

Living Spaces at the Water
Living Working Tourism Leisure

Owner:

Dr. Peter Jansen
Dipl. Ing. Architect

Member of the



AKWA



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PIANC



ICOMIA

Secretary of the



Date: June 2016

Peter Jansen

Curriculum Vitae

urban aqua[®]

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PERSONAL

Full Name: Peter Jansen

Residence: Humboldtstr. 40,
40237 Düsseldorf, Germany

Nationality: German

Born: 13.03.1965 in Düsseldorf, Germany,
Family status: unmarried, 1 Child (16 Years)

Occupation: Architect
Final degree: Dr. Ing. (PhD)



Current position:

- Jansen Project Consulting GmbH (LTD), Germany
Managing Shareholder / CEO
- Dr. Peter Jansen • Architects • Consultants, Germany
Partner, Independent Architecture Partnership
- **urban aqua** • waterfront development as a subsidiary

Architect, German license number 27608

Certification through: Chamber of Architects North Rhine Westphalia, Germany

JPC GmbH: Regional Court Düsseldorf Registration Code: HRB-Nr.37947

Tax.No.: 105/5824/0710

VAT. ID: DE 299061222

Skills and Knowledge: Experience designing, developing and managing Waterfront and Marina Projects
Project Lead and Management Experience
International Project Experience and Competence
Knowledge of the world wide Boating and Marina markets, trends and demands
National and International Memberships of Maritime Organisations (pro bono)
Network of international experienced experts and specialists of all necessary kind of requested skills.

Language Skills: German: native
English: fluent
French: basic

BIOGRAPHY

- 2013 Trainer for the PIANC Marina Design Training Programme MDTP
- 2012 Associated Member of the ISO working group "ISO/TC 228/WG 8 Boats & Yacht Harbors N35"
- 2011 Member of the Project group "Praxis Guide Water Tourism" of the German Tourism Federation and the German Federal Ministry of Transport
- 2010 International accredited expert of IMCI International Marine Certification Institute for Marina "Blue Star Certification"
- 2009 Member of the experts working group „Infrastructure and Marketing for Water Tourism“, Federal Ministry for Traffic and Urban Development, Germany
- 2008 Secretary of the ICOMIA International Marinas Group
Member of the Recreational Committee of PIANC INTERANTIONAL NAVIGATION ASSOCIATION
- 2006 Member of the GERMAN HAVOR TECHNICAL SOCIETY
German Representative of the European Confederation of Nautical Industries (ECNI), now renamed in European Boating Industry (EBI)
- 2005 Member of the ICOMIA International Marinas Group
- 2003 Member of the GERMAN MARIN FEDERATION
- 2002 subsidiary company urban aqua established for water sport design concepts, water sport facility programs, waterfront developments, finance analysis of marinas, water sport centers, ocean parks, master planning at the waterside, living at the waterfront
- 2001 PhD with the theme: "Elements of planning regarding settlements and buildings at inland waters, special subject to boat-sport-oriented river development"
- 1999 Expert for real estate market value
Founding JANSEN PROJECT CONSULTING LTD for project development and –management, main working opportunity development and designing of marinas and waterfronts
- 1996 Publicly approved expert for thermal and sound protection
- 1995 established the office Peter Jansen Architects • Consultants, Architecture – Urban development, Düsseldorf
- 1992 - 95 employed by Architect Möhring, Düsseldorf, Manager of planning department, further focal points on Marinas
- 1991 - 92 working as an architect at INPRO Project-Development Inc., specialized in the development of marinas and waterfront resorts in Europe
- 1985 – 91 study at the Technical University RWTH Aachen, Germany, finished with the Diploma in Architecture

PUBLICATIONS ABOUT WATERFRONT DEVELOPMENT

Waterfront development: Master planning, landscape and marina design requirements (2013)

A waterfront can be a landmark, adding new quality of life to a city. It can as well become an entertainment area not only for boaters but for all visitors that would like to join the fascination of the waterfront and maybe an additional leisure harbor. It can offer a unique lifestyle opportunity and should be beyond expectations. According to integration and facility concepts, a waterfront also can be an important economic factor of tourism or urban attraction. One major part of the waterfront is the development of leisure harbors, often as part of abandoned commercial harbor developments.

