas dedicated to biodiversity, the definition and design of the projects and in the environmental monitoring and management which will take place there. Thanks to cycle paths, supervised tours, eco-landscaping and themed discovery visits, **the general public as well as the users of the port can experience the port's atmosphere in a new way.** The ultimate aims are to demonstrate the efforts made for nature conservation and to promote a positive image of the Port of Dunkirk to the stakeholders of the area.

The PA2D has now been approved and sets out the policy framework for **scheduled implementation of the 2014–2018 Strategic Plan in the area of sustainable development.** The implementation of the SDPN began in 2011 and the port now claims a 20% achievement of its programme to promote biodiversity on the 1,000 dedicated hectares within its district. In addition, one-off events are organised every year to encourage and maintain the links forged with local residents. Recently, the port has also invested in the creation of a port centre, which aims to, amongst other things, allow access to unknown natural sites on the port land.

SHORT-
LISTED
PROJECT

Through its green and blue belts, the Port of Dunkirk offers residents the opportunity to enjoy the port's heritage as part of an ambitious and shared territory project.

Stéphane Raison
*Chair of the Executive
Committee of
the Port of Dunkirk*





SHORT-
LISTED
PROJECT

GUADELOUPE PORT CARAÏBES, FRANCE

Cáyoli, Guadeloupe Port Caraïbes' natural areas management plan

With Cáyoli, we make a long-term commitment to protect the environment. Becoming an incubator of innovative solutions and their engineering for the preservation of submarine ecosystems and wetland is our shared ambition.

Yves Salaün
CEO of Guadeloupe
Port Caraïbes

As Guadeloupe Port Caraïbes (GPC) is committed to driving development across the entire archipelago, which is in line with its environmental responsibilities, it created the **Cáyoli Programme**. The programme has three objectives:

❶ to preserve and manage natural areas in order to restore and protect Guadeloupe's biodiversity; ❷ to raise awareness about issues of environmental protection and sustainable development; ❸ to apply the principles of Avoidance, Reduction and Compensation in the port's day-to-day activities.

Cáyoli creates separate management plans for all of the natural areas within the port's domain, mainly surrounding its five different sites: Pointe-à-Pitre, Jarry, Bas-du-Fort, Basse-Terre and Folle Anse. Each action plan is developed based on the initial state of the site and follows the ambitious objectives shared by the stakeholders.

The programme itself was born out of GPC's greater appreciation of its role beyond the operation of its ports: GPC is not merely the port authority; it does not simply move goods in and out of the island. It is a full and important member of society, one that — because of its prominence — has a special role to play.

The Cáyoli programme represents a shift in GPC's approach to environmental conservation. Above funding individual projects within the boundaries of its domain, GPC has taken up the role of environmental steward, taking a **bigger-picture view of the environmental issues that Guadeloupe is facing as a whole**.

To ensure the programme's success, GPC has gathered all stakeholders since the beginning of the project and acts as the catalysing force for the group's action. Consequently, the Cáyoli programme has also **improved the societal integration** of GPC by placing the port at the centre of a close-knit web of stakeholders. Furthermore, the Cáyoli programme has drawn the port closer to the society as a whole.

Although the Cáyoli programme was **officially launched on 3 June 2016**, much of the groundwork for the programme had already been laid years before. Indeed, in a sense, Cáyoli merely gives a name to a collective of GPC and its partners and their work since 2009.

Cáyoli has a 15-year timeline and involves multiple **phases of implementation**.

- During the current first phase of the programme, the priority is to continue the projects that have already begun, to launch the projects that are in the pipeline, and to start monitoring the actions and assessing their first results;
- During the second phase, from 2021 onwards, the programme will focus on monitoring and maintaining the progress of the projects;
- During the third phase, from 2026 onwards, the programme will focus on evaluating the effectiveness of the projects and actions.

