

# INSPIRE

AWARDS



 **B-PORT**  
THE HEART OF BEIRUT

# Competition Conditions

Prague 04-2021

## Announcer:

Beirut Municipality ( Lebanese republic Beirut city council) and OEA-Beirut (Order of Engineers & Architects - Beirut)

## Competition Organizers:

INSPIRELI AWARDS Department of Architecture at CVUT in Prague Thákurova  
7,166 29 Praha 6

Alexandre Zein - President & curator of B-port competition

## Introduction:

August 4, 2020, 18:08:18 EEST marked the Zero hour of one of the biggest non-nuclear explosions in history with the force of a 3.5 magnitude earthquake - and is believed to have been fueled by 2,750 tons of ammonium nitrate stored in warehouse-12 at the port.

Aside from the mass destruction caused by this explosion, at Least 204 people were killed (with an additional 3 missing) and 6,500 were injured. Above all, Beirut-the capital that was spawned by its harbor as the focal Middle Eastern node point that connected many continents has been Left with a dead Port.

In this competition, students from all over the world are invited to rethink the future port of Beirut that will be rebuilt and invested under F.D.B.O.T (Finance, Design, Built, Operate, and transfer); the Port administration and the ministry of public work and transportation need to set their

requirements and condition list that would shape the path of the future; hence, the winners of this competition will have the chance to be part of setting the requirements with the Lebanese authorities and therefore part of rebuilding the port.

## **Challenge:**

Participants are challenged to not only think of the new port as a piece of architecture or an urban master plan but raising the question of how to exploit the very expensive lands for the benefit of fostering the economy and commerce as well as restoring the indispensable storage area and the essential port-functions: the mission is to bring back the port's competitive aptness in its context in order to further engage in the world trading markets.

Also, the government of Kuwait (The main funder that financed the initial Silos building) also offered their donations to construct a new one considering that the last surviving piece of architecture (initially built by a Czech architect) has now become the symbolic landmark of this incident. Yet, a silos building is significantly recommended and needed in this area. After a long history of fortification, it is about time for the port to synergize with the city of Beirut emanating inherent social and economic opportunities. One of the main weightiness in the current competition is to ensure that the memory of the lost souls (from civilians to firefighters, employees, and others) is protuberant inviting the public to commemorate their beloved ones in a memorial area.

## **Ideological level:**

It is firmly essential to generate a sustainable identity for the port that addresses the questions of global warming and sea-level rise caused primarily by human pollution acknowledging that the port also emanates a huge amount of contamination to the city. To that extent, Long-term sustainable port development requires accounting for the intrinsic values of ecosystems throughout the planning and design of the port's infrastructure. For instance, the harbor enclave is eminently surrounded by congestion.

Thus, while taking into account the port-city interface, it is vital to depict a cultural and leisure pedestrian connection in harmony with the traffic flow.

The design should attract local citizens, international tourists, and investors. Thus, the mission is to create a diversified futuristic port center that engages with the public needs (cultural, leisure, commercial...etc.) creating opportunities and a prospective flourishing future.

There are many good examples of diversified ports around the world like: Barcelona Port, Genoa Port, Marseille Port, Valencia Port...etc.).

## Program:

The port needs to operate flawlessly with the seven main operational areas: The container terminal, the empty container zone, the general/conventional cargo zone, the silos building, the free zone, the passenger terminal, and the existing port administration with its parking.

Aside from the mandatory program, students have the freedom to propose the alleged supplementary program that requires recreational areas, cultural areas, commercial and socio-economic areas, memorial areas, transportation...etc.