Many communities and regions have attractive waterside locations, but what measurements are effective under which circumstances and must be deliberately planned. Here custom-fit consulting for the maritime project development, from consulting to location and market concepts is required. Urban watersides are of great importance for cities and regions. Living and working or sports and tourism – the demand is increasing. This can be seen especially in maritime tourism very clearly, in spite of the constantly decreasing number of active water sports enthusiasts. More and more people feel attracted to experience water.

Peter Jansen and others: Nautical Activities: What impact on the Environment? A life cycle approach for “Clear Blue” Boating (2009)

The evidence reviewed during this study demonstrates that nautical activities and in particular recreational boating have a minimal and reducing impact on water and air pollution. Nowadays, the main sources of pollution of the marine environment and the ambient air come from land-based human activities. The long-term future of nautical activities and their economic sustainability however relies on a preserved environment. The attractiveness of marine and aquatic environment to people and their participation in water-based leisure activities depends on a clean, unpolluted and natural environment.

Nevertheless, the study outlines a series of areas where both the nautical industry and the users can make a difference in reducing the environmental impact of nautical activities. Making available on the market technologies and products that are energy-efficient, where the environmental impacts during the manufacturing process were minimised, products using substances that are biodegradable and less harmful to the environment, are a few examples of what the nautical industry can do to “green” its products and technologies. On the other side, improving the users’ education and awareness of the possible environmental impact they can have will help reducing impacts that are linked to the user’s behaviour.

The nautical industry will continue to make every effort to deliver its contribution to the protection of marine and aquatic environment. The overall impact of these environmental efforts will however remain limited in a global sense, as nautical activities themselves only account for such a minor proportion of marine and aquatic pollution. Moreover, the degradation of environmental quality is a direct threat to the future and sustainability of nautical industries and to the long-term practice of nautical activities. Nautical activities are indeed one of the most efficient ways of raising public awareness on environmental issues, with the vast majority of nautical enthusiasts being nature lovers.

Transformation of former industrial harbors into Marinas (2008)

The assignment to bring abandoned areas along the waterfront back to use is the most important challenge of the waterfront development around the world. Many areas, former used as industrial harbors, located near the city center, are of a high value in case, they are reused in a high quality way. A Marina can often easily be included into the project, as existing basins can often be used for this facility, as the embankment and the water depth normally also fit to leisure boat usage. Also, the natural protection and preserve is not so sensitive in this industrial sites. Only the remediation of contaminated sites have to be considered, as this can cause huge costs and in consequence, projects have to be canceled or to be supported by the government.

Quality Requirements for modern marinas (2007)

Requirements can be pointed out and some specific examples of several marinas in Europe either planned or already existing can be showed. We can prove that a marina can be much more than storage for vessels. It can offer a unique lifestyle opportunity and should be beyond the expectations of visitors and users. According to integration and programs a marina also can be an important factor of tourism or urban attraction. A wide range of offers and facility mixtures are required (trade, catering, leisure time, life and work) as well as an integration of existing maritime elements, fascinating architecture and co-ordination of the urban development layouts. At best, marinas are the landmark of civilizations adding a new quality of life to a city. Marinas can as well become an entertainment area not only for the marina users but for all visitors that would like to join the fascination of waterfront and leisure harbour. To ensure this, there has to be created a long-term facility strategy for water sport activities. By this, attractive and sustainable water sport preserves as well specific facilities considering already existing similar facilities, e.g. boat charter, hotel, restaurants.

Sustainable concepts for waterfront development (2005)

The attraction of mankind considering living with close to water and the infected psychological aspects are of basic interest. Beside rational proposition of use water draws the human being to dwell, live and build at the waterside. It provides an emotional component as well as it is an element of urban development. Nonetheless this appeal tempts to exploit and repress ecological space. Water had already in antiquity a greater significance than the mere fulfilment of functional requirements. Since ancient times wells and fountains were built with no other purpose than to enchant with movement and sound of flowing water. Up to today we find estates with a closeness to water without vital necessity. Central spheres of function for housing estates are now off-design although today living in optical and physical range to water is still appreciated. Reasons for that are not exclusively possible sport and (spare leisure time) activities. Hence the importance of spatial order concerning development of residence and other buildings and design data that supervises this development and protects waterside ecologically. The conflict between growing settlement area and protection of ecological spheres at and also in water must be solved by site criteria and ruling out to create an ecological balanced land settlement scheme.

