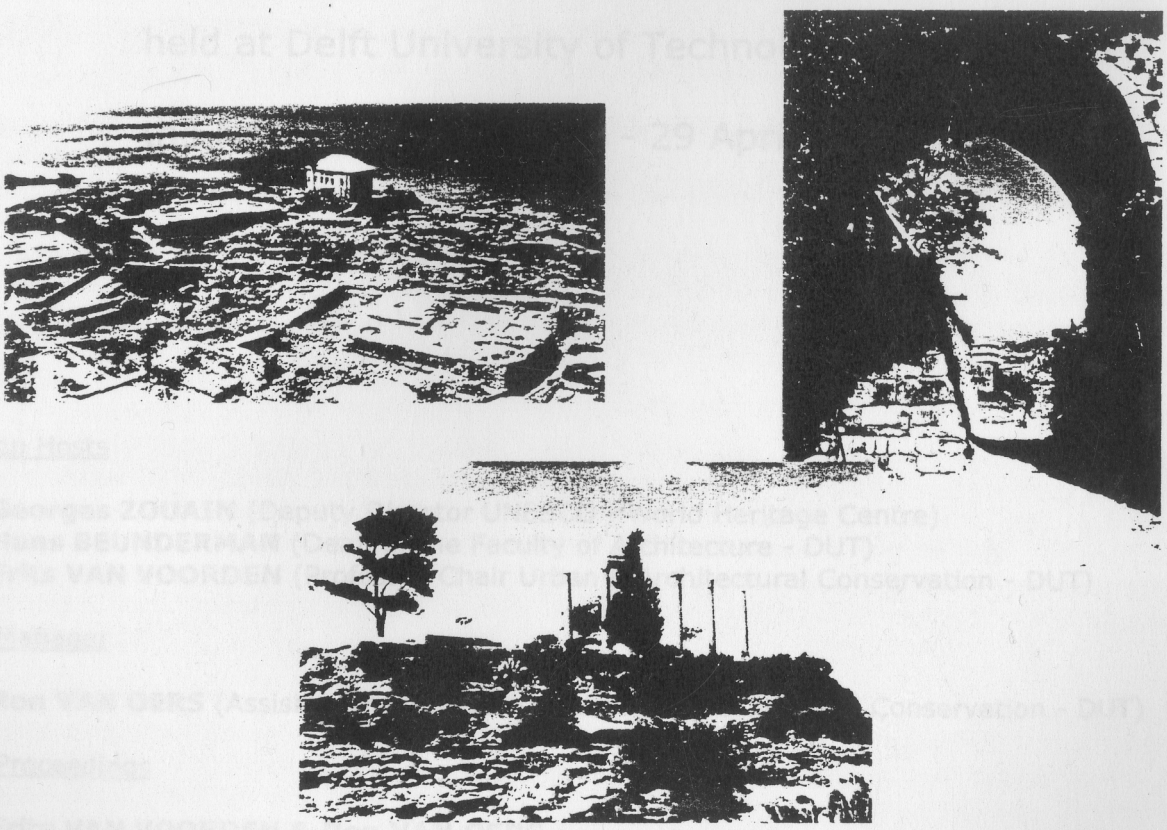
International Workshop
27-29 April 1999
Delft University of Technology
The Netherlands

BYBLOS - LEBANON

Project Identification & Implementation

Proceedings and Recommendations



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BYBLOS - LEBANON

Project Identification & Implementation

Proceedings of the International Workshop

held at Delft University of Technology in

the Netherlands from 27 - 29 April 1999

Workshop Hosts

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Foreword

by *Georges S. Zouain*, Deputy Director UNESCO World Heritage Centre - Paris

In December 1997, when the World Heritage Centre of UNESCO sent a mission to countries of the Near-East to study the state of conservation of World Heritage sites, it could not foresee all the developments that followed, particularly in Byblos. It is somehow rewarding that the least monumental of all the sites of the region has attracted so much attention and cooperation. The reasons of such an interest become evident when one visits Byblos or looks at the reasons for its inscription on the World Heritage List.

In its recommendation for inscription, ICOMOS wrote:

" ICOMOS recommends the inclusion of Byblos on the World Heritage List based on criteria (iii), (iv) and (vi):

(iii) Byblos bears an exceptional testimony of the beginnings of Phoenician civilization,

(iv) From the Bronze Age, Byblos provides one of the primary examples of urban organization in the Mediterranean World,

(vi) Byblos is directly and tangibly associated with the history of the diffusion of the Phoenician alphabet (on which humanity is today largely dependant), with the inscriptions of Ahiram, Yehimilk, Elibaal and Saphatbaal. "

At its 8th session, in December 1984 in Buenos Aires, the Committee decided to inscribe Byblos on the World Heritage List. It further wished that this site be included in a wide area of protection, encompassing besides the ancient habitat, the medieval city within the walls and the area of the necropoles.

Byblos is the site of the multi-layered ruins of one of the most ancient cities of Lebanon, inhabited since Neolithic times and closely tied to the legends and history of the Mediterranean region for many thousands of years. Byblos is directly associated with the history of the diffusion of the Phoenician alphabet.

The World Heritage of Byblos, which is on the shores of the Mediterranean, is surrounded by a rapidly expanding urban environment. It has all the ingredients of a place of memory and beauty which attracts the visitors; it also has all the values to become a place of cultural development and expansion, as it has been during its past, when it spread the Phoenician alphabet. This requires vision, political will and an integrated management approach encompassing marine sciences, archaeology, urban and regional planning, cultural development.

The Delft International Workshop - organized by TUDelft in cooperation with the World Heritage Centre of UNESCO – has tried to provide the framework of this integrated approach. Its organizers hope that the results will meet some of the expectations of the Lebanese authorities and that this work will ultimately be of value to the inhabitants of Byblos - the owners and keepers of this World Heritage.

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by *Georges S. Zouain*, Deputy Director UNESCO World Heritage Centre

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1. Byblos Workshop Objectives

In April 1998 Delft University of Technology was asked by UNESCO's World Heritage Centre in Paris, in co-operation with the Lebanese authorities, to study the jetty of the preliminary design for the harbour extension of Byblos. Byblos is a site of great national and international importance, shedding light on the history of culture and civilization of mankind. In 1983 Lebanon proposed that the site be protected under the World Heritage Convention of 1972. The cultural property, which was registered in 1984, includes the archaeological site containing, among others, the Roman theatre and the royal tombs of the second millennium, the Crusader's Church, the twelfth century Crusader's Castle and the mediaeval walls of the city.

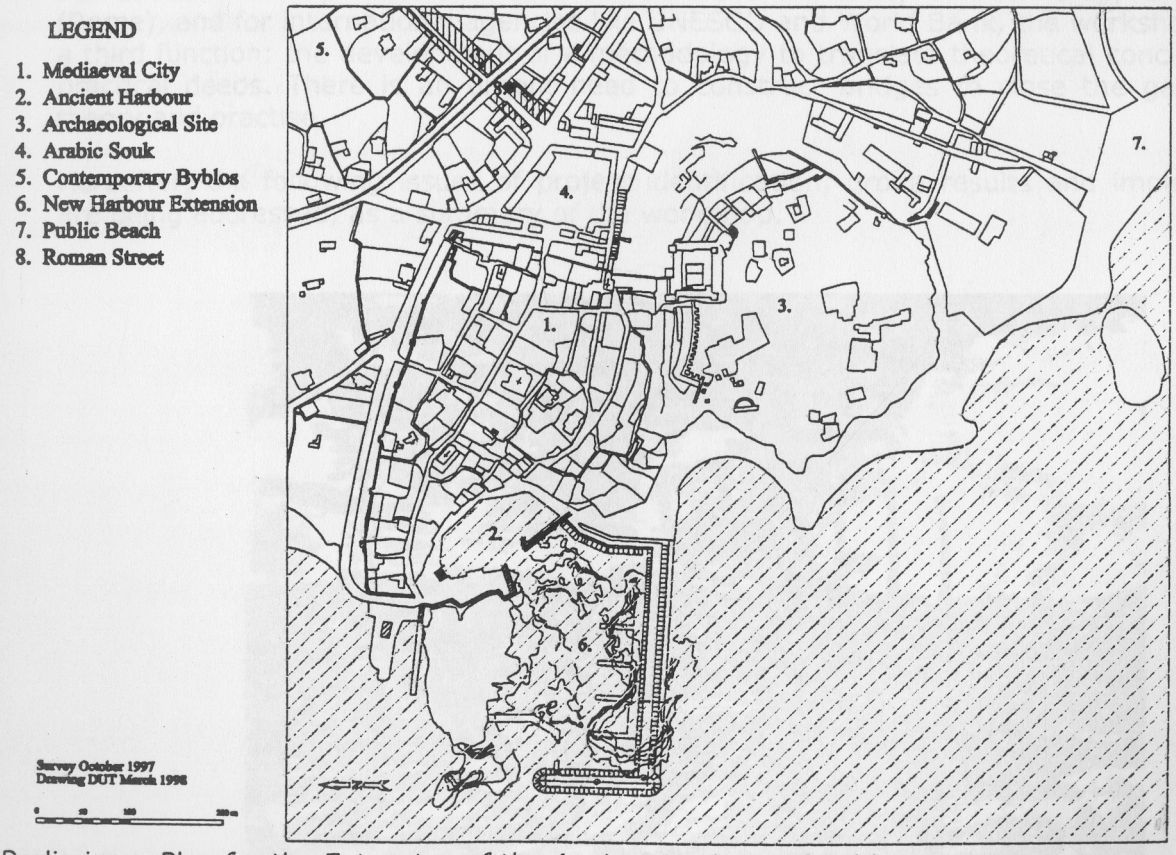
The assignment also included the study of possible alternatives for harbour extension and the relation between the development of the harbour and the historic city centre and archaeological site. The conclusions and recommendations were translated into the formulation of strategic projects.

The findings were reported to UNESCO's World Heritage Centre ("Advice for the Ancient Harbour of Byblos in Lebanon and the Preliminary New Harbour Extensions", Van Voorden & Van Oers, Delft May 1998), which send the document to the responsible authorities in Lebanon. In October 1998 formal approval of the conclusions and recommendations came through a telegram from Mr. Omar Miskawi, Minister of Transport in Lebanon, to the Director General of UNESCO, mr. Frederico Mayor, asking for a follow-up programme to work out the strategic projects summarized in the report. This workshop is organised in part to accomodate that task.

The purpose of the International Workshop was to generate creative ideas and solutions in an interdisciplinary manner, using expertise from the fields of marine and coastal infrastructure, archaeology, cultural heritage management, conservation and architectural design amongst others, for the protection and upgrading of the mediaeval harbour of Byblos while at the same time safeguarding and developing its cultural heritage. The workshop was organized in co-operation with UNESCO's World Heritage Centre in Paris, the responsible Lebanese authorities, being the Ministry of Culture, Ministry of Transport and Public Works and the Municipality of Byblos-Jbeil, and with the kind support and cooperation of the Dutch Embassy in Beirut and the Lebanese Embassy in The Hague. Delft Hydraulics was supportive in sending one of their experts on maritime engineering to the workshop.

The programme of the international workshop included several workshops (on invitation) on Wednesday April 28 and a public seminar on Tuesday April 27, 1999, in the 'Grote Vergaderzaal' of the Faculty of Architecture, Berlageweg 1 in Delft, the Netherlands. As the World Bank in Washington D.C. (USA) was organising a workshop on Cultural Site Management in World Bank financed cultural projects -of which Byblos was one- at the same time, a video conference was organised to discuss mutual findings and decision points of both meetings in Delft and Washington on Thursday April 29, 1999, which marked also the closure of the international workshop in Delft.

Airview of Byblos World Heritage Site, including newly constructed jetty



Preliminary Plan for the Extension of the Ancient Harbour of Byblos

2. Project Identification and Implementation

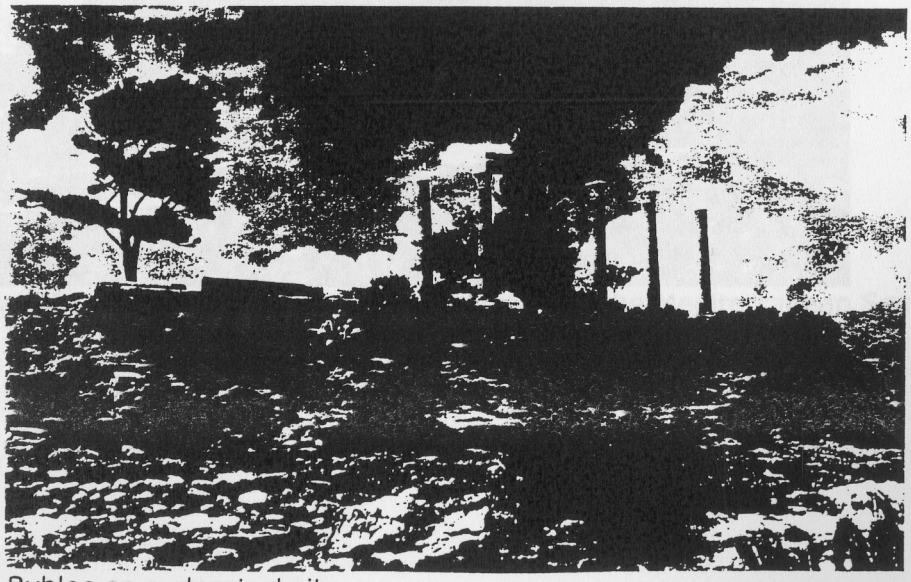
2.1 Introduction

Byblos is an exceptional example of a World Heritage Site. On the one hand it is a model of a classical, that is archaeological, site and on the other hand it is a model of a living city. This combination provides an obvious surplus value to the whole ensemble and to the seperate parts. At the same time this combination makes the task of conservation and renewal extremely complex. Economic and social renewal have to be counter balanced by restoration and management of vulnerable historical artefacts, and *vice versa*.
In the Byblos Workshop experience is gained in the co-operation between various disciplines on some concrete issues.

