

# The ports of the cities

The port as nodal point of the urban reorganization

- The existing relationship between city and port
- A methodological approach to the port planning
- The projects of Carrara and Napoli



# **The process of city-port relationship:**

**1.Integration**

**2.Separation**

**3.Re-integration**

# INTEGRATION

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- From the origin until XIX sec., the city and the port were a unique entity called “city-port”
- The shape of the city coincided with the shape of the port
- There was a strong formal and functional integration between the city and the port



# MARSEILLE.

- A. La loge ou magasin à sucre de la ville.
- B. Palais où se tient la Cour du Sénéchal.
- C. La grande église appelée la Major, ou St Pierre du Forum.
- D. La Cour St. Simeon de St. Jean.
- E. L'église des Cordeliers, ou St. Michel, où se tient le grand conseil de la ville.
- F. Le grand port.
- G. La tour de St. Pierre.
- H. La tour de St. Jean.
- I. La tour de St. Louis.
- J. La tour de St. Pierre.
- K. La tour de St. Jean.
- L. La tour de St. Louis.
- M. La tour de St. Pierre.
- N. La tour de St. Jean.
- O. La tour de St. Louis.
- P. La tour de St. Pierre.
- Q. La tour de St. Jean.
- R. La tour de St. Louis.
- S. La tour de St. Pierre.
- T. La tour de St. Jean.
- U. La tour de St. Louis.
- V. La tour de St. Pierre.
- W. La tour de St. Jean.
- X. La tour de St. Louis.
- Y. La tour de St. Pierre.
- Z. La tour de St. Jean.







# INTEGRATION

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- The port was the center of social life
- The port was the main square of the city
- The economy of city coincided with the economy of the port



## SEPARATION

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- From the beginning of XX century the port adapts itself into new transport technologies and expands itself with new maritime infrastructures
- The city grows urbanizing the coastal zones and compromising the next port expansion
- Between the city and the port there is a huge fracture