CONTACT Sita Narayanan **T** +590 690 312 835
E s-narayanan@port-guadeloupe.com **More information on** www.guadeloupe-portcaraibes.com

HAROPA – PORT OF LE HAVRE AUTHORITY, FRANCE

The inclusion of birds in the Seine estuary: lessons drawn from the environmental measures of the Port 2000 project and its 10 years' return of experience

The Port 2000 project, which became operational in March 2006, was born from the will of the French Government to position Le Havre as a main gateway for the flows of containerised goods. This huge port operation also provided the opportunity to initiate a real move towards the environmental restoration of the Seine Estuary. With a budget of about €50 million dedicated to environmental measures, this programme was the result of the dialogue derived from the public debate and the cooperation between citizens, developers and environmental actors of the estuary, which is due to continue and is today a major asset to the Seine Estuary.

Among the various environmental measures initiated since the start of the Port 2000 project, the inclusion of birds in the Seine estuary appeared as the most burning issue. The measures taken in this regard include a 40ha resting area on the dunes with public observation posts, the **Seine Islet** — a new islet for estuary birds — and a resting area for ducks. The Seine islet, which was finished in 2005, is the first artificial island in France with a natural vocation. It is equipped with a species monitoring system with a camera that can record counts at long distance and follow the bird life in real time. This system, which is also open to the general public, guarantees the smoothest possible monitoring without scaring the birds.

The issue of **societal integration** became a cornerstone for ports and especially for the way they are building their future development. If ports need a good prospective view on the changes to come, they must rely on the lessons from the past. An experience of 10 years, starting in 2006, has given the Port of Le Havre a strong lesson on the issue of birds' protection within the Port 2000 project. It made it possible to find win-win solutions with all the stakeholders involved or concerned by this issue, thanks to a very wide dialogue and debates. We have learned that the design and completion of new port infrastructure will only be accepted by the stakeholders if it's part of a fruitful solution, not only from an economic or employment perspective, but also from a nature common vision, especially when the environment is taken into consideration from the beginning at its right level.

The project has been **fully operational since 2006**. Scientific follow-up is permanently conducted in order to continue improvement of the conditions for resting, breeding and nesting, and to maintain or even increase the number of protected species on the sites.

The environment is a major issue in all its components. This is true for our business, our facilities and our daily port operations.

Hervé Martel
CEO of HAROPA,
Port of Le Havre





SHORT-
LISTED
PROJECT

BREMENPORTS GmbH & Co. KG, GERMANY

Luneplate: A unique natural paradise and valuable green port infrastructure

The Luneplate project is a successful example which demonstrates that biodiversity and the realisation of port infrastructure projects do not need to be a contradiction. Through the realisation of comprehensive compensation measures, the creation of substitute habitats for diverse endangered flora and fauna and the integration of our stakeholders, we fill our sustainability claim with life.

Robert Howe
Managing Director
of bremenports
GmbH & Co. KG

Several former port extensions and infrastructure projects in Bremerhaven led to land requirements in the sensitive Wadden Sea environment. These projects damaged valuable nature sites, affected local recreational and residential areas and created the challenge of reconciling these different interests to enable co-development. Accordingly, bremenports had to raise awareness of environmental aspects and social needs and ensure that these were treated with due care and professionalism. Consequently, bremenports developed a master plan for the implementation of compensation measures in order to integrate compensation requirements in reduced economic development plans for the Luneplate. The Luneplate is located in the south of Bremerhaven, where the Weser flows into the North Sea. It adjoins the extensive Wadden Sea areas. Today, the compensation area covers approximately 1060 hectares. The Luneplate project consists of four different main areas (outer dyke areas, grassland area, tidal polder and the area at the "Old Weser"). The diversity of these different sites, which merge into one another, offers a habitat for various (endangered) species. All in all, our Luneplate project stands for commitment to biodiversity, for active involvement of the interests of the local public, local farmers and nature protection NGOs in line with the economic interests of the Ports of Bremen.