Peter Jansen/Stephan Menn: Harbour as an event area, basics and concepts (2004)

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and fountains were built with no other purpose than to enchant with movement and sound of flowing water. Up to today we find estates with a closeness to water without vital necessity. These central spheres of function for housing estates are now off-design although today living in optical and physical range to water is still appreciated.

So people are still keen of being close to the water, and any event, equal if related to water sports or not, will attract more people only because of the location at an enjoyable waterfront.. And all events at a waterfront related to Marinas will increase the number of boaters, as the events bring people into a closer contact to the enjoyable waterfront. Therefore, key factor of success to increase boating is the possibility to try and test boats during any kind of event or festival for non-boaters. So any event has to be combined with boating occasions. Events can be temporary like festivals, exhibitions or regattas or permanent like boat testing, charter or special or trend water sport offers.

Elements of planning regarding settlements and buildings close to inland waters subject to boat-sport-oriented river developments (2001)

Thanks to a diversified landscape architecture and a high recreational value by water sports and bathing facilities in close vicinity the Marina as a residence offers a high-quality living environment. In order to analyse the ecological consequences of a Marina-planning the risk of damage to the biotopes of the specific location as well as its efficiency and natural environment have to be determined. Environmental-friendly utilization programmes have to separate sensitive biotopes and highly-frequented areas - in particular aquatic sports. Any disturbance by the utilization of protected areas and an overstraining of ecosystems by pollutants has to be avoided in the planning concept. The biotopes developing within a Marina have to be integrated into the surrounding ecosystems in order to create a harmonic landscape. For a natural shoreline an embankment with an appropriate vegetation is required above the water line to ensure a biological and technical protection of the shoreline. Vertical concrete angles have to be provided below the water line in order to minimize the water width and to meet the operation requirements of boat sports. The vertical of concrete angles at the boat landing stages can be panelled attractively above the water line.

Minimizing the ecological consequences of a marina at inland waters (1993)

A Marina, with its varied landscape and good recreational facilities is a desirable residential area. In order to determine the ecological consequences of marina development, its efficiency and proximity to natural areas as well as the risk of damage to the biotopes of the particular location, has to be assessed. Environmentally conscious usage programs must prevent intensive use of sensitive areas and damage by pollutants. The biotopes of a marina have to be harmoniously integrated into the surrounding ecosystem. For a naturalistic shoreline an embankment with the appropriate vegetation growing above the waterline is required, offering both, biological and mechanical protection. Below the waterline, vertical concrete constructions should minimise the width of water needed, while meeting the operational requirements of the boats.

Evaluation of motor boat noise pollution (1991)

The planning of marinas includes the risk of noise pollution for residential homes nearby. Therefore the consequences of new marina planning has to be checked in order to avoid this possible pollution. Restrictions of specific boat or motor types or limitation of the boat numbers as well as restriction in using the water area at specific times and dates are also possible solutions.

CONFERENCES • PRESENTATIONS • WORKSHOPS

Presentation **Public Marinas as a Key Factor for Recreational Boating in China** IBMES 2016
 China Yacht Industry Annual Meeting, China 2016

Panellist for: **“Role of Marinas in the development of Boating”** on the Asia Boating Forum,
 Singapore 2016

Opening Ceremony Speech, Hainan Cruise and Yacht Industry Development International Summit,
 China 2015

Presentation **“Marinas – Design + Economics”** at Marina Conference Calero Marina, Spain, 2015

Presentation **„Marinas – Master planning / Design Criteria / Economic Factor”**, Tallinn
 International Boat Show, Estonia, 2015

Presentation **„Marinas – Urban Planning / Case Studies / Economic Impact”**, SEA-EX expo and
 conference, Philippines, 2015

Presentation **„ Waterfront and Urban Planning and Economic Factor Marina,,** China International
 Forum on Yacht and Waterfront Leisure Industry Development, Shanghai Boat Show, China 2014

Lecture **„Marinas – Master planning”**, Shenzhen recreational boat industrial association (BIA), China
 2014

Presentations **“Waterfront Rejuvenation”** and **“PIANC Marina Design Training Programme”**,
 Moderator for **“Facility/Marina Design & Engineering”** and **“Economic Contribution of Marinas
 to the Local Economy”**, Member of the Conference Advisory Board, at the World Marina
 Conference: **“Marinas into the Future”**, Turkey 2014

Presentation: **“Marinas – Master planning and Economics”**, ICOMIA Conference on Marina
 Development and Marine Tourism in Sri Lanka, 2014

