

## Congress Summary and Conclusions

### General Rapporteur's Summary and Conclusions



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ISOCARP's 50<sup>th</sup> International Planning Congress faced one of the most challenging and interesting planning themes: **“Urban Transformations - Cities and Water”**.

Water is everywhere. Water related issues are significant in planning of any type and scale. All cities around the world were built along waterways, or along a coast of an ocean, sea or lake. The multifaceted relationships between urban planning and water has structured and influenced the development of metropolitan areas, cities, towns, rural areas, villages, and even neighborhoods throughout history and will always do so. The congress was an excellent opportunity to touch all aspects of urbanity and the inherent relationships between the urban planning and water issues, from all angles, in all disciplines, and various scales.

More than 300 leading professionals from the private, public and academic sectors from about 50 countries, over all continents, met in Gdynia, between 23-26<sup>th</sup> of September 2014 to present, listen, and discuss. The participants included urban planners, environmentalists, sociologists, infrastructure planners, economists, river restoration planners and managers, decision makers, researchers and other professionals. The congress was hosted perfectly by the City of Gdynia.

Four keynote speakers gave a variety of excellent presentations: Minister Olgierd Dziekonski (Poland) gave an overview of the fascinating recent urban transformations in Poland; Professor Francesco Bandarin (France/Italy) analyzed and demonstrated how strongly heritage and water issues are linked together in urbanity; Professor Meera Mehta (India) presented the crucial relationships between water issues, urban life, and the economy; and Professor Alex Krieger (USA) presented principles and case studies of Transformations Along Urban Waterfronts, in many countries.

As part of the diverse congress program, a "Planning Waterfront Marathon" took place on September 24 morning plenary session. Following a call for nominations, seven selected waterfront projects, from seven countries, over three continents have presented their projects in 10 minutes sharply. An international jury selected the best project, Auckland Waterfront (New

Zealand), and the audience voted for the best oral presentation, Trencin Waterfront (Slovakia). Awards were given at the congress gala dinner.

Out of the record number of 302 submitted abstracts, 144 were chosen, in a totally blind process, for the submission of papers, and presentation at the 6 parallel sessions of the congress. The congress team, according to five criteria, rated the papers: Problem definition & planning approach; methodology; relation to congress themes; applicability to other projects/regions; and findings, outcomes and lessons. About 120 papers, from 35 countries, over all continents, were presented at the congress. 47 of the papers went through a peer-review process. Out of them 41 papers received the status of peer-reviewed papers, following an extensive process of remarks and corrections, according to the anonymous peer review process.

The papers were presented in six concurrent tracks, having each 4 sessions. The concurrent sessions were divided into 6 “open margins” tracks, with some overlaps between them, due the interdisciplinary nature of planning:

- Track 1: Urban Design, Landscape and Livable Cities
- Track 2: Social Aspects, Collaborations and Governance
- Track 3: Economic, Leisure and Tourism Aspects
- Track 4: Water Management
- Track 5: Environment, Ecosystem and Climate Change
- Track 6: Ports, Transportation and Infrastructures

The sessions were hosted and moderated by co-chairs of the outstanding international congress team of 13 member, each from a different country, over five continents. The co-chairs have chosen, during the evaluation process, the best abstract of each track, as a "Track Keynote". Its author presented at the beginning of one of the sessions. In addition, we had two invited Track Keynotes, from Singapore, and AIVP (the Worldwide Network of Port Cities). The sessions provided an opportunity to hear enlightening case studies and to engage colleagues. There was time for discussions and fruitful dialogues between speakers and congress participants. This is one of the exciting issues about ISOCARP congresses - learning from each other.

The papers demonstrated how global, wide, comprehensive and acute the relationships between cities and water are, both in areas, which are blessed with sustainable water resources, and in areas, which suffer from severe water shortage or floods. The broad picture, drawn by the individuals during the conference, has hopefully provided the participants with awareness, knowledge, knowhow, tools, sensitivity, and passion to face these challenges in their daily professional life.

The rich program of the congress included also site tours to the impressive Gdynia waterfront and city center, with its huge collection of modernist buildings; the "Educational David Prosperi Planning Forum"; sessions about ISOCARP activities; presentations of the winners of the 2014 ISOCARP Awards for Excellence; poster sessions; a social program; and more. Every morning, at the first plenary session, a short re-cap of the previous day was presented.