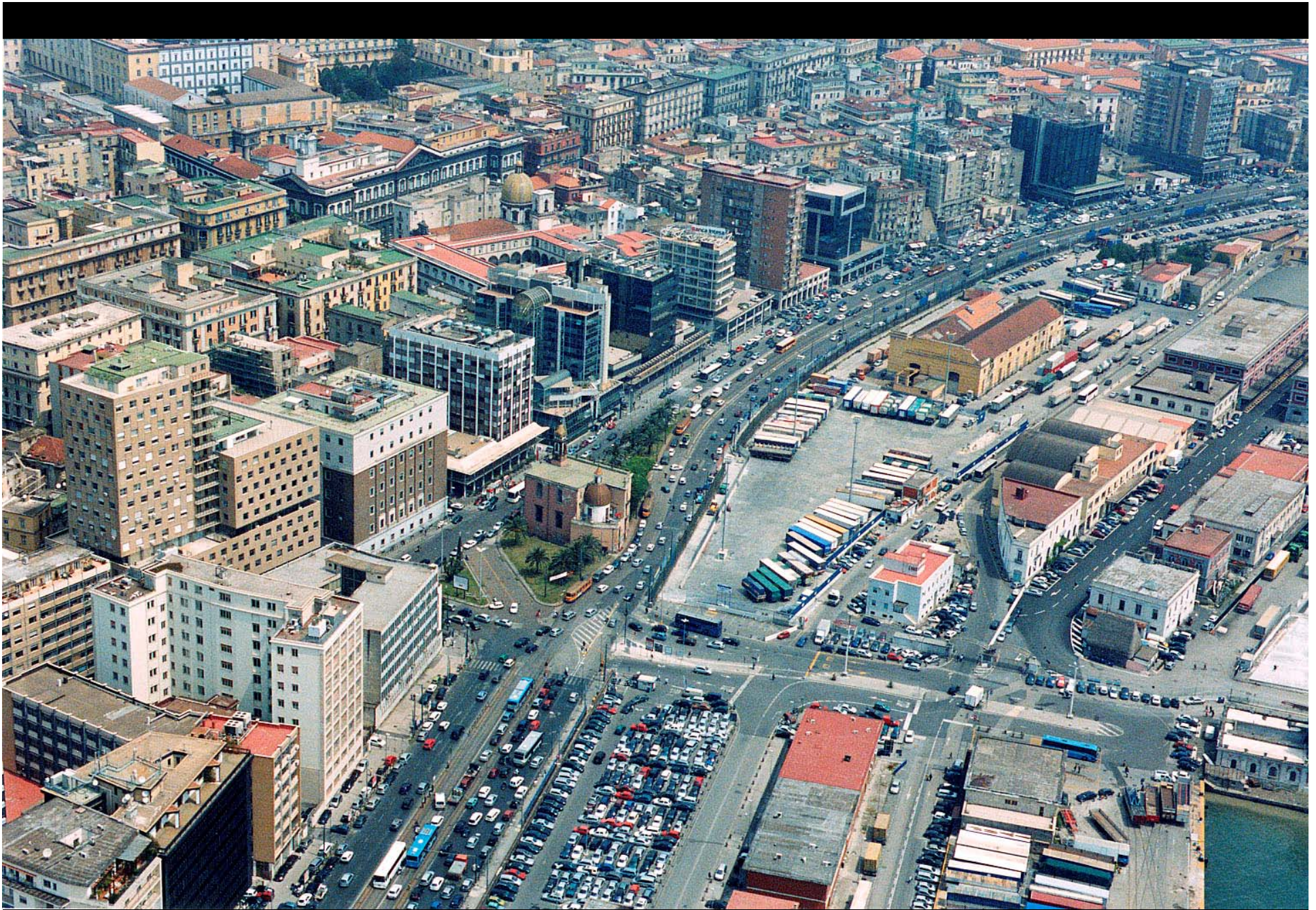
Genova





Genova





Napoli





Pescara





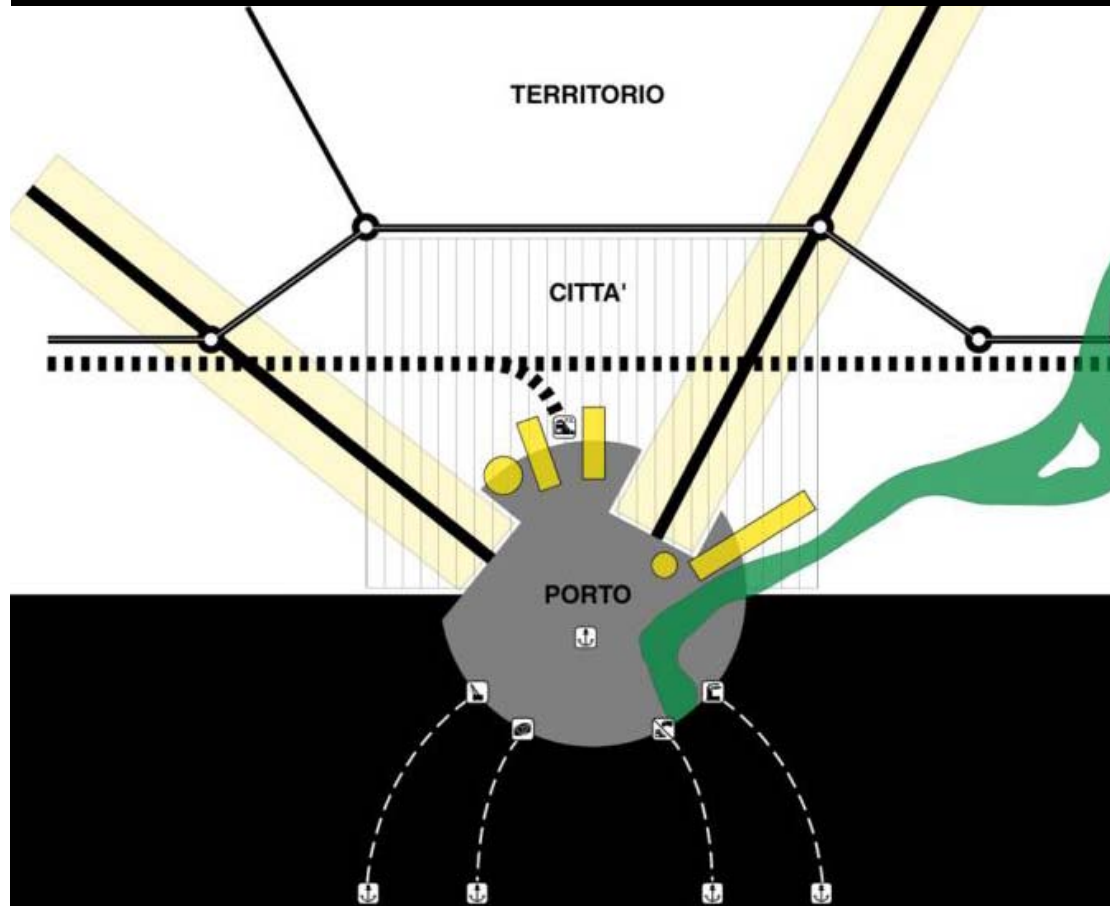
Pescara

## **The specificity of Italian cities-ports**

- **The port cannot decentralize some activities along the coast**
- **Some port activities (Ro-Ro terminal, container terminal, energy terminal, bulk terminal.....), that need autonomy and efficiency, remain together with urban activities**
- **The identity of the most important Italian ports consists in the simultaneous presence of urban and port activities**

**The new identity of Italian  
city-port relationship  
has to be built considering  
both reciprocal autonomy and  
discreet correlations**