Luneplate is the first project to implement large and varied tidal habitats behind the main dyke in connection with a special flood barrage. It is still unique to find these permanently connected tidal habitats behind the dyke line. This special design will also be effective in terms of climate change. New mudflat areas have been created behind the dykes, providing new habitats for diverse endangered estuary species even when the sea level rises. Windmills lift the water into grassland polders to keep the ground suitable for breeding meadow birds and as a habitat for visiting Nordic geese and waders.

In the context of social integration, it was necessary to explain the legal and professional background of the project to stakeholders and to discuss criticism in a transparent way. Therefore, it was a great advantage to have continuity in our actively involved staff, as the public recognised our true intention of assuming the responsibility entrusted to us. Additionally, we ensure the exchange with our stakeholders through regular public information events and we have developed a comprehensive visitors' concept including information and observation facilities.

Today, after more than 25 years of compensational work, bremenports still takes care of the port's own ecological infrastructure on the Luneplate. Ongoing monitoring will enable us to develop this valuable recreational area to the target state — a characteristic estuary habitat area with a large number of typical endangered species — and secure the protection of the Luneplate area over the long term.

CONTACT Uwe von Bargaen **T** +49 170 852 63 09
E uwe.vonbargaen@bremenports.de **More information on** www.bremenports.de/en

FREEPORT OF RIGA AUTHORITY, LATVIA

From science to society. Research and restoration of the Daugava river estuary biotope capacity

The territory of the Freeport of Riga lies on the Daugava river estuary and includes natural green and blue areas, which occupy about 1/3 of the port area. One of the Freeport of Riga Authority's (FRA) objectives is to develop more sustainable preconditions for the surrounding urban space. The project *"From science to society. Research and restoration of the Daugava river estuary biotope capacity"* helps to assess the green and blue areas of the Daugava estuary from the point of view of sustainability of biological resources and conservation of protected species and biotopes. The project provides interdisciplinary knowledge and a tool for enhancing sustainable development within the Freeport of Riga, assessing wetland biotopes and ecosystems and the benefits they provide.

During the project implementation, some interest groups gradually started to get involved in the project activities. The first and the most surprising was the proposal from local residents, living near the Kremeri site, to collect all cut reeds and use them for domestic purposes. Thus, at least 10 households were involved in this process, and in this way the project popularised environmentally friendly management of biological waste. Secondly, there was the idea to cooperate with ornithologists during the annual bird watching campaign "Towers' Contest", which is organised by the Latvian Ornithologists Society each spring, and to develop the social dialogue with bird watchers and visitors.

The project started in the summer of 2007. Scientists from the Ornithological laboratory of the Institute of Biology conducted a survey of the Daugava river estuary to identify all places available for waterfowl breeding and nesting. It was concluded that there are three sites with high ecological potential within the Freeport of Riga. For each site, a short and long-term action plan was elaborated and discussed with relevant stakeholders. The action plan included monitoring and management activities, as well as technical measures with the aim to reconstruct and improve the quality and capacity of biotopes.

- The reconstruction of biotopes on the three sites started in 2008 and finished in 2009;
- A bird watching tower was built at the nature park Piejura in 2011 and is currently operational;
- Regular monitoring of all three sites was performed from 2008 till 2015 and it is planned to continue;
- Regular management works at the Zhurku Island site and Kremeri site were performed from 2008 till 2015 and it is planned to continue these works in the future;
- The basic research on fish resources at the Daugava River and its tributaries was carried out in 2014.

CONTACT Inita Luna T +371 294 882 53
E inita.luna@rop.lv More information on www.rop.lv/en

SHORT-
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PROJECT

I am truly proud to present for a wider audience this uncommon and inspiring project, representing the interests of the ever-changing habitats of the Daugava river estuary's multipurpose space.

Leonids Loginovs
*CEO of the Freeport
of Riga Authority*





PORT OF ROTTERDAM, THE NETHERLANDS

Maasvlakte Plaza

We are proud that the Maasvlakte Plaza project plays a positive role in the estuary of which our port is an integral part, by adding a large area of coastal bird habitat.