Presentation: **“Urban Waterfront Planning & Marinas Economy”**, Yacht CN 2014 - Nansha Bay
 International Boat Show & China Yachting Conference, China 2014

Presentation: **Marinas as waterfront living spaces: How to integrate them into the city”** at the
 Marina & Yacht Stage METS, Netherlands 2014

Presentation **„Insight on World Marina Industry and Development Directions”** at the MIAK
 International East Asian Conference **„Development, Directions and Tasks of Marina Industry”** Korea,
 2014

Presentation **„Public marina management and operation in Europe”**, International Boat Show and
 Festival, China, 2014

Presentation **„Marinas – Master Planning”** at the International Yachting Economy Forum ot **„The
 International Boat Show and Festival”**, China 2013

Presentation **“Waterfront – Master Plan”** and **“Marina – Design Requirements”** at the Marina &
 Yacht Stage METS, Netherlands 2013

Presentation **“Marinas – Master planning”** at the Conference **“International Yacht Club Operations
 Management Forum”** at The International Boat Show and Festival, China 2013

Trainer for **“Waterfront Development”**, **“Landscaping at the Waterfront”** and **“Marina design requirements”**, PIANC Marina Design Training Programme MDTP, Italy 2013

Presentation **“Waterfront – Master Plan”** and **“Marina – Design Requirements”** at the Marina & Yacht Stage METS, Netherlands 2012

Publication **“Marina Design Requirements”** in Fore & Aft, Magazine of “The Yacht Harbour Association”, UK 2012

Conference member of the **ISO/TC 228/WG 8: Boats & Yacht Harbours N35**, at Duesseldorf boat show, Germany 2012

Delegate for Germany at the **ICOMIA AGM**, South Africa 2012

Presentation **“Marina master plan and facility design”** at the Workshop “Cuban Nautical Recreational Industry. Antecedent, Present and Future Development”, Hemingway International Yacht Club, Cuba 2012

Symposium attendee and speaker for **„Environmental issues at stake for those involved in luxury yachting in ports: current situation and solutions“**, Invitation by Yacht Club de Monaco, Monaco 2011

Presentation **“Marina master plan and facility Design”**, ICOMIA World Marinas Conference, Member of the conference advisory board. Participant of the Singapore Urban Redevelopment Authority Workshop **“Marina Bay and Kallang Basin area”**, Singapore 2011

Presentation **“Marina design”**, Marina Conference of The Yacht Harbor Association TYHA and British Marine Federation BMF, UK 2011

Member of the advisory board, **“Code of practice for yacht harbors and marinas”**, German Federal Ministry of Economics and Technology BMWI, Germany 2011

Presentation **“Marina and living spaces on the water: How to integrate them into the city”** AIVP Days, France 2011

Presentation **“Renewable Energy for Marinas”** and **“The German example: integration with the city and the coast”**, Green Ports Genoa, Italy 2011

Presentation **„Maritime potentials of development in upcoming countries“**, 6. Yacht harbor Symposium, boot Düsseldorf, Germany 2010

Presentation **“Marinas - Design and Quality Requirements”** AMEA International Marina Conference, IMC meeting secretary, Lebanon 2010

Opening speech at “Belgrade Boat Show”, presentation **“Marina Design”**, Belgrade boat show, Serbia 2010

Presentation **„Marinas in demographic change“**, Forum “Maritime Tourism, Development possibilities for maritime tourism”; Germany 2010

Presentation **„Marinas – Design and Quality Requirements”**, Workshop of Baltic Sailing, Denmark 2010

Presentation „**Quality requirements for yacht harbors nowadays**“, Symposium „Where sails Schleswig-Holstein? Trends in sailing tourism,“ of the state project “Quality offensive in sailing tourism” Germany 2010

Mile Stone Conference for the realization of the German Bundestag (Federal Parliament) initiative „**Improve infrastructure and marketing for Water tourism in Germany**“, Germany 2010

Presentation “**Marinas: Design requirements**” and Member of the scientific committee, “World Channel Conference”, Serbia, 2009

Presentation “**Transformation of industrial sites into Marinas**”, Conference Chairman, Conference “Future of Marinas and Refit Facilities”, Malta, 2009

Presentation “**Waterfront development and design requirements for Marinas**”, Barcelona Meeting Point Conference, Spain 2009

Workshop „**Rework the technical Regulations**“ from the Federal Parliament Initiative „Infrastructure and Marketing for Water tourism“, Federal Ministry for Traffic and Urban Development, Berlin; Germany 2009

