

## **THE SECURITY OF THE CITIZEN'S PORTS**

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### **ABSTRACT**

One of the most important subjects in relation with the functioning of the ports is the conversion of the aged & unused port's spaces.

Entire societies can be developed and obtain the progress that they need when the ports stop giving the back to the city and develop great areas, in the majority of the cases abandoned, converting them in new spaces for the citizen's enjoyment & tourist attractions; in short , economic developments creators of wealth for the cities located around the port.

Following this line of thinking the study of previous cases that have been developed successfully through projects of cultural, commercial, entertainment and country's heritage projects give social and economic benefits to the region. The typology of scopes and characteristic of these cases are different and wide, but the key fact is they're all focused on common objectives like the use of port's spaces and maritime fronts

With the come into force of the ISPS, appears a very important conflict, due that the new "citizens ports" must be incorporated to the *Port facility security plan* from the starting point of the project, until they are finished and implemented.

To determinate the non-compatibility of these theories ("The theory of the relation between the port and the cities" and the "Security of the ports facilities") or to find a cohesion point where this two theories can coexist, is a very important task that must be assumed very cautiously.

All the agents involved must re-orientate their job in this kind of social projects, adding new security control systems on the commercials centre, museums, converted spaces,

recreation zones, yacht harbours & marinas, because they all represent plenty source of income, that are the principal economic sustentation in the urbanized areas of the port.

The social development of countries could depend of this.

## **KEYWORDS**

Port, ISPS, Port's security, Citizen's Ports, port- city interface, Society.

## **INTRODUCTION**

As of 2001, important changes have come about in security matters, especially for the Western Hemisphere. Ports and vessels, given their vulnerability due to internationalization they represent, are the target for all kinds of terrorist attacks.

For years now the International maritime Organisation (IMO) has been establishing measures to prevent act of vandalism, such as piracy and attacks on vessels by insurgents in conflict zones.

However, to consider a port a high-risk location which could be used to perpetrate an attack on society or the port itself is a concept that has gained strength since 9/11.

One of the most important issues nowadays in the context of port functioning is precisely "*the redevelopment of ports spaces*".

Entire societies can develop and obtain the progress desired by its people when the port stops being apart from the city, and starts developing large areas transforming them into new spaces to give services to the citizens and attracting tourists, henceforth becoming socio-economic complexes, generating wealth for the society.

Improved port-city relationships, the elaboration of an integrated management model that would take advantage of the favourable condition of both, and that would boost factors of endogenous growth for the port, the city and its broadest hinterland is a great alternative for sustainable development of any port city.

Revitalization, recycling, renovation, organisation, rehabilitation or remodelling of under-utilized port infrastructure can all be considered as restructured port space related concepts, where the objective is to develop new commercial, tourist, cultural and urbanistic activities on the port- city interface, contributing to the overall socio-economic development of the city.

Huge fourth & fifth - generation port developments and its related infrastructure, require large areas to develop commercial and logistic activities, forcing the port to expand in search of these areas. This is how the oldest docks which are nearest to the old part of cities come to be disuse, leaving empty docks and port's stores. As a result, they leave certain areas under-utilized and in a derelict state.

Ambitious projects are often drawn up to re-convert these spaces by designing a Special Plan, approved by the port and local and government authorities.

These plans must orientate the remodelling of the berth and port's stores areas with the purpose of opening them up to the city, integrating these zones into the city's activity, creating areas for recreation, culture and entertainment in order to increase the richness of the metropolis, without taken the market segment of the previously established businesses.

Some of the more recurrent urban-territorial aspects taken into consideration in these plans are:

- To physically and visually integrate the port and the city to create a unified and dynamic relationship for the benefit of both.
- To renovate and open public access to the waterfront for citizens in an area of the port which, until now, has been totally restricted and solely utilized for port activity.
- To make the port more efficient consolidating the existing uses and allowing new development on the abandoned spaces.
- To promote an appropriate combination of uses to suit the needs of the local population, as well as the corresponding tourist population from any part of the world.
- To distribute the combined uses so as to facilitate a variety of activities in order to:
  - Produce activity in the zone during the daytime and night time.
  - Produce a variety of atmosphere both passive and active.
  - Offer a wide array of activities to attract people of all ages and encourage frequent visits.
- To establish designs for buildings, public spaces and urban property to incorporate unique elements especially planned for the setting. In some cases emphasis is placed on some element of the plan, which could be a building or adjacent boulevard as a tourist attraction, to make a lasting impression.
- In case of building or port elements considered to be of historical value or heritage, and analysis of suitability is carried out for its recovery or recycling,

appointing a cultural or historical nature, to the project, with regulations for the intervention.