My general conclusions from the congress are:

- "Cities and Water" includes a huge variety of themes. We had a real inter and trans-disciplinary dialogue at the congress. This is crucial for good planning.
- We discussed plans, projects, case studies, researches, evaluations, theories and methodologies. This mixture demonstrated how comprehensive, complex and fascinating planning is as a bridge between theory and practice. It helps us to overcome the gaps between them and create better cities and environments.

- There are no planning prescriptions, but we can and should learn a lot from each other. We need Leadership, Collaboration, Creativity, Innovation, Comprehensiveness, Sense of Place, Optimism, and Patience, in order to plan and implement good projects.
- We have learned much from each other: awareness and sensitivity; knowledge; knowhow and tools. Our real life successes will be evaluated according to the quality of plans, but even more, by the qualities achieved on the ground. We plan for people. They enjoy the real world, not our planning documents.
- It seems like the congress provided many of us with passion to continue facing the challenges of the City and Water issues in our daily professional life.

The following chapters of this document provide the congress teams' conclusions by tracks. Each pair of co-chairs addressed the following questions: What are the challenges? What did we learn? What is needed in the future?

Before these, I would like to thank again the municipality of Gdynia, the ideal location for this congress; LOC (Local Congress Committee) Headed by Marek Stepa for the outstanding organization and hospitality; Milica, Slawek, Piotr, Didier, and Guy of the ISOCARP EXCO; the technical team and volunteers; and the amazing ISOCARP team, headed by Gaby Kurth. Above all, I would like to thank the outstanding Congress Team, which did its work to organize all the content of this congress, with great collaboration, passion, professionalism, and even promptness. Unfortunately, due to the situation in the Middle East, Prof. Abdelwehab Alwehab from Baghdad could not receive a visa and join us, despite the excellent work he did before the congress.

I hope to see all the participants at the next ISOCARP activities and of course all in the Netherlands at the 2015 ISOCARP Congress,

**Amos Brandeis, October 2014**

## Track 1: Urban Design, Landscape and Livable Cities



### Co-Chairs:

**Hongyang Wang**, China

**Guy Perry**, Poland

### 1. Introduction

Track 1 deals with the basic arena for city and regional planners under the umbrella of this year's theme 'city and water'. Four sessions of the track delivered twenty presentations from fifteen countries (selected from nearly seventy submissions), with each followed by stimulating short discussion. The four sessions are: (1) An overview of global practice and mega-projects of water-related urban transformation, indicating that water in cities and regions are exactly the 'eyes' for building and regenerating viability and identity but also enlightening some critical challenges. (2) Re-approaching the rationale how water has been shaping space and the underlying reasons for critical challenges, mainly based on empirical study of current and ancient cases. (3) Organic holistic planning and design of city and water, focusing on inspiring practice and theory on dealing with the comprehensiveness of water-related planning and design, probably the most difficult challenge for water-related urban and regional development. (4) Direction for future: inspirations foreseeing future water-integrated planning and design. The whole track demonstrated that water and water related spaces had been garnering increased interest from both the public administrations and the private sector world-wide. Corresponding practice achieved great impact, but reflection from society and professionals was mixed with applause and criticism. It is generally agreed that such a controversial result is especially relevant to the continuously increasing comprehensiveness of water-related intervention, as the solution in reality often seems to have over-simplified the multiple and dynamic dimensions of water-related development. How our understanding, policy and technology are able to match the unique comprehensiveness in water-related intervention has and will continue to determine the success of relevant planning, design and development.

### 2. Challenges

It seems *particularly evident* for water-related urban and regional issues to feature continuously increasing comprehensiveness:

- They are issues of landscape, of hydraulic engineering, of natural ecology, of economic drive, of cultural identity and heritage, of humane features of space, and of public interest and social equilibrium. So they build the most critical arena to not only harmonise people and nature but also harmonise and civilise human society.
- Water-related planning and design are often more demanding to integrate strategy and detailed design.
- Today, planner and government have to learn to integrate different implementation tools such as plan, design, policy, and self-organisation of society and market.
- In terms of scale, water-related development is often not just site-relevant, but at the same time city-wide, region-wide, country-wide or even globally relevant.
- In different society, the above comprehensiveness varies. There is hardly any standard therapy.

In contrast to the above complex and dynamic comprehensiveness, the existing practice seems to have been over-relying on mega-projects, essentially dismissing much of the delicate complexity. Nevertheless, in reality, though some waterfront or water-related mega-projects achieved great success, more are facing difficulties such as insufficient investment, social disagreement and blamed to damage local identity. Therefore, in terms of planning knowledge, practical challenges would be:

- How to break the existing paradigm in water-related planning and development, such as mega-project and “standard modernisation” orientation?
- What planning or general scientific methodology and technology are available to help deal with the comprehensiveness of such planning and development?