## Operation Context/Program:

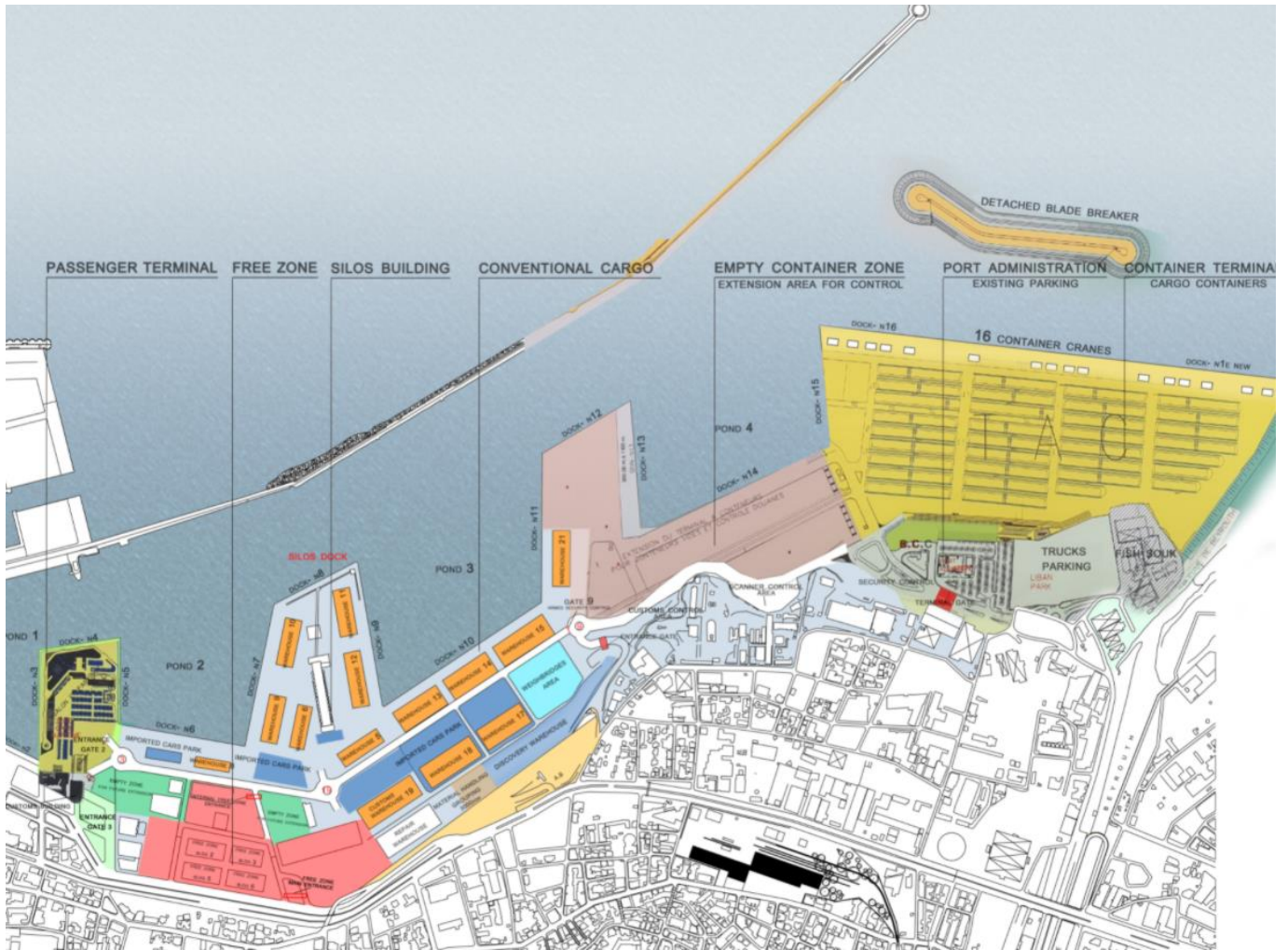
Before the explosion, the port of Beirut operated flawlessly according to seven main cluster areas that can be seen in the operation map:

- 1- **The container terminal:** located on the north side of the port with 16 C-cranes on docks **N15** and **N16**. Above a huge truck parking lot, this is the zone where filled containers are on the pending mode and need to pass through customs procedure in the extended area before the next movement.
- 2- **The Empty container zone:** This area is an extension to the container area in which charged containers are controlled by the customs before being transported inland, shipped outland, or stored in the general cargo zone. Also, this place is reserved for pending empty containers to be shipped or filled. (Docks N13 and N14)

- 3- **Conventional cargo zone:** in the case of multi-users and sophisticated cargo, this area is assigned to store the general cargo in the warehouses and cars in the particular IC parking in pending mode until being received and paid by its owners or shipped. (Docks:N6 to 12)
- 4- **Silos Building:** operated by the ministry of economy, this building has its own particular docking point (Dock **-N8**) with a built-in vacuum system that soaks up the grains from the ship to the building.
- 5- **Free zone:** This is the area where foreign containers can stopover temporarily and store their cargo before being shipped to their destination.
- 6- **6-Passenger terminal:** this terminal is allocated for traveling passengers to board from docks N3 to 5.
- 7- **Port administration:** defined by the already existing administration buildings with their own parking Lot.

The blast caused huge destruction Leaving the conventional cargo/free zone terminal, passenger terminal, and empty containers inoperative. Nonetheless, the container area is still partially functioning with half of the C-cranes shattered in addition to the internally destroyed administration area.

It is not necessarily compulsory to keep the zoning on its previous configuration; yet, the port needs to operate appropriately with the minimum exploitation possible of the Land, and by doing so, more room foreconomic and social possibilities for investment can be clutched.



**Competition Rules/Deliverables:**

Participants must submit at least two A1 (594 x 841 mm) horizontal or vertical layout, and maximum four boards to be uploaded in INSPIRELI competition website. You must also choose a slogan or title for your project which can be placed anywhere.

The information included in the panel will be necessary to understand the project, each participant can choose: graphic representations, model pictures, perspectives, sketches, renderings, texts, Models etc.

The project must be understood mainly through the artwork. In the sheet may be included text, although the presence of a large amount is not recommended. The scale can be chosen by the participants. Together with the A1 panel, participants must include a written description and justification of the proposal no longer than 700 words with technical information with maximum capacity of 400 words to be written in Inspireli website following a particular link.

The main language to be adopted in this competition is: **English.**

## Awards:

There will be 1st Prize Lebanese Winner and 1st Prize international winner, along with 2nd and 3rd place and 20 special mentions. Winning projects will participate in rebuilding the port of Beirut under F.D.B.O.T along with financial prizes, certificates, and international mentions in the biggest architectural platforms in the world.

