



THE SECURITY OF THE CITIZEN'S PORTS

J. Ezequiel¹

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ABSTRACT

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

Entire societies can be developed and obtain the progress that they need when the ports stop ignoring the city and develop great areas, most of them abandoned, converting them into new spaces for the citizen's enjoyment and tourism.

With the come into force of the ISPS, a conflict appears. New "citizen's ports" must be incorporated to the Port facility security plan from the starting point of the project, until they are finished and implemented.

Determining 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 finding a cohesion point where both theories can coexist is an important task that must be assumed.

All the agents involved must re-orientate their job in this kind of social projects, adding new security control systems on the converted spaces, because they are the principal economic sustentation in the urbanized areas of the port.

The social development of countries could depend on 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 the internationalization they represent, are the target for all kinds of terrorist attacks.

¹ Lecturer, Polytechnic University of Catalonia, Department of Nautical Science & Engineering, jemartinez@cen.upc.edu, jesum13@gmail.com, 0034-696476922, 0034-932680152, Pla del Palau, 18 08003 Barcelona, Spain.



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

However, considering 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*".

DEVELOPMENT

When the Security of the Port is object of a study, it must be considered the importance of all the spaces located within the port, as this represents a kind of economic complex.

These days, when everybody is talking about social development and environmental protection all around the world, the maritime investigators must also study what happens with the social benefits of the maritime economy and logistics, so it is time to ask how the ports can help the nearest cities to develop and find one way to achieve their own profit and better life's conditions.

This is an alternative to be explored if we are really convinced of the wellness and happiness that can be offered to the people, and if we really want to improve, at least, a little be, the actual world. Regarding this matter, we must know that entire societies can develop and obtain the progress desired by their 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.

Once the port-city relationships have improved, it is a great alternative to elaborate an integrated management model that would take advantage of the favourable condition of both (port and city), and that would boost factors of endogenous growth for the port, the city and its broadest hinterland. Such an alternative would mean a development of any port city.

Revival, 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 urban-like activities on the port- city interface, contributing to the overall socio-economic development of the city.

Huge fourth and fifth - generation port developments and its related infrastructure, require large areas to develop commercial and logistic activities, forcing the port to expand in search for these areas. This is how the oldest docks which are nearest the old part of cities come to be disused, 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 historic value or heritage, and analysis of suitability is carried out for its recovery or recycling, appointing a cultural or historic nature, to the project, with regulations for the intervention.

Every Port has been adequately restructured over the last three decades, which 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 that 30,000 jobs and the zone is the centre of attraction for some 7.5 million tourists a year. A similar case is happening

now in other countries, for example: The Port of Barcelona in Spain, and Puerto Madero in Argentina.

It must be made 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 safeguard 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 understanding 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 whereby both principles may coexist.

The social development of ports cannot, under any circumstances, wane or be neglected, for 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, as illustrated in the pictures below, which show urban areas inside port facilities.

Consider also one picture from Puerto Madero in Argentina, where it is possible

to observe the renovation of the unused port's spaces, now a leisure space for the citizens, which is also unprotected by the implementation of the PSP.

CONCLUSION

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

Figure 1: Itaca Promenad, Barcelona.



Source: Port 2000



Figure 2: Maritime Avenue, Barcelona.



Source: Port 2000

Figure 3: Warehouse Dock, Barcelona.



Source: Port 2000

Figure 4: Madero Port, old port stores converted in offices for the privates companies.



Source: Port 2000

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 such as yacht harbours and 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 organisations and to monitor these zones, as well as to equip the far-off areas with the neces-



sary 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. In this way, it 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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LA SEGURIDAD Y PROTECCIÓN APLICADA A LA RELACIÓN PUERTO-CIUDAD

Las Instalaciones portuarias, se han visto sometidas a nuevas regulaciones en lo relacionado con la seguridad Internacional.

La aplicación del Código ISPS (en español PBIP) ha obligado a los puertos a convertirse en Puertos Seguros, lo que ocasiona un cambio radical en las políticas de los puertos para algunos, o un ajuste en protección para otros, según sea el caso.

La organización Marítima Internacional ha determinado dentro de los puertos las áreas consideradas como vulnerables; estas áreas reciben el nombre de Interfase.

Áreas portuarias dedicadas al turismo, recreación e incluso al ocio, han quedado fuera de la Interfase por lo que surge la pregunta ¿Están desprotegidas? ¿Son los puertos deportivos áreas seguras por si mismas? ¿No representan ningún riesgo para la seguridad de la vida humana de las personas que ahí se encuentran cuando son los sitios donde más personas conviven?