### **3. What we learned**

Presentations and discussions of Track 1 suggest the following points:

- The point of departure should be to enhance the awareness of the comprehensiveness of water-related planning and development, which current practice tends to underestimate.
- A careful attitude towards our solutions will help to reduce the chance of big mistakes in water-related intervention.
- Inclusiveness of people is another proved method to improve the integrity of water-related planning and development thereafter.
- “Diversity + synergy” is the secret underlying many successful practices. That is, on the one hand, be open-minded/positive and creative towards increasing diversity in functions, objectives and implementation tools for water-related development. On the other hand and at the same time, always try to seek synergies among the various spaces, functions, objectives, implementation tools and stakeholders, and henceforth identify and concentrate intervention into limited crucial spaces, points or aspects with best synergy effect (rather than disperse energy everywhere and overwhelmed by the comprehensiveness). There is big innovative room for new synergies, such as urban agro-industry projects suggested by Susan colleagues.
- Combine mega-, blueprint, strategic and top-down visions and actions with delicate concerns, small actions and bottom-up possibilities. It is not to completely abandon mega-projects, ‘routine modernity’ and top-down intervention, which would be new discrimination.
- Develop new comprehensive analytical and determination system, such as DENVIS (Delta Envisioning Support System) developed in the Netherlands and OUV(outstanding universal value) method applied in Chinese Great Canal case.
- Boldly innovate and integrate (even though there could be risks) scientific technology in water-related planning (e.g. wind-water simulation) without weakening social scientific methods (such as qualitative evaluation and planning).
- ‘Research by Design’ – a methodology understanding the comprehensiveness of planning rendering this intellectual task a relational rather than linear nature of trueness.

### **4. What's needed**

What we learnt from the track has significantly contributed to our understanding of and solutions to the challenges confronting water-related planning and development. Following this line, the track also implies the way for future study and practice:

- The planning profession has to encourage more revolutionary innovation in both fundamental theory and practical solutions.
- The newly developed big-data technology should provide new technological opportunity for analysing the comprehensiveness of planning and development as well as inspiring conjectures of solutions.
- Boldly stick to the ancient planning philosophy of comprehensive planning despite the increasing complexity of the up-to-date comprehensiveness.
- Last but not least, the people-centric is still the most basic but also valid solution.

## Track 2: Social Aspects, Collaboration and Governance



**Co-Chairs:**  
**Olusola Olufemi**, Canada  
**Gabriel Pascariu**, Romania

### 1. Introduction

Track 2 conversations centered on water as a connector or divider, water scarcity, utilization, waterfront developments, governance, participation and planning strategies and policies. The historicity and sacred connection of water, people and the environment within ancestral and historical contexts were discussed. Peoples' domestic, spiritual, cultural, recreational, industrial and developmental relationship with water on the Planet Earth was reiterated in most of the presentations.

Track 2 brought together 20 presentations from 17 countries from 5 continents (Africa, Asia, South America, North America and Europe). There were different approaches to water problems, depending on the geographical location, social, economic and political context. Most of the papers describing cases from emerging economies focused on the accessibility to water of less favored social groups and discussed various public policies and the need of innovative and equitable solutions. On the other hand, papers coming from post-industrial economies presented and discussed various strategies of better and more efficient use of water bodies and their integration in the city context, involving participation and negotiation processes. Several presentations from various geographical areas described and discussed consequences of some mega projects (such as the Three Gorges Dam in China, or the artificial islands built in the Arab Gulf Region) which impacted on both natural and social environment.

As a general conclusion Track 2 recognizes that:

- Water, its abundance or scarcity requires a cautious approach
- Water management practices in marginalized communities, informal settlements (slums, favelas) and vulnerable populations (women, poorest of the poor) have a strong potential to engage and devise innovative water strategies
- People have an insatiable appetite for water whether for domestic or recreational consumption
- There is a harmonious relationship between people and water, and the sentiments attached to water needs, demands, use and rights
- There is a recognition of a large variety and multiple water needs, uses, interest, institutions and planning frameworks and combination of all these
- Diverse physical, cultural, socio-economic, political and spiritual complexities are attached to water

## 2. Challenges

Most of the papers presented stressed in different ways some major challenges, either social, ecological, political or related to planning. Of course, due to the main topic of the track, most of the challenges emphasized had a social component, which could be related to tradition and culture, to the relationship between communities and institutions, or communities and natural environment and resources, to the social impact of the legal framework, or last but not least to the relationship between people, water and planners, involving various planning instruments.

