



**PORT-CITY GOVERNANCE AND TERRITORIAL DEVELOPMENT ON
THE EASTERN SHORE OF THE BALTIC SEA:
FOCUS ON TALLINN & KLAIPEDA**

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Balticseas3 : Baltic Sea as a future energy crossroad: Port, Shipping & Geopolitics'
Perspectives

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Introduction

A qualitative approach to analyse port-city relationships and their impact on territorial development.

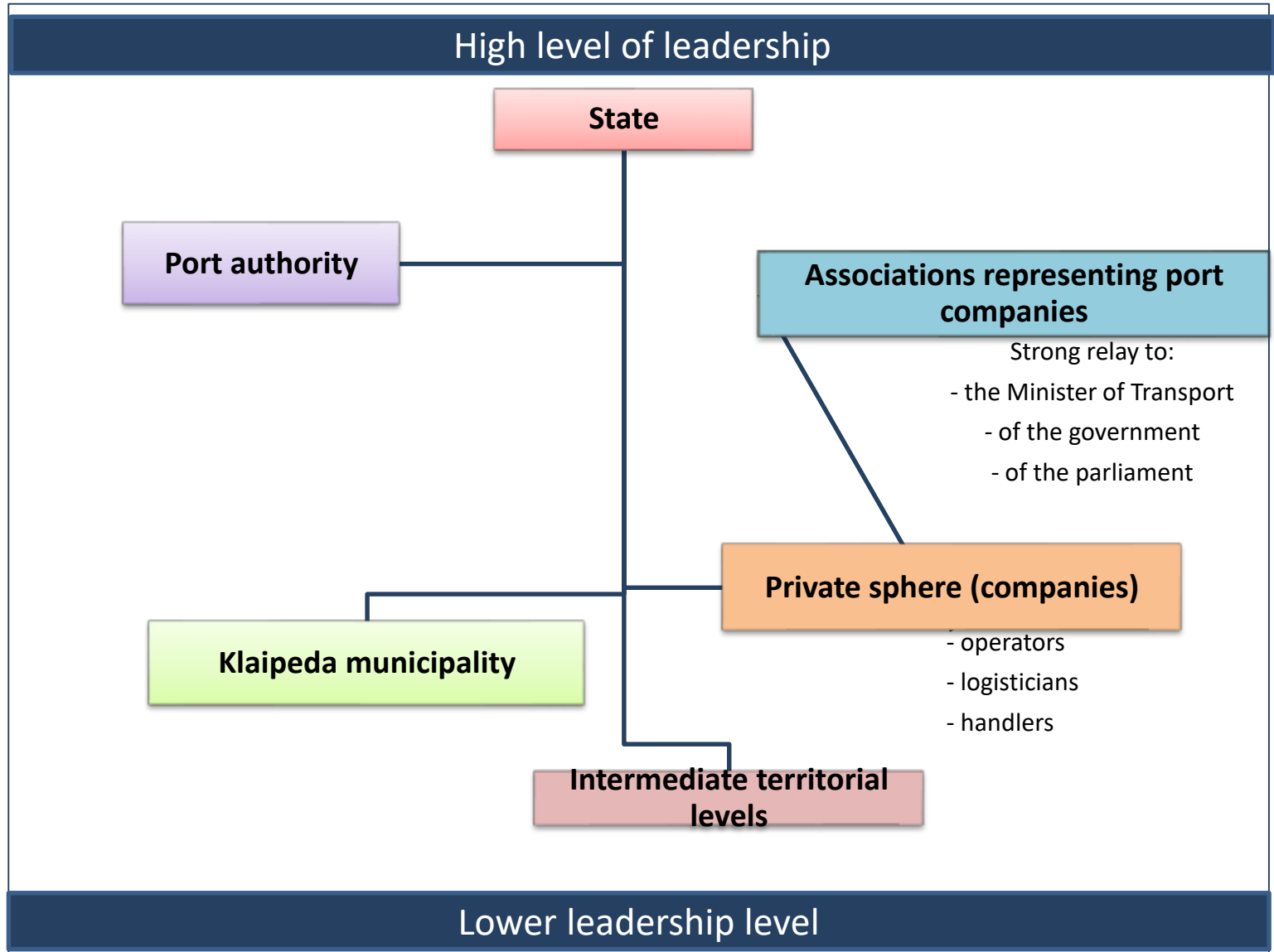
Evolutions in port governance represent a major stake in territorial development.

The analysis was undertaken on the basis semi-structured interviews in 20 medium size port-cities in Europe.

