



LIMASSOL MUNICIPALITY



Frederick University



BLUE LIMASSOL
FORUM

Aktaia Odos Reconnection

Yiannis Armeftis
Mayor of Limassol



MUNICIPALITY OF LIMASSOL · INTERNATIONAL ARCHITECTURE COMPETITION 2025

Aktaia Odos Reconnection

A vision for the regeneration of the waterfront
and the reunification of Port & City Centre

THE VISION

Returning the waterfront to the people

The regeneration of Aktaia Odos is not simply an urban development project. It is a long-term vision for the future identity of Limassol — redefining the relationship between the city, the sea, and the port.

"Our objective is clear: this area must become accessible and open to all citizens, creating new opportunities for activities connected to quality of life and well-being."



Returning the
waterfront to
the people

OFFICIAL ANNOUNCEMENT

International Architecture Competition

The Municipality of Limassol is preparing the launch of an international urban and architectural competition for the unification of the Port area with the city centre.

Goal: to create a continuous multifunctional coastal park for all — transforming an old industrial seafront into a landmark public space.

Project Development



Scope

Unification of Port and City Centre. A new coastal axis fully accessible to the public.



Scale

International participation. Open to architectural and urban planning offices worldwide.



Framework

Strict environmental objectives. Public character preserved. Carefully planned mixed uses.



Port Connection



Seamless link between the passenger terminal, the waterfront, and the urban fabric.



MASTERPLAN — KARNAGIO AREA

Competition Boundary

The area between the New and Old Harbours — Karagio. The shaded zone marks the competition boundary for redevelopment, encompassing the industrial waterfront slated for transformation.