Eric van der Schans
*Director Environmental
Management of the
Port of Rotterdam*

The Port of Rotterdam aims to be at the forefront of sustainability and efficiency, which means, amongst others, working towards a greener industry and logistics, and enhancing the quality of our environment. Therefore, the Port of Rotterdam Authority actively invests in the development of port infrastructure, linking the port area as efficiently as possible with the European hinterland. In doing so, it takes into account the impact on the environment.

Due to the continued development of Maasvlakte 2 and despite an improving modal split, road transportation is expected to increase in this area. To ensure efficient road transport, the port authority is developing the so-called **Maasvlakte Plaza: a major truck parking site with the latest facilities for drivers and vehicles**. The site of Maasvlakte Plaza has been planned and is currently being constructed next to a resting area for birds, called Bird Valley. To ensure the functionality of this resting area for birds, the port authority has decided to **significantly enhance and expand the Bird Valley site**: the redevelopment plans foresee a nature area of 21 hectares. In fact, the port authority has agreed to ensure that the Bird Valley will be a permanent feature by formalising the nature status of the area. The area is designed to attract and accommodate various species that are native to the delta and port area, providing them safe habitats for resting, foraging and nesting.

The integration of the Bird Valley and Maasvlakte Plaza will ensure that truck drivers and visitors are active within a natural area, even though they are part of the industrial port area. As truck drivers might spend quite some time here, this will enhance their well-being substantially. Simultaneously, it stimulates residents of nearby towns, visitors and bird lovers to enjoy the —maybe unexpected— natural features of the port area. Although it will not be possible to enter the nature area itself in order to minimise disturbance of the birds, people are invited to enjoy watching the birds from two viewing points. Furthermore, a high-grade bike path network and a large parking area near the western viewing point will enable bird lovers to access the valley easily. In this way, Maasvlakte Plaza improves the appreciation and user experience of the port.

The project is in the stage of implementation. The (re)development of the Bird Valley started in September 2015 and finished in February 2016, just before the start of the breeding season. With the realisation of the viewing points in 2016, the Bird Valley is now complete. The development of the truck parking, a multifunctional building and other elements of Maasvlakte Plaza have already started as well. Maasvlakte Plaza will be finished in 2017, with the opening ceremony expected in May 2017. The project Maasvlakte Plaza is fully financed by the port authority because it is seen as a necessary investment to accommodate the port's users and clients. This means that the further development of the project is guaranteed, as it does not depend on the commitment of third parties.

CONTACT Robbert Wolf **T** +31 6 2282 4435
E r.wolf@portofrotterdam.com **More information on** www.portofrotterdam.com/en

PORT OF CARTAGENA, SPAIN

A real route to integrate biodiversity and nature protection into the Port of Cartagena's activity and society by 2020

Until the 1970s, the Port of Cartagena operated separately from the community, as the port was surrounded by a fence, isolating its activity from the immediate environment and society. Once the wall was thrown down, the Port of Cartagena started recovering the natural heritage available, increasing the level of nature conservation and social welfare, which were never before associated with the port's activity. Over the last five years, the port authority has performed a significant improvement, in particular on the **nature conservation scenario**. Examples are the monitoring of air and water quality, the growth stabilisation of the yellow-legged gull and the reforestation activities in the Fausilla Mountains. Geographically, the project covers the port area of Cartagena (Murcia, Spain) as well as the surrounding land.

The design of the project was based on the concept that **the integration of the ecosystem conservation is a key element in the port activity and its sustainable development**. This vision included an innovative element: considering the nature conservation strategy as a voluntary project shared with the port community and society. It is for this reason that a multidirectional approach was adopted, which includes flora, fauna and the places recovered after the historical activity of the port.

This approach covers not only the activities themselves, but also the challenge of **bringing society and port users closer to these spaces in an effort to share responsibility** for the natural added value to the local environment and the relevance of its maintenance. Before the ending of the project, it is expected that the contribution to the society (and especially to the conservation of the natural goods) will be significant and evidenced.

