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"Cultural Heritage and Urban Regeneration: The conflict between Identity and Development Strategies in the city of Valparaiso"

BY

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On the completion of this thesis, I would like to thank my founding body Becas Chile Scholarship, Conicyt and my family, especially my brother Francisco

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Abstract

This research explores the role of the local identity and cultural heritage in urban regeneration strategies and the conflicts caused by significant urban renewal and development projects that represent a negative impact on the local identity that is being promoted. This study analyses from the domain of heritage and identity, the conflict of two interventions in the city of Valparaiso, Chile, and establishes the importance of governance and civic society participation for the construction of heritage. It also considers the problematic caused by the institutional and policy framework of the case study whose centralism and lack of integral approach of current development policies, impact negatively in the development of cities and local aspects.

Chapter I: Introduction

1.1. Problematic

This research explores the role of cultural heritage in urban regeneration strategies which, in some circumstances, involved the transformation of the city image as a solution to reverse economic decline. In other cases it is assumed by community that this renewal might contribute to strength the identity of the city enhancing social cohesion. The role of cultural heritage to reinforce local identity has been analysed extensively (ACEI Conference 2006; EURA Conference 2002), and part of the conclusions is that involvement of community into reconstruction of their cities seems essential to reach sustainable outcomes, in harmony with their cultural context.

This research analyses the case study of the city of Valparaiso, a city facing a long-term economic decline that was declared World Heritage Site in 2003 as part of the strategies to revitalize the city and improve its economy. The development strategies that were established to improve the economic potential of Valparaiso, have found themselves in conflict with what is argued to be the identity of the city. This identity is tightly connected to the origins of the city, but it seems difficult to engrain within development strategies.

The identity of Valparaiso as a city port is connected to its origin; Valparaiso first was a port and then was a city. It had its period of growth when it was the major stopover for ships travelling between the Atlantic and Pacific oceans during the 19th century. Then, when Panama Canal opened, ship traffic decreased causing a decline in its economy that so far has not recovery from. With the aim to counteract this chronic decline, the government initiated an arrangement to initiate a renewal plan for the city.

Part of Valparaiso Plan's strategies (2002) aimed to promote the culture heritage and identity of the city as a tool to boost the emerging tourist industry and support

traditional economic activities such as port and university. In this direction, the nomination of Valparaiso as a World Heritage Site (UNESCO n.d.) allowed the city to receive support from an international financial organization (Inter-American Development Bank 2011). This contributed to finance the *Urban Renewal and Development Plan of Valparaiso* PRDUV, with the idea to reclaim areas with historical value and economic potential. Under this focus, improvements made in the city aimed to promote commercial sector related to tourism. As a consequence, this sector increased, the prices increased, and residents of the city gradually were left behind. The consequences experienced by the habitants, added to a series of projects that transformed city's features, started to alert the population. Even though the renewal plan did not signify a social change for the community (Andueza 2013), at least arouse warning about heritage of the city, then, the protection of the identity of Valparaiso reached relevance from different perspectives.

However, the conflict commenced with the announcement of projects planned by Valparaiso Port Authority, a government-owned corporation, whose aim is to increase the productivity of the port. The projects woke a strong opposition of the civic society, who indicated those interventions would cause negative consequences for the city and its identity; the closure of the historical quay and the end of traditional activities related to the sea, for instances, are some of their arguments. Consequences that would add to already local problematic of unemployment, deficient public spaces and poor public service infrastructure.

In addition, it was also argued the absent of a shared vision of the city; development strategies are designed by government, while local authorities and local communities have little participation in the design and decision-making process. This results in a lack of consensus about Valparaiso's destiny, which fails to solve local problematic, and reveals a system of power and decision-making highly centralized.

The uncertainty about the real benefits for the city, the impact that those project would cause to the city, the loss of traditional activities and the changes on the city image are seen by community, academics, local business and civic associations as a

threat for the identity the city, raising a great concern and a strong opposition. This situation has widened the discussion about a heritage that for years was in lamentable condition, deepened the understanding of the identity of the city and a concern over its future.

1.2. Research Question

What are the reasons behind the conflict between state and the civic society in the case study of Valparaiso in the context of urban development strategies aimed to reinforce the identity of Valparaiso to promote economic activity?

1.3. Hypothesis

The implementation of development strategies to promote economic activity in Valparaiso has caused conflict between state and the civic society because those interventions are not in accordance with *local values*; they *undermine the identity of the city by; altering significant elements of the city and threatening traditional economic activities that are part of the essence of the city as a city-port*.

At the same time, *the centralism does not facilitate the participation of local authorities in development strategies neither provide effective community participation channels to incorporate local perspectives of heritage into development plans*.

The understanding of identity of the city is open to a variety of interpretations. The centralism does not allow a mediation of those different perspectives, incrementing the discrepancy between the state and the civic society, which materializes in the resistance of the community against these interventions.

1.4. Aim and Objectives

The aim of this research is to analyse the elements that causes the conflict between state and civic society of Valparaiso from the perspective of Identity and Cultural Heritage domain; governance, community participation and institutional and policy framework for development strategies of the case study

To achieve this, this research will:

- Define the conceptual relationship between Identity and Cultural Heritage and its role in urban development strategies.

- Established the role of community participation in the definition of Identity and Cultural Heritage in development strategies.

- Identify problems caused by current institutional and policy framework, in the construction of development of strategies at national and local scales.

- Analyse the understanding of identity of the city Valparaiso from the different perspectives of sectors involved in the conflict

Chapter II: Literature Review

2.1. Culture Heritage and Identity

This section provides conceptual definitions of Heritage and Identity and shows how they interconnect. Even though those concepts are quite evasive, they have evolved and been defined and redefined numerous time. Heritage and Identity are not the same, but their definition are rather tight and the dynamic between them are quite interdependent. This section selects the most relevant definitions for this study.

2.1.1. Cultural Heritage

The understanding of what heritage means has mutated over time, and it essentially refers to the selection of elements of the past to become sources of the present, in other words, what is understood by heritage is strongly connected to what society considers has value, therefore those elements that possess a meaning for them will be preserve and shaped by contemporary concerns (Sutherland et al. 2002; Tweed & Sutherland 2007; Graham & Howard 2008). The meaning placed on those elements is determined by the identity which is "produced and exchanged through social interaction" (Graham & Howard 2008:2). That meaning depends on factors such as the observer, time and place, therefore, value changes and evolves with them, and for that reason the presupposed significance of heritage components should be regularly revised (Sutherland et al. 2002)

In the same logic, while definition of heritage has been divided by tangible and intangible heritage in international conventions (World Heritage Convention 1972; Word Heritage Convention 2003), Graham & Howard state that "the core content of heritage is defined by meaning" (2008:4) therefore those distinction between tangible and intangible might not be appropriated because the importance of tangible heritage derives from the intangible value that are placed on them. That is why the importance

of perception and connection that people have with those elements and that represent a value for them, which places the discussion on those who perceive their surrounding and traduce part of them into heritage.

2.1.2. Identity

The concept of identity is even more ambiguous to defined that the concept of heritage, although, there are tightly related. Identity relates with the construction of a shared narrative that defines a community and differentiates them from others. That differentiation is essential for the representation of identity (Graham & Howard, 2008). Prats (2009) indicates that identity needs to be expressed in materiality, and heritage provides that "effective material and symbolic support for these narratives, both serving as a resource for the representation of identities and a place for its performance" (2009:1). Following that idea, that materiality becomes a tool that has the faculty to connect present and past and provides a sequence to our lives (Graham & Howard 2008), as it is indicated;

> That materiality *"once translated into heritage, in terms of identity, provides familiarity and guidance, enrichment and escape. Also, and perhaps more potently, it provides a point of validation or legitimation for the present in which actions and policies are justified by continuing references to representations and narratives of the past that are, at least in part, encapsulated through manifestation of tangible and intangible heritage"* (Graham & Howard 2008:6).

The material representative of identity is also complex to determinate. Identity is attached to places (Sutherland et al. 2002; Graham & Howard 2008); there is a social meaning given by individuals that perceive a place as something unique (Uzzell1998:8), but this perception might be more connected to events, people or activities of that place, rather than to specific buildings or areas (Uzzell1998). Following that idea, the perception of a place is determined by its totality which gives identity and creates a sense of belonging with that place (Hassler et al. 2002:1).

