

Restoring Life in the City: Regenerating the Valletta Grand Harbour Area

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Abstract

Harbour Cities are formed by the economic, political, social and cultural activity that surrounds them. In recent years a number harbour cities worldwide have been at the forefront of regeneration – and re-building their reality based on revived cultural centres, new commercial activity and international links rather than basing their success on the industrial activity synonymous with their past lives. Valletta, Malta’s harbour – city region is one such city. This paper traces the fate of the Grand Harbour and its neighbouring cities in the island of Malta through the events of past centuries and the most recent regeneration projects. This paper will highlight the importance that harbours have for the prosperity of the urban areas. By analysing the rise and fall of the city regions, this paper will also demonstrate that regeneration of harbour areas has to be in line with the regeneration of the surrounding cities – one does not occur without another. The findings of this paper are based on research conducted in the area during the past eight years through three EU funded projects.¹

Key Words: grand harbour, cities, socio-economic development, DevelopMed, DELTA, Malta

¹ The Projects are: (1) DevelopMed – Interreg Project (a project commenced in 2009 run by the Marche Region, Italy with Paragon Europe, representing Malta). This project will aim to promote the strategic positioning of the Mediterranean space by strengthening maritime accessibility and the empowerment of Mediterranean ports in modality and intermodality transport systems.; (2) DELTA (2002- 2005) a Euromed Heritage II initiative; this project aimed to generate socio-economic development through the enhancement of tangible and intangible heritage Malta, represented by the University of Malta and using the harbour cities as a case study; and (3) RCSM – INTERREG Project (2006 -2008) which created a system of quality assurance for minor historic cities. In this project, where Malta was represented by Bormla Local Council, one of the Harbour cities. All these projects focus on the revival of the harbour areaby addressing different aspects of harbour and city activity. All these projects were co-financed by the European Union.

Report

1. Introduction – The Maltese Islands

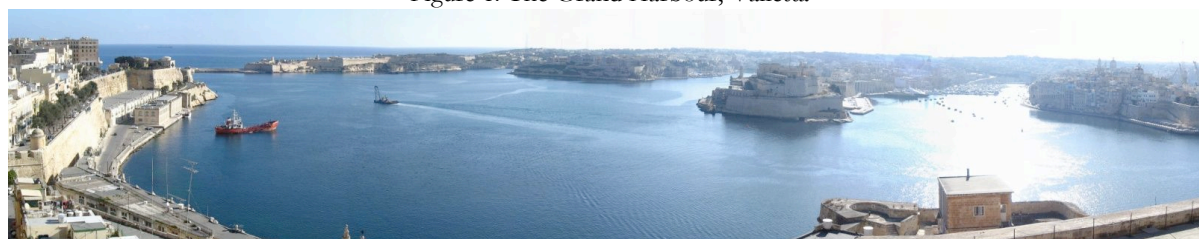
The centrally located islands of Malta at the very centre of the Mediterranean Sea (Map 1) have grown and prospered thanks to their natural harbours. These natural harbours, located where today one finds the capital city of the islands have always been crucial for trade and business in the Maltese Islands. The islands often served as a commercial link between Europe, Asia and North Africa.

This paper will trace the fate of the harbours and surrounding cities (Map 1) from the modern era to today. In doing so the paper will highlight the importance that harbours have for the prosperity of the urban areas. Following centuries of intense activity, the harbour city region declined in its importance. This was the result of changes in the nature of the Maltese economic activity and a shift of focus of the cultural activities and leisure habits of the population away from the Grand Harbour area to other areas of the island.

The main economic sectors of the Maltese Islands are financial services, tourism, ICT services and business process outsourcing. The two most significant sectors are the financial services and tourism, with the latter being directly related to the subject under discussion.

Malta's financial services sector has been growing at around 30% per year for the years. This sector is fast becoming a foundation of the Maltese economy, broadly accounting for around 12% of GDP (Malta Enterprise 2008). On the other hand tourism, accounts for 23% of the GDP and the direct employment of ca 30% of the Maltese population². Each year Malta hosts over one million visitors.