To summarize, the major challenges emphasized during the 4 sessions, the following list can be seen as relevant:

- Population growth and fast urbanization in most of the emerging economies from Africa, South America and Asia increase the need for clean water and the pressure on the environment;
- Unbalanced distribution of wealth and water resources is leading to increased disparities especially in countries with a scarcity of water resource and affects generally the less favored social groups or categories;
- Diversification of needs, interests and aspirations of individuals, communities and institutions on the one hand is becoming a global tendency whereas a more efficient management of water bodies and flood risks is needed on the other hand;
- Making politicians to acknowledge and act according to “community will” becomes a general issue irrespective of the social, economic or political conditions;
- Better understanding and communication of planning concepts was pointed as a general concern of professionals involved in water projects especially in relation to rehabilitation and integration of waterfronts in cities.

## 3. What we learned

Presentations showed the large diversity of concrete situations in various parts of the world in different geographical, cultural, economic, social or political and institutional and legal contexts. In spite of this diversity, a number of common traits could be noticed in relation to the type of problems, approaches, solutions. It could be underlined that in most of the situations:

- Community engagement can foster practical solutions to planning problems as pointed out in cases from United States or Brazil;
- History and local cultures matters! This was pointed out in presentations coming from all continents;
- Harmony between people, water and development leads to sustainable planning outcomes;
- Urban design of waterfronts and water bodies needs to incorporate different types of uses;
- Waterfronts and water bodies are continuously subject to change;
- Water as part of “territorial capital” an “asset” as well as a “common good”;
- Megaprojects that fail to incorporate the voices of the public have long term “risks” as revealed by presentations on China, Middle East or Eastern Africa.

## 4. What's needed

All presenters expressed a number of proposals or recommendations meant to improve or solve the problems revealed by their researches. Some were general, some more concrete and realistic, but in most of the papers there was a tendency to talk about setting up new relationships and approaches, efficient organizational measures, increased multi-level and multi-scale cooperation, better use of new technologies, local and territorial integration, improved regulatory framework and last but not least long term visions. To summarize the things most needed are:

- A change of attitude and behaviors relating to water practices;
- Protecting and preserving our water heritage as an appreciation of interdependencies of “water” (whether natural, community or cultural commons);
- Adapting ecosystems approach to competing water uses;
- Integration of formal and informal mechanisms;
- Flexibility and adaptability of planning tools and administrative structures;
- Functional institutional water governance was mentioned quite often during the presentations and debates as well;
- Continuous learning process for planners was generally accepted by all participants either explicitly or in an implicit way.

Reducing humanity’s water footprint requires safeguarding our water bodies, appropriate water stewardship and protecting intergenerational equity for current and future users. Water is fundamental to human and ecological sustenance and sustainability.

## Track 3: Economic, Leisure and Tourism Aspects



### Co-Chairs:

**Alexander Antonov**, Russia

**Lorraine Gonzales**, United States

### 1. Introduction

Track 3 papers and presentations focused on economic development, leisure, and tourism in relation to waterfront developments. The transformation of manufacturing focused waterfronts to service oriented waterfronts was a primary basis for a number of the economic redevelopment projects in the papers presented. This market shift is definitively a worldwide trend that has been primarily predicated by historic events and economic needs. The papers and presentations varied in tactics to gain financial and community support and address the challenges and needs associated with waterfront transformations; historic preservation, environmental protection and preservation, connectivity to amenities, and political and private partnerships.

Track three had a total of eighteen papers from twelve countries in four continents (Asia, Europe, North American and South America). The Track three sessions included four categories that defined what drove development transformations of waterfronts:

- Economic and Leisure
- Historic
- Economic Development
- Recreation and Tourism

The various papers presented demonstrate a range of waterfront transformations from European Capitals like Stockholm, Lisbon, Wien and London to African and China resort cities like Sanya, Qingdao or Tangazout bay in Morocco. Five of the papers featured different waterfront transformations based on the historic perspective.

Poland - the host country of the Congress was represented in six of the submitted papers with domestic cases from Wroclaw, Szczecin Trójmiasto and international researches in Bolivia, Norway and UK.