2.1.3. Problematic of Value Interpretation

Due to the variety of interpretation; discrepancy or/and lack of consensus about the meaning of heritage, is intrinsic to its nature (Graham & Howard 2008). Sutherland et al. (2002) analysed the interpretation of value of historical areas within a diverse group, and pointed at the discrepancy of how value is perceived by experts, and how it is perceived by local population. Hewinson & Holden (2006) assigned to those values equal importance (see figure 1), and categorized them into three types; *intrinsic value* which is related to the intellectual and emotional experience and connection of individuals; *instrumental value* related to social and economic benefits that can be generated and *institutional value* related to process and techniques to generate value which results might depend on how community has been involved in the process
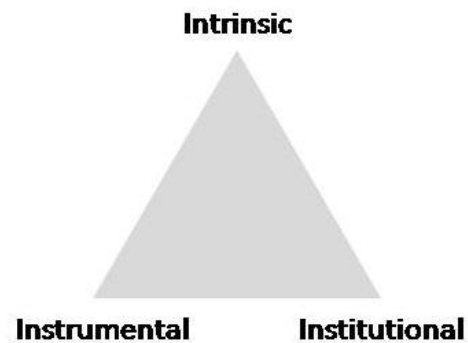
Figure 1: Types of values diagram (Hewinson & Holden 2006).

Nevertheless, Tweed & Sutherland (2007) affirms that the elements designated by legislation are not the problem, but the "areas within towns and cities that are not considered worthy as conservation areas and yet form an essential part of the urban character". For Hassler et al. (2002), problems are related to the use of heritage as a "background" by speculative interests that "menace the substance and identity" of cities (2002:1) when is precisely "the ensemble of objects and their context that create value" (Tweed & Sutherland 2007:63). Culagovski et al. (2009) use the concept of "weak

heritage" to refer to those aspect of a city, while not related to monumental buildings or spaces, are nevertheless responsible for a large part of its quality and identity

2.1.4. Identity and Territorial Scale

From the perspective of the territory, Guerrero (2001) says that heritage can be also seen from different scales which are related to different users and different categorization of value. For instances, a heritage official status might be subject to national demands, while local –vivid and shared- heritage is subject to demands of identity and socio-cultural continuity of community. At local level, urban regenerations just exalts this contradiction, and while regeneration strategies are subject to external needs, heritage becomes a source of dispute, conflict or even social exclusion.

In that sense, the categorization of value is associated to different scales of action, where the intrinsic value has major significance at local levels, and instrumental value more relevance at national and global spheres, reducing the conflict to a competition between different needs and demands at different scales.

2.2. Identity and Culture Heritage in Urban Regeneration.

This section extends the domain of Identity and Heritage into urban regeneration strategies. A world heritage nomination has become a tool for regeneration strategies to obtain economic outcomes, but at a local scale, it could represent an obstacle to attend socio-cultural demands. This section establishes the role of governance and community participation in the construction of Heritage for contemporary purposes.

2.2.1. Role of Identity in Regeneration Strategies

According to Scheffler et al. (2009), the role of identity might follow two different streams; it can be seen as an *"anchor"* that provides continuity to development so identity is reinforced, or it is can be something that want to be changed because the "old identity is no longer productive", so identity is projected in an image that "serves as a marketing tool". The former might be associated to socio-cultural demands of local identity, and the latter could be associated to external economic demands.

Despite the economic role frequently assigned to identity, the analysis of successful urban regeneration cases are not solely associated to economic outcomes but also to level of commitment with local identity in terms of socio-cultural benefits for the community (Bailey 2007). Therefore, identity should not be seen just as an economic driver but as a "source of local pride that generate a local source of identity as much as they did the local economy" (Bailey 2007:61), which refers to a balance between intrinsic and instrumental values of heritage.

From another perspective, Colombo (2011) says to achieve socio-cultural benefits at local scale, is necessary to count on a strong political will of state and local authorities, who should commit to achieve wider benefits for existing population. However, the determination of local authorities in the case study of Valparaiso to generate benefits for the community, is constrained by the institutional framework where regeneration takes place which unable a fair representativeness of local perspectives.

2.2.2. Governance and Citizen Participation

As a social construction, heritage requires the creation of networks among stakeholders. The construction of spaces for socio-cultural interaction are relevant to enhance capabilities of organization of the communities (Rotondo & Loconte 2013:147; Russell 2007). This involves a process of "negotiation and mediation" (Russell 2007) among different forces (Prats 2009) who represent different motivations, interests and have different roles and participation as well (Howard 2003). These forces can be assigned to the categorizations of value mentioned before (see figure 1) where, *intrinsic values* are represented by civic society; *instrumental values* by public sector; and institutional values are elaborated by professionals and specialized associations. Here, professional sector works in association with civic society. As Hewinson & Holden (2006:16) says, "their sense of vocation is driven by intrinsic values, while their professionalism is a vital part of institutional value"

Civic Society
(habitants, owners, professionals)

Government
(Politician and policymakers)

Professionals
(academic, specialized and external institutions)
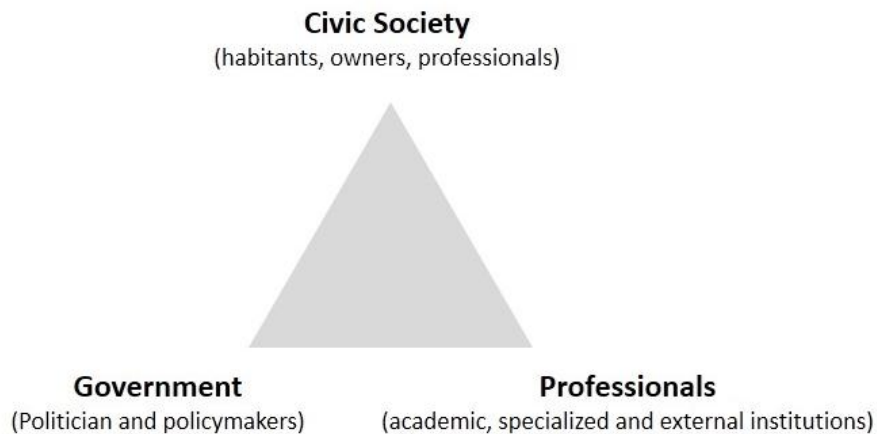
Figure 2: The triangle of stakeholders (Hewinson & Holden 2006).

Prats (2009) also mentions that often professional associations, even not being directly involved in a project, can react for and against it, acting through different networks, but "indifference is certainly not common in these situation" (Prats2009:84). However, Massó (2006) states that are social actors the ones that have the right to influence the construction of heritage, in the selection of what deserves to be maintained. Nevertheless, whatever the reasons of the dispute, "stable consensuses are not achievable" (Healey cited in Foley 1997:5), but a transitory agreement of different perceptions.

Coincident with this, the conflict presented in the case study is a dispute between different perceptions about the uses given to elements that define the Identity of the city-port. Under those perceptions, there are different concerns and interests about the city. Nevertheless, the hierarchy of value that is present, prioritises instrumental values, and identity satisfies demands at a national scale.

2.3. Cultural Heritage and Urban Development in Chile

This section introduces the institutional and national policy framework of the case study. The commitment of public authorities and involvement of community for construction of heritage and creation of benefits at local scale, might not depend only on the political will of public actors but on the institutional and policy context where events take place. This section identify the problematic of centralism in Chile for the construction of development strategies at national and local scale.