Figure 1. The Grand Harbour, Valletta



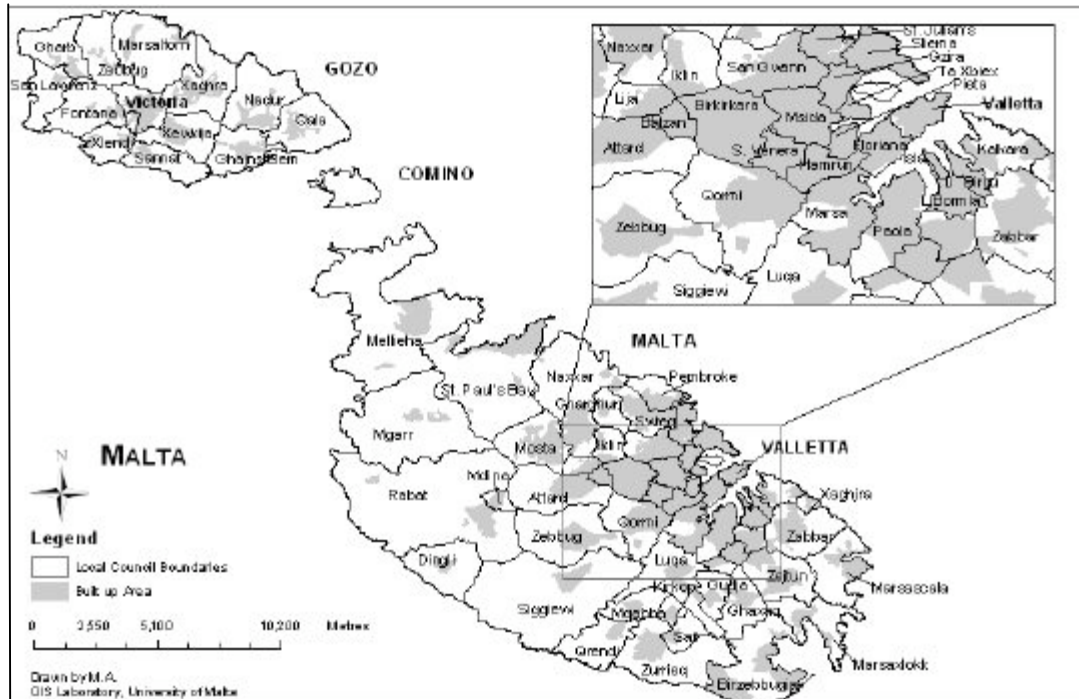
2. Historical Development of the Grand Harbours of Malta

The Grand Harbour region brings together six different localities (Map 1), Valletta, today's Malta capital and administrative city, Floriana an annex to Valletta built first by the Knights and then fortified by the British, Marsa which is an industrial town hosting most of the harbour activity areas, Vittoriosa, the only city which has had uninterrupted

² Malta's population as at 2005 census is 404,962

human activity pre-dating the middle ages 3; Senglea built by the Knights and used as a model for the capital city, Valletta; Cospicua – a city associated with ship building but whose original buildings have been demolished as a result of the World War II and Kalkara , a city area built by the British during their time in the Malta (1798 – 1964). All of these cities are bound together by a common shoreline and a chequered history and a harbour that has shaped their social, cultural and economic activities for centuries.

Map 1. The Maltese Islands with Grand Harbour area detail showing the surrounding cities



At the arrival of the Knights of St. John in Malta in 1530, Malta was a peasant-based economy with its capital city, Medina (Mdina) located far inland and without any direct link to the sea. Being a maritime order the Knights, as well as in eternal conflict with the Turks, the Knights Hospitallers felt that it was imperative to strengthen the harbours and immediately established their seat in Vittoriosa (Birgu) – a maritime city at the time represented by a walled castle. The Knights immediately started to strengthen the fortification around this area, first building the city of Senglea. Following the Great Siege of 1565, where the Knights and the Maltese emerged victorious over the Turkish armies of Suleiman the Magnificent, the Knights focused all their energies to build the cities and to strengthen their claim over the Mediterranean harbours by strengthening their maritime fleet. The importance of the Harbour remained uncontested throughout the next four hundred years. During the era of the Knights the harbour cities became a cosmopolitan centre attracting a variety of peoples from different nations and professing diverse creeds as well as trades and skills. (Cassar, 2000)