# THE METHODOLOGICAL APPROACH



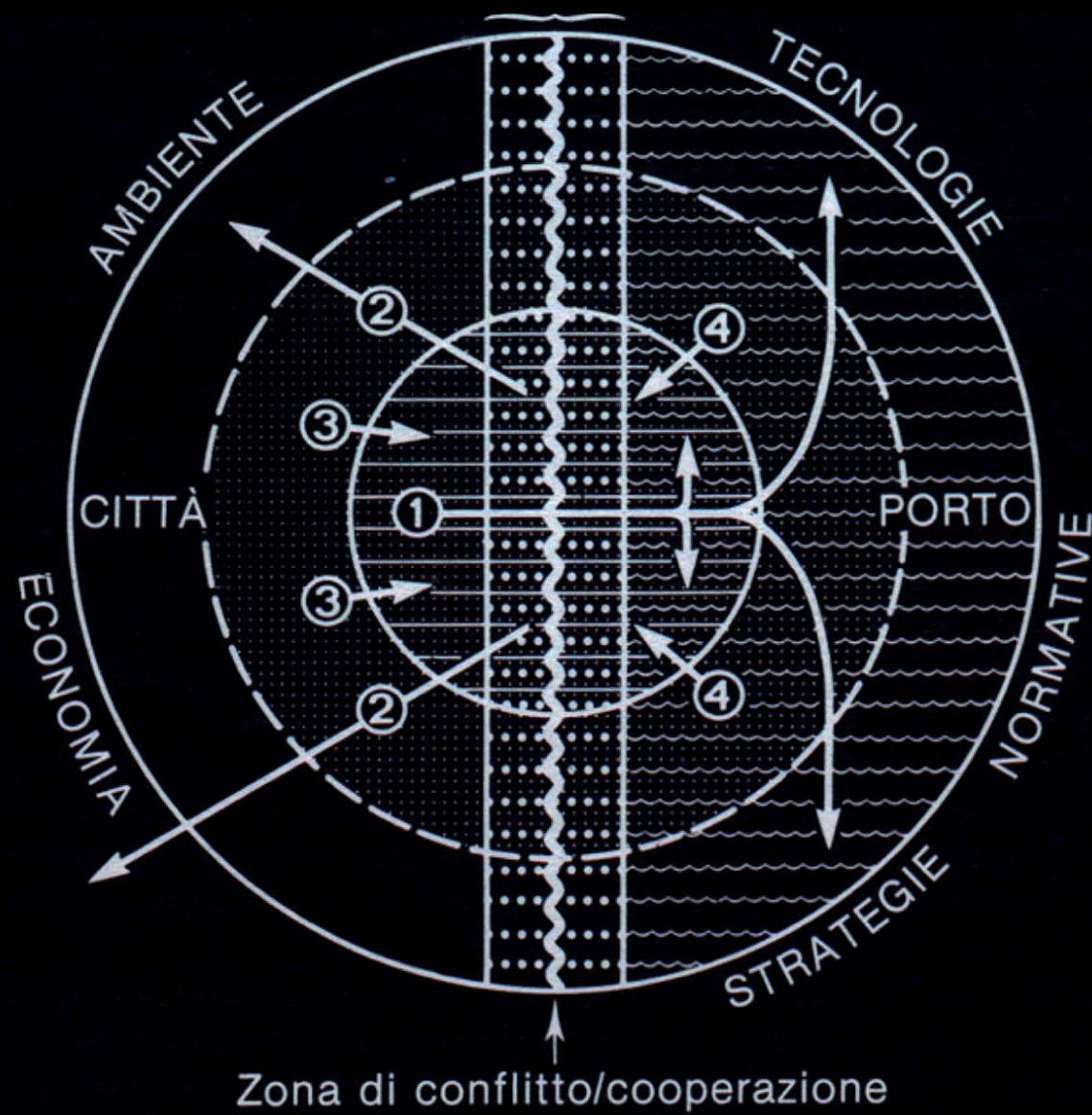
The port is composed of two different families of spaces:

1. The operative spaces;
2. The correlation spaces

- urban grafts
- city-port superimpositions
- infrastructural connections
- enviromental correlations



## ***B. Hoyle's diagram***



## THE INTERFACE AREA AS A *FILTERING LINE*

- *The city-port border is an area of conflict, of tense, of discontinuity*
- *In the Italian city-port this conflict is exaggerated and challenges the port efficiency*
- *How the port border can become a filtering line*
- *How it is possible to make this line of separation an area of exchange, of correlation, of filter; an area that allows at the same time the port operativity and the integration between city and port*

# THE PROJECTUAL EXPERIMENTATIONS

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*The International Competition of :*

- *CARRARA (2002) Requalification of city-port interface area*
- *NAPLES (2004) Requalification of the port monumental area*







## PROJECTS AIMS

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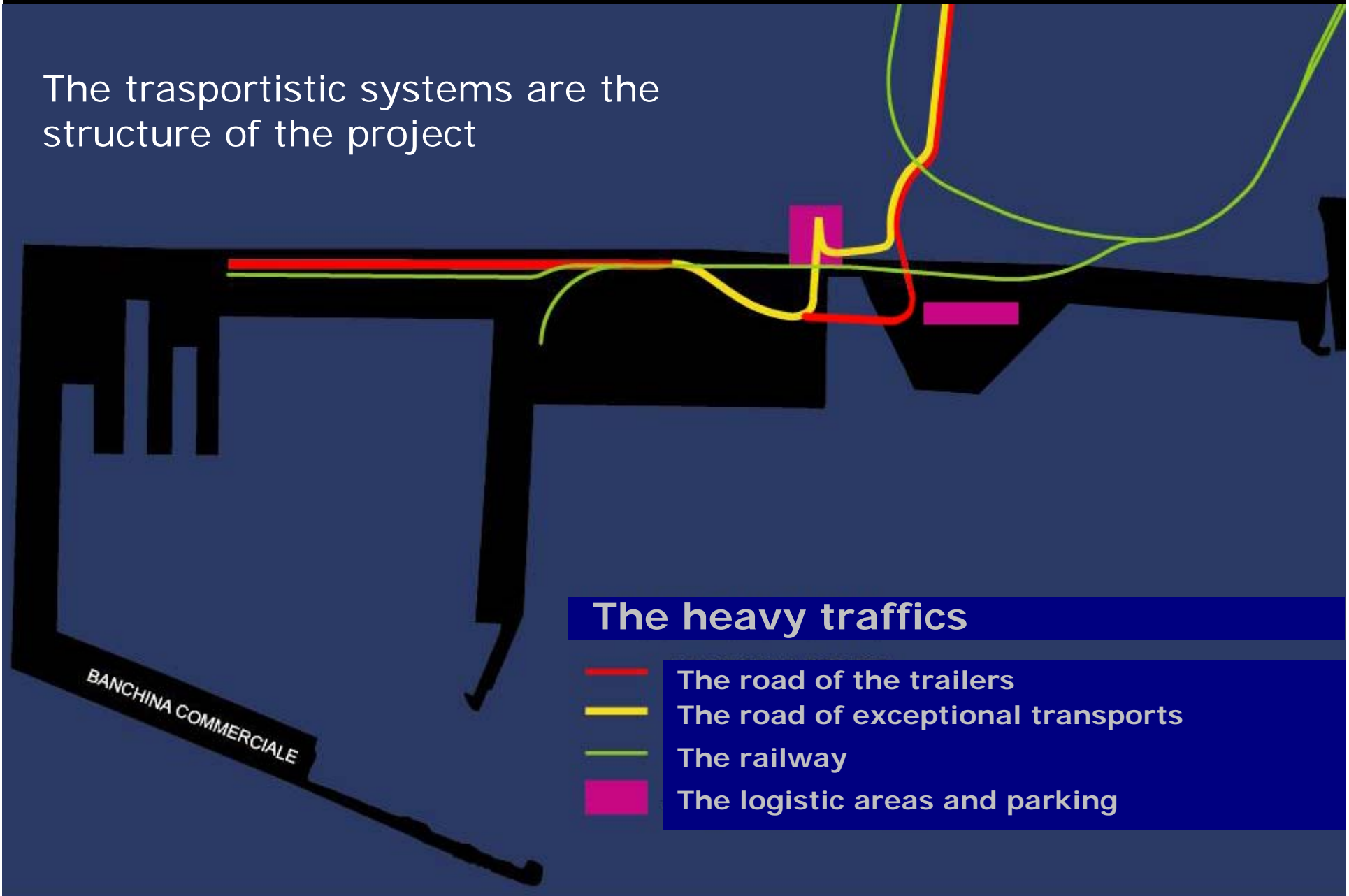
- The separation of the port traffic from the urban traffic
- The requalification of the Cristoforo Colombo road as a new urban centrality
- The achievement of pedestrian and cycle route along the interface area
- The achievement of the new and efficient car port-gate
- Achievement of a linear and complex structure (**FILTERING LINE**) of mediation and relation between city and port