Workshop “**Water tourist potentials in Patagonia**” economy promotion „Boat tourism in Patagonia“, invitation by CORFO, Chile’s foreign ministry, Chile 2009

Working Group “**Catalogue of prefabricated marina elements**” Recreational Navigation of PIANC, Belgium 2009

Scientific study “**Nautical activities: What impact on the environment**” by the „European Confederation of Nautical Industries“ ECNI, Belgium 2009

IMC meeting secretary and Presentation “**Water sport development in South India**”, Turkey 2009

Presentation “**Marinas: Design requirements**” World City Water Forum, Session Chair, South Korea, 2009

Presentation „**Revitalization of industrial waste land at the waterfront**“, Invitation of the Europe Union, Germany, 2009

IMC meeting secretary and Presentation “**Water sport potential in South Chile**”, Russia 2009

Presentation “**Marina Design**” and “**Transformation of industrial Sites into Marinas**”, Session Chair, International Marina Conference, Belgium, 2008,

Presentation “**Quality Requirements for Marinas**” International Conference on Boating and Yachting, Brazil, 2008,

Presentation “**Marinas: Design requirements and economic factor**” International Conference on Boating and Yachting, India, 2008,

IMC meeting secretary and Presentation “**Economy factor yacht harbors in Germany, Surveys and Examples**”, Greece, 2008

Presentation “**Quality requirements for modern leisure harbors**”, Symposium “economy factor leisure harbor in the State of “Schleswig-Holstein”, Germany 2007

Presentation „**Concepts and development of water tourism facilities**“ Symposium “Water tourism on the upswing” of the DSFT Berlin, Germany 2006

Presentation „**Development of urban waterfronts, water sport trade for future use of industrial waste land**“, Yacht Harbor Symposium, Germany, 2006

Workshop “**Master Plan Ruhr**” for the Rhine-Ruhr Area, Member of the Symposium “Region at the water”, Germany 2006

Presentation “**Sustainable Concepts for waterfront development**”, Symposium „Development of municipal waterfronts“, Düsseldorf boat show, Germany 2005

Presentation “**Harbor as a hedonistic wharf**” Conference “Worlds of leisure and events”, Germany 2005

Presentation: „**Marina as an entertainment area**“; Organizer: Chamber of Commerce, Lübeck, Germany, 2002

Publication of doctoral thesis: „**Construction at the Waterfront**: Basis for planning for settlements and buildings at Inland water bodies under consideration of leisure boat orientated, hydraulic engineering “; Publisher Dr. Koester; Berlin, Germany 2001

Course of studies „**Valuation of built and vacant property**“ Organizer: Academia of the Chamber of Architecture NW; Level I – III, Germany 1999

Publication: „**Minimizing ecological Effects of Marinas at inland waterways**“; Limnology Actual, Bd 5; Ostendorp / Krumscheid - Plankert (publ.): Fischer Verlag, 1993.

Presentation „**Basis for planning to minimize the ecological consequences of Marinas** “; Limnological Institute, University Konstanz, International Workshop „Destroying of lake embankments and renaturation“; Konstanz, Germany 1992