### Financial prizes:

- Prizes totaling **5.000€**, broken down as follows:
- Lebanese winner of the first prize: **1.500€**
- International winner of the first prize: **1.500€**
- Second prize: **1000€**
- Third prize: **700€**
- People's choice award prize: **300€**

## Jury:

Among thousands of candidates competing in this competition, a semi-final jury will select Finalists (Lebanese and international). The shortlisted entries will present their project in front of the final jury that will determine the winners.

- **Dr. Jamal Itani:** The Mayor of Beirut
- **Mr. Jad Tabet:** The president of the Order of Engineers and Architects
- **Mr. Elias Al Tawil:** The president of Urbanism in Lebanon
- **Mr. Andre Bekhazi:** Dean of ALBA
- **Mr. Elias Tohme:** Former Dean of Beaux-arts USEK
- **Mga. Petr Kolař:** Atelier ADR
- **Mga. Michal Kunc:** Atelier KUNG Architects

**(The finals jury is still a subject of modification and change until March 2021)**

All jury members have shown a willingness to be present at the voting process where the winners will be selected, however their participation is subject to their professional and educative commitments with their own studies and projects. They will then examine the proposals anonymously. The jury reserves the right to declare any of the prizes deserted. Equally may grant "ex aequo" any of the same, distributing in this case the amount of the prize in equal parts.

### **Evaluation Criteria:**

The criteria according to which the competition proposals will be evaluated are determined, without order of importance, as follows:

- a) Compliance of the proposal with the competition conditions
- b) Quality of the architectural solution: originality, creativity and real feasibility of the proposal

The jury will evaluate the projects based on the proposed objectives. A total of 40 proposals will be selected by the semi-final jury for the final round. Among the 40 finalists, the main jury will choose a Lebanese winner, international winner, second and third place, and the 20 mentions of honor.

Finalists shall pitch their proposals in front of the jury (International students can pitch them through online) during the competition event that will be organized by Inspireli and the competition president Alexandre Zein. (More details about the event and its diversity will be announced later this year).

After the announcement of the winners the competition will proceed with the people's choice award through contest on Facebook and Instagram. You can check the particular conditions of the contest in the Terms and Conditions site of the Inspireli competition website.



## Eligibility:

The competition is open only to students of architecture and related disciplines (urban planning, economics/sociology). Under no circumstances may judges, organisations or persons directly connected with the jury of the final participate in this competition.

It is our duty to point out that the works of students from countries hostile to Lebanon (the announcer of the competition) will not be accepted for the competition for obvious reasons.

## Timeline and Deadlines:

February 14, 2022

Termination of registration for the competition

## Registration/website:

Students shall register in the Inspireli competition website filling all the necessary information.

## FAQ:

You can check the most common questions in the corresponding section on [Inspireli website: www.inspireli.com](http://www.inspireli.com)



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Also, during the competition, all questions sent by email will be answered individually and uploaded to the section of the website mentioned above.

## **Intellectual Property and Copyright:**

All materials submitted to the competition will become property of Inspireli awards, and therefore give Inspireli all rights to that material from that moment on.

If used for other purposes, the authors retain all rights to their proposals. Inspireli will publish all materials given appropriate attributes to the authors.

Inspireli reserves the right to modify the proposals and text in order to better adapt them to any publication format, without changing the essence of the proposal itself.

The participant is responsible for using copyright-free images. Inspireli is not responsible for the use of protected images by the participants.

### **Notes:**

Inspireli Awards reserves the right to make any changes in the rules of the competition (dates, requirements, etc.). It is the obligation of the participants to check on a regular basis the website of Inspireli awards competition to verify if the Term and Conditions or the competition information have been modified.

The competition is only a theoretical project of what could be done, without meaning that the winning proposal or any other presented will never be build or their ideas won't be taken into consideration by the Lebanese ministry of work and transportation.

Inspireli is not responsible for any research done by participants in the area and yet is only responsible for receiving, organization and evaluation of the contest, as well as assistance to participants in the development of competition, therefore, Inspireli Awards, its president

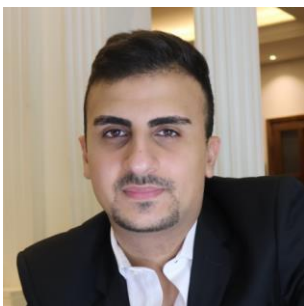
Karel Smejkal, the President of this competition: Alexandre Zein and the organizing team have no vote in regard to the decision of the winners that the jury deems appropriate.

The breach of the norms and terms defined in this briefing or in the Terms and Conditions of the website of Inspireli Awards Competition will result in the immediate disqualification of the candidate. The submission of the application for registration implies the acceptance of these rules.

# INSPIRE AWARDS



ALEXANDRE ZEIN – PRESIDENT & CURATOR OF B-PORT COMPETITION



ELIO GEAGEA - VICE-PRESIDENT & CURATOR OF B-PORTCOMPETITION

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