Focus on the ports of **Tallinn and Klaipeda.**

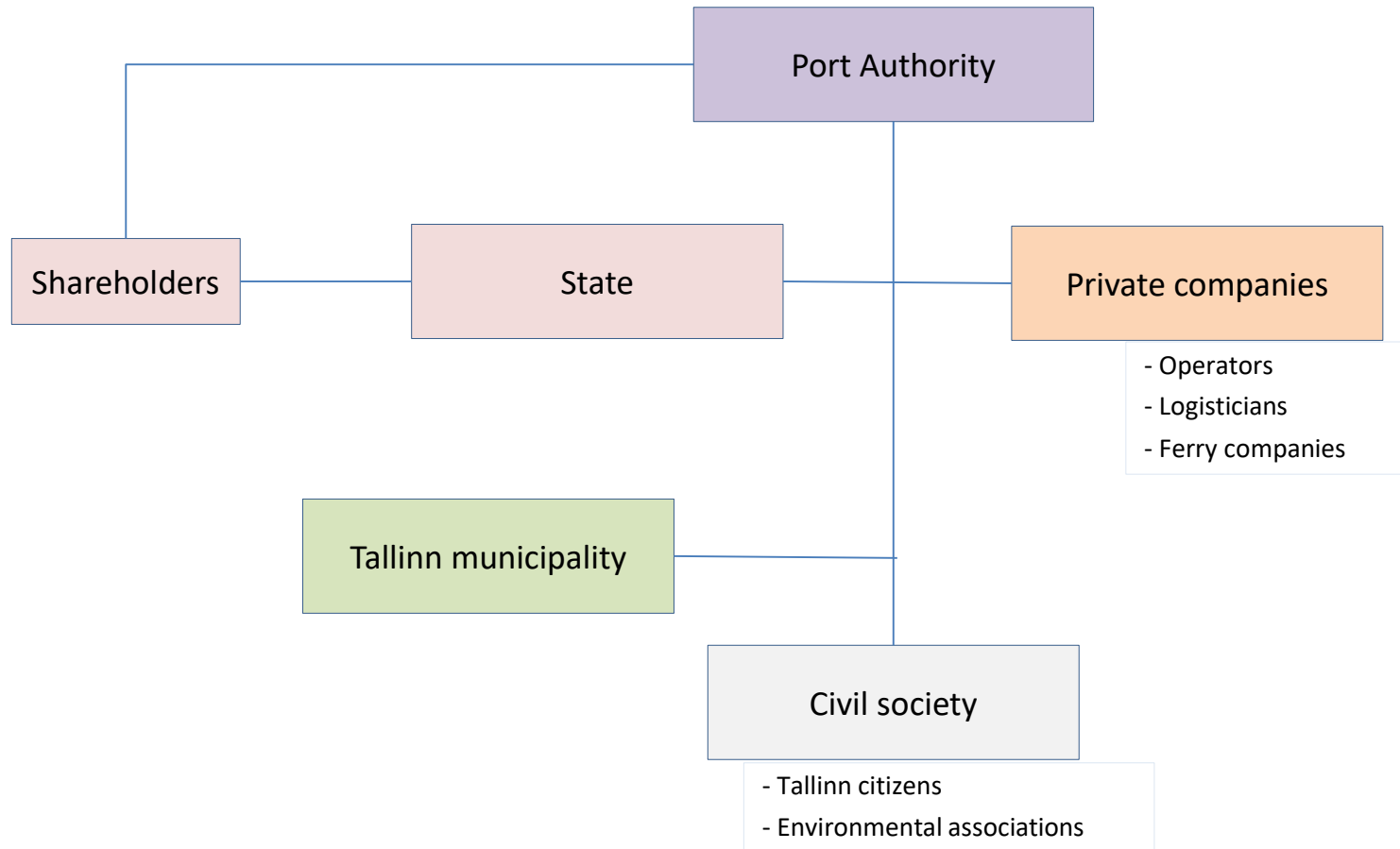


The stakeholders in governance of the port of Klaipeda



The stakeholders in governance of the port of Tallinn

High level of leadership



Lower leadership level

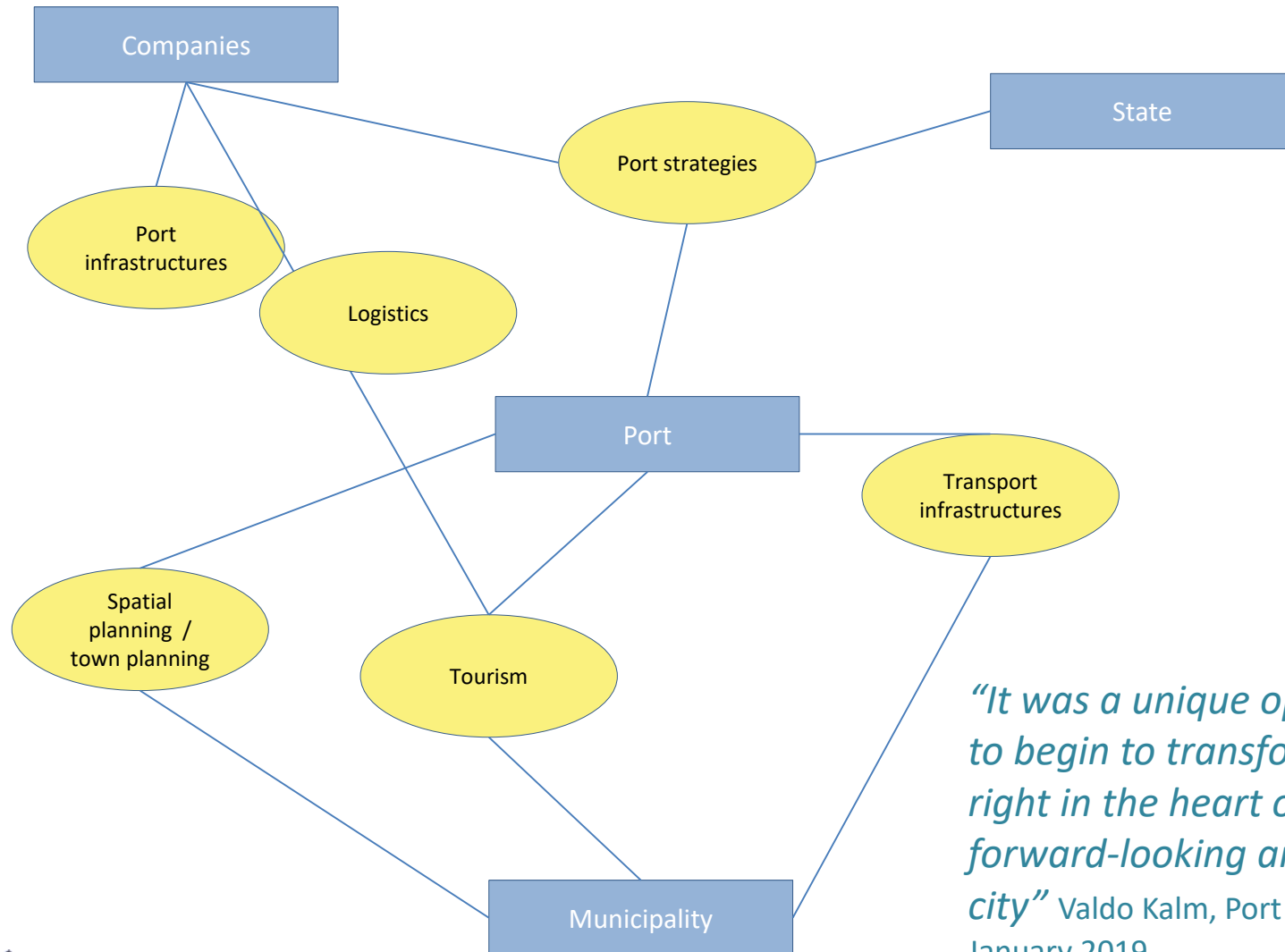
Speeches and used word in Klaipeda



A word cloud visualization of terms used in speeches in Klaipeda. The words are arranged in a roughly circular pattern, with larger words indicating higher frequency. The most prominent words are 'State', 'Council', 'port', 'economic', 'president', 'project', 'commission', 'community', 'terminal', 'CEO', 'CEO', 'work', 'direction', 'relations', 'members', 'municipality', 'people', 'construction', 'governance', 'urban', 'transport', 'activities', 'impacts', 'need', 'position', 'representantatives', 'commision', and 'commisson'.

“The municipality is not a port stakeholder”. A manager from the port authority of Klaipeda, April 2017

Speeches and topics in Tallinn



“It was a unique opportunity for us to begin to transform the port area right in the heart of Tallinn into a forward-looking and welcoming city” Valdo Kalm, Port of Tallinn’s CEO, 31 January 2019