³ The Maltese name of the city is Birgu – a word which means fortified town – an important landmark in this city – the Fort St. Angelo, which today houses the seat of the Knights of St. John is the oldest building in this city and it has traces of human habitation dating back to Norman era (1100s)

The offensive by the forces of Napoleon Bonaparte who entered the port in 1798 with the excuse of requiring water, and the subsequent two years of occupation led to a drastic decrease of traffic in the Grand Harbour. This was the first and only time where the fortified cities of the Grand Harbour, built to defend the Maltese were used – however it was against the Maltese population as the French Army barricaded itself within the city of Valletta.

In 1800, following call for help by the Maltese militia against the French, the British started their 164 - year rule of the islands. The British established their naval base in Malta and saw Malta as a foundation from which they could further advance their Empire. With the arrival of the British on the islands in 1800, the maritime activity of the island was further boosted and Malta became renowned as the “*Hub of the Mediterranean*”. The tradition commenced by the Knights – that of ship building - was continued and strengthened by the British, rendering the port as a hub of commercial activity. The harbours buzzed with life and led to a further expansion of population and trade in the area, including construction, seaman, rope making, boat building, ship repairs, sail cloth making, baking and other related port-trades (Debono, 2000). Population within the fortified cities increased as more and more people from the rural areas were attracted by the economic activity generated within the harbour area. This influx had its impact on the cities within the harbour as due to their fortifications the cities were unable to grow further. At the turn of 1900, the cities were described as expanding at their seams – new towns in the surrounding areas but outside the fortified walls of the cities had to be built to accommodate the vast population attracted to the cities. (Schembri and Borg, 1996)

Naval British authorities in Malta made every effort to improve the Grand Harbour as they wanted to control the central part of the Mediterranean with their warships. In 1805, Admiral Keith chose Malta’s Grand Harbour rather than those of Mahon, Elba or Sardinia. Benefits included its fortifications, wider entrance, harbour amenities and greater anchorage area. At the time the Grand Harbour swarmed with British war and merchant ships and a multitude of small boats.

Malta started to enjoy a new era of prosperity centering mainly around the Grand Harbour. This harbour attained unprecedented stature and made huge steps as a military post, as a naval arsenal and as a secure place of depot for British merchants. As Britain concentrated on its navy, as a means to control the Mediterranean and its colonies, it was felt necessary to establish a good dockyard in Malta given its central position in the Mediterranean. The HM Dockyard which originated at the Galley Creek was to expand to French Creek. The history of this dockyard is an integral part of the Grand Harbour as it occupied vast areas for a long period of time. The Grand Harbour was to witness a great revival of shipbuilding and by 1820 established local ship constructors started to launch excellent merchant ships like the brig, the barque, the bombard and the schooner.

The Grand Harbour also served as the internal link between the two main islands forming the Maltese Archipelago. The link – a locally built boats known as *Dghajjes tal-Latini* – Lateen boats were used to transport goods as well as people between the two islands; adding further more to the hub of activity within the harbour. Another important

means of transport and therefore role of the harbours was the use of the water taxis used to ferry people by sea within the Grand Harbour. Water taxis which remained in operation until the mid 1960s were useful to transfer people between the ships and the cities and between the cities themselves, thus bypassing land communication in favour of sea-based communication.

Figure 2. The Lateen Boat
Source: Unknown (on CD acquired by authors)



Figure 3. View of the Grand Harbour, Valletta ca 1900
Source: Unknown (on CD acquired by authors)



However the fate of the harbours and the surrounding cities was to change following World War II (1939 – 1945). Malta, being a British colony – as well as the centre of Allied Forces in the Mediterranean together with Gibraltar, was heavily bombed – in particular the Grand Harbour area which housed the main headquarters of the British Navy. The cities were nearly destroyed with Cospicua (which housed the ship building and dockyard plants) being completely obliterated, while Valletta, Floriana, Senglea and Marsa suffered severe damage to their urban fabric. The severe attacks on the islands, nearly severed all links these had with the outside world and surrender would have been inevitable if the last three remaining vessels of the Operation Pedestal (known in Maltese colloquial the Convoy of Santa Marija) had not entered the harbours on the 15th of August 1942 – bringing in the much needed food relief and medical supplies.