One of the most discussed papers during the question and answer session included a comparative analysis on the business driven waterfronts of London and Oslo. A vibrant discussion among the session's participants debated the issue if a healthy economy was dependent on a singular use, such as a business/office driven development, or if a mix of uses to include housing, commercial, and business development can offer a more successful and stable economic development. The detailed and lengthy debate ended with the conclusion that economic stability can only be determined on a case by case evaluation; there is no singular formula to address this question in general terms. Papers from Austria and the City of Detroit, USA also generated a lengthy debate session from the audience.

## 2. Challenges

The challenges associated with waterfront transformations involved innovative and complex development methodologies and financial strategies. Below are a list of significant development and financial challenges that determined how the projects were designed and completed.

### **Development**

- Large developments are reliant on public partnerships and funding.
- Define what replaces vacant industrial.
- A mix of development is necessary to establish a successful development/community.
- Existence of brownfields, floodplains, and other environmental features.
- Connectivity of environmental and built environments.

### **Finances**

- Establish public/private partnerships to commit to a vision.
- Secure economic support to develop a vision beyond the planning stage.
- How do we quantify green/blue spaces?

### **Historic**

- Preservation of historic structures and environmental features.

Many of the projects involved a struggle with the various challenges listed above. A number of the papers and presentations validated that to work with challenges and merge them in the development resulted in creative developments that both celebrated and transformed the urban fabric into successful economic development projects. The preservation and protection of environmental features and historic culture and development along the waterfronts provides and protects the character and identity the public relates to and defines a place. Two excellent example papers included the Wien River Valley project and the Bedford and Milton Keynes Waterway Project.

## 3. What we learned

Despite the various continents and environmental and development diversity six constant lessons listed below resulted in successful waterfront development projects.

### **Lessons Learned**

- Large scale developments require a variety of partnerships to fund the projects.
- Multiple uses (office, retail, housing, public spaces, green zones and nature areas) create a necessary and stable economic balance.
- Water is a catalyst/resource used to complement land uses and infrastructures along waterfronts.

- Connectivity from build to natural environments ensure a flow that enables functional developments.
- It is necessary to address floodplains, storm water infrastructure, water pollution, etc. during waterfront redevelopment projects.
- The size of the water source dictates the scale of the development.

All of the presentation projects featured at least one of the above bulleted lessons. In particular the presentation on the City of Detroit, USA was an excellent example of how established partnerships can aid in a shared vision and financial commitment to take a blighted community and turn it into a successful economic development project.

A number of other projects were examples on how the transformation of waterfronts can establish connectivity of the build environment to the green/blue environment, thereby creating a recreational waterfront for both the residential and business community alike. These transformations also result in providing health benefits to the community.

#### **4. What's needed**

A variety of conclusions and recommendations in the presentations were defined for creating successful economic development projects. During the discussion session the participants attending the track sessions also elaborated on some of the recommendations that included the value of new and more efficient approaches to develop better partnerships with public and private entities, more efficient use of the build, green and blue spaces, and the need to celebrate the historic quality as a means to preserve an area's identity/character.

Below are the highlighted needs identified in the presented papers and by the Track 3 participants during the question and answer sessions.

##### **Development**

- Engage the public in the planning process to ensure support of the development.
- Implement smaller elements of the project to keep the public and private entities engaged.
- Establish connections to waterfronts for public use.
- Proper public (green) spaces on the waterfront attract private investment (especially for shrinking cities).

##### **Finances**

- Collaboration & Coordination to develop partnerships (Stakeholders, Government agencies, and Public).
- Plan to decrease economic disparity among economic levels.

##### **Historic**

- Strive to preserve historic culture and identity of the area.

## Track 4: Water Management



### Co-Chairs:

**Zeynep Gunay**, Turkey

**Marcela Villa Luna**, Peru

### 1. Introduction

The track on “Water Management” welcomed papers from ten different world regions presenting key topics, which dealt with the urbanization of water in these times when water wars can be foreseen because of clashes, lack of correspondence between demand and supply chains, water policies and actual water practices, private endeavours and the public, natural systems and man-made systems. By providing a platform to discuss policies, planning responses and methodologies, the Track introduced a broad range of themes that rose from four basic stimulating questions, which were enriched by the audience interaction and dialogue: What kind of lessons does our history teach us to cope with water management? How do governmental policies address the environmental and social challenges in the urbanization of water? What different planning proposals can achieve water-resilient cities? What kinds of methodologies are available to deal with the complexity of water management? These questions urged us to consider different ways of facing water-related trends and threats, as well as new integrated frameworks rooted in the essence of comprehensive, interdisciplinary and multidimensional planning.