2.3.1. Problematic of the Institutional Framework

The territory of the country is compound by regions and municipalities. It is a political-administrative structure highly centralized (Boisier 2002). Despite institutional reforms, decentralization is hard to achieve because the constitution (Law N° 19.175) does not recognized regions and municipalities as "politic actors" but as administrative apparatus to implement central decision (Montecinos 2013).
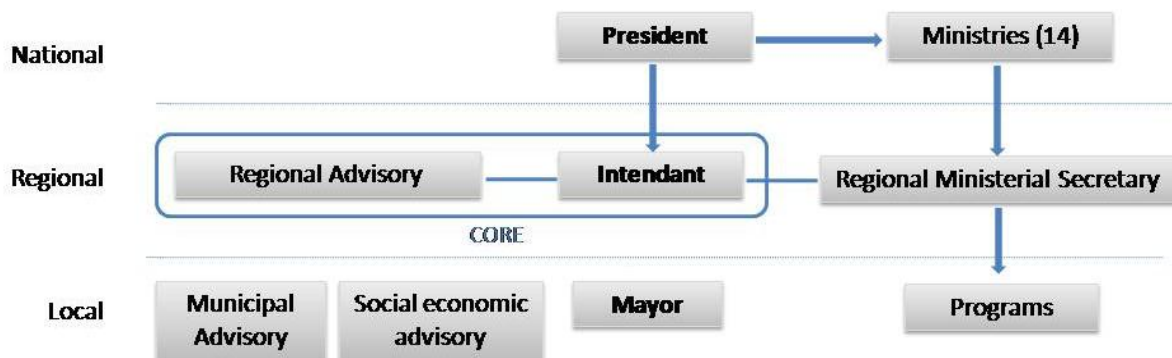

Figure 3: Administrative Structure Diagram. Adapted from Rodriguez (2012).

Due to the lack of tools of regions and municipalities, development strategies are elaborated form the central level (see Figure 3). This might causes competitive

contraposition, lack of coordination and fragmented interventions, making difficult to create coherent initiatives according to local problematic (Rodriguez 2012:100).

In addition, it is argued that the prioritisation of initiatives financed by the state does not consider whether a project has been defined as a priority by local development plans or by community, which disincentive the promotion of community participation in local planning, (Montecinos 2013:22).

2.3.2. Heritage in National Urban Policy

In Chile there is not a national urban development policy as such that provides an integral approach to cities regarding issues such as such as governance, heritage, identity, social integration and economic development. Neither there is a unique heritage institution. Instead, heritage management is distributed among different entities (see figure 4)
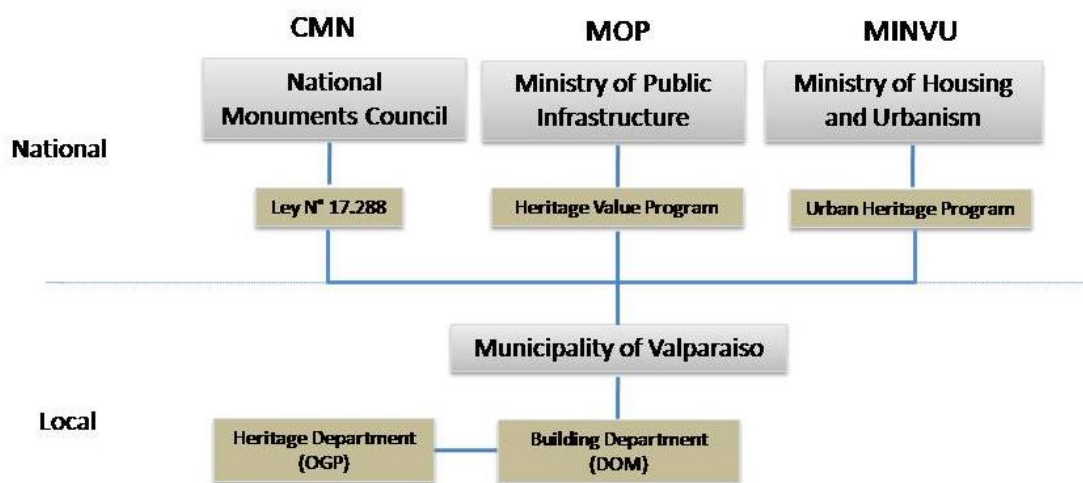

Figure 4: Heritage Institutions Diagram. Adapted from Hargafar (2001)

For instances, MINVU (see figure 4) which establishes basic principles for cities, also provides categorization and protection to local heritage (*Urban Heritage Program)* focused on housing rehabilitation and recovery of public spaces. At a national scale,

CMN provides categorization and protection of national heritage, while MOP, which is responsible for national infrastructure, also aimed at strengthening national heritage for socio-economic benefits (*Heritage Value Program*). At a local level, municipalities have administrative responsibilities over cities, in the case of Valparaiso, it created the OGP for the coordination of PRDUV's interventions among the entities mentioned above. Due to this dispersion of functions among institutions is that Hargafar (2001) accuses a disarticulation to each other and to municipalities as well.

Regarding regeneration strategies, Hargafar (2011) critiques the conceptual deficit behind initiatives to activate heritage; "there would not be a problem with the logical to prioritize heritage for touristic purposes, economic benefits and/or for its contribution to government discourse, if at the same time there would be a strategy regarding that wider heritage that often remain outside state funding" (2011:98). Furthermore, Hargafar (2011) states that the argument behind the understanding of heritage in Chile is based on theoretical concepts from the nineteenth-centuries being that now its theoretical understanding evolved, incorporating other variables such as meaning, social construction, community involvement and so for.

Coincident with this, the strong critiques rose in the case study appointed to this disarticulation among institutions, the lack of approach and determination of authorities to the problematic of Valparaiso and the existing limitations of the apparatus to coordinate initiatives and create consensus among the different sectors involved in the conflict.

2.4. Summary

The evolution of conceptual definitions of Heritage and Identity points to the incorporation of social practices in decision-making processes. Governance and community participation are the key to reach consensus among different sector's perceptions. Those perceptions differ in the type of values given to heritage which is associated to different demands of Identity. The role assigned to Identity will depend on the hierarchy of value given to each case; it will be an "anchor" when intrinsic value is given importance to generate socio-cultural benefits at local scale, while, it will be a "marketing tool" when instrumental values are prioritized to meet external demands at national scale, understanding the conflict as a competition between different demands of identity at different scales. This can be aggravated by an institutional and policy framework that obstructs the possibilities of a balanced consensus about the prioritization of heritage values.

Chapter 3: Methodology

3.1. Research Design – Justification.

The case study method is necessary when the research question seeks to explain complexities of contemporary events (Yin 2009). The research involved the analysis of two case studies that are representative of the problematic analysed in the previous chapter, and so far, are still in process of development.

3.2. Data Collection - Methods

Secondary Research: involved a desk research based on literature review to provide theoretical support for this research. Elements analysed from the domain of Cultural Heritage and Identity were urban regeneration strategies, governance and community participation. It also included literature review regarding institutional and policy framework of the case studies.

Interviews: involved interviews made by telephone. The interviews had standardized questions to establish the area to explore in accordance to the objectives of this research. The interviews lasted about 40 to 80 minutes. They were recorded and some extracts were translated and added throughout this research. Records are included in the compact disk.

Sources of Evidence: In addition to the literature review and interviews, the research involved the use of qualitative data displayed in journal and magazines articles of local universities, reports of external organizations and local experts, official web pages of government as well as documental and interviews displayed in online informative channels. Those resources contributed to contextualize stands, expressions and interests of the different sectors involved in the analysis.

3.3. Interviews

In order to process the information collected from different stakeholders, they were grouped in three different groups which represent different interests, different levels of involvement and relations with the conflict. This is based on the categorization of value indicated in the previous chapter which helped to identify strategic stakes (see table 1). According to this categorization, was elaborated a data with the different actors involved in the case studies and a group of questions was elaborated to cover the thematic of this research through the perceptions of the interviewers (Appendix A).

Part of the conversations had questions about the elements of Heritage that were perceived as essentials for the Identity of the city. Questions also asked them to identify conflictive points of development strategies and describe the role played by civic society, professional and public sector in the evolution of the conflict, as well as their perception of limitations and capacities.

