



ORGANISATION DES VILLES DU PATRIMOINE MONDIAL
ORGANIZATION OF WORLD HERITAGE CITIES
ORGANIZACIÓN DE LAS CIUDADES DEL PATRIMONIO MUNDIAL
منظمة مدن التراث العالمي
ORGANIZAÇÃO DAS CIDADES DO PATRIMÓNIO MUNDIAL

The “On the Way to Oaxaca” Workshops Call for Projects Form

The members in good standing of the OWHC that wish to submit a project to the *On the Way to Oaxaca* workshop, which will be held in Cordoba on June 4-5 and 6, 2013, must complete this Call for Projects and send their file to the General Secretariat of the OWHC (secretariat@ovpm.org) on **Monday, December 10, 2012 at the latest.**

City: Tallinn

Mayor (political authority): Mr Edgar Savisaar

Date and duration of the mandate(s): From December 12 2009, duration 4 years

Person in charge:

Name: Kais Matteus

Position: Specialist, cultural heritage division in Tallinn Culture and Heritage Department

Mailing address, telephone number and email: kais.matteus@tallinnlv.ee,
+372 5343 7741
Raekoja plats 12
Tallinn, Estonia

Title of the project:

Revitalization of Tallinn seaside.
Unique seaplane hangar restored
into a maritime museum.

Project completed Yes

Project in progress

Date of completion: May 12 2012

Expected date of completion:
What percentage of the project is
completed? Specify.

Information on the city

1. Significant historic, demographic and geographic characteristics

Tallinn is the capital and largest city of Estonia, oldest capital city in Northern Europe. It occupies an area of 159.2 km² with a population of 400 000. It is situated on the northern coast of the country, on the shore of the Gulf of Finland, 80 km south of Helsinki, east of Stockholm and west of Saint Petersburg. Length of the coastline is about 50 km. Tallinn is the main seaport of Estonia.

Tallinn was first recorded in 1154, although the first fortress was built on Toompea in 1050. Tallinn, known as Reval at the time, prospered as a trading town in the 14th century, and much of Tallinn's historic centre was built at this time. Tallinn then became a pawn in the geopolitical games of its big neighbours, passing into Swedish hands in 1561 and then to Russia under Peter the Great in 1710. By World War I and the ensuing brief Estonian independence (starting 1918) Tallinn's population had reached 150 000.

Estonia was occupied by the Soviet Union in 1940, only to be conquered by Nazi Germany (1941–44) and then retaken by the Soviets. In World War II, Tallinn was quite extensively bombed by the Soviets, although luckily the medieval town largely remains. Soviet occupation lasted in Estonia for 47 years (1944–1991). The country had been incorporated to the empire under the name of Estonian Soviet Social Republic. On Aug 20, 1991, Estonia declared independence and Tallinn became its capital once again.

2. Present function of the city (administrative capital, economic metropolis, etc.)

Administrative capital, economic metropolis

3. Major economic activities

Tourism, business and administrative centre, harbour, transit traffic.

4. Information on the Property inscribed on the World Heritage List

- **Name of property** Historic Centre (Old Town) of Tallinn
- **Year of inscription:** 1997
- **Inscription criteria:** II, IV
- **Land area and location of the property:**
Property (113 ha) is located in Tallinn, the capital of Estonia. Tallinn lies in northern Estonia, in the Harju County

5. Is there a sustainable development policy at the city level? If yes, what are its broad lines? (maximum 250 words)

The municipality has paid attention to the sustainable development field-based. The subject is reflected in most of revised development plans compiled by the municipality. Sustainable development has increasingly gained importance as the way of the future – an economy that results in improved human well-being and social equity, while significantly reducing environmental risks and ecological footprints. One of the most important lines is currently preparation for the free public transport in Tallinn.

Information on the project

Project summary (maximum 100 words):

A unique building – Seaplane hangar – in the former seaplane harbour right on the waterfront in the centre of the city was initially constructed as part of the naval fortress of Peter the Great in 1916–1917.

It was the world's first reinforced concrete shell structure. Huge and remarkable building was nearly collapsing by the beginning of the 21st century, but is now restored and adapted to the needs of the contemporary use, hosting the Maritime Museum. A fascinating national monument in a great location is brought back to life which is helping to revitalize the yet almost unused surrounding area.