Following the war, plans were drawn up to regenerate the Cities. Consultants Harrison and Hubbard (1945) were appointed to design plans for the rebuilding of the cities. The plans sought to integrate the local feel, contemporary elements and regenerate the cities, in particular addressing accommodation. The plans by Harrison and Hubbard led to new ideas of town planning and social housing plans (Borg 2003). In the first 10 years following the war these new plans led to the re-population of the cities within the Grand Harbour area, however the numbers never reached those of the pre-war era.

Table 1. Grand harbour cities and population in 1807 - 2008

City	Area (sq/km)	Pop ('000)						
		1807	1861	1901	1948	1957	1995	2008
Valletta		24546	25162	24685	18666	18202	7184	6098
Floriana		-	7871	7278	5074	5811	2647	2135
Cospicua		6224	11120	12148	4822	9095	5961	5525
Senglea		4152	6887	8093	2756	5065	3454	2977
Vittoriosa		3300	6414	6093	3816	4242	3011	2633
TOTAL								27427

The population that once inhabited the cities, did not move back and children of the few affluent families still living in the cities moved out of there as soon as they were old enough to get their own status and own homes – outside the cities. Although the issue of the decline of population within the city harbour areas remained a major issue, the main difficulty in reviving the Grand Harbour area has been the fact that the activities associated with the port life, which have characterised the habitation and the economy of the area where slowly being re-located elsewhere.

The economic activity of the harbour area previously associated with ship building, dockyard activity and related works declined as Malta prepared itself for Independence, gained in 1964 and the final departure of the British troops in 1979. Tourism and manufacture replaced port activity and these had their bases elsewhere. New towns and leisure areas were built and the leisure and entertainment focus shifted to other parts of

the islands, leading to a rapid decline of activity within the Grand Harbour area. Areas that were in previous centuries buzzing with life had now become lifeless areas and unfortunately became associated with areas attracting people with low social incomes and social problems. This syndrome of lack of life led to a situation which very often described Valletta as ‘ a city alive by day and dead by night’. (in Theuma, 2004)

Sea transport links – so important in the previous decades for keeping the city fabric alive no longer existed – this being replaced by internal road network links that replaced an efficient sea link with a slow moving, very often congested road network.

For nearly 30 years (late 1960s – 1990s) the Grand Harbour area was ignored even by policy makers, and although attempts were made to revive the area these were sporadic and did not leave the desired impacts. In 1996 a newly elected government started to bring the Grand Harbour back into the scene. The changes suggested at the time were not all accepted however, what started as a very controversial idea that cost the newly elected Labour Government its right to manage the country for the full term, led to a chain of events that are slowly helping the Grand Harbour to regain its role as a major hub of economic and social activity in Malta as well as becoming a hub of Mediterranean activity, linking not only the cities sharing the harbour but also other European cities.

3. Rehabilitation of the Grand Harbour Area: The Past Fifteen Years

Following the initial interest in the area, and the exchange of the debate in papers both academic as well as those for the general public, the regeneration of the harbour area became the fulcrum of the government’s policy. In 2004, a specific Ministry – the Ministry for Urban Development and Roads (MUDR) was set up to address directly two of Malta's major long-term challenges - the upgrading of the country's land transport infrastructure and the facilitation of capital projects undertaken by the Government of Malta directly or in partnership with the private sector.