**The filtering line is a complex infrastructure that arranges the port's car traffic, the port's wall, the city's traffic, the nodal points of access**

**Along the filtering line there are some strategic areas in which to plan specific integrated programmes**

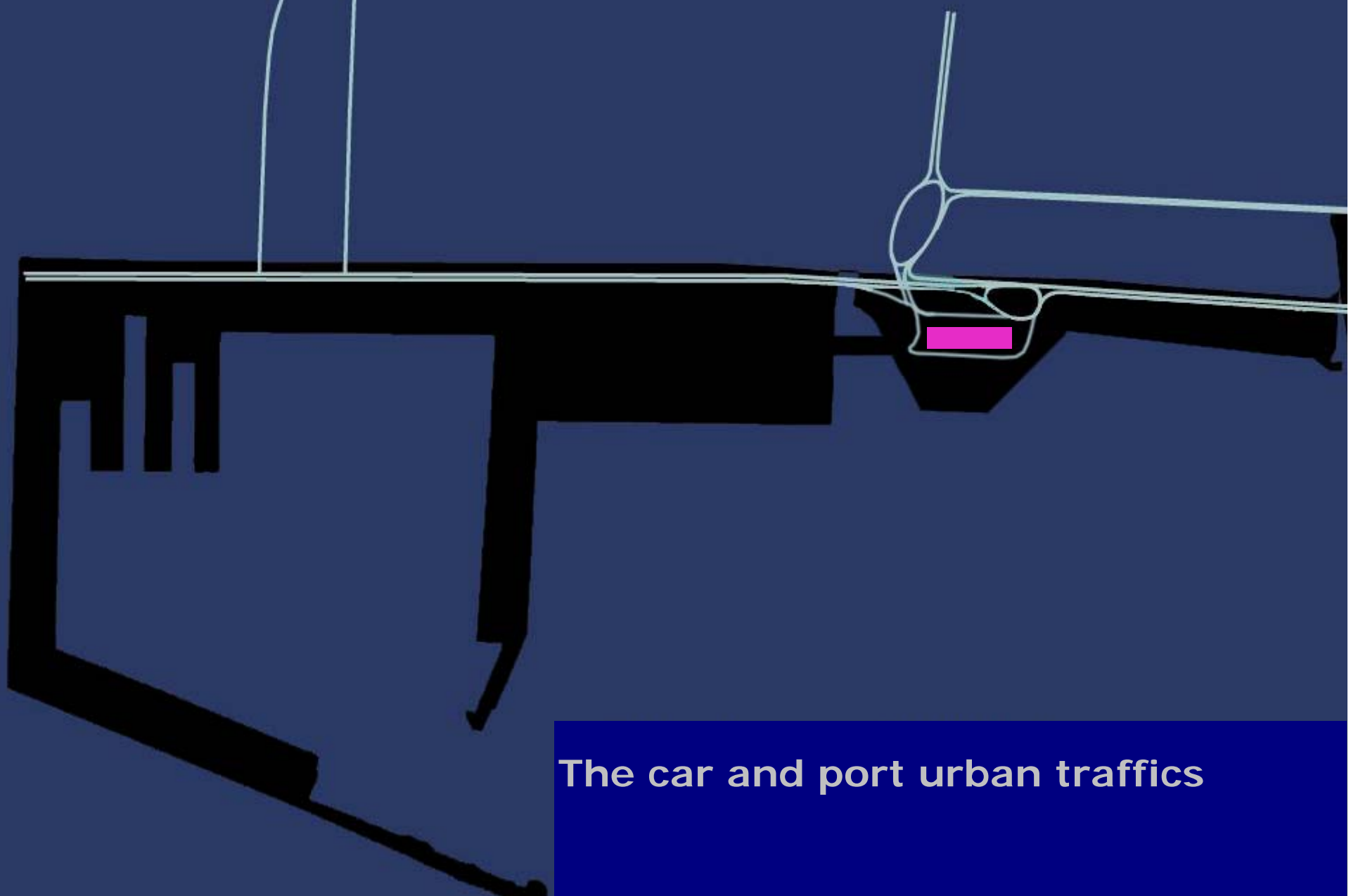
The trasportistic systems are the structure of the project