Se plantean estas preguntas cuya respuesta puede afectar por completo el desenvolvimiento de la aplicación del Código Internacional de protección del Buque e instalaciones Portuarias.

DESARROLLO

La seguridad internacional ha dado un giro importante a raíz de los sucesos ocurridos el 11 de Septiembre en New York, donde debido al terrorismo (enmascarado en el fanatismo religioso) perdieron la vida miles de personas, llevándose a cabo uno de los atentados terroristas más grandes en la historia reciente de la humanidad.

A partir de ese momento, sobrevienen cambios importantes en materia de seguridad, en especial para occidente, que se vio obligado a adoptar medidas para evitar por todos los medios, que una nueva catástrofe se fraguara en cualquier ámbito.

Los puertos y buques, dada su vulnerabilidad, gracias a la internacionalización que representan, son puntos de mira muy importantes para todo tipo de atentados terroristas, y precedentes recientes apuntan que siempre han estado en la mira de quienes comenten estos atentados.

La Organización Marítima Internacional (OMI) lleva años dictando medidas para prevenir actos vandálicos, como la piratería, y el ataque a los buques gracias a insurgentes en zonas de conflicto, sin embargo, el considerar a los puertos como un lugar de alto riesgo por medio de los cuales un atentado pudiese afectar a la sociedad y al puerto en si mismo, es un concepto que se ha reforzado con los sucesos del 11-S.

Desde el interés fanático- religioso al del narcotráfico, pasando por los desórdenes sociales, problemas entre naciones, conflictos entre Oriente y Occidente, todo ha



dado origen a este fenómeno que actualmente cobra más vida que muchas enfermedades consideradas incurables.

Adicionalmente, los puertos han tenido una evolución social muy importante en los últimos años, re-direccionando su mercado y sus objetivos comerciales al ámbito de la ciudadanía para devolverle lo que por años fue un territorio usurpado, y en muchos casos arrancado de las manos de la población para pasar a integrar los espacios portuarios.

CONCLUSIONES

Las nuevas condiciones infraestructurales para responder al desarrollo del tráfico marítimo y la misma revolución de vapor del siglo XIX que impuso los nuevos barcos de casco de hierro y propulsión mecánica dándole origen a la ejecución de las grandes obras que eran necesarias en los puertos, como dragados, diques, muelles, pueden ser calificadas como unas de las razones apropiadas para la implementación de una reconversión de aquellos espacios que se han dejado de utilizar entre otras por sus restricciones de calado y que idealmente estén en contacto con la ciudad histórica y su patrimonio, transformándolos en espacios abiertos al público, con una gran variedad y calidad de actividades culturales y lúdicas. Estas transformaciones tienen objetivos que pueden ser de tipo urbanístico territorial, de tipo económicas.

Los grandes desarrollos portuarios y su infraestructura conexas en puertos de cuarta generación y en adelante, requieren de grandes superficies para el desarrollo de actividades logísticas y a veces comerciales, obligando al puerto a desplazarse en busca de dichas áreas y en consecuencia dejando estas áreas subutilizadas en estado de abandono. Es así como los muelles más viejos y a la vez más cercanos al casco antiguo de la ciudad, pasaron a estar en desuso, con tinglados y dársenas vacías.

Ambiciosos proyectos que se planifican a partir de un Plan Especial, consensuado por el Puerto, el Ayuntamiento o Municipio y el Gobierno Regional o de la Comunidad Autónoma, con el fin de revitalizar espacios para el uso ciudadano, sin embargo, la vulnerabilidad ante la amenaza de atentados terroristas, ha dado un giro al ya agitado negocio dentro de estos recintos.

En consecuencia se han elaborado planes protección de los sistemas portuarios, sin embargo estos no toman en cuenta las áreas ciudadanas del Puerto, estas áreas de ocio, ante los nuevos códigos internacionales de seguridad y protección (PBIP) se encuentran legalmente desprotegidas, no dejando cabida a las actuaciones preventivas que pueden llevarse a cabo para salvaguardar estas áreas tan sensibles de los puertos y lo más importante, a la vida de la gran cantidad de personas que visita estas áreas de distracción y diversión de los puertos, y que representan precisamente un interés socio-económico beneficioso para la ciudad en si misma.



Finalmente destacar que es de amplio interés investigativo determinar cual es el mejor método a seguir para lograr la protección de estas áreas, la dotación de los equipos de seguridad necesarios, así como los acuerdos de las empresas urbanísticas que los gestionan con los cuerpos de seguridad del estado y la elaboración de planes de acción que garanticen la protección de estas instalaciones.