Entity	Activity	Position
Public Sector / Instrumental Value		
Governmental Organism	National Monuments Committee	Regional Coordinator
Business Association	Maritime and Port Chamber of Chile	General Manager
Professional Sector / Institutional Value		
Civic Society Organization	Valparaíso Port Citizenship Committee	Member/Academic
Gremial Association	Architects Association of Chile-Valparaiso	President
Business / Entrepreneur	Valparaiso Marine Sport Club	General Manager
Civic Society Sector / Intrinsic Value		
Gremial Association	National Association of Ship Agents	Vice-President
Neighbourhood Committee	Cerro Concepcion Neighbourhood Committee	Leader
	Cerro Cordillera Neighbourhood Committee	Leader

Table 1: Selection of Informants and Sources

3.4. Analysis

The information was collected from interviews and other sources mentioned above, but also from materials given by the same informers such as conference papers and documents shared by mail. Impartialities of the information were taken in consideration and integrated depending on its contribution to clarify stands. The next step was to select and insert in the analysis some of the answers originated from the interviews as well as from official statements published by some sectors. The extracts selected represent the main perception of main actors, institutions and organizations involved in the conflict.

3.5. Limitations

The main limitations were given in the interviews due to the difficulty to contact some people by phone because there was not contact information available on internet. In some circumstances, telephone conversation did not allow a closer approach and unable the possibility to extend the interviews. Due to the zone time, informers that had a tighter schedule such as the public sector, manifested their willing to collaborate although, were difficult to contact.

Chapter IV: Results and Analysis

4.1. Background

The case studies are two interventions in the city of Valparaiso led by Valparaíso Port Authority (EPV), a government owned corporation that owns the coastal land and whose aim is to increase the productivity of its assets;

- Terminal II is driven by development strategies and refers to the extension of Prat Quay over the sea to increase the productivity of the port which implies the closure of the historic quay.
- Baron Quay, is a market driven project, and refers to the enhancement of Baron Quay area by concession. EPV gave the administrative concession of the area to Mall Plaza Group.
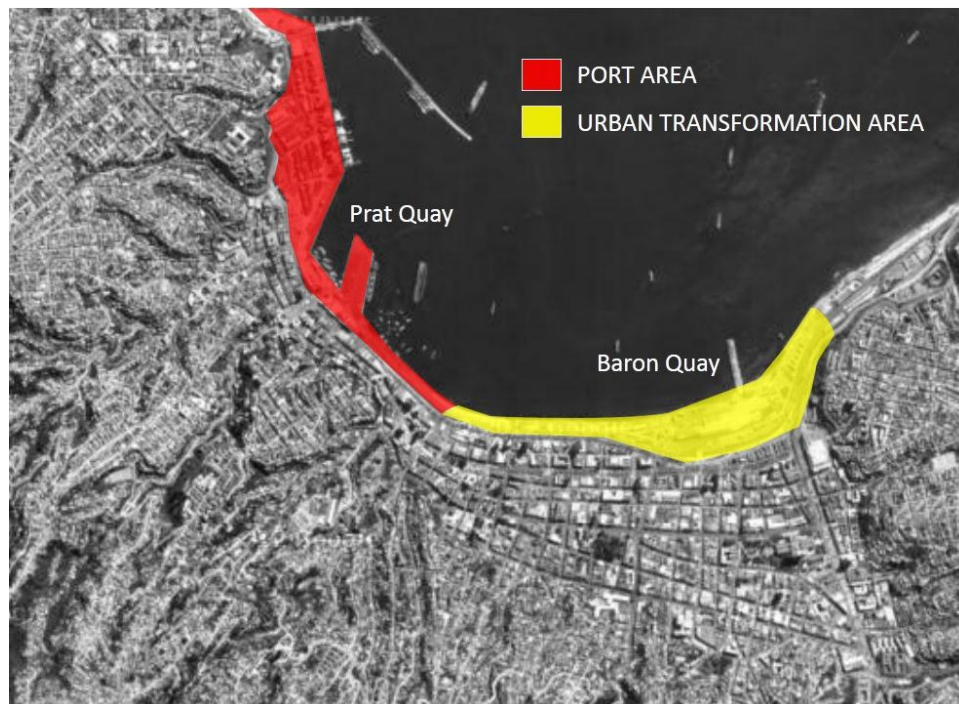

Figure 5: Totality of the transformation area of Valparaiso Coastal Land.
(Sources: Adapted from Google maps)

To contextualize the expressions and information provided by the interviewers, this section establishes the arguments and development strategies that support the urban transformations, providing the background of the cases studies.

The "Portal Region" the identity at regional and national scale

The Region of Valparaiso Region is identified by development strategies, as a "Portal Region" to the extent to consider the image of a container as an identifiable feature of the area (Identidad y Desarrollo. Programa de Fortalecimiento de Identidad Regional 2001-2010) where the port of Valparaiso is assigned with an important role in the context of future demands of free trade agreements. Consequently, development plans established the need to improve and modernize the port infrastructure to increase its productivity in short, medium and long term (further details of the master plan were placed in the appendix B)

Figure 6 & 7: Images of the terminal II project, the western extension of the Prat Quay
(Sources: Valparaiso Port, new challenges of an old port n.d.).

The implications of this over the city such as the division between city and coast, the end of maritime-related activities, the traffic increase and the image change, for instance, reveal the complexity of the relationship of the city-port. On this point, Bergamin (2011b) refers to the connection between the city and the sea with the transformation of the port throughout its history; which was first divided by its industrialization process, and now, its modernization might provoke a more dramatic

rupture with consequences on an identity that seems to be based on the narrative of the old city-port relationship.

Baron Quay, waterfront & shopping center

In that context, the implementation of a waterfront could somehow intent to recover the unity of the city-port, however, the reorganization of the city to integrate this intervention as a regeneration strategy, was not part of development plans (Bergamin 2011a; 2011b).

As it has been mentioned before, there are two parallel development strategies running in this conflict; one is the Valparaiso Plan (2002) aimed to reinforce heritage features of the city to increase its economic potential, and the other is the development strategy of the port activity, to increase its competitive opportunities for future demands. In that context, and as it is expressed by interviewers, the implementation of the Baron Quay scheme turns out to be quite inconvenient for both; for the future of the port activity, and for the city as a world heritage site. As Bergamin (2012b; 2012a) argues, this intervention has nothing that connects it with the port activity, neither contributes to strengthen the city identity. On the contrary, this is driven by the consumption criteria of a city image; efficient and sealable, that wants to replace the real one; complicated, insecure and poor. Coincident with the section 2.2.1., this intervention does not assigned any role to the identity of the city, instead, it seems to change it for a more productive one.

Figure 8 & 9: Images of the proposal for "Baron Quay" project (Sources: No al Mall Plaza n.d).

4.2. Analysis of Interviews

The background above supports and contextualises the perceptions expressed by the interviewers. This section summarizes and analyses in detailed the main ideas and concepts provided by actors of different sectors about the problematic of Heritage and Identity according to their involvement in the conflict and their perception regarding roles and responsibilities played by different sectors.

4.2.1. Regarding Heritage and Identity of Valparaiso.

From different perspectives, actors of the professional and civic society sector describe their understanding of elements that identify them with the city, which are part of their arguments to support their stand against the interventions.

a. *Intrinsic and institutional values of identity*.

In general terms, those argument come from a dominant tendency to perceive the future and vocation of the city strongly associated with the port activity. There is also a tendency to perceive and appreciate the city as a totality, tightly connected to its geography and its relation with the coast and the port. Both elements are ingrained in the discourses of different actors of the professional and civic society sector who support this argument from historic, cultural and economic perspectives. As it was expected, that discourse about the city finds acceptance in the community, the long-lasting residents of Valparaiso, who turn to these reasons to explain and give legitimacy to their sentiment toward the city.

The Architects Association of Chile-Valparaiso elaborated a letter statement explaining part of those reasons.