The project is in the stage of implementation. The Port Authority of Cartagena raises the following actions as a commitment made to be maintained over time in order to be effective in the long term:

- Control of gulls on the island of Escombreras (since 2007);
- Study of the avifauna (since 2012);
- Maintaining reforestation in the Sierra de la Fausilla (since 2010).

The senior management team is currently evaluating the possibility to implement complementary actions, such as the adaptation of a network of short-distance trails, knowledge transfers: spaces/classrooms to learn about the flora and fauna that inhabit the area, nature watching experiences, and innovative tools to disseminate the value of the natural environment for port users and society.

SHORT-
LISTED
PROJECT

The Port of Cartagena is committed to preserve its natural environment and this project is an evidence of our engagement to reach a state of harmony between the port and the earth.

**José Pedro
Vindel Muñiz
CEO of the Port of
Cartagena**





PORT AUTHORITY OF HUELVA, SPAIN

Conservation of natural values in the estuary of the Port of Huelva

The Port of Huelva is firmly committed to becoming a Green Port. This project exemplifies how we have helped to recover a port area of great ecological quality for citizens.

Javier Barrero López
*Chairman of the Port
Authority of Huelva*

The Port of Huelva, aware of the needs of environmental conservation, has executed projects regarding the environmental and social restoration of natural areas in the port. The project presented is a **project for the conservation of habitats and their ecological values, and for the promotion of social uses.**

The left bank of the river Odiel suffered from environmental degradation in the 1960s. Therefore, from November 2006 until January 2007, the Port of Huelva developed an **innovative ecological restoration project of a four kilometre stretch of the river Odiel.** This was an innovative project at European level because it used bio-tools to recover natural values. Between 2010 and 2012, the Port of Huelva carried out monitoring works that showed the success of the restoration. Finally, in July 2015, the Port of Huelva started a new project to conserve the habitat created after the restoration. This project ended in late July 2016. Specifically, the following actions have been developed within the project:

- ❶ Increasing the vegetation diversity in port marshes;
- ❷ Monitoring plant communities in low, medium and high marshes, paying special attention to the presence of threatened species;
- ❸ Studying zonation of the bird community;
- ❹ Constructing a river walk of one kilometre along the Odiel. This river walk has been built in an area where there was a bare surface sludge without environmental values. Currently, it has been returned to the city to develop an important social function and to recover this area for the citizens.
- ❺ Creating new habitats for birds and wildlife protected at the European level in port facilities out of use, which are close to Natura 2000 sites.

Apart from the environmental success of the ecological restoration, the results of an opinion poll conducted with the citizens of Huelva, highlight also the **social success of this project.** It has offered both environmental and recreational benefits to the population of Huelva: it has restored a degraded area, created new habitats for nesting and breeding of protected seabirds, promoted social use by creating a pedestrian path for citizens to visit the area, and promoted environmental education and divulgation.

The project is fully operational:

- The maintenance of the ecological values and social uses in the areas of salt marshes, dunes and the beach near the city of Huelva started in July 2015 and ended in July 2016.
- The construction of the river walk ended in July 2016.

PORT AUTHORITY OF MELILLA, SPAIN

NEREIDAS

NEREIDAS is a project that aims to transform the port into a low carbon environment. The goal is to reduce CO₂ through biological compensation mechanisms in order to enhance and preserve biodiversity and water quality, which helps to prevent climate change. The environmental restoration techniques are managed by an early warning system based on advanced sensing and telecommunications technologies. Thus, a standardisation tool is developed for the implementation of preventive and compensatory measures related to transport and port activities. Furthermore, a comprehensive protocol, “Nereidas Protocol”, has been designed. This protocol integrates the management of marine wildlife with the reduction of harmful environmental impacts of Mediterranean seaports.