The workshop occupies a special position also in the implementation process. After a consensus was reached in 1998 between the responsible Lebanese authorities over the urban and cultural-historical points of view (a sophisticated design for the harbour functions, extension of the World Heritage Site and an upgrading of urban design and site management), now, in 1999, a series of projects and processes have to be defined and formulated. A momentum of reflection and discussion about decisions on a strategic level. The workshop is an ideal tool for local and regional authorities to determine their positions. A second momentum in Byblos itself is necessary to maximize this aspect. There, in the place itself, the conclusions and recommendations have to be accepted and projects commissioned.

For educational and research institutes like Delft University of Technology and ICCROM (Rome), and for international agencies like UNESCO and World Bank, the workshop has also a third function: the development of a methodology to translate theoretical conclusions into practical deeds. There is an urgent need to construct bridges to close the gap between theory and practise.

Hereafter, the following issues of project identification, group results and implementation are being addressed, as a summary of the workshop.



Byblos as a classical site

2.2 Project identification

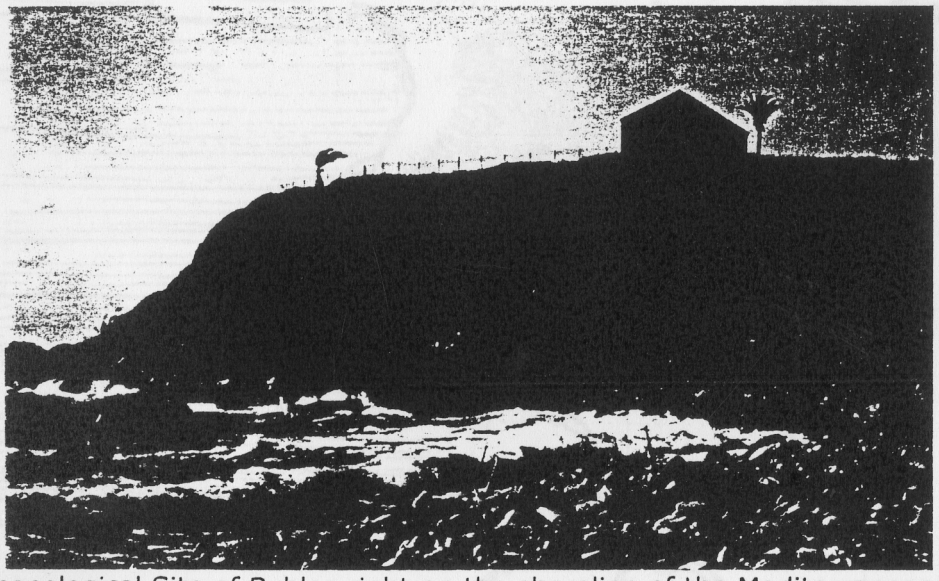
- Harbour and Coastal Protection

In regard to harbour protection the newly constructed dam (shown in Fig.1) has brought about some improvement of the conditions inside the mediaeval harbour. But during heavy weather and particularly during the winter months big swells and high waves still penetrate the harbour, destroying boats and fishing gear. Although the quays of the ancient harbour of Byblos were never intended to hold permanent structures, the businesses and livelyhood of the local fishermen are severly disrupted and damaged during these infrequent but heavy sea conditions.

At the same time these conditions affect the coastline of the World Heritage Site as a whole, probably worsened by the effects the newly constructed dam has on the wave patterns and currents directly in front of and to the side of the dam. Although maybe not an immediate danger, eventually the archaeological site, which sits right on the shoreline, will be affected by these extreme weather conditions and changed patterns of waves and currents.

Therefore, the need exists for a larger protection than only for the ancient harbour, and studies have to be conducted to design a coastal protection system to cover a wider area with protection, preferably out in the sea instead of right in front of the mediaeval harbour.

***Project**: Study for a Harbour and Coastal Protection System out in the Sea*

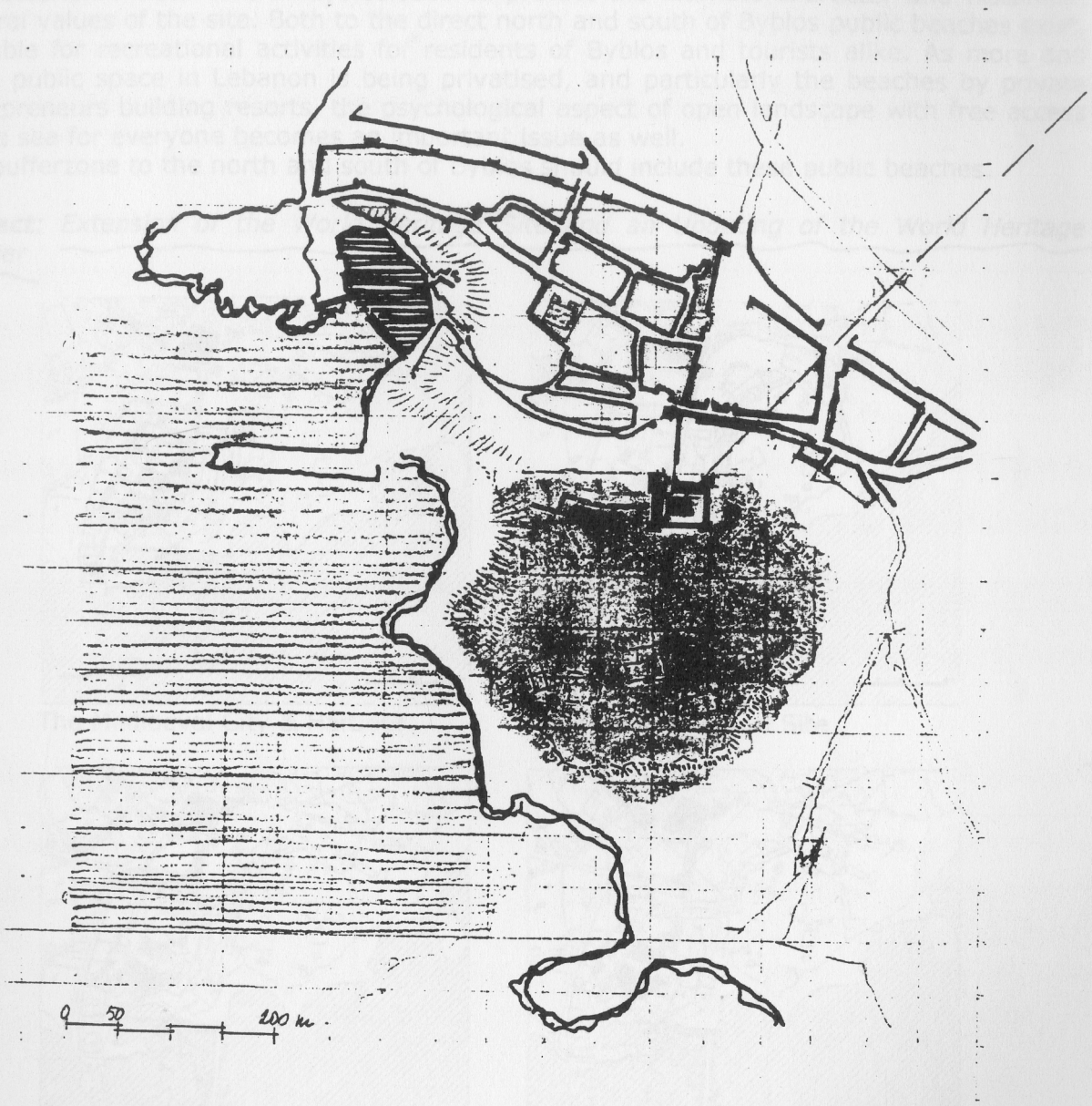


Archaeological Site of Byblos right on the shoreline of the Mediterranean Sea

- Research

As up to this date almost no serious research for archaeological remains in the seabed in front of the World Heritage Site has been conducted, the seafloor has to be disrupted as minimal as possible to save possible artefacts and remains of early history. A study for the establishment of an underwater archaeological park has to be conducted, preferably as an extension to the World Heritage Site.

***Project**: Study for an Underwater Archaeological Park as Extension to Byblos World Heritage Site*



The Archaeological Site and Mediaeval City & Harbour as the **Byblos World Heritage Site** the Souk, Roman Street and Area for Underwater Archaeology as proposed additions

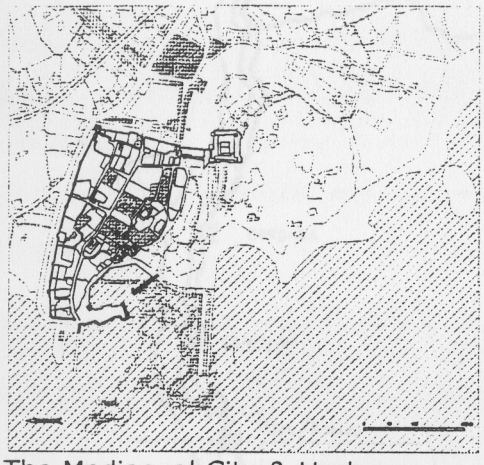
W2

- World Heritage Site and Dossier

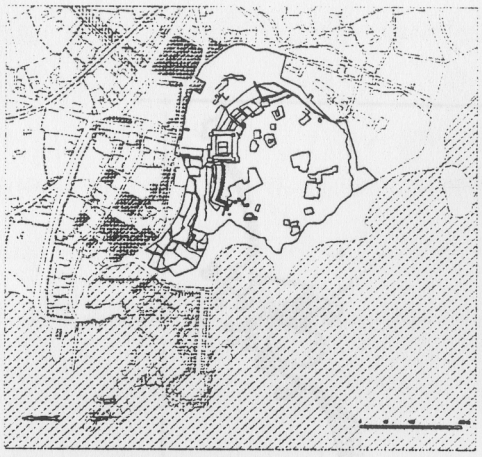
Other elements of Byblos besides the archaeological site and mediaeval city are important features to express its 7000 years of permanent occupation and its function still as a living city, like the excavated Roman Decumanus Maximus and the cultural part of the Arabic Souk. Efforts have to be made to include these parts of Byblos into the World Heritage Site as well.

Next to additions to the World Heritage Site itself, the core area, bufferzones have to be established to create a protective shell around the most vulnerable parts of historical Byblos. In such a bufferzone building permits and construction activities are more strictly regulated than elsewhere in Byblos-Jbeil to protect the intimate character and historical-cultural values of the site. Both to the direct north and south of Byblos public beaches exist, valuable for recreational activities for residents of Byblos and tourists alike. As more and more public space in Lebanon is being privatised, and particularly the beaches by private entrepreneurs building resorts, the psychological aspect of open landscape with free access to the sea for everyone becomes an important issue as well.
The bufferzone to the north and south of Byblos should include these public beaches.

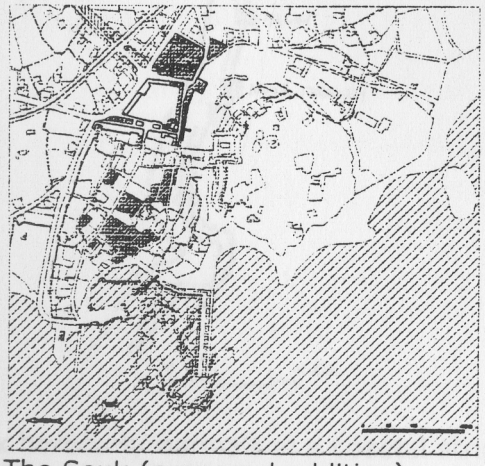
***Project**: Extension of the World Heritage Site and an Updating of the World Heritage Dossier*



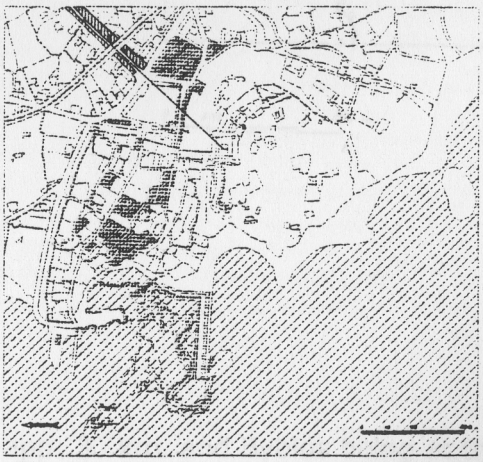
The Mediaeval City & Harbour



The Archaeological Site



The Souk (proposed addition)