-  Competition area for redevelopment
-  Wider study area boundary

0 250 500 M

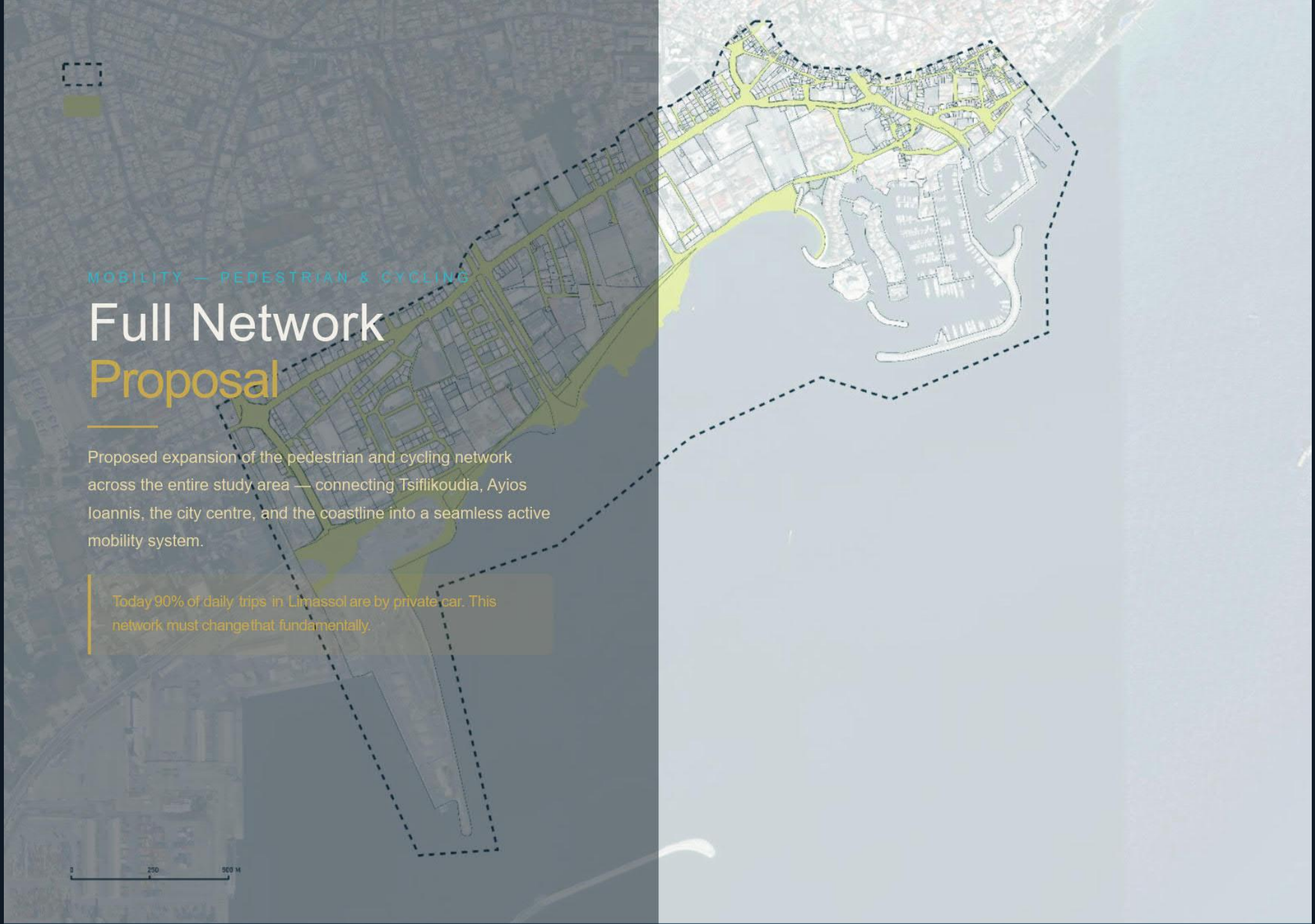


MOBILITY — PEDESTRIAN & CYCLING

Full Network Proposal

Proposed expansion of the pedestrian and cycling network across the entire study area — connecting Tsiflikoudia, Ayios Ioannis, the city centre, and the coastline into a seamless active mobility system.

Today 90% of daily trips in Limassol are by private car. This network must change that fundamentally.



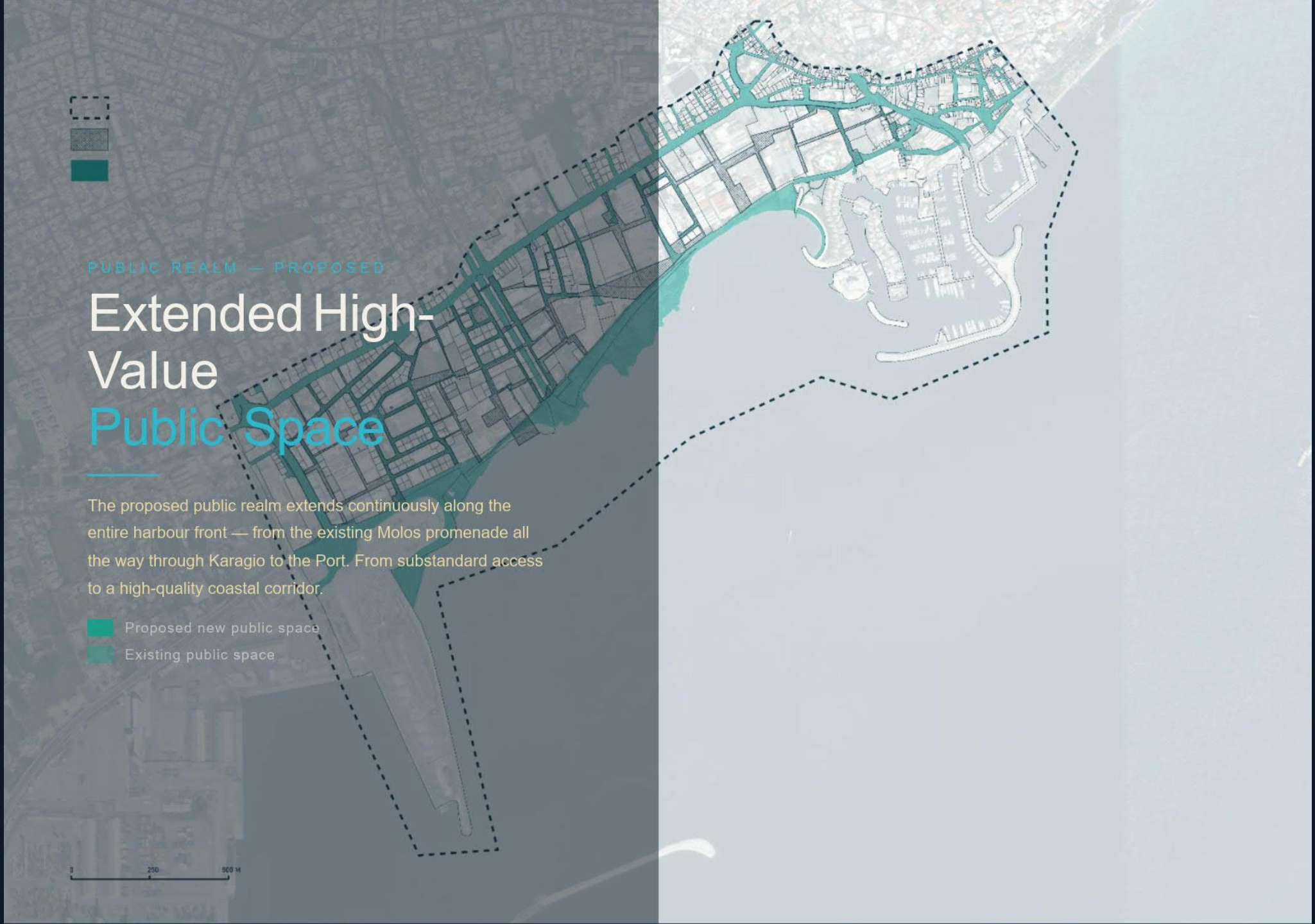


PUBLIC REALM — PROPOSED

Extended High-Value Public Space

The proposed public realm extends continuously along the entire harbour front — from the existing Molos promenade all the way through Karagio to the Port. From substandard access to a high-quality coastal corridor.