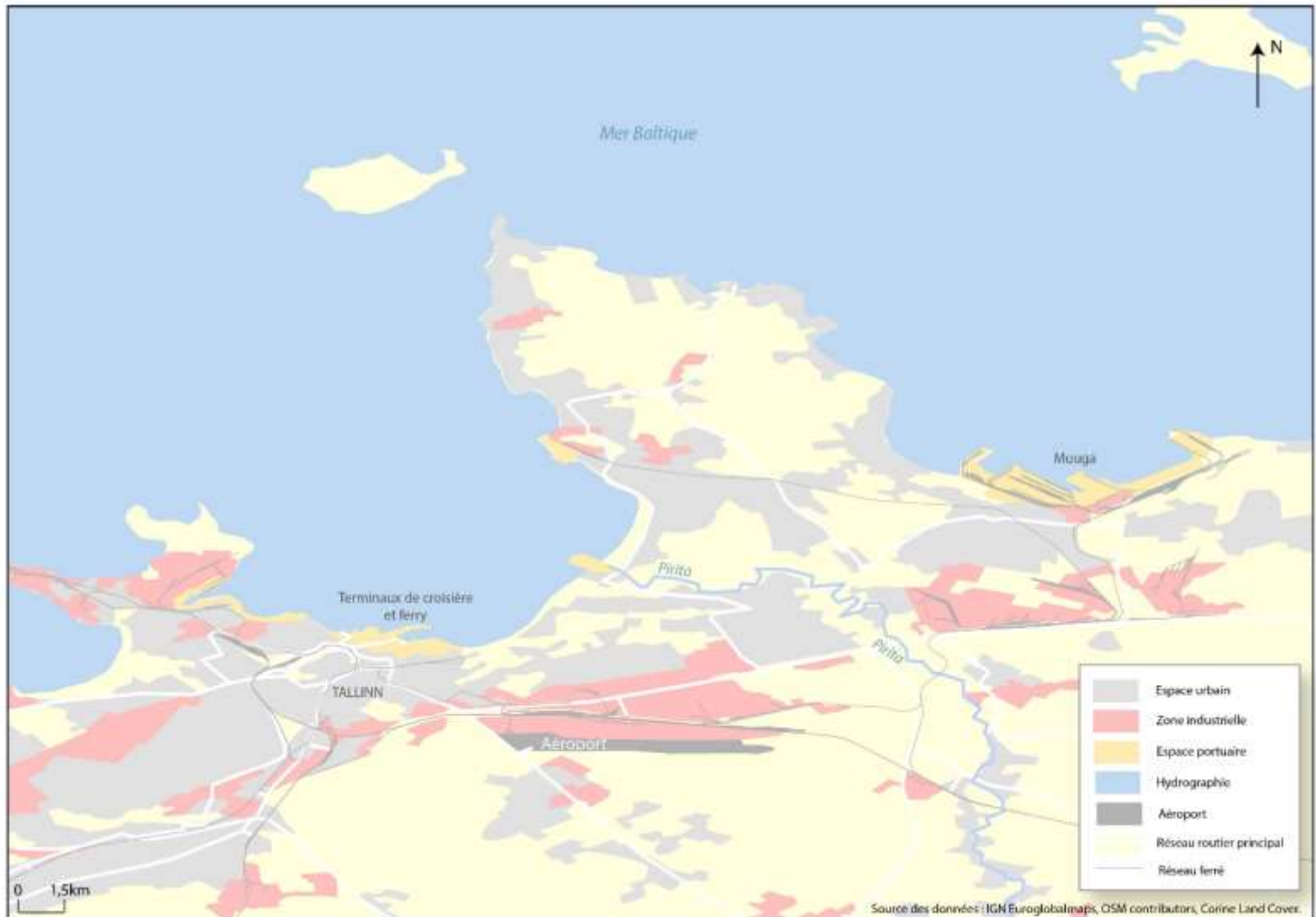
Territorial consequences

Klaipeda	Tallinn
<p>The lack of dialogue and the imbalance between the port authority and the municipality in their ability to wield influence (reported by a large number of port stakeholders) encourage the municipality to adopt a defensive attitude.</p>	<p>It seems that the time has come for appeasement and the harmonization of objectives and projects both from the point of view of the port... ...as well as from the point of view of the city.</p>
<p>Consequently, urban and port projects will give rise to games and strategies which are illustrated in particular through attempts to appropriate spaces.</p>	<p>Thus, the actors seem to agree on at least one common objective, which is that of making Tallinn a multifunctional regional hub allowing the city to connect to its neighboring territories.</p>
Le Havre	Dunkirk

City and port of Klaipeda



City and port of Tallinn



Some conclusions...

The Baltic area is no exception: It subscribes to a **general movement of changes** within international trade which have transformed and distanced ports from the city.

The Eastern Baltic ports seem able to be **categorized with respect to the place assigned at the municipal level:**

- **Russian and Lithuanian ports are state ports** from which local councils are virtually absent.
- In **Finland, Estonia and Latvia, the local authority is a decision-making stakeholder** of the port, admittedly at different levels.

Despite the interdependence between port and territory, there is a **persistent lack of knowledge of the benefits linked to maritime traffic** in the hinterland and the territory as a whole.

Lastly, it appears that **the next challenge** to face the Baltic port world is based on a **reflection in terms of port community** and this at **diverse levels**: city-port, ports' range or port region.

Thank You for your attention



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