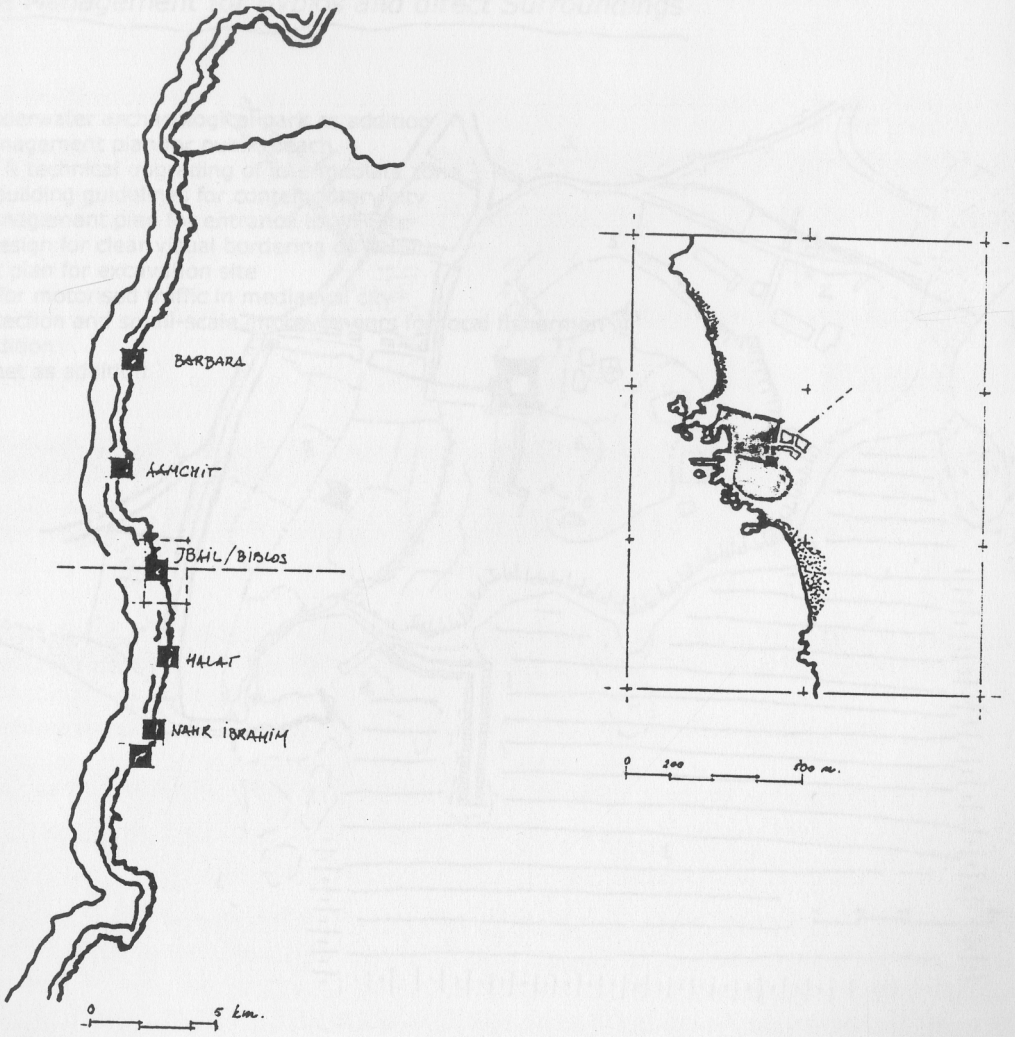
The Roman Street (proposed addition)

W3

Planning and Design

From Beirut to Byblos, which is situated approximately forty kilometers north, almost the complete coastal strip has been urbanized in the last twenty years and most of the public space along the sea is privatised and fenced off. Arriving at Byblos the landscape is opening up again and the environment is changing from mostly urban to mainly rural; further north from Byblos the harbours are still mainly fishing harbours (Aamchit, Barbara), while down south back to Beirut all the harbours have transformed into large and luxurious marina's (Halat, Nahr Ibrahim).
For Byblos this means the place can establish itself as the turning point along the coast where the open and rural landscape begins and where relaxation from the urban sprawl around Beirut can be found. This concept can be worked out through regional and local planning by designing land-use plans rewarding certain open corridors and designating other areas as focal points for building activities.

***Project**: Regional and Local Planning and Design Activities*



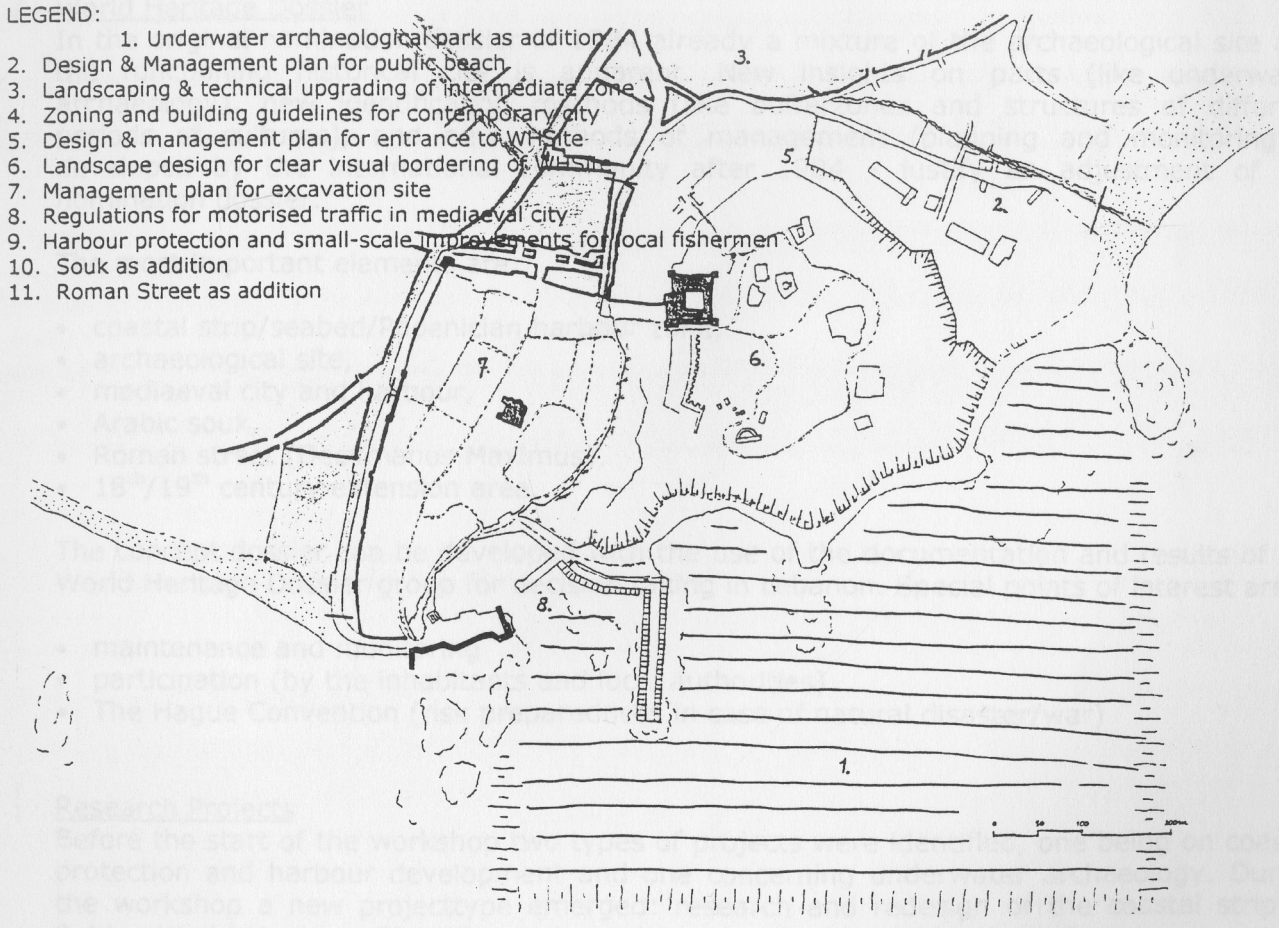
Six harbours/marina's in a coastal strip of app. 30 km. and Byblos being at the turning point of the conurbation of greater Beirut and the open countryside

W4

Site Management

On the scale of the site itself planning and design efforts together with an improved management of the cultural assets will eventually bring about more and better tourist handling, bigger enjoyment of the place, longer duration times of stay, more local spin-off and thus greater revenues for local businesses, tourist operators and shops.
Examples for improving the management of the site are a design and management plan for a formal entrance to Byblos World Heritage Site (because now there is none), establishing a routing system to guide people along the different elements which are explained through as much information as is available (in brochures, booklets, groundplans and placcates on the site itself), landscape design for clear visual bordering of the World Heritage Site, landscaping for redesign and technical upgrading of the intermediate zone, guidelines for intermediate zone in the contemporary city of Byblos-Jbeil (zoning for building regulations), restoration and renovation of the harbour and its mediaeval walls (including improvement of small-scale facilities for local fishermen) and a ban on motorised vehicle traffic in the mediaeval city.

***Project**: Site Management for Byblos and direct Surroundings*



Land-Use Scheme for Byblos World Heritage Site & direct surroundings

2.3 Group results

The projects mentioned before were organised into four groups for the workshop sessions, being Research Projects, World Heritage Dossier, Planning & Design, and Site Management. The participants to the workshop were organised into one of the groups according to their specialism or background; for group participants and the detailed results please refer to chapter 4.

During the workshop it became clear that the groups 'Planning & Design' and 'Site Management' were working on the same agenda. For that reason co-operation was established in between and the findings were presented as an integrated ensemble. The groups 'World Heritage Dossier' and 'Research Projects' were able to operate on themselves within the assignment. The results of these groups are strongly inwards focused, that is towards the content of the subject itself; they are, however, guiding for the contents of management and planning.

The results of the different workshop groups is, in summary, as follows:

2. World Heritage Dossier

In the original nomination dossier of 1984 already a mixture of the archaeological site and the functioning historical city is apparent. New insights on parts (like underwater archaeology), new identification methods (like bufferzones and structures of different periods of cultures), and new methods of management (planning and monitoring) - developed by the international community after 1984 - justify an adjustment of the nomination dossier.

The most important elements are:

- coastal strip/seabed/Phoenician harbour zone,
- archaeological site,
- mediaeval city and harbour,
- Arabic souk,
- Roman street (Decumanus Maximus),
- $18^{th}/19^{th}$ century extension area.

The concept dossier can be developed with the use of the documentation and results of the World Heritage Dossier group for decision taking in Lebanon. Special points of interest are:

- maintenance and monitoring
- participation (by the inhabitants and local authorities)
- The Hague Convention (risk preparedness in case of natural disaster/war)

1. Research Projects

Before the start of the workshop two types of projects were identified, one being on coastal protection and harbour development and one concerning underwater archaeology. During the workshop a new projecttype emerged: research and redesign of the coastal strip at Byblos World Heritage Site. The rock cuttings identified by Mrs. Honor Frost are a unique find from the Bronze Age period. They reveal in what way during that period goods were transported from the high urban plateau towards the bay.

Most important findings from this group were the need for a proper surveying and mapping of the seabed from the coastal strip towards approximately three kilometers out into sea. Particularly the submerged reefs two kilometers out in the sea need to be examined for their archaeological remains and historical importance. When they prove to be of 'no value' in this sense, studies can be conducted to use these reefs for the construction of a wider coastal protection dam submerged under the water.
Also depending on the historical significance of the reefs and seafloor towards the coast, the boundaries of the proposed underwater archaeological park can be established.

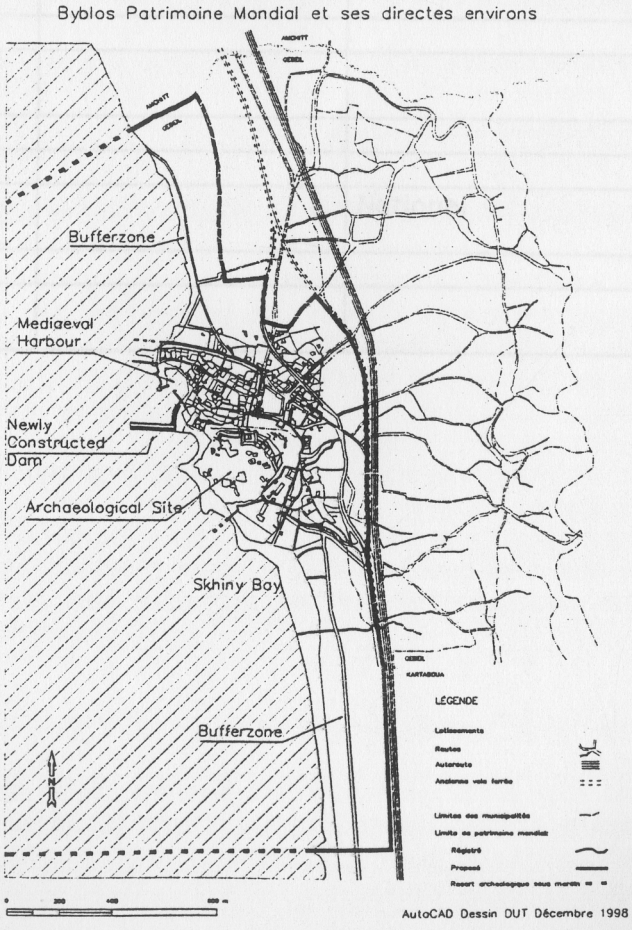
3. Planning & Design and Site Management

The workshop has developed a "state of the art" for site management and planning underscribed by all participants. Because of the complex nature of Byblos World Heritage Site this will prove to be an excellent location to test and implement the formulated principles.

Key elements are:

- collecting of data and sources of all relevant functions in the area,
- continuity in (integrated) commissioning,
- detailed commissioning for (long term) planning and design projects,
- conservation as part of spatial planning,
- identification of cultural historical values as input for design and management.

CONCEPT of Byblos World Heritage Site including Additions and Intermediate zones



2.4 Implementation

Subject/Task	***1999***	***2000***	***Future***
	Authority involved/responsible		
Determination of Workshop results	Local/Regional		
Approval of Workshop results		National	
Commissioning			
Planning and Management			
• on Land		Local	
• on Sea and Coast			National
Research Projects			
• coastal protection		Consortium	
• sea bed survey		Consortium	
• harbour renovation		Consortium	
Design Projects			
• structural planning			Consortium
• urban design			Consortium
World Heritage Dossier		National	
Monitoring and Reporting			Consortium

3. Strategy Guidelines and Timetable

Recently, UNESCO and Delft University have advised other governments on approaches for conservation and rehabilitation of World Heritage Sites, some in neighbouring Arabic countries. Elements of this strategy are useful for the Lebanese Government as well and therefore it is presented here, adapted and supplemented with items specific for the case of Byblos.