Visuals: Maximum 5 photos/maps, one file in PDF format (maximum 5 GB)

1. To which of the following sub-themes is the project related?

- I. Urban management
 - a. Energy efficiency: habitat/lodging
 - b. Mobility, transportation, accessibility, parking, traffic flow management
 - c. Drinking water – sanitation / supply
 - d. Waste management / recycling strategy
 - e. Energy networks – improvement of efficiency and green energy
 - f. Other (specify):
- II. Urban planning and Development
 - a. Public spaces: regeneration and creation
 - b. Green spaces: regeneration and creation
 - c. Pedestrianisation of public arteries
 - d. Other (specify):
- III. Culture and Heritage
 - a. Citizens' awareness-raising and education tools on the issue of sustainable development
 - b. Other (specify):

IV. Economy and tourism

a. Sustainable management of tourism flows

b. Other (specify)

2. Location of the project in relation to the Property inscribed and to the city (where applicable)

The seaplane harbour with its surroundings is located in the city centre of Tallinn on the coast of the Baltic Sea. Distance from the old town is approximately 1.5 km to the north. A walk from the old town to the harbour takes about half an hour.

3. The challenges of the project [maximum 250 mots words per question]

a. Which urban problem(s) does the proposed project address?

- Limited access to the seaside. The access has been interdicted for almost a century by military occupations and industrial uses. 1917–1940 the area was used as military seaplane base, 1940–2006 as military storage site. Still today, after the independence from the Soviet Union, the regeneration of the waterfront represents one of the most challenging issues for urban planning.
- Lack of the link between sustainable development and construction of buildings
- Poor state of historical industrial and military buildings
- Adaption of the industrial and military monuments to the needs of the contemporary world
- Overcrowded old town in the peak season of tourism
- Insufficient use of the seaside both by the tourists and the locals
- Time-consuming process of revitalization of the seaside

b. What are the objectives of the projects (quantitative and/or qualitative)?

- Opening Tallinn to the sea.

Harbours and former military and industrial areas have been relatively hidden, inaccessible parts of the city.

- Revitalization of the seaside and neighbourhood

Since the coast in Tallinn was cut off from the rest of the city during the Soviet era, life there stood still. Between warehouses, factories, enormous 19th century sea fortress (functioned throughout the 20th century as a prison) and buildings from the Soviet era, there are vast spatial reserves. Old buildings wait for the reconstruction and new role and empty spaces for the major construction.

- Creating a new attractive sight that would invite visitors and scatter tourists outside the old town.

- Restoration of the Seaplane hangar (constructed in 1916–1917). The seaplane hangar comprises of three shell concrete domes with a general plan of 50x100 meters. The aim on restoration was to preserve as much of the original substance as possible and to maintain the effect of the grand internal space. New constructions are separated from the historical ones in order to keep a clear distinction between old and new.
- Adapting the building into Maritime Museum. The exposition focuses on 19-20th century maritime technology: submarines, coastal defence, air defence, water transport etc. The exposition is located inside the hangars as well as on the area surrounding the building and as ships at the pier.
- Energy-efficiency of the building, reduction of the ecological footprint
- Rehabilitation of the harbour

c. In what way is the project relevant in relation to the problem?

Due to the project we have solved wide range of urban issues. The seaplane harbour is a rare combination of objects - an architecturally unique hangar, exhibits and a functioning harbour. The area has become a new centre that attracts visitors and offers them knowledge, emotions and historical experience. After the Old Town the Seaplane hangar is the next most popular place to visit in Tallinn.

4. Implementation of the project: (Who, when, how, financing)

a. Who is driving the project?

Mr Heinu Klaas

b. Who is implementing the project?

Estonian Maritime Museum and Estonian best specialists who were involved in the complex restoration work and elaboration of the concept of the museum exhibition.

c. What is the role of the citizens in the project? (maximum 250 words)

Citizens have discovered the building and the surrounding area. The seaside has become beloved place among locals. Culture Kilometre – a pathway for pedestrians to provide access from the city centre to a number of cultural sites by the seaside – plays also a major role in this. It starts next to the Linnahall harbour and the Kultuuri Katel art centre, continues past the historic Patarei Prison, and ends near the Seaplane harbour. Thanks to Tallinn Culture Capital year (2011) this so called Culture kilometre is built to bring the sea closer to the city centre and to its people. It's an integral new urban space for the citizens.

d. Present the financial framework of the project.