## The heavy traffics

-  The road of the trailers
-  The road of exceptional transports
-  The railway
-  The logistic areas and parking

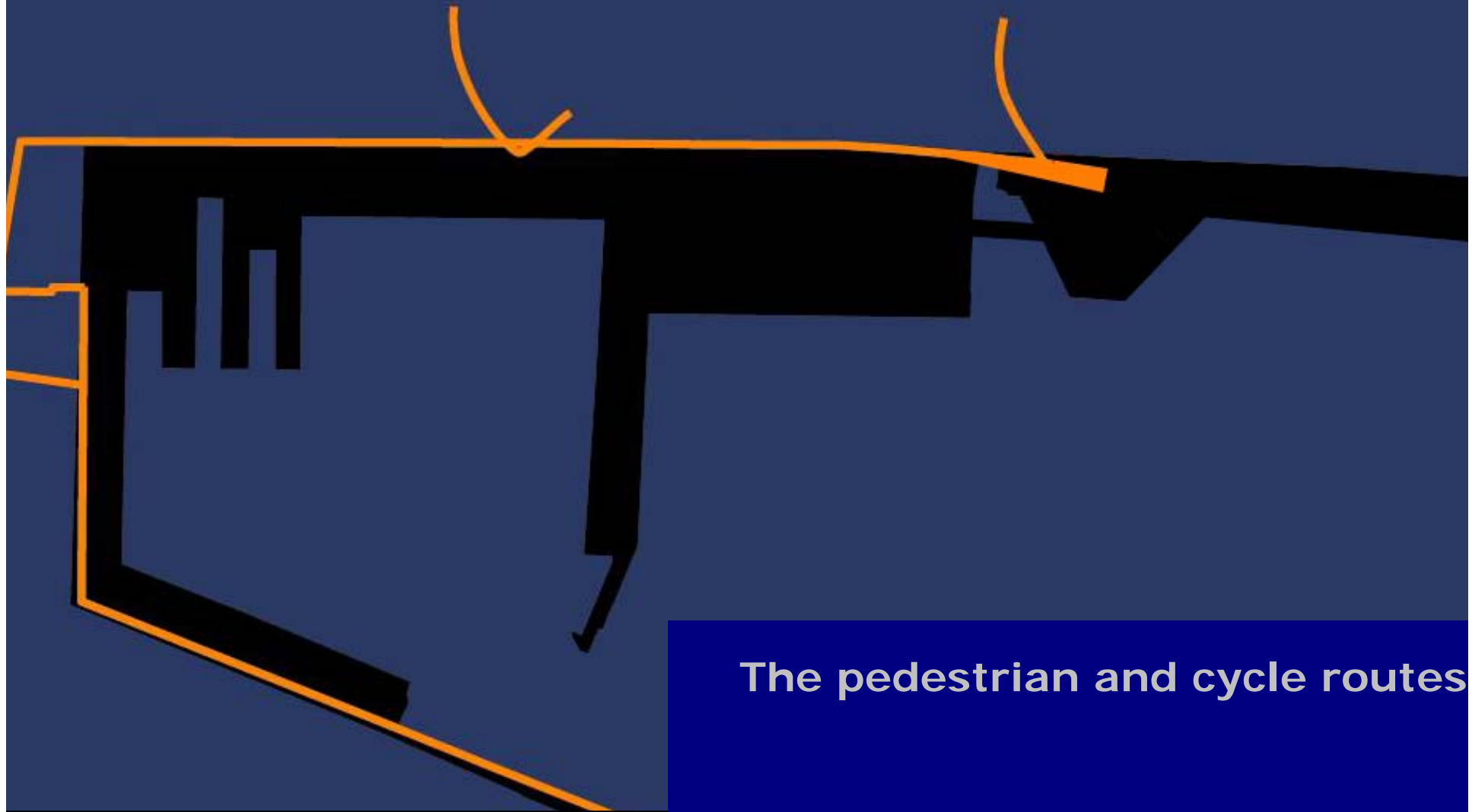
The trasportistic systems are the structure of the project