Basic Approach

Essential for a long-term, integrated conservation strategy are the following items:

- **A strong national commitment** expressed by the highest authorities in the country, emphasising that "the safeguarding of Lebanon's World Heritage Sites is a National Priority".
- The establishment of **an appropriate institutional mechanism** to formulate and adopt policies and implement a programme that is leading to the achievement of the above objective.
- The development of **appropriate communication channels** with the regional and national authorities and institutes as well as with the local community. Both are essential for developing and maintaining support for the safeguarding and upgrading of the mediaeval harbour and city around it.
- The development and maintenance of **good partnership relations** with national institutions and the international community. The coastal protection and refurbishment of the mediaeval harbour require considerable effort at the national level supported by the international community. Therefore it is essential for the success of the undertaking to devote much attention to develop good partnership relations between local people, neighbourhoods and the authorities.

The outcome of both workshops, in Delft and in Byblos, is the basis for the integrated conservation strategy and will include an action programme which requires **a flexible institutional mechanism** that includes the highest policy levels as well as the community and neighbourhood level. As was stated in Group 2 *World Heritage Dossier* the existing framework of consultation between involved authorities is currently under revision in order to have more overall control; at the same time proper and equal representation of all parties involved should be looked at as well.

The Municipal Council of Byblos-Jbeil has emphasised that for future developments, for urban planning, for management and possible extensions of the site consultation and approval of the local authorities is necessary. Any underwater prospection is to be done with the approval and under the supervision of the D.G.A. and other relevant authorities. The range of projects and their scope requires a well-balanced and well-represented palette of participants, all bringing in their expertise and support necessary for the success of this integrated conservation project.

International partnership

The coastal protection and refurbishment of the mediaeval harbour will be undertaken and financed mainly by the Lebanese community, but international support and co-operation with international organisations such as UNESCO, World Bank and UNDP, and universities and research institutes should be an important component of the final action programme.

Financial and other means

The financial means for the investments and activities for coastal protection and harbour upgrading, design and planning programmes and site management should mainly come from national resources (public and private) and loans from international development banks and institutions contracted by the Government. In addition an intensive effort should be made to obtain grants from foreign resources, public and non-governmental.

Potential sources for the coastal protection (loans from development banks and funds and government funds), for the improvement of public spaces (public funds, private donations, international contributions), for privately owned buildings (financial incentive schemes, tax facilities) and community activities (Social Fund for Development).

Next to laws and regulations and public services, which have been discussed in detail in the workshop groups, an important issue to stress here is training and institutional strengthening. The success of the (any) integrated conservation programme will to a large degree depend on the adequate functioning of all the services and institutions taking part in it. Therefore, sufficient attention should be given to institutional strengthening and training of staff. This should be done through capacity building programmes for technical personnel as well as for staff responsible for the management and administration. Measures should be considered to motivate everybody having a role to play in this programme.

Immediate actions

During the workshop a follow-up was discussed and agreed upon between all participants, aiming at a second and final workshop to be held in Byblos by autumn this year (1999). Starting point are the results of the Delft workshop, reviewed in its preliminary stage and determined by all parties involved. A final and detailed action plan and programme are to be designed during the second workhop in Byblos. After this second workshop the total results will have to be approved by the national authorities, preferably before the beginning of the summer of 2000. Only then commissioning of several research and design projects can take place.

Timetable

- Determination of Delft Workshop Proceedings by local and regional authorities in **September 1999**
- Follow-up workshop to be held in Byblos **between October and December 1999**
- Approval of total workshop results (Delft & Byblos) by national authorities and government in **April/May 2000**
- Commissioning of research, design and planning projects **from June 2000**

4. Speeches and Lectures

4.1 Opening by Prof. H. Beunderman Dean of the Faculty of Architecture DUT

Dear Minister Beydoun and other officials and representatives of ministeries and institutes from Lebanon,
Mr. Zouain, our co-host of UNESCO's World Heritage Centre, and other UNESCO representatives,
experts and fellow colleagues from the Netherlands and abroad,
dear students,

I am honoured to welcome you to Delft University of Technology in the Netherlands.

Stratification is perhaps the most appropriate word when talking about the city of Byblos in Lebanon. A fascinating fact: 7000 years of uninterrupted human habitation and at least 16 different civilizations revealed on the spot. Quite a privilege and responsibility to work on such a case!

For the safeguarding and future use of the harbour of Byblos, Professor Frits van Voorden and Ron van Oers of this university have assembled a Workshop as a means to integrate a wide variety of expertise to work on sophisticated solutions concerning a range of issues related to the mediaeval harbour of Byblos. Together with officials from Lebanon, international experts from France, Lebanon and England, and Master of Science students from 8 different nationalities, the next three days will be devoted to this complicated task.

The project of Byblos is one of the items currently positioned under the Memorandum of Understanding between UNESCO's World Heritage Centre and Delft University of Technology, which will be signed within a few moments. This Memorandum states that both institutes will support each other through assignments for design and planning activities, the exchange of staff and students, access to each other's archives and professional network and a joint publication of reports and training material.
The working plan for 1999 involves, besides Byblos, projects for harbour improvement in Tyre (Lebanon), inner city rehabilitation in Cairo (Egypt) and a management plan for Carthagena (Colombia).

But today and for the days to come, it is Byblos we will be focussed on. Before we go over to the official signing of the document, I would like to wish all participants to the Byblos Workshop a fruitful cooperation and productivity, necessary to tackle the complicated task lying ahead of you. I am convinced the results will be plentiful, divers and satisfactory and that it may contain enough important material for our Lebanese guests to take home with them.

4.2 Allocution prononcée par M.Mohamed Youssef Beydoun
Ministre Libanais de la Culture et de l'Enseignement supérieur

Mesdames et Messieurs,

Je tiens tout d'abord à vous exprimer ma joie d'être parmi vous aujourd'hui. J'ai tenu à faire le voyage jusqu'à Delft pour vous remercier de l'intérêt que vous portez a la ville de Byblos, et pour vous faire part de la volonté de l'Etat libanais de déployer tous les efforts nécessaires pour préserver cette ville classée Patrimoine mondial.

Byblos est une cité exceptionnelle. Considérée comme l'une des plus vieilles villes du monde, elle offre, sur le même emplacement, la superposition de ruines s'étalant sur sept mille ans d'histoire. Située à un carrefour du Monde antique, elle a mis à profit cette position géographique privilégiée pour étendre son rayonnement culturel. Connue dans les sources anciennes sous plusieurs noms (Kepen, Gubal, Gebal, Byblos, etc.), elle fut dès l'Antiquité un centre religieux, économique et culturel important de la Méditerranée orientale: les Pharaons des premières dynasties ne venaient-ils pas y embarquer le bois de cèdre nécessaire à leur architecture civile, religieuse et funéraire?

Byblos est aussi un symbole. Le fameux sarcophage d'Ahiram qui y a été découvert représente un des plus beaux monuments phéniciens: son inscription constitue une des plus anciennes attes-tations de l'écriture phénicienne, justifiant ainsi le nom de "berceau de l'alphabet" attribué à cette cité.

Les fouilles d'Ernest Renan, de Pierre Montet, de Maurice Dunand ont largement contribué à décrypter l'histoire de Byblos. Mais tout n'a pas été dit et le "dialogue avec le passé" cher à Maurice Dunand est loin d'être achevé.

Nous sommes conscients de la difficulté de la tâche qui nous attend. L'appui d'organisations internationales comme l'UNESCO ou la Banque Mondiale est important; et les avis autorisés des spécialistes ici réunis retiendront notre attention et seront étudiés avec grand soin. Mais l'action la plus décisive revient aux Libanais eux-mêmes qui, sous la tutelle de la Direction générale des antiquités, sont prêts à se mobiliser pour préserver leur vénérable cité et la valoriser.

Il est vrai que, par le passé, un certain manque de coordination entre les différentes administrations libanaises concernées par le site de Byblos a quelquefois donné l'impression que les Libanais n'étaient pas à même de bien gérer ce dossier. Aujourd'hui, la situation a changé. Sous l'impulsion du Président de la République libanaise, le général Emile Lahoud, les autorités libanaises, conscientes de la richesse du patrimoine archéologique, ont pris les choses en main. Un comité consultatif pour le site de Jbeil est en cours de création. Il regroupera, autour de la Direction Générale des Antiquités, des représentants de tous les ministères concernés par la ville de Byblos, un représentant de la Municipalité, ainsi qu'un représentant de l'UNESCO. Ce comité aura pour but d'instaurer une dynamique positive dans les efforts entrepris, et constituera une instance de réflexion qui permettra de dégager une vision globale et commune permettant de concilier les exigences de développement avec notre volonté de préserver le patrimoine tant historique que culturel de cette cité.

Le *workshop* qui nous réunit aujourd'hui permettra d'amorcer une dynamique commune et de réfléchir aux différentes solutions aux problèmes posés. Nous souhaitons qu'il puisse établir une coopération fructueuse entre les instances internationales, les différents spécialistes et les autorités libanaises concernées. En l'état actuel des choses, toutes directives ou recommandations seraient prématurées.

Aussi, ce *workshop* constitue-t-il pour nous une étape importante qui devra être complétée par un second *workshop* qui se tiendra en été, à Byblos même, au cours duquel d'éventuelles recommandations pourraient être émises.

Je vous remercie, encore une fois, pour tout ce que vous faites et ferez dans le cadre d'une coopération visant à mieux sauvagarder notre patrimoine. Je remercie en particulier l'Université de Delft et l'UNESCO pour l'organisation de ce *workshop*. Je suis convaincu que nos efforts conjugués redonneront à Byblos l'éclat et le rayonnement d'autrefois.

4.3 Lecture de Jean-Louis Cardahi, President de la municipalité de Jbeil – Byblos

Nous venons d'une cité huit fois millénaire qui n'a cessé d'être habitée depuis ses premières installations néolithiques. Nous représentons parmi vous la cité de Jbeil, l'antique BYBLOS, cité de Alphabet.

La situation géographique privilégée de Byblos, son climat, son port sur la Méditerranée, son puits d'eau douce, son promontoire, sa proximité des forêts de cèdres avaient contribué autrefois a son essor et a sa pérennité. Byblos en avait profité pour établir des liens et des échanges avec ses voisins, plus ou moins éloignés. Ces échanges avaient été de nature religieuse, culturelle, commerciale et artistique. Ils avaient ete aussi les signes précurseurs d'une coopération entre les civilisations qui ne cessa de croître et de se développer.

Nous nous présentons à vous aujourd'hui une nouvelle équipe municipale consciente de son partimoine et de l'histoire de sa ville, engagée à préserver son patrimoine en redonnant à notre ville le brillant qu'elle n'a pas mérité de perdre. Notre ville étant capable d'offrir encore au monde la figure d'un illustre Philon de Byblos du deuxième siècle apres Jesus Christ, grammairien latin réputé, auteur d'une vie de l'empereur Hadrien.
L'ensemble des Nations a rendu un hommage à la cité de Byblos, lorsque l'UNESCO y a classé un site du Patrimoine Mondial et créé le Centre International des Sciences de l'Homme. A l'image du Liban, Byblos, consciente de son héritage, continue à perpétuer une longue tradition de convivialité et de coopération.

Nous souhaitons remercier l'Université Technologie de Delft, l'UNESCO et toutes les personnes qui ont participé à la préparation et à la réalisation de cet atelier.
Nous souhaitons aussi remercier S. E. Monsieur le ministre Beydoun d'avoir fait le déplacement pour témoigner de son intérêt pour Byblos, la coopération internationale et les relations privilégées avec les Pays-Bas et l'UNESCO.
Nous remercions aussi S. E. le ministre libanais des Transports et des Travaux Publics monsieur Nagib Mikati qui a bien voulu déléguer monsieur Tawilé.
Nous tenons à féliciter à la fois l'UNESCO et l'Université de Technologie de Delft pour le memorandum de coopération qu'ils viennent de signer.
Nous souhaitons enfin remercier tous les présents: les representants de les ministères libanais, officiels de l'UNESCO et de la TU Delft, et les étudiants et journalistes, et leur faire part de la gratitude de la ville de Byblos pour leurs efforts et leur intérêt. A cette occasion nous invitons les participants à l'atelier de Delft à visiter Byblos et y poursuivre leur reflexion dans le but d'assurer un développement durable pour notre ville qui entend maintenir le même essor pour le millénaire à venir.

La conseil municipal de Byblos à déja entamé l'execution des projets relatifs à la signalisation, la publications d'imprimés d'information, l'établissement de zones-pietons, de parkings, d'espaces de loisir, de toilettes etcetera. Vous aurez l'occasion de constater l'évolution en matière de gestion locale d'un site du Patrimoine mondial.
C'est avec gratitude pour les organisateurs de cet atelier et dans un esprit de coopération totale que nous avons demandé à monsieur Raphael Sfeir, avocat et membre du Conseil municipal de répresenter la ville de Byblos. Il vous fera part durant les séances de travail des soucis socio-économiques et culturels de la ville, de nos projets de développement et de nos besoin réels.

En souhaitant le succes au workshop de Delft, nous vous prions d'agréer l'expression de nos sentiments dévoués.