Total cost of the project was 14.5 million EUR. The main contributor was European Regional Development Fund (covered 85% of the cost).

5. What is the link between the sustainable development project and heritage management in your city? (maximum 300 words)

The restoration of cultural heritage is of critical importance for the achievement of sustainable development. The Seaplane hangar is a cultural monument, which means it is exceptionally valuable and therefore under protection. Constructively it is one of the most significant buildings in Tallinn: it is the first large-scale concrete shell building which has a great importance in engineering and the history of war. Tallinn Culture and Heritage Department who is managing the heritage in Tallinn was closely involved in this project because according to the Heritage Conservation Act any research, conservation, restoration and respective planning of monuments is allowed only by permit from the Culture and Heritage Department. This measure is applied to guarantee that construction activities are always preceded by appropriate historical and archaeological research and to assure the right restoration methods. The task of the heritage protectors in the current project was to direct the restoration to preserve and present as much of the original substance as possible.

6. Explain how the project ties in an innovative step of sustainable development within your city. (maximum 300 words)

Besides the urban issues - restoration of the outstanding cultural monument thus revitalizing the surrounding perspective area, there is a more specific innovative step – the heating system of the Seaplane hangar. Heating of the huge hangar (100 000 m³ airspace) is solved with experimental heat exchange solution, based on seawater. In the hangar there are no visible elements of the technical system of the marine heating system. Heating and ventilation is hidden into the floor. This system is 4–8 times more saving effective than central heating.

7. Explain how the other cities that are members of the OWHC will be able to benefit from the lessons learned from this project. (maximum 300 words)

A long-term history as an industrial town, ports founded on the wave of industrialization, industrial quarters and factories are still stratifying in Tallinn today. During decades many grand buildings have lost their function and deserted. In the same time there is constant need for domestic and commercial floor space. To relieve this need it is much more sustainable and forward-looking to restore and re-use valuable old deserted buildings in spite of energy-inefficiently and expensively build blocks of new houses. Seaplane hangar is a good example of sustainable development. Restoration has dignified not only the building but the whole area.

8. Evaluation of the project

a. What are the expected results of the project? / What are the resulted observed of the project? (maximum 250 words]

Greatly thanks to the Seaplane hangar the area has become an influential hub of activity, offering extensive experiences and exciting events. The museum has created a new vitality to the whole neighbourhood being the first big step in the plan of opening the seaside and integrating it to the rest of the city. Growing interest from visitors and media has provided proof that people are keen to know about Tallinn's industrial built environment and have interest to our precious seaside district waiting for the change. As expected the hangar have effectively functioned as a tourist magnet, helping to introduce our wider heritage and reducing the pressure to the old town.

However the restoration of hangar is one of the first completed actions in the difficult and time-consuming process of opening the city to the sea. It is expected to have a positive influence on the development of the neighbouring wasteland and other historical industrial areas (19th century sea fortress and Tallinn Creative Hub). The seaside has gained more and more popularity with a variety of events not only in Seaplane harbour. The biggest and most visited event is Tallinn Maritime Days, a free family event offering fun and cultural sea-related activities and musical performances at three of the city's ports. The program included also bicycle excursions to the cultural monuments situated on the coast. Many activities took place in the old industrial buildings.

b. What are the main beneficiaries of the project (maximum 250 words)

Restoration of the old unique building and adapting it into a modern museum has created a popular high-quality public space which is beneficiary to the citizens, environment, as well as nearby architectural monuments. It also influences greatly surrounding historical district of wooden houses and its local community.

c. What are the major impacts of the project on the societal, economic and environmental levels? (maximum 300 mots)

Heritage protection and conservation considers present and future environmental, societal and economic needs. Creating a museum at the Seaplane Harbour opens Tallinn to the sea and incorporates the sea into the urban space. In addition to the museum and its exhibition there are several events that take place in hangar – concerts, openings, performances, receptions, tours and study days. So with this variety of social events the place has become a real attraction among Estonians and foreigners. By visiting the hangar people have found their way to the seaside and discovered also the charm of the other industrial complexes and perspective environment. With its extensive grounds, historical hangar, and an active harbour life, the Seaplane Harbour contributes significantly to enhancing the value of the coastal areas of Tallinn.



Aerial view. Visual identity sign is spreading on the paved areas around hangar / Summer 2012.







View from north. Folding doors closed / Summer 2012.



Visitors first view to hangar and exhibition / Summer 2012.



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