> *"Regarding the relationship with the coastal land and the urban structure, it can be said that during the history, the city of Valparaiso has had a harmonic relationship with its coast that has articulated the activity of the city with the sea; the maritime-economic and leisure activities such as fishing or rowing, becoming a historical resource with a sense of identity... The edge port and*

the urban grid, have been tightly related; scarping the hills, infilling the coast, reclaiming the land from sea, allowed the development of both; the port and the city, constructing in that manner the architectural, landscape and port identity of this city" (Architects Association of Valparaiso's letter statement, Dec, 2011)

At the same time, there is a tendency to understand heritage and identity as the totality of the aspects of the city that are responsible for large part of them. As one of the actors of civic society sector expresses;

"... We are active participants mainly in the defence of the coastal land and obviously of the city of Valparaiso in its totality, rather than just the denominated area declared world heritage. We think that the city is more that this because what should be protected is the unique characteristics that has a city, the city in its totality... It's kind of odd that you are planning over a city especially as Valparaiso that is unique, that you take it by parts, it has to be taken in its full, because Valparaiso is very small but at the same time is quite fragile in its composition" (Cerro Cordillera Neighbourhood Committee's leader, pers. Comm., 24 July 2013)

Most actors shared the idea that identity is not limited to the area nominated World Heritage Site, but it goes further. Coincident with the analysis of the section 2.1.4, a group of answers points to the fragility of those elements that are responsible for the identity of the city which are also strongly co-dependent and maybe be more difficult to protect.

b. *Instrumental value of heritage reactivation plan.*

At the same time, interviewers of the community sector indicated that interventions made in the city to reactivate its heritage, affected urban, social and economic aspects that are associated to their sense of belonging with Valparaiso. As a consequence, the perception that interviewers shared is that the nomination of UNESCO brought a series of transformations that instead of protecting the heritage of the city, it exploited it;

prioritizing the tourism and real estate sector, rather than creating benefits for the community that currently live there.

As one of the members of the professional sector expresses regarding the benefitted by the reactivation plan

> *"Entrepreneurs of tourism and professional consultancies that have taken advantage of the opportunity given by the prestigious of the city; the Valparaiso Council who feeds itself with commercial licenses and subsidies its structural deficit, and the tourists that visit an attractive city... however, the habitants, the common 'porteño', are at the edge of the reactivation plan of the historic quarter: mostly do not live, do not consume, do not work within the WHS"* (*Valparaiso Citizenship Committee' member, pers. comm.*, 24 July 2013)

Similarly, from the civic society sector, the leader of the Neighbourhood Committee Cerro Conception, expresses about the overall urban transformation and consequences;

> *"It's given more importance to commerce rather than to the port, many residents are leaving, and that's happening in other hills, I'm afraid that Cerro Concepcion becomes a hill where people live in the day but in the night there is nobody... where I live there is just three residents left and the rest is just commerce, so we are alone, so it's most difficult to help each other, because when the commerce closes, people go home and the place gets empty ...The identity started to get lost, because people started to move out because they were price out, then commerce started to arrive, and they arrived with a different view, they came here to take advantage of the environment, the landscape, but they don't care of the neighbourhood, we take care but they do not (pers. Comm., 02 August, 2013).*

c. *The city-port narrative and urban problematic*

Along with the general impacts observed in the city due to the activation of heritage, actors from the academic and civic society sector, foresee additional transformations.

They agree that the development of the projects allocated in the coastal land –Terminal II and Baron Quay- definitely does not contribute to solve urban problematic of the city neither to its demands of identity. The perceptions coincide with the idea that those interventions alter the essential of the understanding of the city as a city-port, that is intrinsic to its connection with its habitants, which could be summarized as the contact between the individual and its historical resource of identity.

In accordance with the section 2.1.2, there is a need of the identity to be expressed in tangible materials. As Prats (2009) explains, this relationship between the city and the sea has become a support of narratives of cities which gives sense of belonging and identity to their habitants. Which is way the civic society of Valparaiso would argue a total disregard for the city and its habitants.

The expression of an actor of the community sector reinforces that idea;

> *"I think they go against of how is perceived the city..., it destroys its coastal line and therefore, the way how to live of the residents of Valparaiso... with this new city coming close, with these two megaprojects it'll change the perception people have of the city, how they use the city and how they see it, in general" (Neighborhood Committee Cerro Cordillera, leader, pers. comm., 24 July 2013)*

In association with the fracture of the unity city-port caused by the interventions, several other negative consequences are raised, such as disappearance of traditional economic activities, increase of congestion due to the rise of cargo being displaced thought out the city, alteration of the skyline, therefore, obstruction of viewpoints toward the sea and so for

Here are some of the explanation given by members of the civic society and professional sector;

> *"the traditional activities such as the artisanal fishing, the tourism in the Pratt Quay, the local commerce and port activities, are been threaten by the*

intervention proposed in the coastal line" (Valparaiso Port Citizenship Committee, pers. Comm., 24 July 2013)

"with those mega projects that cover and hidden all the coastal line, it really going to generate a huge wall in all its extension... the possibility to enjoy the landscape that the city provides, today is about to disappear" (Leader of the Neighbourhood Committee Cerro Cordillera 2013, pers. comm., 24 July)

"Think about 15.000 containers more being unloaded, there will be 15.000 more trucks crossing throughout the city, is a disaster. The port is increasing in volume but not its store capacity and its capacity to transport that cargo ...the port today it's not prepared and the city neither is prepared for that burden"(Leader of the Neighbourhood Committee Cerro Cordillera, pers. comm., 24 July 2013)

The classification of aspects identified by the perspectives of the interviewers, allow to build a list of aspects associated to the city, the sense of place, quality of life and development. Coincident with the Hewinson & Holden (2006), it is this sentiment toward the city and the intrinsic values assigned by habitants, that move them to understand aspects associated with the city and its interventions, creating a network that allowed them to give force for their demands of what they consider are the aspects that really support their identity. Narratives that become institutional values when they are formalized and supported by the professional sector.

4.2.2. Problematic of Development Strategies

In general terms, there is an agreement among actors of the civic society and academic sphere, including residents and private sector, that whatever the perspective from where this conflict is observed, there are permanently opposite forces that are brought into scene. For instance, the incompatibility of development strategies; the competition between needs and demands at different scales and the prioritization of one economic activity over others, are some of the contradiction denounced in the interviews.

To give an example about the opposite results perceived by the community regarding the heritage reactivation plan, the president of the Neighborhood Committee Cerro Cordillera indicates;

"The UNESCO's nomination accelerated the process of decomposition of the city… just 22 hectares of the cities are declared WHS just 22, and the city and all the habitants of Valparaiso know that it's declared but they don't feel inserted in this issue, I have the feeling and could ensure that they do not feel part of UNESCO declaration, it was purely an real estate speculation behind, using this image of heritage city that accelerate its destruction. The UNESCO declaration has played against the city because has accelerated the loss of the identity that it wanted to protect" (pers. Comm., 06 August, 2013).

a. Problematic for local economic activity

The opportunistic approach reported in the interviews; coincide with the idea that heritage could represent either an obstacle or an opportunity for local development. The fact is that, coincident with the evaluation of the section 2.2.1, successful urban regenerations based in heritage are not solely associated to economic outcomes but to the level of commitment with local identity. For Colombo (2011) to reach it is needed political will, however, the scenario of this case study hardly could aim at that direction; first, because of the lack of tool of local authorities to coordinate development strategies as it was explained in the section 2.3.2, and second the lack of commitment of the state to generate a more sustainable growth regarding local needs and demands. Attitude that is observed in narratives of local entrepreneurs, who perceived the disinterest of the state to acquire knowledge of the local problems caused. As the general manager of Valparaiso Marine Sport Club Valparaiso expresses;

"They don't promote local entrepreneurs, because if they do, we would have already signed with them... We are a business that has been awarded by the state in 2006 as young entrepreneurs, in 2009 we were awarded as an innovative company, we are pointed as an example of administration and management by the state, and now that same state -that is the Valparaiso Port

Authority- sues us to evict us and give the land to Mall Plaza Group that does not want to sign an agreement with us... they should potentiate this instead of destroy it" (pers. Comm, 25 July 2013)

In the other side, Valparaiso Port Authority is a state company that is ruled by private laws with the aim to promote investment and efficiency through concessions (Law N°19.542). Therefore, despite that urban development of the city is deeply rooted in its relation with the port activity, the development of the port runs in separate paths. One of the actors associated to the port activity, general manager of the Maritime and Port Chamber of Chile explains;

"…as a private company, the company [Valparaiso Port Authority] has to optimise its patrimony, as a private concept and there is no a social concept here, that should have been established by the state. So if they have to maximise their income and they have a piece of land that don't use, they can sell it to make a shopping centre or whatever, they can do it" (pers. comm.., 06 August 2013)