4.4 Lecture 'Site Management of the London Tower Scheme' by Mr. Steven Bond

The Tower of London, one of the major tourist attractions in the United Kingdom, is situated on the border of the wealthiest area, the City of London, and of one of the poorest neighbourhoods in the capital. The site itself draws over two million paying visitors a year, that is paying for a ticket and going inside the Tower, while the area draws close to six million people in total, just arriving at the site and taking snapshots and then moving away again. A staggering amount of visitors, while at the same the area is offering the poorest quality of facilities imaginable, the reason why the bulk of the visitors leave the area so soon after arriving. No public toilets, just one small cafetaria, closed shops with blocked-off windows, all bare concrete and poor architecture, chasing people away from the site rather than attracting them. The aim was to find out how to generate more income for the Tower of London, so it could become self sufficient in terms of financial management, and for the area around it - to use the large, untapped reservoir of visitors, to make them stay longer and spend more money and at the same time to regenerate the poor area directly behind the Tower of London, to bring more quality into the living and working environment of that quarter.

The key to establish such a programme is to understand why people move to certain places and don't move to other places. Because unless we understand those things, we have no hope of moving people from one place to another and to make them do things. We have to find out how people are drawn through urban areas like this.

We've looked at putting the highway into a tunnel, because the highway is one of the big problems, because it appears impenetrable, you can cross it, but everything in the environment says 'go underground' or 'don't cross it'. And that really has made this whole area an island site, cut-off from everything up here. So we've been trying to understand over the last two years what is an appropriate new assessment for the Tower of London. And I suppose we've come to the conclusion that what we must NOT do is to try and re-impose any historic feel on the area. What we are looking to do is to make the Tower of London sit within a new urban context, and to work within a new urban context. So, what we're trying to do is to link the Tower and this island site back to everything which surrounds it, but NOT to try and re-create the historic urban form. Rather, we would see these buildings and new buildings up here or the poor architecture, we would rather see that redeveloped with strong, good, modern architecture providing appropriate facilities to make this area work. We far rather have that, than we would to try and mimic, to ape, what was the historic setting of the Tower of London. It's a big task.

We have decided not to put the road into a tunnel: urban spaces need traffic. Because of that we tried to find ways to change the character of the road, to make the whole area feel special, to make it possible for people to cross the road at road surface - changing pedestrian movement. And right at the heart of that, the one thing we do want to do, and which you might think of as turning back the clock, is to put water back into the moat of the Tower of London. But that's not to try and recreate the Tower in any kind of historic setting. For a number of reasons we can't reconstruct the mediaeval moat, so many things have taken place in the environment or round the outside that we can't make an authentic mediaeval moat. What we can do is to give the Tower of London a new moat in a new urban setting and by so doing make it the jewel at the heart of the new quarter we're trying to create, to make it the focal point and to try and link the Tower into the new urban environment.

To summarize the principal message: we've come from a background of conservation management inside the buildings, and we started to apply those principles to the modern urban setting. We tried to understand how the modern urban setting developed as it was and how it works and why people move in certain directions and not in others. We tried to understand what makes for a working quarter of a city, what kind of facilities do you need and how do you influence people to make them want to build those facilities. Above all else, we've tried to take a conservation management approach to the outside of the Tower of London, that is: saying conservation is all about the proper management of CHANGE, respecting all aspects of value. And our view of the way to approach this kind of change in a city, is to get a thorough grip and understanding of all of the different values that go to make up the place and to try and manage change, to respect what's there, but also trying to enhance the value: to enhance the cultural value of the Tower of London as well as the commercial value of the area.

The interests, as far as we are concerned is, because of the number of people who come to this small area, there really is the opportunity not just to change the environment around the Tower of London, but to actually make the Tower work, to drive far wider regeneration, both of individual buildings and of social areas - poor housing, poor businesses and everything else. It will be interesting to see whether it works. But this is in terms of United Kingdom, one of the first major attempts to link regeneration of urban areas to tourism and heritage assets. There is a way to apply that also to other areas around the world.

4.5 Lecture 'Recent Marine Archaeological Findings at Byblos' by Mrs. Honor Frost

Protecting Byblos or Jbeil will involve multi-disciplinary collaboration; but what is there to protect? For limits have to be set around an area of varied interest - not least the marine archaeological.

Byblos is a picturesque "beauty spot" where historical periods are represented with exceptional charm. Nevertheless Roman Theatres and Crusader Castles exist throughout the Mediterranean in both coastal and inland towns. The unique glory of Byblos is archaeological. Its apogee of international importance and wealth was reached during the Bronze Age, between 24th to 12th centuries BC, the town itself was, however, much older. Excavation (which has continued on top of the Byblian Peninsula since the beginning of this century) has revealed prehistoric buildings, dating to at least the 4th millennium BC, which makes Byblos perhaps the world's oldest still inhabited town. However, the Bronze Age was certainly its "golden age", both spiritually and materially: it was a sacred place, associated with the cults of Isis (known as "Our Lady of Byblos") and her murdered consort Osiris. Their roles were later transferred Venus and her beloved Adonis who was killed in the forests above Byblos, so that, every spring, when the river named after him brings down red earth from the mountains, its color came to symbolize both his blood and the renewal of nature's fertility.

Here myth touches reality, for on those same mountains grew the forests which accounted for this city-state's wealth, and it was from the harbours of Byblos that huge trunks of cedar trees some 20-30m. long, were exported to the Pharaohs of Ancient Egypt. We know a good deal about this Bronze Age trade through contracts and accounts inscribed on clay tablets, while details of sailings emerge from the picaresque story of an Egyptian priest who was sent to purchase wood from Byblos (the papyrus is now in the Pushkin Museum in Moscow).

Harbours had to be big in order to handle such timber: one trunk in the infrastructure of the Third Dynasty step pyramid of Djoser (2686 - 2613 BC) is, for example, some 30 m. long; another piece of cedar wood 26m. long, can be seen in the Fourth Dynasty «Cheops Ship» (2613-2494 BC), a funerary barge now exhibited near the pit where it had been buried, in front of the Pyramid of Cheops.

Innumerable smaller items cut out of Lebanese timber take the form of furniture, sarcophagae and so on, but in relation to the Byblian harbours it is the size of the uncut timber that counts, because the huge, heavy trunks had to be brought down from the mountains to the shore, then stacked there until they could be shipped. The present fishing harbour of Jbeil, a rocky cove within the Crusader fortifications to the north of the Peninsula could never have served a trade of this magnitude, but the large bay on southern Egyptian side of the Peninsula could have met the requirements. However, since marine archaeology was still in its infancy, before civil war brought excavation and geological research to a stand-still, maritime problems were never addressed.

Geological change in the form of silting is most apparent to the south of the Peninsula, while no detailed marine chart exists for the sea off Byblos. Consequently, geological cartographic and archaeological studies are needed in order to understand the totality of this important site.

The preliminary investigation carried out last autumn (1998) on behalf of the Directorate Générale des Antiquités, by a sedimentologist familiar with Levantine coastal archaeology, Dr. Christophe Morhange and myself, produced three findings. My role, incidentally, was to

serve as a link with the late Maurice Dunand's four decades of excavation on top of the Peninsula. He had been very conscious of the problem of the Bronze Age Harbour at its base, and latterly nicknamed me his "eyes for the sea" - a description I would certainly like to fulfil.

The significance of last year's findings has to be seen in the context of comparable Levantine Bronze Age harbours, since all share a basic design emanating from the peculiar characteristics of the coast itself.
Unlike the Northern and Central Mediterranean where natural, deep-water shelter abounds, the main shelter along this straight, wind-swept coastline takes the form of offshore reefs (which, incidentally, makes it a surprising homeland for the great Phoenician navigators, nevertheless it is apparent that they responded to the geographical challenge).
Before men knew how to build artificial shelter by founding walls underwater, the inhabitants of this coast were forced to moor at a safe distance from the shore and, wherever possible, to exploit the shelter of reefs.

Tyre is one example of a reef-based harbour. Before Alexander the Great joined the ancient town to the land by a causeway, its buildings stood on a rocky islet that was central to a reef-formation running parallel to the shore; the reef that formed its southern "Egyptian harbour" is now underwater, although just over three centuries ago the English traveler Maundrell describes Tyre as:

"defended from the ocean by a long ridge, resembling a mole, stretching directly out on both sides from the head of the Island; but these ridges, whether they were rocks or walls, whether the work of art or nature, I was too distant to discern."

We now know that the reef was natural and the reasons for its submergence were geological. Be it noted in passing that the Abed Collection of antiquities from the sea (given to the public and classed as World Heritage by UNESCO) were, with few exceptions, originally netted by fishermen on this same southern reef of Tyre.
At Sidon, the pattern is similar, except that the reef still survives and that it is tangential to the shore. The part adjoining the land was rock-cut to form the town's private harbour, while the offshore stretch of reef was adapted for the use of foreign ships. Further north, the same principles applied at Arados, or Arwad, yet another ancient maritime city-state built on the largest islet in a chain of reef-rocks.

Byblos was less well endowed with shelter from the prevailing, south westerly, on-shore wind, but its *raison d'être* being the timber-bearing hills behind it, the Byblians had to make do with what little shelter they had.
The Peninsula itself, which is not very pronounced, rises to a height of some 30 m. with a cliff of bad quality rock round its seaward side; the land-ward side of the Bronze Age town had massive fortifications. The rocky creek still used by small craft together with the small inlet called Chamiye Bay, which nestles beneath the steepest northern face of the Peninsula, are both outside the ancient walls, but within the flimsier Crusader defenses. To the south, the Peninsula is bounded by the valley of El Chiny which leads into the aforementioned large Bay of the same name.

At sea-level, the base of the Peninsula bears traces of rock-cut marine installations, wherever rock survives to the height of a few metres, above the shelf-like formation that is so typical of the Levantine Littoral. Flattened by wave-erosion, such shelves are known to geologists as "trottoirs".
The rock-cuttings constitute the first of the 1998 findings, but archaeological and geological survey is still needed in order to understand and interpret them. Some cuttings take the form of steps starting half way up standing-rocks, while piscina appear in the trottoir below.

One large rock-cutting is particularly significant because it bears geological proof of its antiquity: it is a trench 33 m. long, 6 m. high and 8 m. wide, running northwards from the trottoir into the small Chamiye inlet. Its sides are marked by notches caused by the action of waves at present sea-level. What makes these notches particularly interesting, is that one of them has destroyed the bottom of a rock-cut flight of steps which had obviously been designed to give access to the bottom of the trench. Now, these steps end uselessly in mid-air while some twenty centimeters of water covers the floor of the trench (where its floor is still intact, for in several places it is fissured). The bottoms of other similar trenches along the Lebanese coast are dry, which further implies that, at Byblos, the sea-level was lower in relation to the land when the trench was cut. The interpretation of the Byblian trench will doubtless be clarified after all the cuttings around the base of the Byblian Peninsula have been surveyed.

The ancient export of timber to Egypt, focuses attention on the valley and large Bay of Chiny, to the south of the Peninsula. Their present state gives rise to three questions.

- The valley is the most obvious route in the area for bringing timber to the sea, while there is ample room for stacking it on the shore. But since it is clear that silting has occurred, where was this bay's shore-line in Antiquity?
- Vessels large enough to carry huge tree-trunks could not have been hauled up onto the beach, so they must have anchored at a safe distance from it, then had their cargo brought out to them by lighter (as was, and still is the practice along the Levant coast). But at a safe distance from the Byblian shore, the water becomes too deep for anchoring, so is there a submerged reef off Byblos (as there is at Tyre)?
- Finally, assuming that an offshore anchorage exists, how could vessels arriving from Egypt have found it? Especially in bad weather, or darkness, or when morning and evening mists shrouded the coast, or when the sun was behind the mountains making it difficult to distinguish buildings and rocks. Local fishermen would probably be able to cope, but in adverse conditions foreign helmsmen would even have difficulty in identifying the not very salient Peninsula of Byblos – let alone its offshore anchorage.

Answers to all three questions were found during the 1998 campaign, but as with the rock-cuttings round the base of the peninsula, the discoveries require further research, for instance:

CORE-SAMPLING is needed to locate the Bronze Age shore-line at the base of the El Chiny Valley.

OFFSHORE SHALLOWS taking the form of 2 rocky ridges, running parallel to each other and to the coast, were indeed located. They rise, respectively, from a bottom of 60 and 68 m. to within an average of 25 and 30 m. from the surface, while the land-ward of the two ridges has pinnacles of 20 and 15 m. from the surface. Being as yet uncharted, these shallows now need to be carefully surveyed geologically and archaeologically.

EXCEPTIONALLY, THE ANSWER TO THE 3rd QUESTION (which presupposes leading-marks) involves no further field-work, for one leading-mark is already on record. It takes the form of a 23rd century BC tower, situated on high ground overlooking the sea to the south.

From this excellent land-mark signals could have been send to ships coming from Egypt. A flight of steps lead up to the tower's unique entrance and the first of these steps contained 5 imitation stone-anchors (which excavation records describe as "carbonized").

Maurice Dunand excavated this building in 1940s, but for one reason or another, it remained among his unpublished papers (it will appear in the posthumous volume, *Fouilles de Byblos VI*, which is being edited by Jean Lauffray). On the site itself, the location of the ruins had been forgotten.
Having been asked by Maurice Dunand in 1969 to publish the stone anchors, my own notes re-located the remains of the building when I returned to Byblos in 1998, while the discovery of the offshore shallows demonstrated its usefulness as a leading-mark.

TWO CONCLUSIONS can be drawn from this brief summary. Firstly, further campaigns of multi-disciplinary research are needed to establish a more precise picture.
Secondly, even without further research, it is clear that the area worthy of protection as "World Heritage" certainly extends from the Crusader fortifications to the north, to the southern extremity of El Skhiny Bay, and out to sea for a distance of 3 km.
Furthermore, on a coastline so tortured by commercial development of all kinds, the zone justifies immediate protection as a national park.