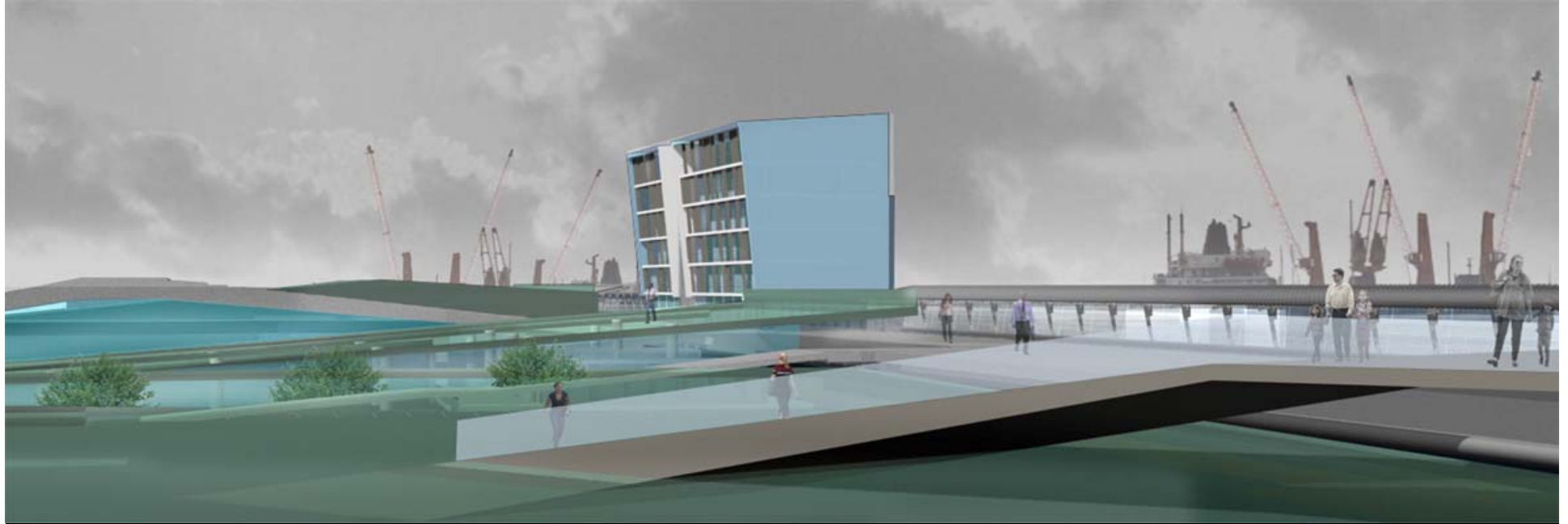
The car and port urban traffics

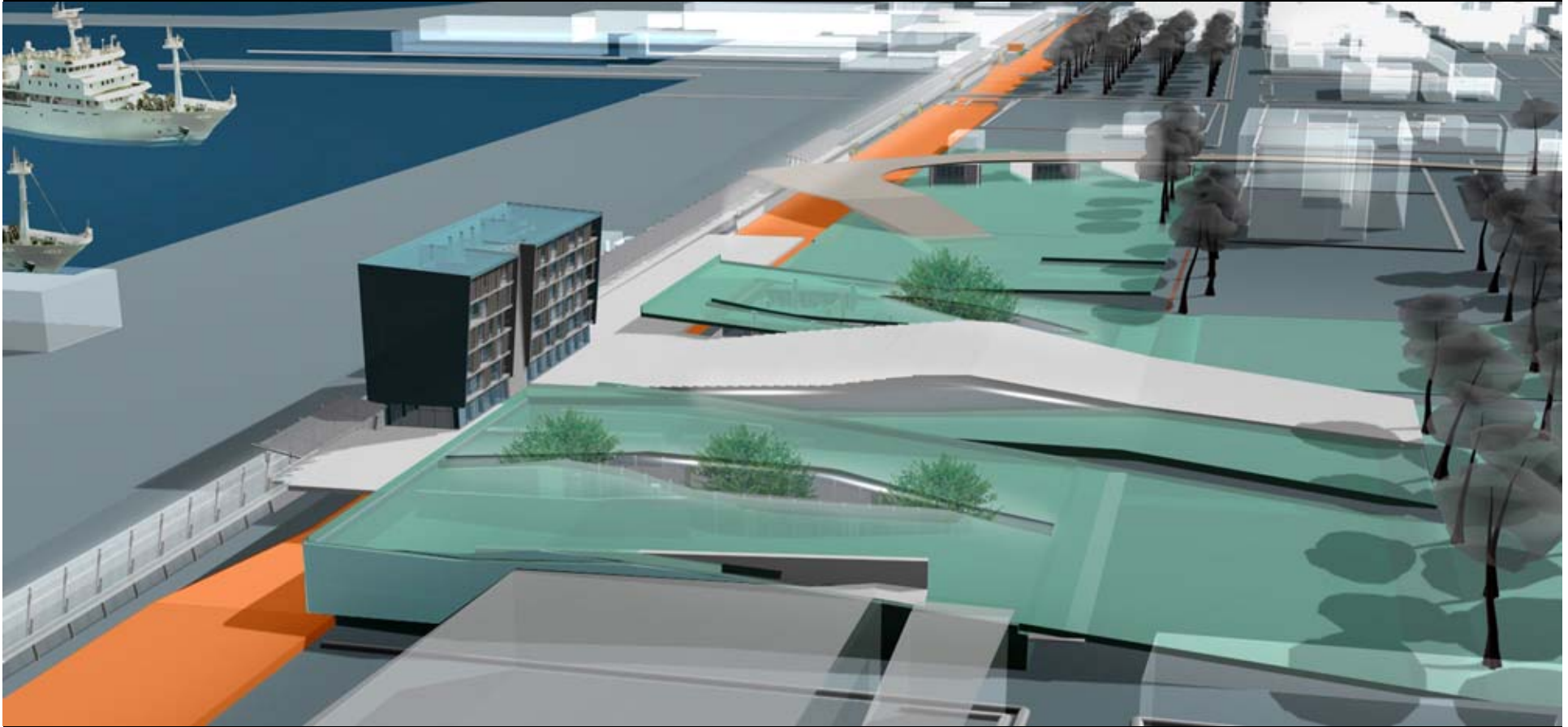


The trasportistic systems are the structure of the project



The pedestrian and cycle routes







**Filtering line is a complex section**

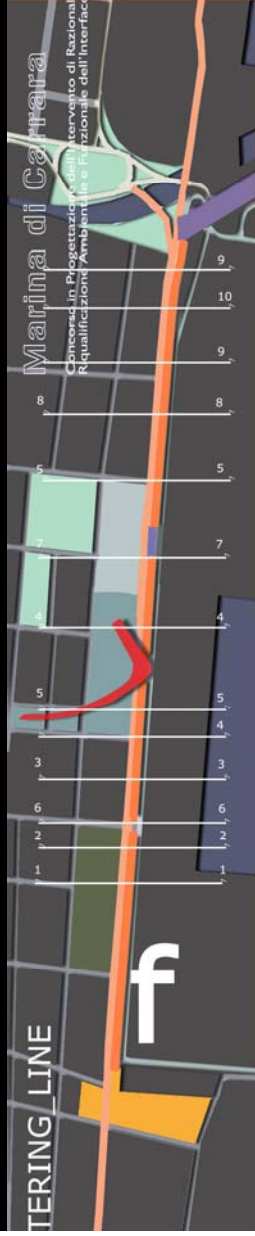
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## TERING LINE

