

8 Contributing to the energy transition and circular economy in close cooperation between the local authorities, by:

- 8.1 Promoting contact between stakeholders to forge closer links between businesses, encourage greater pooling of knowledge and identify potential synergies and/or interactions.
- 8.2 Giving priority to circular economy projects as part of new partnerships between City, Port, Businesses and Civil Society, and by supporting the development of port activities aimed at optimising exchanges and/or recycling materials and waste.
- 8.3 Positioning the port as a centre for generating renewable energies for the city port territory.
- 8.4 Encouraging the port community to become partners in the generation of clean energy, notably when concessions come up for renewal.

9 Restoring and protecting biodiversity on land and at sea in port regions and cities, by:

- 9.1 Improving and maintaining water quality in the port basins.
- 9.2 Conducting regular surveys or biodiversity in the City Port territory and publishing the findings.
- 9.3 Avoiding the destruction of any sensitive natural habitats when developing onshore or offshore port spaces, and using mitigation measures to protect biodiversity wherever possible.
- 9.4 Supporting the efforts of civil society to protect fauna and flora in the City Port territory.
- 9.5 Encouraging programmes aimed at restoring and developing biodiversity in the City Port territory.

10 Anticipating the consequences of climate change for river or maritime city ports, by:

- 10.1 Including joint City / Port measures to prevent submersion and flooding in strategic planning documents, and through a suitable land management policy.
- 10.2 Promoting the renaturalisation of river banks and coastline to slow erosion and the impacts of extreme phenomena.
- 10.3 Introducing an early warning system to reduce the human and economic consequences of exceptional climatic phenomena.
- 10.4 Making resilience and carbon neutrality a priority in the design and operation of City Port installations.

Through its efforts to promote City-Port dialogue and exchanges of experiences between port cities, AIVP is committed to helping the signatories of this agenda to achieve the objectives set. By participating actively in United Nations programmes such as the 17 Sustainable Development Goals or various initiatives created in partnership with other international organisations, such as the World Port Sustainability Program, AIVP is committed to promoting and defending the ambitions of port cities set out in this agenda, around the world.



AGENDA AIVP

2030

next
generation

16th World Conference Cities & Ports

Quebec, 11-14 June 2018

#QuebecAIVP

AIVP - The Worldwide Network of Port Cities



Introductory quotes – a look back at the conclusions from #RotterdamAIVP 2016

“Planning needs to be incomplete. Insofar as we don’t know exactly what the future port city economy will look like, we need to make provision for uncertain uses.”

“A fundamental cultural shift is needed. Starting with finding a common language, a language with a clearer definition of the port city relationship terms.”

“Entrepreneurship means taking risks. Failures allow progress and form experiences that, by sharing knowledge, eventually lead to success.”

Current stakeholders and future signatories

We, who have come together in Quebec for the 16th AIVP World Conference Cities & Ports, and we members of AIVP:

- I Aware of the rising importance of urban planning throughout the world and the special place of port cities in that process ,
- II Aware of the need to preserve our environment, for our health and quality of life ,
- III Aware of the need to tackle climate change and the threats to biodiversity,
- IV Aware that international flows of goods, data and people are growing constantly,
- V Aware of the impacts of new technologies and digitisation across all parts of our society and life,
- VI Answering for our decisions to the inhabitants of our port regions and cities, to the global population and to future generation,

Approve the following AIVP Agenda for 2030:

1 Promoting city-port **dialogue** through a **renewed governance** approach aimed at reconciling the quest for economic and environmental performance with the well-being and aspiration of the population, by:

- 1.1 Guaranteeing better representation for all stakeholders- including civil society- in Port City decision-making bodies.
- 1.2 Committing to continuous, long-term consultation across the Port City territory.
- 1.3 Guaranteeing transparent management of Port City territories and adopting open information systems.
- 1.4 Developing collaborative approaches, drawing on knowledge from the scientific community and civil society to support decision-making.

2 Investing in **human capital** and developing port cities in a way that provides residents, young **talents**, professionals and entrepreneurs with the **jobs** needed for their own personal development and for the competitiveness of the port community:

- 2.1 Mobilising public and private stakeholders in port sectors to promote life-long professional training and personal development.
- 2.2 Enlarging the mix of profiles and promoting skills transfers, to improve flexibility and move beyond the sector-based approach.
- 2.3 Providing training in preparation for the deployment of smart and green technologies in cities and ports.
- 2.4 Promoting interactions and projects between schools, training institutes and the professional world.
- 2.5 Creating testing grounds: technology halls, co-working spaces, Learning Centers, Port Centers etc., to encourage interaction and stimulate new projects.

3 Making port cities key players in the search for **sufficient, quality food** for all, by:

- 3.1 Developing smart systems for monitoring and controlling food resources from one end of the logistics chain to the other.
- 3.2 Combating food waste by improving storage capabilities for both import and export of perishable goods.
- 3.3 Promoting fair trade and organic and local produce through a tailored commercial policy.

4 Promoting and capitalising on the specific **culture** and **identity** of port cities and allowing residents to develop and flourish as part of a Port City **community of interest**, by:

- 4.1 Developing promenades and other open spaces in City Port interface zones, to promote a better understanding of what the port does.
- 4.2 Integrating spaces and functions open to residents and visitors alike into port facilities, enhancing the visibility of the port and its activities.
- 4.3 Encouraging the creation of Port Centers.
- 4.4 Providing daily news and information on port and city life for residents, particularly young people and school students, using a variety of media channels.
- 4.5 Organising temporary or permanent cultural events at the ports.

5 Providing residents living in proximity to port activities with housing, recreational and cultural amenities in **city-port interface zones**, by:

- 5.1 Incorporating measures designed to reduce port nuisances into building design
- 5.2 Revising the status of port and urban-port heritage to properly reflect the site’s historical significance.
- 5.3 Developing public spaces and recreational or cultural amenities in city-port interface zones to create an appealing new area.
- 5.4 Promoting the architectural and landscape integration of port facilities.

6 Improving **mobility** in the port city and combating **urban congestion**, by:

- 6.1 Encouraging the development of soft, multimodal and collaborative mobility, notably for commuting.
- 6.2 Promoting the use of waterways, rail or other non-fossil-based modes of transport within the City Port territory for shipping goods.
- 6.3 Reducing the negative impacts of periods of peak activity in the City Port territory by any means possible.

7 Improving **living conditions** for residents of port cities and protecting their **health**, by:

- 7.1 Allowing independent, transparent measurement of air quality, water quality, sound levels, and light pollution in the city port territory.
- 7.2 Promoting and supporting the development of greener port facilities.
- 7.3 Introducing a commercial policy to reward the greenest ships and enforce slow steaming at the approach to port cities.
- 7.4 Regulating cruise ship stopovers based on the port city’s capacity, without compromising the equilibrium and appeal of the local area.