4.6 *'Future work regarding Heritage Management in Byblos' by Mr. Assaad Seif*

First I want to present a brief history of the archaeological research in Byblos and try to relate it to the formation process of the state of Lebanon.

After Ernest Renan located the site of Byblos, French Egyptologist Pierre Montet began excavations in the site between 1920 and 1924. In 1926 Maurice Dunand, who began excavating with Montet, continued the excavation work till the early 70's.
During his excavations, precisely in 1922, Montet discovered by accident the royal necropolis in which the "Ahiram Sarcophagus" was found. This sarcophagus became the symbol of the birth of Phoenician alphabet. It was then associated with the birth of the cultural identity of the state of Lebanon. The Ahiram sarcophagus became the living testimony of the heritage of the ancestors of Byblos and afterward the ancestors of the state of Lebanon.

Similar phenomena happened in the 17th and 18th centuries in Europe and the concept of museums for the "National antiquities" is one of the best examples. In other terms, we in Lebanon have two big national monuments. The first one is natural, the cedar tree, and the second is cultural, the "Phoenician Alphabet" incarnated materially by "the Ahiram sarcophagus". And what makes Byblos so special is that it joins those two national monuments through its history and archaeology. This is why Byblos has a very special place in the dimension of Lebanon. Therefore, all the projects related to the heritage management of the city need to take this into consideration.

The General Directorate of Antiquities is also aware that Byblos has in its heart monuments related to all the historical periods and to all the cultural changes that occurred in its history in particular and the history of Lebanon in general. Therefore we need to take into consideration all those monuments and preserve them without discrimination.
Unfortunately, we still have lots of blank spots on the map of our historical, archaeological and cultural knowledge regarding Byblos and its evolution. Therefore every management plan and other plans for future developments of Byblos must take into consideration this weakness. Subsequently, more research studies and investigations must be done before the decision making process begins. We all know lots of examples where scientific questions and problems are transformed into true facts and used as an alibi for decision makers. I'm just trying here to drive your attention to some points that need to be taken into consideration in the workshop groups in the next two days.

As I already mentioned, the case of Byblos is special and therefore needs a special treatment; in another site the approach would have been less complicated and thus easier to deal with.
Until now, development projects in this city can be characterized by their unplanned nature; most of them were quick solutions to problematic situations at a certain time. These solutions occur to have a negative effect and cause big problems in the present time. Therefore we must be aware not to implement new quick solutions to the problems occurring now, for such an approach will lead to an accumulation of problems in the near future. This process is very well known in mismanagement and little by little it will lead to what is known by the "Doppler effect". So, quick positive economic results in the present time could have a very bad and negative impact on the cultural heritage in the future.
To avoid this we need to have a real understanding of the diachrony of the social and cultural dynamics of the city over the last 40 years. In fact the evolution of these dynamics are exponential and the last 40 years represent the upward tendency of the curve during which all the major "problematic situations" and "bad solutions" have happened.

To my opinion, solutions must be worked out inside the socio-cultural context of the city of Byblos. We all know that the concept of cultural heritage itself is different from one person to another and from one country to another. How we see and conceive things has great effect on how we find solutions for them. Therefore I think that the local authorities of Byblos with the public and private sector have the major role in this process. On the other hand, we must not forget that this workshop with the presence of highly qualified and experienced people in the domain of heritage management will help a lot in the process of searching for solutions and in clarifying lots of problems and presenting new ways of looking at things that will help us a lot in our future work.

Before ending I would like to drive your attention to a possible erosion of the west side of the tell, like mentioned in the introduction this morning, and about fears of a possible loss of archaeological remains of the site into the sea. In fact, Dunand excavated the entire surface of the site to a depth of ten meters in most of the areas. All the loose earth of these excavations was dumped on the west side of the tell. So, what we see on this side are the dumps of Dunand's excavations and not the core of the archaeological site. In addition to that, if we look at the photo's of the area from 30 years ago till now, we see that it didn't change a bit. As a person who knows the place very well, I can assure you that we don't have a real danger of erosion on the west side of the archaeological tell, at least not for the few coming years.

5. Workshop Groups and Results

5.1 Group 1 - *Research Projects*

Participants

Mrs. Honor Frost (marine archaeologist)
Mr. Samir Tawilé (representative of the ministry of Transport)
Ir. Gerard Spaan (maritime engineer)
Ir. Ron van Oers (townplanning engineer)
Mr. René de Weijer (graduate student)
Mr. Agus Marsudi (graduate student)

Initial assignment

Commissioning of two major research projects:
- study of coastal and harbour defense,
- study of the underwater archaeological archive.

In light of the pioneering nature of both studies, we recommend the formation of international teams under the patronage of UNESCO.
Financing could be a combination of Lebanese and international funds.

Findings

Strategy Statements

- Coastal protection of the whole coast from the ancient harbour to the southern extremity of Skhiny Bay is necessary; precise borders of this area will be decided upon after an archaeological survey is implemented
- The coastal protection will be located off shore
- Extension of harbour facilities should be relocated elsewhere, preferrably in or just outside the proposed bufferzone area

Agenda

Several issues have to be addressed in order to find out the exact details for implementation of the coastal protection as well as the protection of the archaeological archive.
Of major importance is a proper surveying of the entire coastal zone and sea bed up to three km. off shore. Within this survey there are several elements which have to be recognized. The first four were identified by Ms. Honor Frost and they are directly related to her field of expertise, namely search of the sea-floor for archaeological artifacts and, more significant, for evidence of the Bronze Age and Phoenician harbour, due south of the present harbour. In her remarks she stressed the importance of waiting for the final results of these surveys before further conclusions with regard to coastal protection can be drawn.

Marine charts need either to be found, or to be made, in order to identify the exact form, shape and location of the two submerged reefs that lie offshore from the site of ancient Byblos. Charts in general are relief maps of the sea-floor; ancient harbour sites may be marked by archaeological artifacts such as anchors, as well as sunken ships, or the disperced

remains of cargoes. Besides an archaeological survey, an expert geological examination of reefs is also needed. The results will show whether construction on the reefs would now be admissible from an archaeological point of view. Following a preliminary examination in 1998, the Université de Provence (Aix-Marseille I) is proposing to provide the requisite specialists for such a survey in 1999.

Lastly, a survey of the trottoirs at sea level of the rock of the marine peninsula is necessary to clarify what has perspired here in the past with respect to harbour activities and their cultural values.

Besides charting and surveys that are needed for determination of the presence of historical valuable elements, other technical surveys are of great importance for future protection of the shore line. Mr. Gerard Spaan introduced surveys that are needed to establish possibilities for off shore constructions, being information on wave patterns, wind, seabed condition (sediment), local currents and tidal water levels for providing a barrier or a set of barriers to protect the proposed archaeological marine park, coastal trottoirs, and the historic harbour, in addition to further finds. Equally important is to study the environmental impact as it is significant to minimize the adverse effect of constructions to the underwater ecosystem.

The use of reefs (approximately 2 km from the coast) for coastal protection is advisable from an hydraulic point of view (the use of natural features of the terrain for cost reduction), but if an archaeological survey proves that the reefs contain significant archaeological traces, other alternatives must be drawn. An alternative is hydraulic constructions further out into sea (> 3 km), but the probable consequence is, as the depth of the water will reach approximately 80 meters, that the cost of construction will rise exponentially. If the financial aspect prevails, other possibilities to build constructions within the reef and proposed park and their consequences must be studied. (It is better to save one than none)

It is recommended to refurbish the ancient harbour and to increase its efficiency without changing its former scale and form. A proper inventory of demands and wishes among the local fishermen is needed, but a rough estimate indicates that approximately 60 fishing boats of 6 meters length each will need accommodation and facilities in the near future as fewer members of fishing families will enter and continue the business. This growth can be accomodated within the boundaries of the ancient harbour, when efficient use of existing space is pursued with small and sophisticated design elements, together with an upgrading of the facilities for local fishermen close to the new promenade.
Other vessels like larger tourist boats will need too much space and facilities and they have to be located in a seperate marina close to Byblos World Heritage Site, for instance a private project just outside the proposed bufferzone where Byblos Municipality can rent space for these tourist activities. These vessels can dock in the ancient harbour on a temporary basis during daytime, for instance to the newly constructed dam and offer trips back and forth from here, and before sunset they will have to move back to their respective marina, where their facilities are located. This serves the existing ancient harbour two-fold, namely it increases the desired tourism that can dock on site, and it is reminiscent to how boats used to moor in earlier times to access Byblos. For the local tourist trade it is not necessary to have these vessels anchored on a permanent basis in the ancient harbour; for the character of the site, however, it is of importance to maintain the existing form and scale and to emphasize the existing fishing business and give them way of right. No major alterations in function nor in physical appearance are allowed with regards to it's World Heritage status.

In Addition
The rough boundaries for the proposed marine park have been altered to include a larger bufferzone to accommodate possibilities that remnants of the Phoenician harbour are present to the southern area of Skhiny Bay. A protective area should include the entire coastline

between the ancient harbour to Skhiny Bay and up to some two (2) kilometers out into sea, this is also to protect possible archaeological finds from destruction due to construction of harbour and coastal defense systems.

The construction of the existing jetty must be fitted according to the character of the site. It can now be used in its present state, without further construction, to house temporary docking facilities for daily visitors. It might be plausible to add stream channels within the jetty so that sediment will not be collected in the destructive manner as it is presently, but rather that it has a passage through. In order to create the most benefit of the present situation, each element must be used efficiently and a typology must be assigned to each inadequate function (i.e. the jetty is presently used as a parking lot and look-out but will add to the site and city when it becomes a mooring site). This brings about a study of how to make available a more sufficient design and management of space (rent facilities for tourist boats, with regard to temporary mooring).

Restoration of the walls and quays must be done to prevent further deterioration. With the new jetty the strain on the historic harbour has been reduced, but not eliminated.

It is assumed that a new private marina is going to be constructed, just outside the proposed bufferzone, since several projects have been designed and one in particular has been approved of (according to one of the participants). Without going into details of the proposed plan, in theory a part of the new marina space could to be rented out to the municipality for tourist activities. As discussed before, during daytime tourist boats move to the new and improved jetty to drop off and pick up tourists by temporary mooring. Other marina interventions have not been presented but may be in discussion, this needs to be found out before approval is given by the municipality.

Finally, a continuous monitoring of marine conditions including seabed and sea is necessary as part of site management to prevent sudden irreparable damages in the near future.

5.2 Group 2 - World Heritage Dossier

Participants

Mr. Assaad Seif (representative *Direction Générale des Antiquités*)
Ir. Leo van Nispen (representative ICOMOS International)
Dr. Henk van der Kloet (development consultant)
Ms. Leila Abe (graduate student)
Ms. Maki Ryu (graduate student)
Mr. Sander Bijker (graduate student)

Initial assignment

To bring the World Heritage Dossier up to date and extend it.
The Lebanese *Direction Générale des Antiquités'* expertise is qualitatively more than sufficient to prepare and edit the dossier.
As regards methodology and implementation of the environmental planning, international support could play a stimulating role.

Article 4 of the World Heritage Convention can form the foundation for this project.
(*Art. 4*: "Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage (...) and situated on its territory, belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain.")

Discussion
The first issue was: should the next dossier be an extension of the inscribed area or a completely new nomination? In conclusion, it was suggested that the new dossier should be nominated as an extension of the inscribed area. In the former nomination of Byblos in 1984 the section of justification doesn't correspond with the section of identification. As a result the nomination contains only parts of the historical city, for example one part of mediaeval town is inscribed but the other part, the Souk, which has the same origin, is not inscribed.

In the discussion, the lack of accurate information became obvious. The official nomination dossier of 1984 handed out during the workshop was for all participants, even from Lebanon, the first time they saw it. This dossier doesn't include a detailed map of the protected area and its borders, therefore it took some time to understand (especially for the Dutch participants) the exact area described in the document, only in words. Although everyone had seen pictures or already knew the site, it stayed difficult because there were hardly any accurate maps of the city and it surroundings. During the workshop however, more and more information and maps became available, so it seems that the information is there, but is divided over the different organizations and institutions. Therefore, an inventory and collection of available material and data, so information can be registered centrally, was suggested.

Another difficult matter involved the Lebanese authorities. At this moment, it seems the administrational conditions in Lebanon are in transition and they are preparing a new organization for conservation matters consisting of different professions.

In the discussion there were three aspects to examine. The first and second were upgrading of the existing document in two possible ways and the third aspect involved new appreciation or valuation of already known elements, and basically they were a conclusion of the first discussion stated above.
For this, the discussion was taking place on the basis of the *"Operational Guidelines for the Implementation of the World Heritage Convention (G. Format and contents of nomination, paragraph 64)" revised by the World Heritage Committee in February 1997.* Each content of the format was discussed one by one. The results following below include the important elements of contemporary nomination dossiers, being Management, Factors Affecting the Site, and Monitoring.

Findings

- upgrading of the existing document

The 1984 nomination dossier has several shortcomings and the section on justification does not correspond with the section on identification. This can be explained in part by the conditions under which the nomination was done. As a result the nomination dossier didn't contain sufficient details and parts of the city (the Souk f.i.) were not listed at all; only the archaeological site (on the table mountain) and the intramural part of the mediaeval city. If an extension of the site is to be submitted, then the entire document should be brought up to date.

- new appreciation/valuation of already known elements

In 1984 the justification only mentioned the nomination of the archeological site, of the mediaeval walls and of St. John's Church. By now, it is considered also of great importance to put in younger parts of Byblos, up to the 19th and in some cases even the 20th century. The continuity of settlement is an element unique to Byblos.

- new elements

Several new elements have been identified since 1984 and they could very well be added to the World Heritage Site in the procedure of extension of the inscribed zone.