## Marina di Carrara

Concorso in Progettazione dell'intervento di Razionalizzazione e Riquadrificazione Ambientale e Funzionale dell'Interfaccia Porto-Città

Concorso in Progettazione dell'Intervento di Razionalizzazione e Riquadrificazione Ambientale e Funzionale dell'Interfaccia Porto-Città

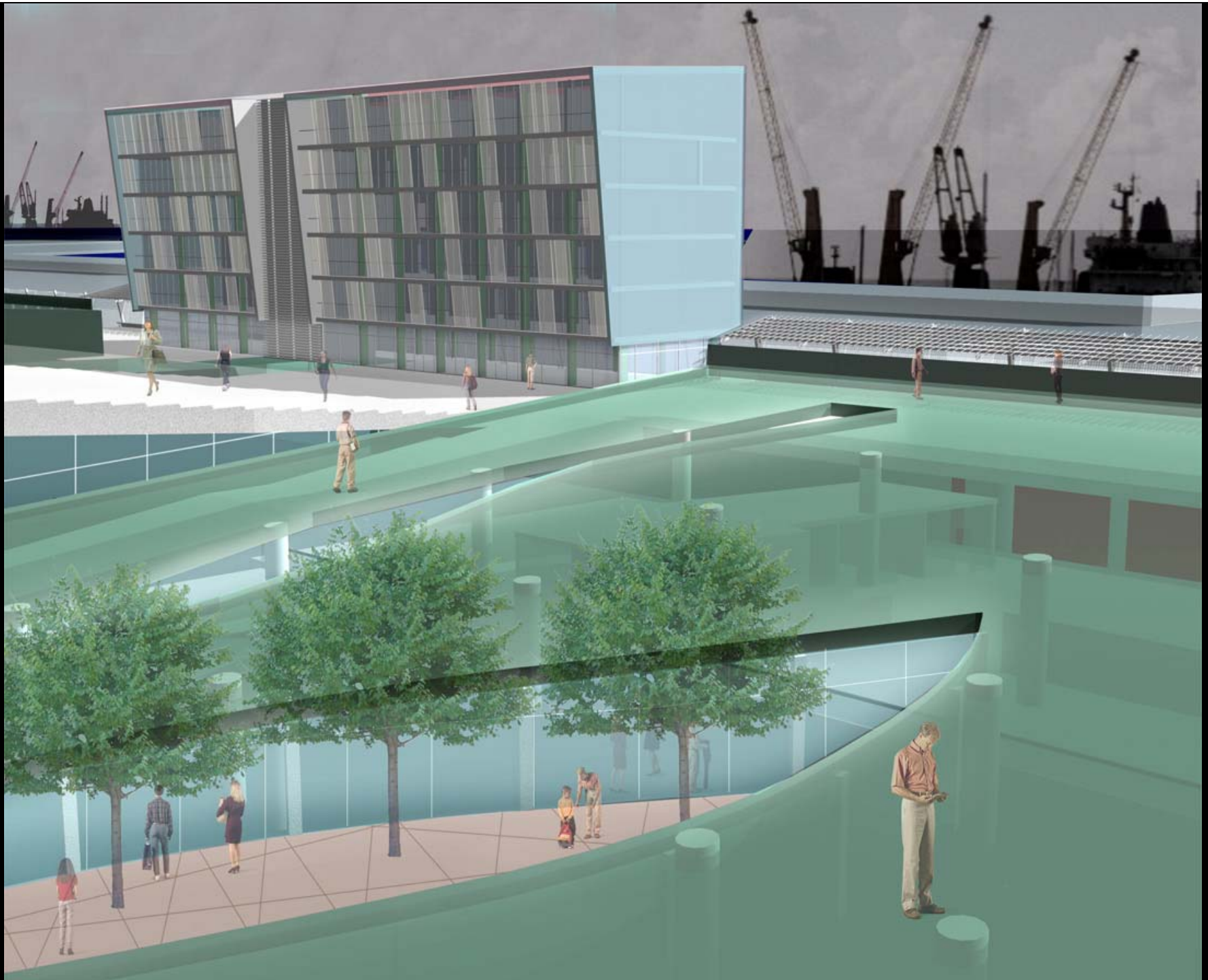






**Filtering line contains a trade and sport centre**

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**Filtering line is eco-sustainable system**