Regarding the Track’s “quest” in moving from water struggle towards water-wise planning, the first session “water management through traditional wisdom” counseled us to reconsider the balance between “traditional” and “modern” water usage; as well as addressed lessons learnt from traditional settlement systems in order to bridge with the past but also to build a better future. The session on “sustainable planning for water-resilient cities” explored changes of emphasis in urban planning approaches and practices through an overview on recent strategies, assessment frameworks and risk management including multifunctional water defense systems, integrated water spatial planning frameworks, conflicts in implementation, flood risk mitigation. In the session on “dealing with the complexity: models for water management”, the impact of urbanization and urban transformation on water surfaces and the effectiveness of diverse methodological approaches in water management such as impact assessment, bio-treatment, low impact studies and hydrology modeling were discussed. In spite of the broad theme of water management, the track benefited from a variety of cases on the theme through the presentation of diverse contexts, theoretical grounds and practices. The presented results below are based on the case studies from China, Poland, Italy, Netherlands, Serbia, Switzerland, Algeria, New Zealand, Singapore and USA.

### 2. Challenges

Despite of a great variety of case studies from ten different world urban regions, the discussions identified several common challenges in the making of water-wise management and the implications of the present paradigm shift in water policy and plan-making which includes environmental, social and institutional norms. Among these are:

- The lack of environmental awareness generates blindness in problem recognition and consideration.

- Public authorities are only conscious of environmental and specifically water-related disasters when they occur: this doesn't help prevention.
- Planning does not always incorporate water management issues including water pollution, water supply, water scarcity, water treatment, loss of wetlands, loss of water front heritage, flood prone plains, climate change effects, water as a source of energy, water sources protection.
- Cumulative effects of water-related problems are hard to assess regarding the global ecological and societal heterogeneous interrelationships.

### **3. What we learned**

Responding to these challenges is not an easy task, but the participants showed that we have all resources and capacity to find solutions. We have learned that a change of emphasis is needed in approaching water, water-related challenges and water-based planning and management phenomenon:

- Water is both a threat and a potential.
- We can still learn from previous, even ancient water system that provides linkages between cities, historical and natural landscapes and people.
- We cannot fool Mother Nature. By adapting and working with her, we can achieve better livelihoods.
- It is important to have adaptive and performance-based approaches in water management.
- Society no longer has the luxury of water resources. Careful usage, re-usage must not be an alternative but a priority.

### **4. What's needed**

Track 4 profited from participants' strategic and analytical thinking not only in pointing out the challenges but also in raising concrete list of needs, recommendations and evidences in dealing with the complexity of water management. In a comprehensive manner of summarizing various crucial highlights, there is a necessity for an urgent action to cope with wise water management rooted in the essence of planning that:

- Is comprehensive, interdisciplinary and multi-dimensional.
- Provides a shift from engineering projects using water as a resource towards approaches using water as a main asset of identity.
- Enforces a shift from supply-oriented towards demand-oriented water management models.
- Welcomes integrated frameworks of urban design, engineering and planning frameworks.
- Addresses changes of emphasis in urban planning approaches and practices so as to link politics, urban and economic development, ecosystem and community needs.
- Bridges between urban – regional and even cross border multi-functional approaches.
- Responds to water related scientific evidences: implementation must follow knowledge to achieve long-term effective and efficient results.
- And, of course, unites a water-aware community, receptive politicians and government officials.

That is the base for a change of emphasis from water-struggle to water-wise planning and management.

## Track 5: Environment, Ecosystem & Climate Change



**Co-Chairs:**  
**Nageeb Elhoweris, Sudan;**  
**Brigitte Schmelzer, Germany**

### 1. Introduction

- We could discuss our topic of projects and research for sustainable, resilient cities under the aspects of ecological and social relevance to meet the global challenges with 10 authors.
- The authors came from 10 countries: Serbia, Poland, Netherlands, Norway, Switzerland, Nigeria, China, Peru, Turkey and Italy. Papers were presented from 4 professional practitioners and 6 young academics.
- We heard of 4 waterfront developments, 1 water related landscape, 1 metropolitan city reconnecting to water, 1 city which is exposed to fluvial dynamics, about 1 city exposed to retreating beaches and 2 papers referred to climate change in cities.
- As general conflicts were identified the political restraint to follow the scientific proposals and planners advice due to general delay of long-term visions.
- From Switzerland we got to know two standardized evaluation instruments for building sites and single buildings through qualitative and quantitative indicators including water sensibility.