The main mission of MUDR was to transform the living environment in the Maltese Islands through economically, socially and environmentally sustainable urban development and sustainable, safe, efficient and cost-effective land transportation; and to regenerate the Maltese Islands and create an excellent physical and living environment through economically, socially and environmentally sustainable urban development and adequate, sustainable land transportation networks and systems. MUDR had the brief to also establish and promote a national urban development policy for the Maltese Islands in order to provide guidance for the formulation and delivery of all urban development initiatives in the Maltese Islands. In addition it had to lead and co-ordinate central Government urban development projects in line with Malta's Structure Plan and Local Plans. The MUDR had also outlined a series of regeneration projects within the Grand Harbour Area, which are being summarized hereunder:

- (1) Valletta Cruise Liner Terminal. A total project area of 30,000 sq m² including reclamation and quay extensions and an investment of €22 – €32 million. This project has helped to address and improve the road network between the cities in

the harbour region. As elaborated below this project was also instrumental in establishing Malta as a cruise home port. While a related rehabilitation project of the Pinto Wharves resulting in the opening of the Valletta Waterfront catering and retail facilities which complimented the Cruise Liner Terminal product.

- (2) Cottonera Waterfront Redevelopment. A total project area of 5,000 sq m and an estimated total cost of ca €60 million. This project brought about the restoration of historic buildings, most of which are related with the industrial heritage of the Maltese islands. The project also aimed to introduce new activities in Cottonera and to bring in new investment based on public-private partnership to regenerate the area leading to a better socio-economic environment. This project also introduced the creation of high quality accommodation through the creation of St. Angelo Mansions and a proposal for the building a 5 Star –Hotel on the Vittoriosa Waterfront; the building of a yacht marina, attracting a number of super yachts; the reconstruction of public gardens and the accessibility of the local population to a continuous waterfront, parts of which were closed due to constructions made during WWII.
- (3) Dock 1 Project. This third project is an attempt and full public and private partnership. Located at the site of the main dock areas, which are now no longer in use, this project will bring about the consolidation of the waterfronts along Senglea, Cospicua and Vittoriosa into one continuous waterfront. It will provide access to the waterfront to the local residents who had with the construction of the dock been deprived of access to the waterfront and it will enhance the landscape of the area through the re-design of public spaces. Like the other two previous projects, the Dock 1 aims to promote financial investment from the private sector which will be directed towards the establishment of tourist/commercial related facilities and generate employment opportunities within the local community. In addition it will restore and re-adapt the use of the historic dock and the dock buildings. Finally, it will also create a balanced mix of residential, retail, and cultural facilities, this will enhance the area.

The main concerns of these projects is to regenerate the cities, conserve the existing urban heritage and prevent further deterioration, restore economic activity and revive community development by attracting new residents to the area. In addition, these activities also aim to promote the Harbour area as a thriving community attracting once again, discerning residents; economic activity; artisan and specialist trades, social regeneration and tourism activity.

Figure 4. The Grand Harbour, from Upper Barraka Gardens, Valletta



The various rehabilitation initiatives within the Grand Harbour Area have resulted in a number of activities. Today the economic activity within the harbour is once again considered to be an important contributor to the Maltese economy.

The multi-purpose port, has an average draft of 12 meters with 3.5 kilometres of quays that can handle cargo of all kinds. Its deep-water quay, 488 meters long, handles conventional cargo and roll-on/roll-off cargo. The Fuel Wharf has cement silos and facilities for discharging edible oils. The Port of Valletta's Laboratory Wharf, is 380 meters long and offers berths for container and roll-on/roll-off vessels and a new 10,000 square meter car compound. The Harbour offers other facilities; including the seaplane link between Grand Harbour and Mgarr Harbour together with a schedule of scenic tours round the Maltese Islands; a terminal for ferries that link Malta and Sicily and the revived water taxi service, which today is used mainly as a tourist attraction rather than serving the Maltese population.

Figure 5. The cruise liner terminal, Valletta Waterfront



4. Economic Activity in Relation to Grand Harbour area

There are various classifications of the different activities within the marine sector that contribute to economic activity in the Maltese Islands. The Malta Environment and Planning Authority (MEPA, 2002) identifies a number of economic activities in the coastal zone, which is defined to comprise a significant land area close to the coast as well as the immediate marine environment; these include. Of these the following are directly found within the Grand Harbour region; tourism and recreation; aquaculture; fisheries; shipping; mineral extraction; infrastructure; others including dwellings and industrial estates.