A. Elements according to the "Operation Guidelines for the Implementation of the World Heritage Convention (Feb 1997)" (G. Format and contents of nomination, paragraph 64):

1. Identification of the property
Maps of the location have to be produced to specify the suggested boundaries of the site. In 1995 the coastal area and the sea within 300 m. of the coast became protected under national Lebanese law.

2. Justification for inscription
The 1984 justification mentions the archeological site and intramural parts, but a complete list of the different cultures up until the 19th century is needed, to justify the nomination of the whole city as a site.

3. Description
(See item 2)

4. Management
Since the beginning of 1999 the framework of laws is applied in a stricter way. At the same time a framework of consultation between involved authorities is in process of elaboration in order to have more overall control of the developments (urban planning, construction, zoning) in Byblos and in other sites as well.
The discussions of the group resulted in the following suggestions:

- Training is necessary for professionals dealing with Byblos World Heritage Site, and in general for every person involved with World Heritage management.
- More practical, there should be clear signs and routings on the site that explain all the buildings and remains of it and put it in a historical perspective. Also other places and towns nearby could be linked to the history of Byblos. World Heritage panels should be placed at the gates of the site.
- Consultation of the local community about future developments is also an important aspect.

The Hague Convention

Lebanon subscribed to the Hague Convention. This means that protective measures, as indicated in the Convention, should be applied, particularly in the case of Byblos World Heritage Site. Also the subscription and its implementation of the Second Protocol to the Hague Convention is strongly recommended. The Risk Preparedness management manual for World Cultural Heritage, a recent publication by ICCROM, UNESCO and ICOMOS (ISBN 92-9077-152-6) is recommended as a practical instrument to execute these recommendations.

5. Factors Affecting the Site
New factors affecting the site include:

- Newly constructed jetty/port
- Illegal construction

During the war to the mid-1990's building regulations hardly worked. Since then the situation has gradually being normalized.

- Lack of maintenance

During the war the archaeological site suffered from lack of maintenance and monuments badly deteriorated and poor restoration works were done on the Citadel. After the war a few projects have been undertaken to improve management of the site.

- Increasing traffic and parking demands

For example, people want tour coaches to drive up next to the archaeological site. There are possibilities to locate parking places outside the city wall and to connect it with the historical centre.

- Urban expansion

During the war to the beginning of the 1990's, an unplanned urban expansion was going on all around the historical city and sometimes inside the city itself. Those developments did not respect the city's historical aspect.

6. Monitoring
This should be implemented at local level. Particularly for an emergency case, the network can be formalized from what is existing. The World Heritage Centre can present the framework for monitoring.

7. Documentation
Documentation is to be prepared by the *Direction Générale des Antiquités.*

B. Other elements

1. Underwater archaeology
For this, the results of research are important. In 1995 a Lebanese National Monument Decree stated that a 300m. area from the coast out into sea is also protected.

2. Roman Street (Decumanus Maximus)
This road was known before, but it was excavated in the late 1990's because of the highway construction and identified as an asset to be included in the World Heritage Site.

3. New documentation techniques
New documentation techniques, like "photogrammetrie redresee", are recommended considering the expected "booming" of technical interventions.

5.3 Group 3 - Planning and Design

Participants

Dr. Jukka Jokilehto (senior consultant to ICCROM)
Dr. Georges Zouain (Deputy Director UNESCO-WHC)
Mr. Joseph Kreidi (Project Manager UNESCO Office Beirut)
Mr. Raphaël Sfeir (representative Municipal Council of Byblos)
Mrs. Gerdy Verschuure (graduate student)
Mrs. Sandra Gutierrez Guerra (graduate student)
Mr. Diego Rosero Erazo (graduate student)

Initial assignment

- Preparatory decision for a zoning plan for the area of the actual World Heritage Property (core area and intermediate zones);

- Determination of the strategic public works and infrastructure facilities, prioritization and budgeting;

and on a regional scale:

- An outline description of the most desired development and, as far as is necessary, of the phases in which the development should or could take place;

- Development of a regional plan to guide private projects and bind public projects. The regional plan is valid for ten years.

The first step for the work was to review some of the plans for the area, these plans were presented by Mr. Raphaël Sfeir from the Municipal Council of Byblos:

- there is a coastal master plan, 3362/1972, which is still in force with amendments of 1994 and 1998;
- there are various development initiatives, including a private 'marina' project to the south of the World Heritage Site;
- the local authority is currently consulting a traffic engineer for the improvement of the road network and parking systems;
- a plan for the construction of a sewerage system is being approved by the local authority.

After seeing and discussing the plans it was obvious that there is a lack of systematic gathering of data concerning the current situation in the town, which has grown rapidly since the mid 1970s to reach a population of some 40 to 45,000.

In order to complete the view of these plans, the group also proceeded to review the original document for the inclusion of the site in the World Heritage List (sent by the authorities in Lebanon to UNESCO), with the purpose of finding out the boundaries of the site itself and the bufferzone. In relation to the site, the conclusion was that its boundaries were not clearly defined in the document. There were still some doubts about the definition of the bufferzone, especially when this was related to the management of the area. It was noticed that the new proposals to extend the boundaries were done in order to improve the management of the area and its surroundings, but that in the original document for the nomination no ideas were mentioned for site management.

During the discussion it was stressed that the inclusion of a site as part of World Heritage does not have to interfere with urban planning in the area.
Finally the discussion was focused on the definition of the bufferzone and some ideas prevailed during the talks:

- The importance of the relation between the site and the surroundings; two ideas were taken into account:
  - TU Delft proposals for extension of the site : The Arabic Souk and the cemetery
  - Continuity of surveys in the bufferzone and when possible outside it, in the city.

- The necessity to define a good plan for the development of the bufferzone, including coastal and water areas, related to three main aspects: new marinas and resort areas, new facilities for fishermen and the inclusion in the plan of the protection works for the coast (relation between our discussion and the discussion carried out by group 1).

Finally the group made a summary of the morning's discussions, and the following findings or statements came out:

- The group had studied the different plans presented by the Lebanese members;
- Several ideas for the expansion of the bufferzone and the extension of the site were discussed;
- The definition of a masterplan must be part of a planning process, coordinated by a multidisciplinary team and with the participation of all relevant actors;
- The need of understanding the archaeological potential of the surroundings and all the historical phases and at the same time to organise and improve related documentation;
- All legal protection must be verified;
- An analysis of the functions allowed for the zone;
- Make a survey in order to define the bufferzone;
- The traffic schemes should be analyzed and new proposals for alternative kinds of circulation (pedestrians, cars, boats, etc.) should be made;
- A study of (local) economics and sustainable development is recommended.

The afternoon session was dedicated to an interchange with the rest of the groups, an idea that came up due to the necessity of getting more specific information from the findings of the other groups. The afternoon was divided in two phases: groups 1 and 2 gave a brief exposition of their results, with an small discussion afterwards; the rest of the afternoon group 4 presented their results as well as our group, then both groups worked together.

Findings

Having discussed the various issues on the basis of relevant information, the observations of group 3 can be summarized as follows:

1. There is a need to update and revise the current master plan for Byblos, taking into account the requirements posed by the World Heritage nomination, and the sustainable development of the city within its territory. The development of the **master plan** should be seen as part of the establishment of a **planning process**, coordinated by a **multidisciplinary team**, and with the **participation of all relevant actors** representing the relevant authorities and disciplines, and the population of the town. As a basis for the planning process, there is need for the systematic collection of data both existing and new information concerning, e.g., current land use, the control of building heights, the marine and coastal areas, the existing building stock, infrastructures, and services, the current trends, as well as present and potential resources.

2. There is need to build up an improved **understanding and documentation of all the historical phases** of the Byblos area. This long-term process could involve archaeological and historical research, surveys and soundings in the relevant territory, typological and morphological analyses of the existing building stock, including the historic development of spaces and infrastructures. Archaeological surveys should be undertaken any time there are new proposals or plans for construction, and particularly in the areas where there is a potential of finding remains or traces of the Phoenician/Roman settlements, or of later historical phases of the town, outside the currently known features.
3. There is need to verify and update the **legal protection** of heritage resources in their context, as well as **the administrative and management tools** required for the planning and design of the urban and coastal areas of Byblos. The historical and landscape connections and interrelationships within the region should be taken in due consideration. The modern highway, crossing the city of Byblos, forms a boundary, which could be taken as a delimitation of the required **Buffer Zone** for the World Heritage site. It is recalled that the purpose of the Buffer Zone is to provide a sustained connection with the context of the World Heritage site, as well as to guarantee additional protection for heritage assets, and to provide guidance in terms of development and change.
4. There is need to study **visitor management**, including access to the World Heritage site both from land and from the sea. Relevant facilities should be developed in key areas, including improvement of harbor services. The area around the excavated Roman road, 'Decumanus Maximus', is considered of strategic importance for the design and development of services and facilities related to visitor reception. In the choice and design of functions, due regard should be given to improve the character and representativity of the area. Care should also be taken to keep any constructions reasonably light and with shallow foundations, in order not to disturb archaeological stratification's, and in order to facilitate removal in case this were considered desirable for the display of potential finds. Major shopping and business functions should be developed further east. Due attention should also be given to historical road networks and their reuse.
5. The **traffic** currently crossing the area of the Roman road should be carefully studied, taking into account the possibility of re-establishing historical connections within the historical areas and elements, so far as feasible. **Private vehicles and buses** should be kept outside the walled city center, which should be reserved for pedestrians, but allowing the circulation of local shuttle services and the delivery of goods.
6. The possibility should be given to the study of the **economics and sustainable development** of Byblos with due regard of the World Heritage site as an asset, as well as taking into account its outstanding universal significance. Such action could include the study and the possible improvement of facilities and services in Byblos to allow more visitors stay overnight, or to use the place as a resort.
7. The authorities are invited to sustain the **raising of awareness** of local population about heritage values and potential, and the informed participation of the different groups or sectors of the society in the planning and decision-making process. Such action could include the development and/or support of educational programs with relevant partners, such as the UNESCO Youth and Heritage package, and the structured involvement students in different disciplines in heritage-related activities. The establishment of voluntary associations to guide such activities is considered highly desirable.
8. The organization and development of training programs addressed to local technicians, professionals, administrators and managers, is encouraged in view of capacity building to meet the modern requirements of heritage management. Such training courses could be coordinated with the involvement of ICCROM, Delft University of Technology, and other partners.

5.4 Group 4 - Site Management

Participants

Dr. Stephen Bond (cultural heritage consultant)
Mrs. Agnes Rousseau (archaeologist UNESCO office Beirut)
Mrs. Arjenne van Berkum (graduate student)
Mr. Antonio Garcia Fernandez (graduate student)
Mr. David Lesterhuis (graduate student)

Initial assignment

Besides a series of detailed Design & Management Plans for the World Heritage Site and direct surroundings the most important features are:

- Improvement of documentation and information at the archaeological site by means of an information desk, routing and information panels with outline maps and maps of objects;

- Improvement of the recognition of the site by landscaping;

- Addition of modest tourist facilities.

Discussion

As a basis for our consideration the group decided to use the definition of the extended World Heritage Site as proposed in the 1998 DUT report, containing the following objects:

- Archaeological site
- Old Byblos - Medieval City
- Arabic Souk and cemetery
- Roman street - Decumanus Maximus
- Maritime area (protection of the seabed until 300 meters off the coast)

The first mentioned part of Byblos, the archaeological site, is at this moment being used as a museum surrounded by borders. Tourists have to pay to visit the site. Most people visiting the archaeological site are from Lebanon. The archaeological site is not well organised, it is difficult to identify his historical layers. It is necessary to clarify them in order to have a more attractive place, useful for understanding its cultural contents.

In mediaeval Byblos the same question arises: do we want to treat the city as an area free accessible for everyone, or should we use this part as a museum with strict borders and entrances on strategic points where tourists have to pay. In this case Byblos could be an open-air museum. The profits could, also here, be used to maintain the site itself.

Nowadays the Arabic Souk consists mainly of tourism shops. Besides tourism shops there are some places where inhabitants practise old crafts. These old crafts are especially interesting for tourists and scholars. Inhabitants always go to the supermarket outside ancient Byblos to buy their necessities.

The Roman street is not accessible for visitors. It should be interesting to investigate the historical linkage between the Roman street and other parts of Byblos and the landscape.

The Roman street can be an important connection between the highway and the archaeological site; it could be used for visitors as a introduction to the archaeological site, when designed accordingly.

Findings

We concluded that Site management strategies should not be produced without a clear and cohesive vision of the social, political, economical, environmental and historical dynamics of the site. It should also consider physical aspects for the wider human, cultural and conceptual issues. Our approach to obtain consists of the following steps:

Identification of objectives

We defined the objectives of the Site management as being:

- Develop Byblos World Heritage Site as a major cultural asset without compromising its conservation.
- Use the economic benefits of tourism to help drive regeneration in the wider area of Byblos and the surrounding region.
- Use the World Heritage Site as a major educational resource for the region.
- Manage the interface between the World Heritage Site and its immediate urban surroundings.

Generation of database information

In our view the following information and studies are of fundamental importance for the development of appropriate Site management strategies. We suggest that these data will be gathered as far as possible in the months lying in between this first workshop and the second workshop that will take place at the end of this year in Byblos. This list is not claimed to be comprehensive nor have priorities been identified.