NEREIDAS is an innovative project thanks to the use of living organisms to reduce climate change: in tropical ecosystems, forest carbon storage is estimated at a much lower level than usually thought compared to sea-grass meadows. Therefore, compensation through environmental restoration using living organisms seems to be an outstanding solution for diminishing impacts of ports, applying technology to the marine ecosystem. The use of biological species involves an initial investment but prevents future ones thanks to its self-replicative nature, as it is only necessary to monitor and control the plantation.

This initiative will stimulate community support for the port, as it will improve air and water quality, which directly benefits the nature and environmental services to society. This results in improved relations between the port and its surrounding society, thus contributing to the territorial and socio-economic sustainability. It goes without saying that humankind benefits in a multitude of ways from ecosystems, the benefits are known as ecosystem services. In order to ensure them in the port context, biodiversity must be protected and managed sustainably, as it will have a valuable effect on heritage, tourism, carbon sequestration, climate regulation, water and air purification, environmental restoration, fisheries, etc. This initiative meets the needs of customers and users, as well as the general public, promoting socio-economic development through all these benefits, activities and possibilities offered by the ecosystem and consequently by the port.

It helps to raise awareness among population as well as to encourage a greater understanding of the port. In the scope of the project, information and educational activities are carried out at international level to disseminate the project: educational videos available to the public, presentations and lectures at schools, workshops, informative stands, specific technical session articles, brochures and posters, etc.

The project is fully operational.

NEREIDAS has meant an evolution in environmental issues in the port. It is a project which we undertake with great enthusiasm and dedication and we are very proud of the results we are getting at the moment.

Pilar Parra
*Director of
the Port Authority
of Melilla*





ASSOCIATED BRITISH PORTS, UNITED KINGDOM

Port of Cardiff: Biodiversity and wildlife enhancements

The Cardiff work represents people throughout ABP creating a great place to work. It symbolises our aspirations to work safely and sustainably while being good neighbours to people and nature.

Alan Tinline
Head of Environment
of Associated
British Ports

Over the last couple of years, Associated British Ports (ABP) staff at the Port of Cardiff have taken the initiative to **increase biodiversity and help existing wildlife to thrive within the port**. The project as a whole is made up of a number of discrete initiatives throughout the port, aimed at improving overall diversity, providing undisturbed refuges in which native habitats can develop, and supporting native species of plants and animals. Examples of initiatives are the development of wildlife corridors, the set-up of areas of "unmanaged" habitat, the placement of five beehives within the port estate and the installation of swift boxes around the site to encourage the nesting of these birds.

The **innovative nature of this project** stems from the fact that it has not come about as a result of a port development or a specific problem to overcome. The initiatives undertaken to date have been purely environmentally driven with the core message from the senior management that, as current custodians of the Port of Cardiff, they are keen to hand the port onto the next generation of port operators and users in a better condition than it is now.

The increased biodiversity created by the initiatives within the port are likely to support features of local nature conservation sites and overspill into adjacent areas. ABP believes that the wildlife safe havens established at the Port of Cardiff provide a vital stepping stone and connection which allows wildlife to move about the landscape, which increases environmental resilience and improves the health and well-being of communities. Thus, the initiatives at the Port of Cardiff have the potential to **improve biodiversity beyond the port estate, linking the internationally and nationally designated Severn Estuary with the local communities** living in close proximity to the Port of Cardiff and wider urban area.

The project has been ongoing over the past three years and will continue to evolve as both the Port of Cardiff and the ports and shipping industry evolve. The direct measures already implemented include the setting aside of 20,000 m² of land within the port, the planting of indigenous wildflowers and the establishment of beehives and swift boxes. The next stage in the process includes working with the Gwent Wildlife Trust to undertake a Preliminary Ecological Assessment (PEA) to understand the full extent of the composition of habitats on site and their potential to support populations of protected species. The results of the PEA will be used to inform the development of a Management Plan for the site.

ESPO CODE OF PRACTICE ON SOCIETAL INTEGRATION OF PORTS

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

The Code is available in English and in Spanish on: www.espo.be

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