WATERFRONT AND MARINA PROJECTS, OVERVIEW

PROJECT	LOCATION	INVESTOR	DESCRIPTION	SIZE	INVESTMENT	PERSONAL WORK
MARE MINOR	Thorn, Netherlands	Procedere Consulting	Water sport competence centre, containing all water sport facilities,	6 ha	350 Mio. €	Master plan, design study, traffic concept,
JIN HAE OCEAN PARK	Jin Hae, South Korea	Dong Hawn Ind.	Ocean Park with four themed water sport islands, including navy museum, marina, hotels, retail	30 ha	280 Mio. €	Master plan, facility concept
WEST HARBOR	Frankfurt, Germany	West harbour property company	Revitalizing a former industrial used harbour for residence and offices as well as restaurants with marina	3 ha	5 Mio. €	Competition won, master plan, facility concept, tender, supervision
SILVER LAKE WATER SPORT CENTER	Cologne, Germany	RWE systems development	Water sport centre as permanent exhibition with leisure facilities	8 ha	135 Mio. €	Facility concept, master plan
TOURISM CENTER WATER SPORT	Zehdenick, Germany	HANIEL Ltd.	Centre for Water tourism and water sport business centre	4 ha	250 Mio. €	Facility concept, feasibility study, master plan
RESTAURANT AT THE WATERSIDE	Frankfurt, Germany	DI Technologies	Restaurant on the mole of the west harbour	800 m ²	2,5 Mio. €	design, facility concept, cost analysis
LUXURY MARINE LEISURE CENTER	Asselt, Netherlands	Maasplassen Ltd.	Luxurious marina with innovative swimming leisure center	6 ha	12,5 Mio. €	Facility and design concept
MARINA EUROPE HARBOR	Bremen, Germany	City of Bremen	Marina in former industrial harbor, Revitalisation	5 ha	4,5 Mio. €	Facility analysis, master plan, financial analysis, tender supervision
SEA MILE CLASSIC BOAT CLUB	NOT YET OFFICIAL	NOT YET OFFICIAL	Water sport centre with boat club, restoration und event platform	3.000 m ²	6,9 Mio. €	Design, costs analysis, construction concept
MARINA OLDENBURG	Oldenburg	City of Oldenburg	Marina and water sport event centre in the inner city harbour	15 ha	15 Mio. €	Potential analysis, feasibility study master plan
POWERBOAT ISLAND	Dubai, UAE	Prime Point communications	Power Boat water sport and event centre, shopping, hotel, maintenance	6,1 ha	90 Mio. €	Design facility concept ready, site analysis stopped
DUESSELDORF YACHT CLUB	Duesseldorf, Germany	Duesseldorfer Yacht Club,	Renovation and refurbishment of the Marina	2,5 ha	1,2 Mio. €	Approval, tender, supervision
DANUBE PASSENGER LINE	South-East Europe	Danube Competence Center, Serbia	Feasibility-Study for the infra-structural und tourist development of a passenger water-transport system	-	-	Feasibility study, site research in 6 countries
NAUTICAL ACTIVITIES WHAT IMPACT ON THE ENVIRONMENT	European Union	European Boating Industry	Feasibility Study "LIFE CYCLE APPROACH FOR CLEAR BLUE BOATING"	-	-	Member and author of the expert team
VYTILLA MOBILITY HUB	Kochi, India	KITCO Ltd.	Mobility hub at the Kochi Riverfront for Bus/Ferry			Façade concept and design study, green energy concept
HANSA YACHT CLUB	Luebeck, Germany	Hansa Marina Neugen	Marine Service and Supply Centre with marina	5,5	4,1 Mio. €	Master plan, facility concept, cost calculation
MARINA "GRUENSTRAND"	Luebeck, Germany	KWL, Municipality	Waterfront development with hotel and marina	25 ha	Not yet fixed	Tender consultancy, facility concept

GOMTI RIVER	Lucknow, India	LDA, Municipality	15 km Riverfront rejuvenation including building structures		App. 500 Mio. €	Worldwide Competition won, Concept, Masterplan and detail Drawings
Kakumäe Haven Marina	Tallinn, Estonia	Kakumäe Haven	Full Service Marina with Apartments, Offices, Restaurants, Shopping, SPA	17 ha	App. 350 Mill €	Consultancy and Architecture of Marina and Main Building
MARINA NEUWIED	Neuwied, Germany	Marina Neuwied	Living and Working at the Waterfront with Marina and Harbour Center	7,6 ha	App. 100 Mill. €	Master Plan, Building Design, Approvals

MEMBERSHIPS



ICOMIA: INTERNATIONAL COUNCIL OF MARINE INDUSTRY ASSOCIATIONS



IMG: SECRETARY OF THE INTERNATIONAL MARINAS GROUP OF ICOMIA



BVWW: GERMAN FEDERAL MARINE FEDERATION



EWA: EXPERT FOR WATER SPORT FACILITIES OF THE GERMAN MARINE FEDERATION



EBI: EUROPEAN BOATING INDUSTRY (Former Name: ECNI)



PIANC: WORLD ASSOCIATION FOR WATERBORNE TRANSPORT AND INFRASTRUCTURE; RECREATIONAL COMMITTEE MEMBER



HTG: GERMAN HARBOR TECHNICAL SOCIETY; WORKING GROUP YACHT HARBORS



IMCI: INTERNATIONAL MARINE CERTIFICATION INSTITUTE; MARINA INSPECTOR



AKNW: CHAMBER OF ARCHITECTURE, GERMANY

Signed: Düsseldorf, June. 25th 2016

Dr. Peter Jansen