Archaeological site

- identification of known archaeological remains
- inventory of all archaeological remains in Byblos
- detailed site survey
- assessment of condition of archaeological remains
- inventory of all published and unpublished archival documentary material
- visitor data
- income assessment
- legal protection
- identification of potential finding sources

Old Byblos (Mediaeval city)

- detailed and accurate site survey
- land use
- land ownership

- architectural typologies
- condition survey
- analysis of pedestrian and vehicular movements and flows including public transport, parking, roads etc.
- historical development analysis
- visitor data
- population data
- cultural facilities
- development potential
- the role of public spaces
- existing legal protection
- infrastructure of (underground) services
- religious establishments and their roles
- identification of potential finding sources

Arabic Souk and cemetery

- identical as Medieval Byblos
- economic development (past, present and future)
  - shops
  - workshops
  - craftstudios

Roman street (Decumanus Maximus)

- identical as archaeological area
- analysis of relationship between the Roman Via and the archaeological site
- impact assessment of new roads

Marine zone

- detailed plan of coastline and underwater areas
- geological survey of coastline and underwater areas
- maritime traffic and usage
- archaeological survey
- analysis of historical development
- wave and erosion analysis
- beach usage
- land ownership
- exploitation of marine resources
- pollution analysis
- assessment of potential in order to protect harbour and wider coastline
- existing legal protection
- identification of potential finding sources

General or strategic issues

- detailed wider accurate site survey and recording
- population statistics
- traffic analysis
- transportation
- regional and urban economic analysis and potential
- list of active parties and interested groups (associations, clubs, syndicates, universities etc.)

- educational facilities
- cultural facilities
- recreational facilities
- public consultation processes
- strategic planning proposals (other municipalities)
- proposed inward investment
- identification of potential finding sources
- analysis of potential for creation of central fund of investment
- role of Byblos in wider area (regional and national)
- urban development strategy and rules

Linkages

- traffic and pedestrian movements
- archaeological linkages between zones
- economic interdependence of two zones
- interdependence of infrastructure
- general dynamics of the two zones
- analysis of differing development controls

1. **Redefinition of primary objectives.**

2. **Identification of the World Heritage Site and identification of the bufferzone.**

3. **Identification of components of Site management.**

These steps will lead to the development of appropriate coherent long-term management strategies. In the interim, urgent priorities must be worked upon. These should be selected not just in account with conservation needs but also to help involve all elements of the wider community in the process.

It is vital that a flexible multi-disciplinary team that will develop and deliver the vision leads the process.

5.5 Video Conference World Bank - Washington DC

The video conference took place at 15:00 hours Delft time and 9:00 hours Washington time. The tentative agenda proposed by the World Bank was as follows:

15:00 Greetings and introduction of participants

15:05 Report from Cultural Site Management Workshop at the World Bank
Questions and answers

15:20 Report from Workshop at Delft University of Technology
Questions and answers

15:35 Discussion between the two parties

16:20 Closing comments from Delft and Washington

The following summary is taken from *Sustainable Developments* (enb@iisd.org), volume 24 number 5, published by the International Institute for Sustainable Development (info@iisd.ca), written and edited by Kira Schmidt and Chris Spence.

The Cultural Site Management (CSM) Workshop, co-sponsored by the World Bank Institute and the World Bank's Culture and Development Anchor, took place from 26-30 April 1999 at World Bank headquarters in Washington, DC. The Workshop brought together nearly fifty participants, including cultural site management experts, professionals working on cultural heritage sites from the Bank's client countries, and World Bank staff involved in cultural heritage and development projects, to discuss issues, challenges and practical approaches to sustainable management of culturally valuable sites.

The rationale for the Workshop was based on the World Bank's current work on implementing or preparing projects with CSM components in eight countries (Albania, Croatia, Eritrea, Ethiopia, Georgia, Jordan, Lebanon, and Turkey), and the growing demand for guidance on CSM planning from developing countries. The field of CSM is in its early stages of development and is rapidly becoming a multi-disciplinary activity wherein conservation and use are incorporating social, economic and community considerations. The Bank is seeking to encourage project implementation and information dissemination based on an integrated approach to CSM, and the Workshop sought to define the issues, document and analyze the approaches, and begin to develop training materials for CSM.

The Workshop was divided into two parts: definition of issues and practices for CSM planning and operation through discussion of specific sites; and planning and developing an outline for a CSM educational program. The specific objectives of the Workshop were to: identify issues, challenges and problems associated with CSM; ascertain strategies for CSM; identify strategy implications for specific Bank-financed projects with CSM components; formulate an action plan for each CSM component of a Bank-financed project; draft an outline for a CSM educational program; identify financial issues in CSM in preparation for a working group at the upcoming conference on financing cultural heritage conservation in October 1999; and initiate an international network of CSM personnel.

VIDEO-CONFERENCE

On Thursday morning, CSM Workshop Facilitator Peter Auer welcomed participants from the Byblos Site Management Workshop at Delft University of Technology (TU Delft) to the video conference to exchange information on CSM. Ron van Oers, Byblos Workshop Project Manager and Assistant Course Director of the TU Delft Master of Science Course on Renewal and Redesign of City Areas, explained that the Byblos Workshop, sponsored by UNESCO, had convened over the past three days to discuss harbor protection and site management for Byblos, Lebanon. Frits van Voorden, Chair of the Byblos Workshop and the Scientific Committee of the Faculty of Architecture, TU Delft, said their aim was to integrate different disciplines to weigh the conservation implications, develop ideas and present findings on local plans to develop a modern jetty and marina for yachts. He said a detailed report based on the Workshop's findings would be produced in draft form in May and completed in June.

Arlene Fleming briefed Byblos Workshop participants on the CSM Workshop, explaining that the Bank is encouraging countries to borrow for culture as related to the mission for social and economic development. She said the Bank has a number of projects for CSM and wanted to bring together CSM experts, Bank staff managing such projects, and relevant people working in client countries. She stated that since all these projects, with one exception, are still in the planning stage, the CSM Workshop is timely, and as Lebanon has requested CSM assistance, the Byblos Workshop is of particular interest.

Noting that Byblos' status as a living city creates some complex CSM issues, participants from the Byblos Workshop asked CSM Workshop participants for advice on several issues, including:

- data and information collection,
- local community participation,
- education and training,
- and short-term action versus long-term planning.

On the lack of sufficient data, CSM Workshop participants suggested a variety of information-gathering techniques, including using remote sensing data and tapping into local people's knowledge. Byblos Workshop participants responded that from an integrated management perspective, there is a lack of data not only for conservation and infrastructure but on a wide range of elements, from social and economic indicators on the local community to information about the maritime seabed.
Additional challenges associated with a conservation site in a living city were noted. Byblos Workshop participants highlighted the need for pre-project data collection and means of recouping associated costs. A CSM Workshop participant noted that the Bank had recently started work on preparing a loan project for Lebanon, a part of which was related to Byblos. The Bank is planning to help the Lebanese Directorate of Antiquities employ a consultant and to commission work necessary to acquire a strong understanding of the site, as this will help develop a project proposal that the Bank can analyze and appraise.

Byblos Workshop participants noted the importance of education and training, such as for municipalities and relevant personnel, and asked if it would be possible to secure Bank funding for such training. A CSM Workshop participant responded that this was possible, as the committee that will oversee the project and discuss such issues will include mayors of five local municipalities, the Lebanese Ministers of Tourism and Culture and the Directorate of Urban Planning.

The CSM Workshop was asked to advise on the tensions between the parallel processes of long-term planning and the need for immediate or early action to tackle pressing problems.

Participants noted that it is essential to address short-term issues without compromising long-term conservation. At the same time, the difficulties facing decision-makers who lack sufficient information to address immediate problems was acknowledged, and taking only the minimum action necessary to mitigate such problems was advocated, as this would reduce risks that such actions might have negative consequences in the long term. The importance of involving key local stakeholders was also highlighted. Byblos Workshop participants explained that they had developed a step-by-step process for formulating long-term strategies, starting with ensuring a wide ownership of CSM objectives before engaging in information gathering and strategy setting.

Frits van Voorden noted two conclusions from the Byblos Workshop: that a site must always have a management system, and that the local authority must be involved in the process. Arlene Fleming asked the Byblos Workshop for comments on the CSM Workshop's plan to develop an outline for a program to educate governments and their departments about their role in CSM. Participants stressed the importance of training programs and capacity building, and noted steps to develop international networks of training centers.

6. Appendices

Appendix 1: Participants Byblos Workshop

Officials from Lebanon

H. Exc. Mohamed Y. Beydoun	Minister of Culture & Higher Education
Mr. Raphaël Sfeir	Attorney at Law - Municipal Council of Jbeil-Byblos
Mr. Samir J. Tawilé	Advisor to the Minister of Transport and Public Works
Mr. Assaad Seif	Archaeologist *Direction Générale des Antiquités*
Mr. Nazeeh Achour	Representative Lebanese Embassy in The Hague

Host and participants UNESCO

Dr. Georges Zouain	Deputy Director UNESCO's World Heritage Centre PARIS
Mrs. Agnes Rousseau	Archaeologist UNESCO Office BEIRUT
Mr. Joseph Kreidi	Projects Manager UNESCO Office BEIRUT

International experts

Dr. Stephen Bond	TFT Cultural Heritage - LONDON
Mrs. Honor Frost	Underwater Archaeologist - LONDON
Dr. Jukka Jokilehto	Senior Consultant to ICCROM - ROME
Dr. Hendrik van der Kloet	Consultant Development Cooperation - HOLLAND
Ir. Leo van Nispen tot Sevenaer	ICOMOS International - HOLLAND
Ir. Gerard Spaan	Delft Hydraulics - HOLLAND

Journalists

Mrs. May Abiakl	An-Nahar newspaper - LEBANON
Mr. Peter Speetjens	The Daily Star newspaper - LEBANON

Delft University staff

Prof. Hans Beunderman	Dean Faculty of Architecture
Dr.ir. Frits van Voorden	Professor Chair Architectectural & Urban Conservation
Ir. Ron van Oers	Assistant Professor Architectural & Urban Conservation
Dr.ir. Jan Molema	STAG (Foundation for Building Analysis)

Students

Mrs. Gerdy Verschuure	Master of Science Graduate student - The Netherlands
Mrs. Maki Ryu	Master of Science Graduate student - Japan
Mrs. Sandra Gutierrez Guerra	Master of Science Graduate student - El Salvador
Mrs. Leila Abe	Master of Science Graduate student - Brazil
Mrs. Arjenne van Berkum	Master of Science Graduate student - The Netherlands
Mr. Diego Rosero Erazo	Master of Science Graduate student - Colombia
Mr. Agus Marsudi	Master of Science Graduate student - Indonesia
Mr. David Lesterhuis	Master of Science Graduate student - The Netherlands
Mr. René de Weijer	Master of Science Graduate student - America
Mr. Antonio Garcia Fernandez	Master of Science Graduate student - Spain
Mr. Sander Bijker	Master of Science Graduate student - The Netherlands

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17. Mr. Peter Speetjens

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18. Master of Science Graduate students:

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Mrs. Maki Ryu
Mrs. Sandra Gutierrez Guerra
Mrs. Leila Abe
Mrs. Arjenne van Berkum
Mr. Diego Rosero Erazo
Mr. Agus Marsudi
Mr. David Lesterhuis
Mr. René de Weijer
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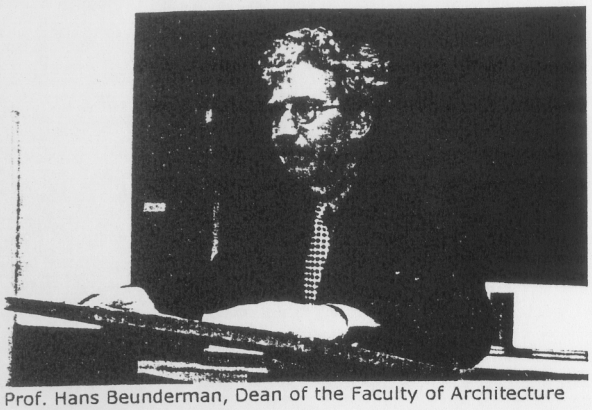
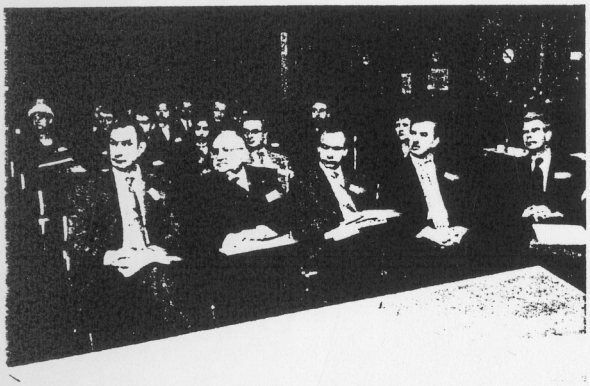
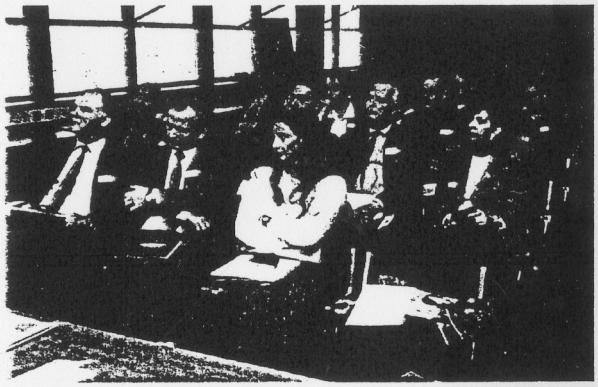
Appendix 3: Photographs of officials and participants to the Byblos Workshop



Prof. Hans Beunderman, Dean of the Faculty of Architecture

His Excellency Mohamed Beydoun, Minister of Culture of Lebanon

Mr. Raphaël Sfeir, Representative of the Municipal Council of Jbeil-Byblos

Dr. Georges Zouain and Prof. Hans Beunderman signing the Memorandum of Understanding between UNESCO's World Heritage Centre and Delft University of Technology