The impact of the decisions of the port company over the city is critical, in addition, the vulnerability of Valparaiso increases due to the lack of an urban policy that provide a clear orientation on urban planning and management of complex process. As it is explained in the section 2.3.2., there is no integral approach to cities regarding issues such as governance, heritage, social integration and economic development, there are just basic principles to order the cities but they can be modified -as it was- to allow the implementation of projects such as the Baron Quay's.

b. The identity of the Valparaiso as the main port of Chile

Parallel to this, from the perspective of the private sector, the main point of the conflict regarding Baron Quay is the change of land use of an area that was supposed to be destined to the expansion of the port. The argument expressed from this view, relates to the prioritization of an economic activity over other. The opinion of the

leader of the National Association of Ship Agents is clear regarding the construction of a mall in the Quay Baron;

> *The biggest outrage that can be done to Valparaiso is to destine the best coastal land to the future expansion of the port and the more appropriate accesses from Cabriteria, to be destined to a project that has absolutely nothing related to the port... all the advantages that the port requires to grow in 50-100 years ahead, just to satisfied the touristic vocation of that people [the Port Authority, the major and councillors] instead of having a maritime vocation… The construction of the mall will prevent from the development of Valparaiso; it'll be the tombstone for the port of Valparaiso" (ASONAVE, Sept 2011)*

In contraposition, regarding the feasibility of the expansion of the port in Baron and Pratt Quay, the general manager of the Maritime and Port Chamber expresses a different perception;

> *"The opposition to the mall in Baron is because some people thought that the government had to build a dock and transform that area in a port, but you cannot have a port there if you don't have storage capacity and all the problems that the project Terminal II will have. So I think that the big investment in the long future will be in San Antonio, so Valparaiso has to optimize what it has" (pers. Comm., 06 August, 2013)*

Further answers given in the interviews, open a question that coincides with the argument expressed by Espinoza (2009a) who argues that the role assigned to Valparaiso as the main port in development strategies are based on the glory of the past, on the image of a city that one day was cosmopolitan and pioneer but that no longer possess that features. In that sense, how possible is to encourage the development of a city from the foundation of the past?

Regarding this, the manager of the Maritime Chamber reinforced the idea:

"there is people who still dream Valparaiso as the Chile's most important port, and I think that is utopian, because to extend Valparaiso as such port, it would be necessary millions and millions of dollars from the state... they [naval army, small port companies] pretend that the state invests a huge amount of money to allow them to continue to work in Valparaiso... in general there is a concept in the city that we have been the main port in the country so we have to continue to be that way, and that San Antonio is just a secondary port... but Valparaiso is far from the numbers that San Antonio has... the Port Authority Company has a lot of projects, but personally I think it doesn't have too much possibility to success" (pers. Comm.., 06 August 2013)

c. The private interest and the lack of benefits at local level.

The perceptions expressed above, not only question the posture of the development strategies at a national scale but also coincide with the questions raised by Bergamin (2011a), regarding the absent of convincing arguments behind the intervention proposed in Baron Quay, because Valparaiso Plan never considered the reorganization of the city around a waterfront as part of regeneration strategies. From the perceptions of the civic society, the "Baron Quay" project is a result of the pressure of real-estate speculation over quite strategic assets;

"This is purely a business, there is a huge commercial pressure in these areas, where now this shopping centre want to occupy areas that were not destined for that use but for port activity, this is purely an economic issue" (Neighbourhood Committee Cerro Cordillera, pers. comm., 06 August, 2013)

At the end, the project "Baron Quay" is not seen to improve the quality of the city. This also reflects the lack of management of Valparaiso Port Authority to lead with the urban problematic caused. As one of the entrepreneurs expresses;

"They do what they want, with no consideration for the city, what they say, is not what they do, there is not any commitment with the city... they say the

commitment with the city is the mall, but that is not a commitment, this is a business for them" (Valparaiso Marine Sport Club, pers. Comm., 25 July 2013)

In the other side, the construction of the project "Terminal II" even though professional and community recognize the importance of giving continuity to the port activity –so so some extent the accepts it- they are concerned by the additional problems it implies. Nevertheless, the do not see any benefits for the community neither for the municipality interest:

"It respond to a national strategy that does not represent any benefits for the city of Valparaiso, because they don't pay taxes to the city, taxes go direct to the national treasury, and instead of having and positive impact in the city, has a burden that the community will have to pay in terms of the quality of life" (leader of Committee Cerro Cordillera, pers. comm., 06 August, 2013)

In general terms, the conflict caused by the interventions of the coastal land, combined a series of disagreement regarding the development of the city and the port. In one hand, there are disagreements regarding the approach of the heritage activation strategy, concentrated on the economic benefits of the WHS nomination. On the other hand, there are disagreements regarding the development strategy of the port activity and the uses that the port company gives to their assets. The complexity of these disagreements increases because the type of interventions that EPV proposes has an impact on the city and on aspects that characterize the identity of the city. For instance, the increase of the congestion that will be generated by the port and the shopping mall, the impact on the landscape of the bay and views, the closure of the historical access to the sea and the traditional economic activities associated, as well as the change of image that the Baron Quay will mean for Valparaiso, are some of the impacts that those interventions might cause. And despite that, Valparaiso Port Authority as a state company does not recognize the responsibility and commitment that they should have with the city because it is ruled by private laws.

4.2.3. Governance and Community Involvement

As it was analysed in the section 2.2.1, the creation of networks among stakeholders and the construction of spaces for socio-cultural interaction are relevant to enhance capabilities of organization of the communities (Rotondo & Loconte 2013; Russell 2007).The habitants of Valparaiso present high level of participation in comparison with the rest of the regions, although a high centralized state does not allow a social democratic "mediation and negotiation" between different actors because despite the high level of participation, local authorities not only do not have the tools to prioritize and coordinate strategies according to local problems, but neither have the economic capacity to deal with the basic problems of the city. Situation that is acknowledged by the community in general and expressed by one of the local entrepreneurs;

> "...They have all the limitations and none capacity, it's assumed that the major with the councillors represent us and represent our interests... but if you see the reclaims in the municipality, are permanent, and they do nothing about garbage, street dogs, the maintenance... there is not public toilets, there is not garbage cans, there is not clean spots in Valparaiso... half of the city is broken, so they don't have tools, have so much problems that one more and they collapse"(Valparaiso Marine Sport Club, pers. Comm., 25 July 2013)

a. Informal Participation Channels.

The participation of the civic society in the problematic of the city, and their influence over the decision and destiny of significant projects, in some circumstances, has been quite emblematic. However, the impact that the community has in Valparaiso, does not occur inside institutional frameworks. Formal instruments of representation are used by the public sector as a manner to diminish further resistance, but they do not promote a place for social interaction because there are already guidelines established that do not allow further changes. As a result, meetings realized by the public sector are not perceived as a legitimate instrument by the community to find a solution to their

demands. Regarding this, one of the interviewers explained the experience with the heritage activation process;

"I went to lots of meetings but at the end I wasn't signing because I didn't want them to use my sign as if I was being part of the decision, when the decisions were taken by them" (leader of Committee Cerro Concepcion, pers. comm., 02 August 2013)

b. ***Performance of different sectors; capacity and limitations.***

In addition, the performance of the institutions in the management of heritage and problems associated to its reactivation, is been constantly criticized from different sectors, even from the perspective of the public sector. Coincident with the analysis of the section 2.3.1, the dispersion of functions among different organism does not facilitate the articulation between institutions, which reduce the possibility for interaction. This is reinforced by the perception of an actor of the public sector regarding the National Monuments Committee;

"It doesn't have the level required according to the needs of the regions. And it got worse with the earthquake, because the centralism became evident, as well as the lack of an institution able to gather all efforts coming from municipalities, ministries and privates entities associated to heritage, that's to say, our structure is so disperse that the situation is critic in regions, especially in this region" (Valparaiso Regional Coordinator, January 2011)

As a results, the lack of a legitimate instrument of representation and the lack of coordination among authorities to attend the concerns regarding Valparaiso's heritage, leaded to civic groups to request the intervention of an external entity. Despite the disregard of port authority to accept any interferences of external entities in its activities, UNESCO delivered an statement with similar appreciations regarding the obstacles of the institutional framework and the complexity of the case study;