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**Today the relationship between the city and the port are cut by the transport flows that cross the area from north to south**







**Between the Municipality square and the  
Angioino Terminal, once linked in a unique  
space, today there are no relations**











*For a long time the overall city is been linked  
to its port*

*In the Master plan  
the Filtering Line arranges new relationships  
between city and port allowing at the same  
time  
integrations and reciprocal autonomies*



## The FILTERING LINE

*At the end to make permeable the line of separation between city and port, the Filtering line achieves itself through a conformation of the ground that contains in its section both the urban activities and the port activities, keeping them nevertheless separated*

CITTÀ      FILTERING      PORTO



La FILTERING LINE  
razionalizza e separa il traffico urbano da quello portuale

CITTÀ      FILTERING      PORTO



La FILTERING LINE  
organizza i parcheggi a servizio del porto e della città

CITTÀ      FILTERING      PORTO



La FILTERING LINE  
organizza i varchi di accesso al porto

CITTÀ      FILTERING      PORTO



La FILTERING LINE  
interagisce con i luoghi notevoli della città e le diverse  
parti funzionali del porto

CITTÀ      FILTERING      PORTO



CITTÀ      FILTERING      PORTO



La FILTERING LINE  
organizza le attrezzature di servizio al porto

*From Marina road level the ground rises permitting  
the development of a panoramic pedestrian route  
which is open toward the port and the city*



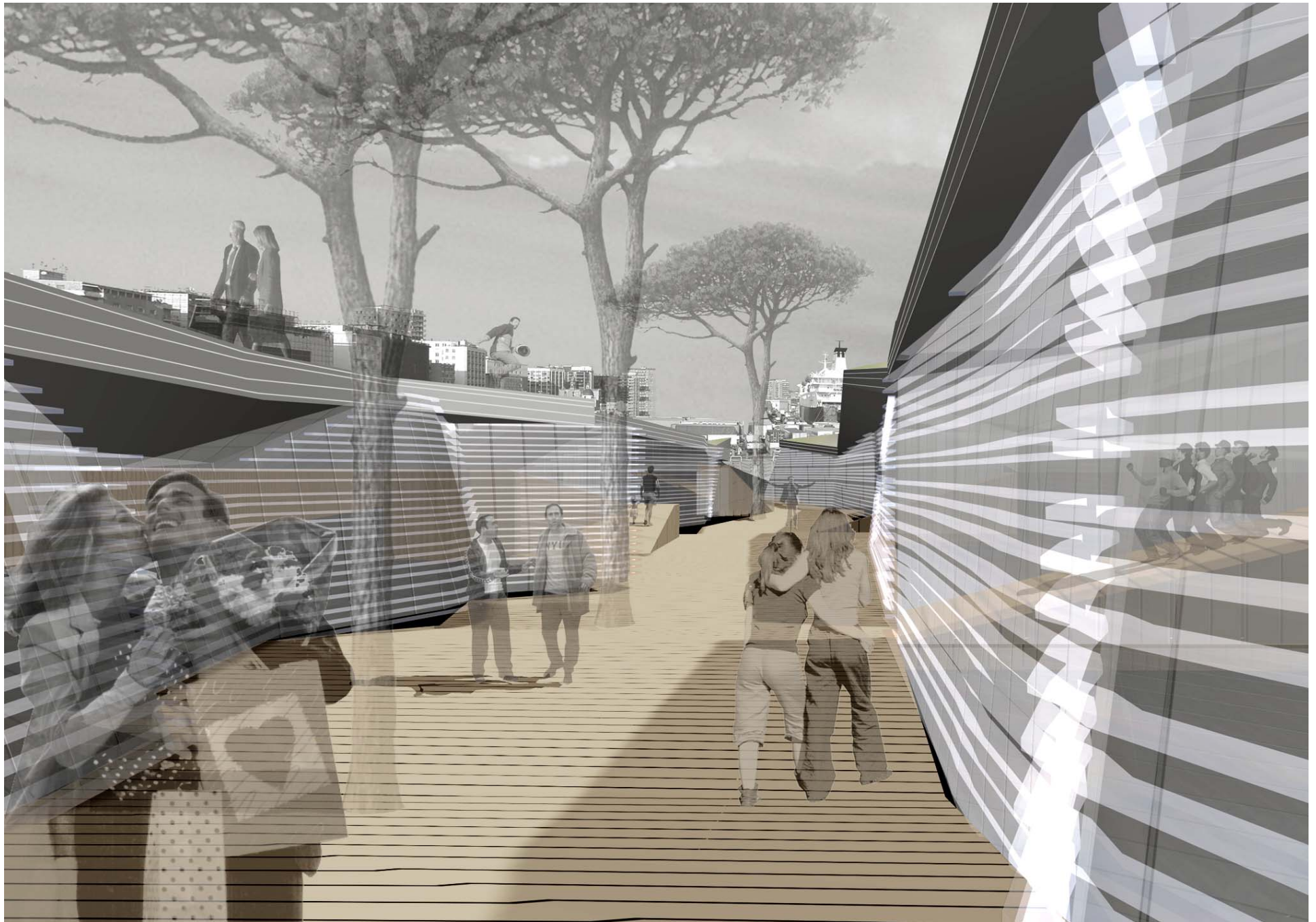


***Overall view of Marina road and of the filtering line***



***Overall view of the grafts of Angioino Terminal with the filtering line***





*View of commercial strip*