### 2. Challenges

- Environmental strategies and planning tools have to meet global responsibility and have to be tailored to the different countries and landscapes, to regional and local conditions and to economic and social status.
- Advantages have to be reached for citizens and stakeholders alike as they share their special environment, therefore mediation methods to get their interest are as necessary as scientific and planning professionalism.
- Cities have to be understood as „Learning Cities”
- Development of indicator based evaluation methods and practical tools
- Develop the best strategy to guarantee implementation.

### **3. What we learned**

- Governments are not the authority to produce long-term visions-because they think in election periods.
- Many borders exist for implementation of projects
- Often citizens oppose because they have not been involved in the planning process
- Participation of NGO s will broaden acceptance
- Future urban developments should integrate Ecosystem Services
- Use the existing near-natural sites for ecological connectivity
- Urban waterfronts –most of them converted from industrial to recreational sites–to gain access, ecological and aesthetic values
- Redesigned waterfronts provide the best untipole to homogenisation and urban gentrification.

### **4. What's needed**

- Projects have to undergo real participation in all stages, which have to be guided by professional mediation to produce more acceptance
- Strategies and planning projects for risk and hazard reduction are important for all countries but in crucial need for countries most threatened by effects of climate change
- Provision and balanced distribution system of even small, green open spaces will bring the most heat reducing effect for dense urban cities
- Planning for cities is a great challenge for practitioners as for researchers. Planning strategies for “better cities” is a multifaceted and trans-disciplinary task and affords bottom-up and top-down strategies.

## Track 6: Ports, Transportation and Infrastructures



### Co-Chairs:

**Martina Juvara, UK**

**Abdelwehab Alwehab, Iraq**

**Giovanni Sergi, Italy**

### 1. Introduction

Track 6 was strongly focused on urban ports, both active and decommissioned and the impact they have on their urban and regional system. Very early in the discussion it was recognized that there is an inherent tension and conflict between cities and their ports, which make strong economic contributions, but are also aggressive in their demands. More recently, most waterside cities have manifested strong aspirations to open up their waterfronts to urban use, with public access and leisure activities. At the same time, ports have become enterprises with globalized networks and operational structures of a massive scale. These changes have revealed even more strongly the clash and unresolved contradictions between cities and ports. There were 18 presentations in this track, with two keynote presentations and two studies on sustainable transportation that are inspirational for cities in any context. Many examples were from a variety of countries in Europe, but also from other Mediterranean countries, China, African nations and Australia. Many of the themes and issues were found to be transferable between continents, with the substantial difference of constrained spatial situations in Europe and longer history of port-city interaction; situations from which countries that are in first development could learn.

Track 6, in short, identified the following key issues:

- Modern ports are globalized strategic enterprises in fast growth and continuous transformation. Land demands are massive and subject to global pressures. This makes it hard to reconcile modern ports and town planning, which is increasingly responsive to local stakeholders.
- Cities are hungry for waterfront aspect.... A natural source of conflict with port developments all over the world.
- Public-Public cooperation is difficult, between cities, government, rail and port authorities, all of whom have different priorities. It is even harder when Global Shipping Stream Businesses (the users of the ports) are involved, as they pursue global business alliances which are trans-national. Planning therefore needs authoritative trans-national cooperation.
- Ports – unlike other major transport infrastructure – have limited strategic planning even if they involve massive long term land infrastructure.

From the perspective of planning, the most important issue appears the definition of the problem and of the scale: the port scale which is a system of spaces deeply interconnected in the region and the scale of the urban environment and waterfront. These two scales have also different time horizons for action, which must be understood and reconciled: the speed of

global economy and need to respond to competition and the speed of democratic and accountable urban planning.

## **2. Challenges**

The issue of major modern ports will continue to be pressing and evolving. Ever since ancient times, trading by sea was essential to the economy, wealth and power of nations. Today, in a globalized manufacturing world and consumer society, sea shipping has a major role in the economy and the amount of cargo is increasing in virtually all modern ports in the world. Out of the 76 most important ports, 52 are part of urban agglomerations, according to Olivier Lamine, one of the keynote speakers and General Manager of the AIVP (Association Internationale de des Villes Portuaires), making it imperative to identify ways for better coexistence.

According to a number of speakers, the divorce between city and port is on three fronts: Physical, Institutional and Cultural.