"the fragmentation of competencies and mandates by sectors and by different levels of government, as well as by the different types of specific protection and use of different areas, does not currently allow for the management of the property with respect to its Outstanding Universal Value and within a broader perspective to include a territorial framework and all of the impacts that the transformation of the area could generate. Moreover given the scale and character of the transformation of the port area, of its seafront and its related areas, it needs to be subject to Heritage Impact Assessment (HIA) in accordance to ICOMOS guidelines". (UNESCO 31 January 2012)

It is need to say that, even though, organisms of the specialized sector such as ICOMOS and the Architects Association were part of the actors that presented the request to UNESCO, the movement for the defend of the city initiated with the community, when the process of revitalization started to change their neighbourhood. The movement started to grow along the heritage activation progress, and became more organized with the interventions in the coast. The perception of one of the member of the Valparaíso Port Citizenship Committee expresses this idea;

"the most emblematic cases of citizenship urban resistance and probably characterized by a social diversity, have been the destiny of the coastal land, the definition of the ex-penitentiary and the opposition to the towers in the Almendral sector… it cannot be forgotten that in the case of the coastal land, there are and interesting synergy between that dissident citizenship and political and technical organisms of UNESCO" (pers. Comm., 24 July 2013)

The approach of the civic society to international organisms reflects the lack of trust on the state. This analysis have exposed a series of perspective that contributes to explain the reasons that lead to the conflict between the community and the state, however, the determination of state entities is crucial, and clearly has not been open to dialogue. An example of this could be the information given by the manager of the Maritime and Port Chamber who refers to a mechanism that could have been used by the port company;

The law 19.542 established an organism, that are committees of coordination of city-ports where this issue could have been discussed, but those institutions never have been implemented, there is an article that explain that all these topics should be coordinated in these committees, and that was established to give a solution to cities aspirations that wanted to have a more direct participation regarding the ports, so in that committee could have been a debate and interchange of opinions and all that or at least a mechanism to inform to institutions about… that is responsibility of the Minister of Transport, we asked for that committee, but they never did it…. There are many interests playing, so it's difficult to manage" (pers. Comm., 06 August 2013)

c. Empowerment of civic society

Due to the lack of visible mechanisms that allow different actors from different sphere to make prevail their demands of protection, is that the resistance of the civic society became stronger and diverse, also more informed and organized. Due to the lack of legitimate representativeness and leadership of the local authorities, is that the community has found themselves with the need to mobilize among them. As this actor of the professional and the civic society sector expresses;

"we think that the social dynamic is and will continue in the reproduction and the production of meaning, in the way of incessant efforts -never ending- to make prevail the particular points of views of each actor, predominant collaboration or competence among them depending on the specific context that frames the collective action" (Valparaíso Citizenship Committee pers. Comm., 24 July 2013)

4.3. Summary

The perceptions gathered, underline relevant aspects related to the different interpretations of the city and the factors related to heritage reactivation, such as community involvement, articulation of actors, development strategies, and institutional framework. Those axes are coincident with those elements that have been underlined in the literature review.

The research also registered a series of efforts of the civic society and the professional sector outside the institutional framework in an attempt to balance the inequity of forces that are involved in the conflict and overcome the failure of an institution that does not represent their interests.

From the perspective of the intrinsic value which is connected to the intellectual and emotional experience of individuals of the civic society, the problem of Valparaiso is the opportunistic approach of the state to the city and its category as a world heritage site. However, the problematic of the case study does not relate much to heritage but to the identity of habitants. The elements that are associated to this sentiment are intangibles and difficult to capture, but refer to the totality of the urban structure and of narrative of the unity of the city-port.

Most of the arguments and perceptions expressed by the community sector are supported and legitimised by professional and experts from the perspective of the institutional value. As the interviewers expressed, the documents sent to UNESCO - which contained the arguments for heritage and identity protection- were elaborated by this sector, who counted on the civic society's support.

From the perspective of the instrumental value, it is clear that has prioritized the economic potential of Valparaiso's heritage. The dominant perception of the community and specialized sector points to the interventions implemented by the state not only do not aimed to create socio-economic benefits at local level but just exploit its heritage and menace its identity.

Chapter V: Conclusions

This research has analyzed from the domain of Identity and Cultural Heritage, aspects related to urban regeneration strategies and conflict caused by development interventions that represent negative impacts on heritage resources and the identity that is being promoted. The hypothesis proposed about the reasons behind the conflict between state and the civic society of the case studies, is supported by the analyses of its aspects throughout the objectives established for this research.

The narrative of the city-port

This study established that the implementation of development strategies in Valparaiso, has caused conflict between the state and civic society because those interventions are not in accordance with local values; they undermine the identity of the city by altering significant elements of the city and threatening traditional activities that are part of the essence of the city.

The above is supported by the conceptual relationship between heritage and identity which becomes significant when it is understood that heritage is defined by meaning and that elements that possess that meaning are references of a narrative that supports the identity of society, providing legitimacy to actions that give continuity to this.

As it was defined, the conflict is not much more about heritage, but about the identity of Valparaiso. The study utilized the categorization of value to analyze different interpretations of meaning involved in the case study. As a result, the intrinsic value of heritage assigned by civic society, describes those elements and aspects that are references of the narrative of the city-port, so are part of the essence of the identity of the city. Those references relates to the port activity of Valparaiso, the relationship of the city-port, the traditional activities related to the sea, the way to live the city as well as the views of the bay landscape from city's viewpoints. These are references that are threatened by the interventions in the coast. These aspects identified by civic society have significance at local level but are not designated as heritage by legislation,

so are not protected. Nevertheless, heritage nominated by legislation, is object of reactivation strategies that promote the instrumental value of the WHS status, having effects on the economic sphere rather that in its ability to reinforce local identity.

Role of identity in the cases studies

Going further that explanation, this research identified the role given to Identity of Valparaiso by different interpretation of the narrative of the city-port. For instances, the narrative utilised by regional development strategies, assigned to Valparaiso a significant role in the port activity at national level with the aim to maintain –as in its old glory- its importance as the Chile's main port. However, this role might not be longer feasible because its growth is constrained by the problems and problematic caused at local level.

Regarding the role no assigned to Valparaiso's identity, the contribution of Baron Quay project to the narrative of the city-port is null. The project does not contribute to give continuity to the city but threaten it with its change. This explains why this intervention provokes a much stronger opposition that Terminal II. Baron Quay project, was not born from development strategies, is driven market, and has no connection to aspects of the narrative of the city-port, which makes it become an action without legitimacy in the present.

The barriers of social construction of Heritage for development in Chile

In addition, this study also established that the centralism does not facilitate the participation of local authorities in development strategies neither provide effective community participation channels to incorporate local perspectives of heritage into development plans.

The role and political will of authorities to achieve local benefits from urban regeneration is constrained by a centralized institution that neither encourage community involvement in decision-making process. However, heritage as a social construction essentially requires a space to reach a consensus between government, and civic society. This is aggravated by the lack of an urban development policy

framework that contains aspects such as identity, development, governance, for instances, that promote the creation of spaces for mediation. Otherwise, the absent of that space, means interventions that solely prioritise instrumental values of heritage, and the role of identity is utilised to satisfied external demands failing to satisfied local demands.

Interesting issues for further development

This research has highlighted an interesting field for further analysis; the problematic of development of a city-port whose identity is based on a narrative that relates to the relationship between the city and the port. The unity city-port becomes a complex structure compound by two organisms that work separately but whose development impacts to each other. The process of modernization that a port requires accordance to national and global demands is constrained by local demands of the city to reinforce an identity which is based in the old relationship of the city-port.

Some considerations to take into account

It seems urgently necessary to recognise the responsibility of the port activity over the development of the city of Valparaiso. The consensus between the heritage status of the city-port, which want to be maintained and reinforced, and the desire of expansion of the port, consensus that might be achievable if at least there is participative channels and spaces for mediation at earlier stages of the development process. Mediation that –in a centralised system- should not depend on the political will of authorities or private companies but should be compulsory for significance interventions.

