



PIANC

The World Association for
Waterborne Transport Infrastructure



ICOMIA
INTERNATIONAL COUNCIL OF
MARINE INDUSTRY ASSOCIATIONS

PIANC WG 202

The World Association for Waterborne Transport Infrastructure Recreational Navigation Commission

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**International Council of Marine Industries Association
ICOMIA Marinas Group, IMG**

INFLUENCE OF RECREATIONAL NAVIGATION INFRASTRUCTURES (RNI) ON WATERFRONT PROJECTS

TERMS OF REFERENCE

1. Historical background - Definition of the problem

Waterfronts (including seafronts, riverfronts and lakefronts) that were the shipping and industrial birthplace of many cities remain prime locations. In the past port and urban development were linked previously to an industrial growth which separated port development and urban integration. Nowadays abandoned areas in ports are going to become a great urban and port opportunity. They support a movement of "re-development" or regeneration of port-maritime-urban front which will encourage numerous associations and research. Reimagining a waterfront as a multi-use public gathering place is a golden opportunity for any place to redefine itself.

"Cities seek a waterfront that is a place of public enjoyment. They want a waterfront where there is ample visual and physical public access - all day, all year - to both the water and the land. Cities also want a waterfront that serves more than one purpose: they want it to be a place to work and to live, as well as a place to play. In other words, they want a place that contributes to the quality of life in all of its aspects - economic, social and cultural" (The Urban Land Institute, 2012. Remaking the Urban Waterfront. Seattle Department of Planning and Design, USA.)

Some reasons that make waterfront renovations interesting are:

- The availability of large abandoned or degraded areas in the heart of the city. All of them with peaceful sheets of water, giving an extraordinary urban and environmental value to the place.
- A great social and urban opportunity as public domain opposed to congested private estates.
- The increasingly demand for service activities and recreational functions that allow citizens enjoy this environment.
- Environmental and landscape reasons for the possibility of the establishment of wide open spaces along the crowded urban center.



Actions to manage and renovate waterfronts and coasts can be classified into two major groups: on the one hand are those that seek to protect and restore the environmental of natural coasts; on the other hand are those mainly placed in urban and port areas, which often require plans and projects to bring about regeneration. supportive part, for waterfront development projects.

RNI are not only places for berthing, they can result substantial benefits to the whole territory and to its community as they may:

- become a new urban space
- increase the value of real state
- involve services to boats, users and whole community and have significant impact on employment
- give an extra protection to flooding or erosion
- give opportunity for recovery or reconstruction of rivers and lake banks, offering new promenades or new urban skylines
- become a mixed-use place where to encourage and facilitate the path for the public to become a nautical enthusiast.

Restructuring waterfronts and renewal projects are often characterized by high costs which cannot always be supported by Governments because of lacks of finance resources or direct benefits for public sector. Instead, in a common public-private effort (PPP), proposing a development project that includes a marina with facilities and services typically residential, commercial and urban oriented, should ensure the economic sustainability, as well as the aimed environment and landscape enhancement.

2. Objectives

The objective of this RecCom WG is to understand, evaluate and report on the influence of Recreational Navigation Infrastructures on waterfront development and their funding possibilities (including PPP) and regulation of investments on marina/RNI development projects. The study covers both focuses from new constructions to redevelopment or regeneration of the waterfront.

The information provided will help Governments and investors make strategies and decisions at the planning state of restructuring obsolete areas and renewal urban projects.

3. Earlier reports to be reviewed

Relationship between RNI and Waterfronts was recently addressed in Smart Rivers 2015 celebrated in Buenos Aires, within the paper 172 "Development and Rehabilitation of Waterfronts in Internal Waters" submitted by Mr. Ciralli.

There also are lots of references from urban planning including ports, RNI and waterfront projects with several case studies. Some of these references are:

- Ciralli, E. 2012. Planning and design of ports in very sensitive areas: case studies. 4th National AIPCN-PIANC Congress, Infrastructure, logistics and sustainability - 2nd PIANC Mediterranean Days of Coastal and Port Engineering. Valencia, Spain.
- European Commission. 2014. Guide to Cost-Benefit Analysis of Investment Projects. Directorate-General for Regional and Urban policy. Brussels, Belgium.
- Giovinazzi, O; Moretti, M. 2010. Port Cities and Urban Waterfront: Transformations and Opportunities, TeMALab Journal.
- Landscape Architecture, chapter number 7, InTech.
- Project for Public Spaces. Great Waterfront Case Studies. Resource Articles, Waterfronts. PPS, USA.
- Project for Public Spaces. How to transform a Waterfront. Resource Articles, Waterfronts. PPS, USA.
- The Urban Land Institute. 2012. Remaking the Urban Waterfront. Seattle Department of Planning and Design, USA.
- International Regulations and Guidelines on the matter.

The Working Group should collect and study such reports and publications, evaluate their relevance and application to the contents of the report.

4. Scope

Consideration of the differences in coastline and waterfronts as public or private areas depends on the analyzed country. For this reason different regional regulations and existing guidelines on coastal and port areas should be analyzed and outlined. This task could help to a best practice approach, identifying whether proposed RNI can be a successful project or not. It would be useful to include other points of view from "sister associations" to PIANC like the Waterfront Alliance of the USA.



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Infrastructure necessities, services to be provided and specific characteristic parameters should be added accompanied by some successful case studies. Detailed mapping of the uses and building typologies, and its own regulation through the consideration of integration among waterfront development and marinas, water projects, leisure, and the interaction between ports and cities.

Also a description of a methodology to cost-benefit analysis of these projects should be appreciated with suggestions for the terms of engagement between harbor authorities and private entrepreneurs be studied and proposed with the aim of giving support to the state administration with a subject often unknown or misunderstood.

5. Intended product

The intended product is a best practice document basing on existing regulations and case studies. It will support Governments and investors to make strategies and planning decisions on how to deal with waterfront renovations.

6. Working Group Membership

The desirable expertise of Working Group members includes several profiles, they may be **developers, investors, urban planners, environmental planners, landscape architects, marina designers and managers, researchers** and research institutions, experts in PPP and in financing projects, public servants, etc., coming from both public and private organizations, from different countries around the world with different policies related with their waterfront treatment.

The call should be sent also:

- to other "sister associations" outside PIANC and ICOMIA, like IMG.
- to other renown organizations and associations operating in this field of knowledge, like:
 - o RETE Association for the Collaboration between Ports and Cities
<http://retedigital.com/en>
 - o The Waterfront Alliance - <http://waterfrontalliance.org/>
 - o Others that the WG members could find well suited for the scope of the work.



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7. Relevance to countries in transition

The subject of the Working Group - Influence of RNI on waterfront projects, is relevant for any country with port developments in urban areas, including Countries in transition. Given the significant importance of funding for these projects, it has special relevance for growing economies.

8. Climate Change

Provide a discussion on climate change issues in order to decide if a specific plan in coastline or waterfronts is desirable. How RNI projects can help to fight against flooding and erosion near crowded urban centers, improve adaptation measures and the way of quantifying them.