Every Port has been adequately restructured over the last three decades has contributed to finding the answer for the economic hardships of its surrounding urban area. Such is the case of Baltimore, where the prime objective of the changes undergone by the old port was to assuage the serious financial crisis and improve the derelict state of the city centre.

Today, these initiatives have created more than 30,000 jobs and the zone is the centre of attraction for some 7.5 million tourists a year. Similar case is happening now on other countries, for example: The Port of Barcelona in Spain, and Puerto Madero in Argentina

It must be clear that, according to the ISPS Code, not every facility located within the area of a port precinct can be referred to as a "*Port facility*". This makes certain areas of the port vulnerable and susceptible to security alerts.

On the other hand, there is a possibility to extend the ISPS Code to any facility, when even if it is not pursuant to the Code.

The areas outside of the interface are not contemplated in the Code, even though they are located within the very port, they do not represent, to effects of the Code, risk or vulnerability. Legally, in security means, they are unprotected even though they represent the highest affluence of the people through the port.

At present, research is underway to determine the extent to which these areas need to be safeguarded or not, and subsequently propose actions that will guarantee safety and security to all developed areas of port with the aim of establishing a criteria to understand whether the two trends – that of *citizen's ports* and security of port facilities- are fully compatible, and if not, to find a cohesion point by which both principles may coexist.

The social development of ports cannot, under any circumstances, wane or be neglected. The growth of surrounding communities could depend on this.

The Incorporation of the ISPS Code and the ensuing Port Facility Security Plan (PSP) must orient these social projects to incorporate, with the necessary preponderance, their own security and control management systems at shopping areas, museums, redeveloped spaces, recreational areas and existing leisure harbours, which are often linked to community ports.

“The Port Vell” of Barcelona is a good example of this kind of areas, please, find below some pictures that can show the urban areas inside of the port facilities

**Paseo Itaca, Barcelona (1999)**



**Rambla de Mar, Barcelona**



**Muelle del depósito, Barcelona**



Also, one picture from Puerto Madero in Argentina, where can be found the renovation of the unused port's spaces that is now offered to the enjoyment of the citizens, and is also unprotected by the implementation of the PSP.

**Puerto Madero, old port stores converted in offices for the privates companies.**





## **CONCLUSION:**

As can be appreciated on the previous images, all those areas of the port are not protected inside of the ISPS. This issue should be analyzed

The PSP must establish security measures based on the new concept of interface, to include “*all areas within the port where the facilities are associated with the enjoyment of individuals and are also linked to the development of the adjacent communities*”. This will also include areas like yachts harbours & marina and related activities, enabling adjustments in security issues to have a direct effect on the community ports, in term of increased security.

Once these measures are set in place, several measures should be taken into consideration. The facilities of the community port must be equipped with security cameras to facilitate greater control and surveillance in preventing terrorist attacks on the facilities from outside the interface.

Additionally, the conditions of ports security need to be constantly monitored based on the strategic planning for obtaining feedback, using their own experiences as well as those of others to meet this objective

It is of great importance to formulate plans in conjunction with state security organisms and to monitor these zones, as well as to equip the far-off areas with the necessary technological systems. A fast response should be guaranteed, in the case of any threat that may arise in the community port.

For this, the entire security and safety platform in these zones must also be technologically updated, giving more control on the prevention and in the case of an emergency.

Finally, there must be concrete and complete emergency plans in addition to the *Port Facility Security Plan*, taking into consideration the overall vision of the port facilities. With this, is possible to achieve efficient monitoring levels in order to respect the minimum security measures needed to protect the inhabitants of the port's surrounding community.

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