Similarly, the status given to a city as a world heritage site might result inconvenient for the identity of the city and its habitants if there is not a strong and clear urban development policy framework that guide all the aspects concerning to its development. The aim of external organizations to recognize significant heritage is the protection of institutional values. But, in some circumstances, global recognition of

heritage is object of speculative market that alters aspects that turn out to be the sources of Valparaiso's identity.

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Appendix A

MODULE I: ABOUT HERITAGE AND IDENTITY OF THE CITY

-        In your opinion, what would be the elements that construct the identity of Valparaiso that might be in risk due to in the development of the project Terminal 2 and the waterfront Baron?

-        Even though the concept of heritage and identity are tightly related, the identity is much more that the components of its physical heritage. What of those ideas do you think are playing a major role in the in conflict related with both projects (Terminal 2/ waterfront Baron)

MODULE II: ABOUT LOCAL AND REGIONAL STRATEGIES

-        The nomination by UNESCO and the implementation of the Valparaiso Urban Renewal and Development Program PRDUV , were part of the Plan Valparaiso strategy as well as the modernization of the port (T2) is part of Regional Development strategies to meet future demands. Which point do you think those two strategies are getting in to conflict in? Why?

-        The development regional strategy establishes the identity of the Region of Valparaiso as a "Portal Region", where Valparaiso plays an important economic role for the region. Do you think that this "perceived regional identity" is being more in consideration than local economic activities of the city of Valparaiso?

## MODULE III: GOVERNANCE & COMMUNITY INVOLVEMENT

-        What is your perception about the role of sectors such as civic society (neighbourhoods, union, syndicates) as interest groups (professionals, academics o cultural institutions) have played in the protection of the identity of Valparaiso? What are their needs, interests and demands in the conflict?

-        How do you evaluate capacity and limitations of the local government, in the representation of local interest in the conflict?

Appendix B

Development Plan of Valparaíso Port

Through the Development Plan, Valparaiso Port planned to satisfied demands of transportation charge at the short, medium and long term, maximizing the use of the protected area by its current quay.

The figure shows the general development plan of the infrastructure that Valparaiso Port plans in different stretch of the coastal line of Valparaiso's bay. In this plan is distinguish the development of Terminal I, with an extension of the main docking area in 120 meters, the extension of Terminal II, through concession, and the future development in medium and long term in the areas of Yolanda and San Mateo.
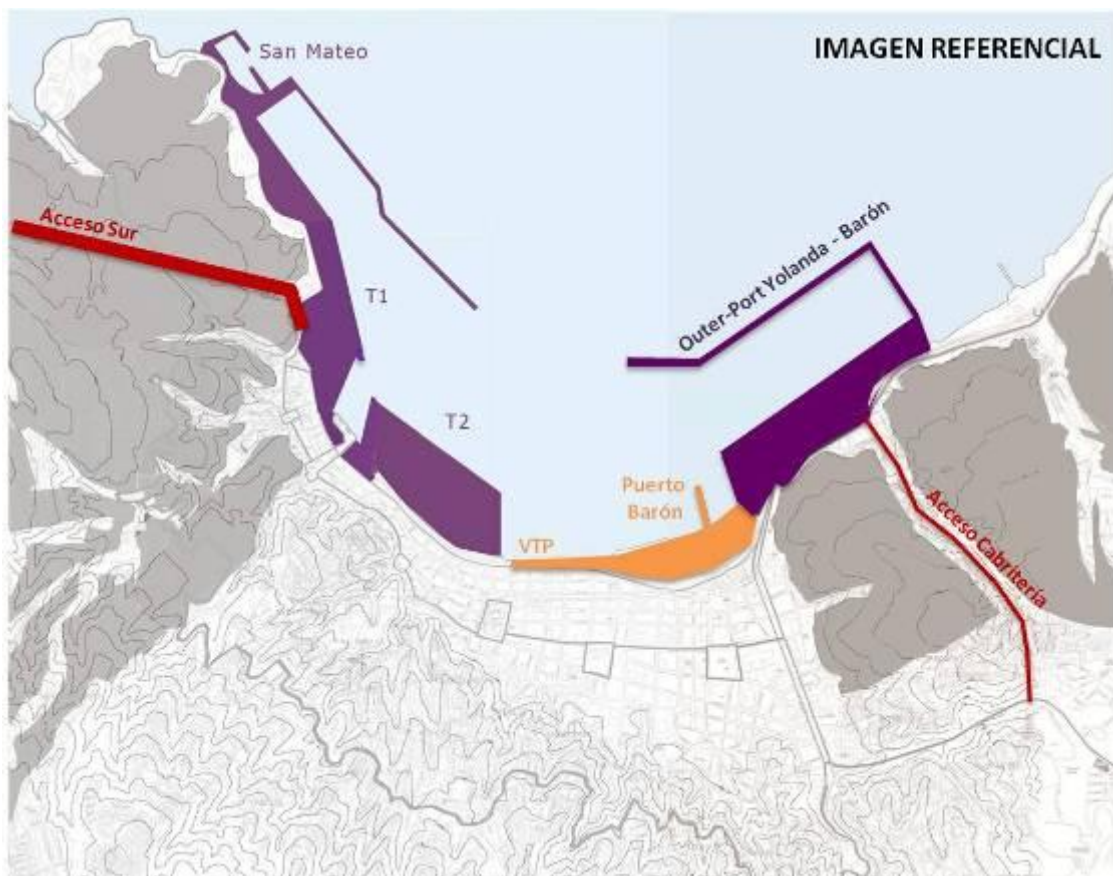
Referential image of future development

Terminal I is an extension of 120 meters in the northwest, which will allow to attend two post panama ships simultaneously. It should be noted that this interventions does not affect the operating conditions of the area for Terminal II

Referential image of future development

Terminal Outer-Port Yolanda and Terminal San Mateo

Valparaiso Port developed a master plan with a vision of medium and long term, incorporating areas of support and operating to satisfy the needs of growth of the port and remain with a level of activity and relevant competitiveness in the region as in the South American western coast. Valparaiso Port has those alternatives for growing to meet the port transfer capacity outside the current warm pool, denominated Terminal San Mateo and Terminal Outer-Port Yolanda. The implementation of those projects will depend on the future demand

Terminal Outer-Port Yolanda   Terminal San Mateo

Terminal Outer-Port Yolanda it is proposed as a terminal of big dimensions that will be implemented in phases and talking in consideration the harmonic development of the area where it is located, regarding historic monuments located in that area, Its implementation will have to take in consideration buffer areas with urban uses toward areas of Baron quay and Caleta Portales beach, and the green areas of avenue España, which will provide qualities for the touristic industry along with the development of Baron Quay project.

An essential elements in the implementation of this new terminal is the Access of Cabriteria from Santos Ossa as for the trucks that enter directly to the terminal, as for a new Access with to the city, decompressing avenue Argentina.

Terminal San Mateo is a project inserted in the area on urban impact, so the insertion is planned to be integral and collaborative with the coastal land of Playa Ancha.

Ranking of port activity in Chile, 2012

The ports of San Antonio and Valparaiso are located in Valparaiso Region.

RANKING MOVIMIENTO PORTUARIO 2012				Actualizado Junio 2013	
PUERTOS CHILENOS					
LATAM	CHILE	PUERTO	MOV 2011	MOV 2012	VAR
13	1	SAN ANTONIO	928.432	1.069.271	15,17%
15	2	VALPARAISO	973.012	942.647	-3,12%
22	3	SAN VICENTE	425.967	585.280	37,40%
38	4	IQUIQUE	237.758	245.290	3,17%
46	5	ARICA	170.110	182.039	7,01%
52	6	CORONEL	170.771	167.682	-1,81%
54	7	ANGAMOS	158.323	158.323	0,00%
56	8	LIRQUEN	314.956	143.635	-54,40%
64	9	ANTOFAGASTA	88.213	90.232	2,29%

	MOV 2011	MOV 2012	VAR
ZONA NORTE (EPI + EPA + ANGAMOS + ARICA)	654.404	675.884	3,28%
ZONA CENTRO (EPSA + EPV)	1.901.444	2.011.918	5,81%
ZONA BIO BIO (SVTI + LIRQUEN + CORONEL)	911.694	896.597	-1,66%
TOTAL CHILE	3.467.542	**3.584.399**	3,37%