An important element of marine activity is marine transportation, which generates just under one-third of the contribution of the marine sector to the economy, or around 5% of the economy-wide activity. The main activities falling under marine transport are shipping, the Freeport trans-shipment services, bunkering and yachting (Drago, 2004). The shipping sector caters mainly for the substantial import and export activities that Malta undertakes. Malta is one of the economies that is globally most open to international trade, with imports and exports each amounting to around 100% of GDP.

Yachting activities have grown substantially over the past years and hold a promise for further future expansion. The Planning Authority and Malta Maritime Authority published a Yachting Subject Study in 1997, which looked into the demands of the industry and investigated the yachting development potential of the Islands. The study shows that Malta is in a strategic location to reap the benefits from the stop over traffic cruising the Mediterranean. Language, the social environment and the availability of good quality chandlery and yard services in Malta are perceived as advantageous qualities to promote Malta on the international yachting scene.

During the period 1999 - 2007, the number of ships calling in Maltese ports increased by 18.5% reaching almost 6,500 ships, while the corresponding gross tonnage has increased by over 40%. This clearly shows that the Maltese harbours have to cater not only for the increase in volumes, but more importantly for an increase in the size of vessels. This was mirrored by increases in cargo and passenger throughputs. The amount of dangerous and polluting goods carried, both in packaged form and in bulk, is also significant.

The cruise liner industry has experienced continuous expansions in recent years. Investment in the Valletta cruise terminal, coupled with a strategic location at the centre of the Mediterranean proved instrumental in generating the volume increases to make Valletta one of Europe's top cruise harbours. The growth of the cruise-passenger industry in the Grand Harbour has grown steadily earning it the 7th place in visitor numbers in 2007. (Wild *et al.* 2009)

However, during the first nine months of 2009, cruise passenger arrivals declined by 28% per cent to 294,795 over the corresponding 2008 period. This decline was mainly attributable to significant drops in the Spanish and Italian markets. This performance in the first nine months of 2009 is similar to developments in most Mediterranean destinations, some of which already had recorded a decline in 2008. As at the end of 2008, the largest number of yachts arriving in Malta was recorded, that is, 18 vessels from the UK. Besides, at the end of 2008, the total number of vessels registered in Malta amounted to 5,019, including 2,311 yachts, 784 fishing vessels, 1,261 dry cargo vessels and 456 liquid bulk vessels. (NSO 2009b)

The economic impact of visitors to the islands through cruise liner activity is also important for the sector. Research by the Malta Cruise Network and the National Statistics Office shows that cruise passengers spent an average of €29.70 each whilst ashore, excluding the costs of pre-booked excursions. If multiplied by the number of passengers ashore during the same period, cruise passengers left an estimated average of €672,800 per month in the Maltese economy or €7.89 million for the year ending 2006

(Bongailas, 2007). It is however argued, that this expenditure could be increased if good quality products, such as high level crafts items, and alternative tourist routes are created. (Theuma, in print)

The container transshipment business is also continuing to expand. More global container lines are making use of the state-of-the-art facilities at the privately-run Malta Freeport Terminals as their Mediterranean hub for the transshipment of containers shipped from/to the Far East and other regions. This global container traffic which has already exceeded 1.5 million TEU per annum is complemented by an extensive feeder network serving no less than 60 ports in the Mediterranean and the Black Sea. (Malta Enterprise, 2007)

Malta offers ferry services between Malta and Sicily. The operation of high speed ferries between Malta and Sicily started in 1988 and is still a thriving activity used by both for leisure and commercial activity. The main boat used has a capacity of 600 passengers; 65 cars/trucks/caravans/coaches/trailers, makes over 500 round trips every year between Valletta and Pozzallo (90 minute) and Catania (3 hours) effectively making Malta part of mainland Europe. In addition, Malta through this link, serves as the main marketer for tourism to Sicily through this ferry boat since tour operator companies sell Sicily through Malta as a day excursion or as a part of two-island holiday.

5. Regeneration: The Social and Cultural Dimensions

As with all regeneration projects, regeneration is not complete unless the human dimension is included. Various papers and position documents have been written about the regeneration of the Grand Harbour area (Borg, 2003; Piano; 2008 and Theuma, 2004 among others). How have these projects affected people and the businesses in the area – and who is benefitting in terms of the social regeneration?