-  Proposed new public space
-  Existing public space



MULTI-LEVEL DIALOGUE

The Stakeholders — The Need for Collaboration



Government & National Bodies

Spatial planning, maritime policy, national-level permitting



Cyprus Ports Authority

Port operations, passenger terminal development, cruise infrastructure



Major Landowners

Contributing to public space, pedestrian connections, and green corridors



Shipyard Operators

Relocation to suitable sites — maritime industry preserved and modernised



Municipality & Community

Residents, businesses, youth, visitors — everyday users of the coastal park



Private Investors

Mixed-use development, hospitality, leisure — guided by the public interest

The Stakeholders — The Need for Collaboration




MULTIFUNCTIONAL WATERFRONT


New Uses for Every Citizen

 Green Spaces


 Sea Access & Swimming

 Sports Facilities

 Cultural Uses

 Pedestrian & Cycling Routes

 Cruise Terminal


 Everyday Recreation

 Offices & Hospitality

 20km Coastal Park

 Residential (mixed-use)

 Smart Infrastructure

 Entertainment & Leisure

A model drawn from successful waterfront cities worldwide: the passenger terminal and public areas function as a vibrant urban destination — active day and evening.

SUSTAINABLE DEVELOPMENT

Mobility & Environment



Sustainable Mobility

- No multi-lane traffic corridors on the waterfront
- Public transport & active mobility as priority
- Feasibility study for tram or modern mass transit
- Port – city centre – 20km coastline connected
- Today 90% of trips are by private car — this must change



Environmental Targets

- Cold Ironing: shore power supply for docked vessels
- Elimination of cruise ship engine emissions in port
- Cleaner air and cleaner sea for the city
- Commitment to Limassol's climate obligations
- 500+ trees already planted in the area



SUSTAINABLE DEVELOPMENT

Mobility & Environment

CLEAR POSITIONS

Principles & Red Lines

01 Public Character First

No development replaces public space. Open and accessible to everyone — without exception.

02 No Eastern Port Expansion

The Mayor will not accept any eastward expansion of the Port further into the city's coastline.

03 Shipyard Relocation

To a suitable site (e.g. Vasiliko) with modern infrastructure — maritime industry is not eliminated, it is modernised.

04 Social Sustainability

Regeneration must not displace residents. Affordable housing and inclusive public spaces are non-negotiable.

FUNDING & COMPENSATORY INVESTMENT

Value Returned to the City

€450M

Privatisation Revenues

Estimated government revenues from the port concession agreement.



Reinvested in Limassol

A share of this value must be channelled back through compensatory urban and environmental projects.



Cold Ironing & Aktaia Odos

Priority investments: shore power infrastructure and the regeneration of the waterfront.

Public sector · Private investors · Cyprus Ports Authority working together

These investments increase the long-term value of both the city and the port itself.

FROM VISION TO ACTION

What Has Been **Done** — What Comes Next



1km Pedestrian & Cycling Route

A stretch of Aktaia Odos converted into a car-free promenade, bringing citizens back to the waterfront.

Completed



500+ Trees & New Public Lighting

Upgraded street lighting and large-scale tree planting throughout the waterfront area.

Completed



Garyllis Bridge

Successful reconnection of the eastern and western banks of the Garyllis river.

Completed



Final 400–500m Section

Temporary interventions to complete the physical link between the Port and the city centre.

Next Step



International Architecture Competition

Launch of the full regeneration process — with all stakeholders.

In Progress

What Has Been Done



What Has Been Done



Completed Garyllis Bridge

What Has Been Done



FOR FUTURE GENERATIONS

A City for the Next 100 Years

If we work together and agree on a positive framework, we have the opportunity to shape Limassol for the next 50 to 100 years — creating a landmark waterfront not only for Cyprus, but for the wider Eastern Mediterranean.

Public Space

Environmental Quality

Accessibility

Social Cohesion

Sustainable Mobility

City Identity

"Our goal is not simply to build a more attractive waterfront.
Our goal is to build a more liveable, inclusive, and resilient city for future generations."

Three Principles for the Competition Brief



01

Building Coding

Consistent massing, typology & waterfront frontage — human scale and maritime character throughout.

Tallinn Cruise Terminal · Estonia



02

Sea View & Access

Visual corridors to the sea for all buildings.
Accessible coastline year-round for every citizen.

Microcostas · Vinaròs, Spain



03

Inclusive Public Realm

Mixed-use, human-scale waterfront — the European model for sustainable, inclusive regeneration.

Malmö Western Harbour · Sweden

What Comes Next



The vision of what the waterfront can look like.

What Comes Next



The vision of what the waterfront can look like.