### **Physical Divorce**

- The scale of modern container and cargo ships has grown to 400m in length and berths are to have an extension of 300m, dimensions hardly compatible to many urban settlements, most of which are historic bays as well. As a result in some cases the ports move to a satellite location (as happened in Gdynia and Genoa in recent years).
- The modern container terminal is only one element of the shipping: the port has a complex network of complementary inland activities: railways, logistics hubs, industrial zones, big roads and heavy load traffic. This network can be very extensive, such as the Chinese Tianjin Port, whose activities extend to the whole Bohai region, or such as the Port of Barcelona, which has its logistic hub in Saragoza. The whole network and system works along lines of business alliances, and does not respond to local urban growth.
- Port operations are 24/7, generating pollution, noise, traffic hardly compatible with residential districts.

### **Institutional Divorce**

- Port cities are planned and managed by local institutions that are, typically, locally accountable. Contemporary planning also require a higher degree of community engagement and interface.
- Port systems, instead, are created by international trading businesses in cooperation with Port Authorities (typically separated from local governance).
- Port infrastructure needs (roads, railways, industrial zones, free zones, etc) are agreed and negotiated 'above' the city.
- When a port business moves or changes operations, it generally leaves the local port authority to deal with redundant infrastructure and unemployment.

### **Cultural Divorce**

- Port enterprises are accompanied by high expectation of economic returns ('a bucket of gold' mentioned by presenters from China), while port cities aim for the well-being of residents.

- Port activities display aggressive land take and disregard to the ‘carrying capacity’ of their urban locations (examples from Istanbul and Piraeus), taking over the city.
- Job culture and landscape are heavily influenced by port activities. They have to continually adapt and change according to the needs of the shipping industry.
- When port activities change, and some operations move away, the city is left to pick up the pieces, and find new jobs, new activities, and new ways to use the land. This is a long and expensive process of conversion, which must be accompanied by the repositioning of the city.

### **3. What we learned**

There was a great variety of papers and presentations, ranging from historical situations to new fast growth in developing regions. Overall, the investigations and discussions focused on finding solutions or openings for reconciliation for the three levels of divorce presented above.

In summary, some of the key points made (among others in many very interesting papers) are:

- Ancient ports were open systems of water and in-land infrastructures, just like modern ones. This is the case, for example, of the ancient port of Istanbul, which led to the creation of warehouses, industrial and shipbuilding structures and international neighborhoods in the Beyoglu Peninsula. Only, this type of development (representing dramatic change at the time) has a different and more human scale seen today.
- Some of the ‘classic’ planning tools used to understand and respect ancient urban fabrics (like morphological analysis or space syntax), could be used to plan a better interaction between modern ports and cities from the outset, creating opportunities for synergies and flexibility of use, and smoothing aggressive development and conflict.
- Interventions and management instruments exist to facilitate urban cohabitation between ports industry infrastructure and city: from environmental management (air, water and noise) as studied by the EU funded MESP project (Management of Environmental Sustainability of Ports), to attention to views, architecture or creation of public spaces or cultural activities as part of the port development.
- Regeneration of released port areas (such as in the examples of Antwerp, Ghent or Genoa) requires looking long term and aiming for reconnecting the city at various levels. Quick turn-around redevelopment will not necessarily create long lasting and sustainable places for the city. Complexity / Time / Economic crises are friends of regeneration...
- Sustainable and responsive transport planning (cycling and public transport) maybe be small in scale but has very important role to play in conjunction with ports, waterways and regenerated waterfronts. Health benefits of ports and industrial conversions (Emscher region in Germany) must be considered and planned for.

### **4. What's needed**

All papers considered a variety of problems and conflicts, but all suggested that the most relevant and urgent need is in the identification of a fairer and workable way to plan cities and ports so that the risks of aggression between port, industry and city, or competition

between ports (resulting in intense strain in cities) is better managed. A port requires extensive land-side infrastructure: uncontrolled global competition increases the risk of infrastructure investment being wasted.

- City, port, industry and infrastructure are interconnected. Strategic economic planning for collaboration would result in better planning of land-side infrastructure. Strategic framework for port development (national / inter-national) is essential for an efficient land response. Port systems should be planned as city-regions (e.g. Ligurian port strategy in Italy or EU efforts of coordination in the Mediterranean)
- A common language between port businesses, port authorities and planners (national to local) is urgently needed to improve coexistence and coherent development.
- Understanding the employment impacts of port changes and waterfront regeneration is essential: there should be aspiration for balance of employment / residential / well-being in port cities and former port areas.
- The cultural identity of port cities should be better understood in structural terms because it is essential to the people. It is not just the retention of few cranes that will keep the port identity alive.