The revival of Valletta has brought with it an influx of people back into the city; however the population influx is new and of people who came into Valletta as a result of an upward mobile drive by young educated couples or foreigners to re-inhabit the cities. The same has happened in the surrounding cities of Vittoriosa and Senglea and to a lesser extent, Cospicua and Floriana. This influx of new populations is generating a new feel into the cities – as well as generating a sense of well being.

The revival of the waterfront project in Valletta and the Yacht Marina in Vittoriosa have led to increased economic activity in the area; retail activity has increased and more leisure and ancillary activity has been generated as a result of the rehabilitation of the waterfronts. The cultural activity in the area of the Grand Harbour, through invented food and historical festivals and pageantry, art exhibitions, concerts and new cultural attractions have led to more and more people visiting these areas for entertainment purposes. However, the aspect that regeneration brings about positive impacts on the community in terms of income, employment and general is yet to be seen. Initial research on the community of Birgu shows that there has been a positive local reaction to the new attention that the locality has been receiving. In addition through two EU-funded

projects, DELTA and RCSM attempts were made to generate local social and economic development by focusing on the use of the local rich maritime and industrial heritage to attract tourism to the area.

However, looking at employment data – of people from within the area, who are working in businesses and establishments in the Grand Harbour city area is still low, despite the 15 years of projects in the area. There has been however an improved quality of life brought about as a result of the improvement of the general environment. In the past years, there has been an increase in visitors to the area, most of whom are independent travelers as opposed to the guided and organised visitor. All these have led to the general feeling that the socio-economic level of the area is increasing as a result of the new developments occurring within the harbour area. Ongoing research will continue to shed more light on this.

6. Re-establishing the link with Europe and Beyond - Developed Project

As a result of the projects and investments in the area, the Grand Harbour is once again at the centre of activity and it is the intension of the Maltese Government to retain this momentum. The port and its surroundings are one of the priority areas of national growth and the Operational Programme I for the years 2007 - 2013. For this aim, Malta is participating in a transnational project – DEVELOPMED - funded through the European Regional Development Fund (ERDF).

In the framework of MED Programme⁴, sponsored by the European Union, the Italian regions of Marche, Lazio and Campania and the Mediterranean Area countries namely Greece, Cyprus, France, Malta, Spain as well as one IPA country, Montenegro, have jointly started up DEVELOPMED Project, aiming at promoting the strategic integration of Mediterranean ports. Through this project, the partners are to evaluate, define and agree upon a common development strategy for improving competitiveness of the MED maritime system, developing the connections between the main regional ports and the Trans-European Network of Transport (TEN-T).

⁴ The MED programme is a transnational programme of European territorial cooperation. It is financed by the European Union as an instrument of its regional policy and of its new programming period (2007-2013). The priorities of the Programme are (1) To improve the area's competitiveness in a way that guarantees growth and employment for the next generations (Lisbon Strategy) (2) To promote territorial cohesion and environmental protection, according to the logic of sustainable development (Goteborg Strategy). According to the global objectives of Med and the orientations defined by the European Union, especially in the ERDF regulations, four priority axes have been determined.

- Axe 1: Strengthening innovation capacities
- Axe 2: Environmental protection and promotion of a sustainable territorial development
- Axe 3: Improvement of mobility and of territorial accessibility
- Axe 4: Promotion of a polycentric and integrated development of the Med space (Reference: <http://www.programmemed.eu>)

The project will be helping in promoting the strategic positioning of the Mediterranean space by strengthening maritime accessibility and the empowerment of Mediterranean ports in modality and intermodality transport systems. This is particularly important in promoting accessibility to insular Mediterranean states and their connection with mainland Europe.

DEVELOP-MED is structured as an integrated action (from analysis to elaboration of models and innovative instruments, to their pilot implementation) aimed at improving competitiveness and coordination of the Mediterranean maritime transport system. In order to promote the strategic integration of Mediterranean ports, the project is structured in main activities, aiming to:

- foster dialogue and cooperation for the definition of a common Med policy involving transport network planning, infrastructure investments, and spatial development;
- analyze the Mediterranean Positioning in the Global Maritime Market, with specific attention to the Legal and Financial Frameworks;
- identify and set in motion the actions necessary to improve port competitiveness;
- identify financing sources for the realisation of these strategic infrastructures;
- define a Road Map for the realization of the selected priority development scenarios;
- develop an institutional framework for future cooperation on transnational and interregional policy issues, including the definition of roles and responsibilities for the development of an efficient and competitive Med maritime system;
- disseminate and capitalize the results achieved in order to ensure the sustainability and the transferability of the project.

The general objectives of the DevelopMed project are:

- to identify and find rational solutions to the existing criticalities;
- to create new and specialised opportunities for accessing new markets and service typologies;
- to foster inter-institutional and inter-project dialogue;
- to create an effective interlinked “logistics system” of ports at the national/regional programming level;
- to support the development of the individual ports involved;
- to develop intermodal links with Trans-European Corridors;
- to facilitate and promote traffic flows (people and goods), through efficient and well-integrated intermodal transport networks (both spatially and mode-wise);
- to produce beneficial effects for the environment due to the strong focus placed on low-impact modes, such as sea and inland water-way transport.

The DEVELOP-MED project is led by the Marche Region (Mobility, Transport and Infrastructure Department) and has the following entities as partners Ente Autonomo Volturno Srl (Italy); Hellenic Small Islands Network (Greece); Larnaca District Development Agency (Cyprus); Region of Ionian Island (Greece); AFT (France); Paragon Europe (Malta); Lazio Region – Regional Transport Management Department

(Italy); Valenciaport Foundation – Foundation for Research, Promotion and Commercial Studies of the Valencian Region (Spain) and the Port of Bar (Montenegro).

A SWOT analysis of the Grand Harbour area, outlined in Table 2 below shows that there is further potential for growth in the activities conducted by the harbour itself. The strengths of the harbour region will need the added internal support of the local industry as well as further input from the government to meet the challenges of the future, in particular the use of efficient energy to run the port activities.

Table 2: SWOT of the Grand Harbour
Source: Busuttil (2010) Mediterranean Potential: Malta Maritime Sector

Strengths:	<ul style="list-style-type: none"> ▪ Strategic location in the Mediterranean area ▪ Well-connected (good transport networks) ▪ Well-located. Next to a wide variety of services (shops, restaurants, etc.) ▪ Modern facilities for transshipment and distribution. ▪ Developed port infrastructure ▪ Tourism development – Cruise line passengers ▪ Growth of European source markets ▪ Great appeal of Mediterranean destination
Weaknesses:	<ul style="list-style-type: none"> ▪ Environmental impacts (oil, petroleum, air emissions, waste disposal) ▪ Logistical issues ▪ Congestion at key destination areas – (overcrowding in peak season, failing services, objections by residential population) ▪ Energy usage
Opportunities:	<ul style="list-style-type: none"> ▪ Financing possibilities from EU funds. ▪ International presence. ▪ Agreements with Europe and Mediterranean Area. ▪ High return on investment (justifies capital improvements at cruise port facilities) ▪ Tourism economic development through cruise tourism ▪ Increase in port revenue ▪ Congestion or such environmental issues will increase coordination between port and other transport management ▪ Environmental concerns will lead to the development of research activities – latest technology to be adopted to reduce all types of emissions
Threats:	<ul style="list-style-type: none"> ▪ Actual and potential competitors in the Mediterranean area ▪ Lack of interest/ activities to improve port infrastructure ▪ Insufficient funding for port expansion

Source: Busuttil (2010) Mediterranean Potential: Malta Maritime Sector

7. Conclusion

This paper has outlined the historical development of the Grand Harbour city region up to today. It has shown that regeneration and revival in the harbour areas is linked directly to developments on land as well as development of sea and trade links. The activities and projects conducted in the area have resulted in beneficial improvements of transport services and economic input. The last remaining link that is the impact of this development on the community is until now less visible and continuous studying of the

areas will continue to shed light on how the regeneration of the Grand Harbour is leading to the regeneration of internal city life – an element that would make the regeneration complete.

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