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**DESIGN IN EMERGING LANDSCAPES
ACTING ON CULTURAL METABOLISM OF
MEDITERRANEAN PORT CITY**

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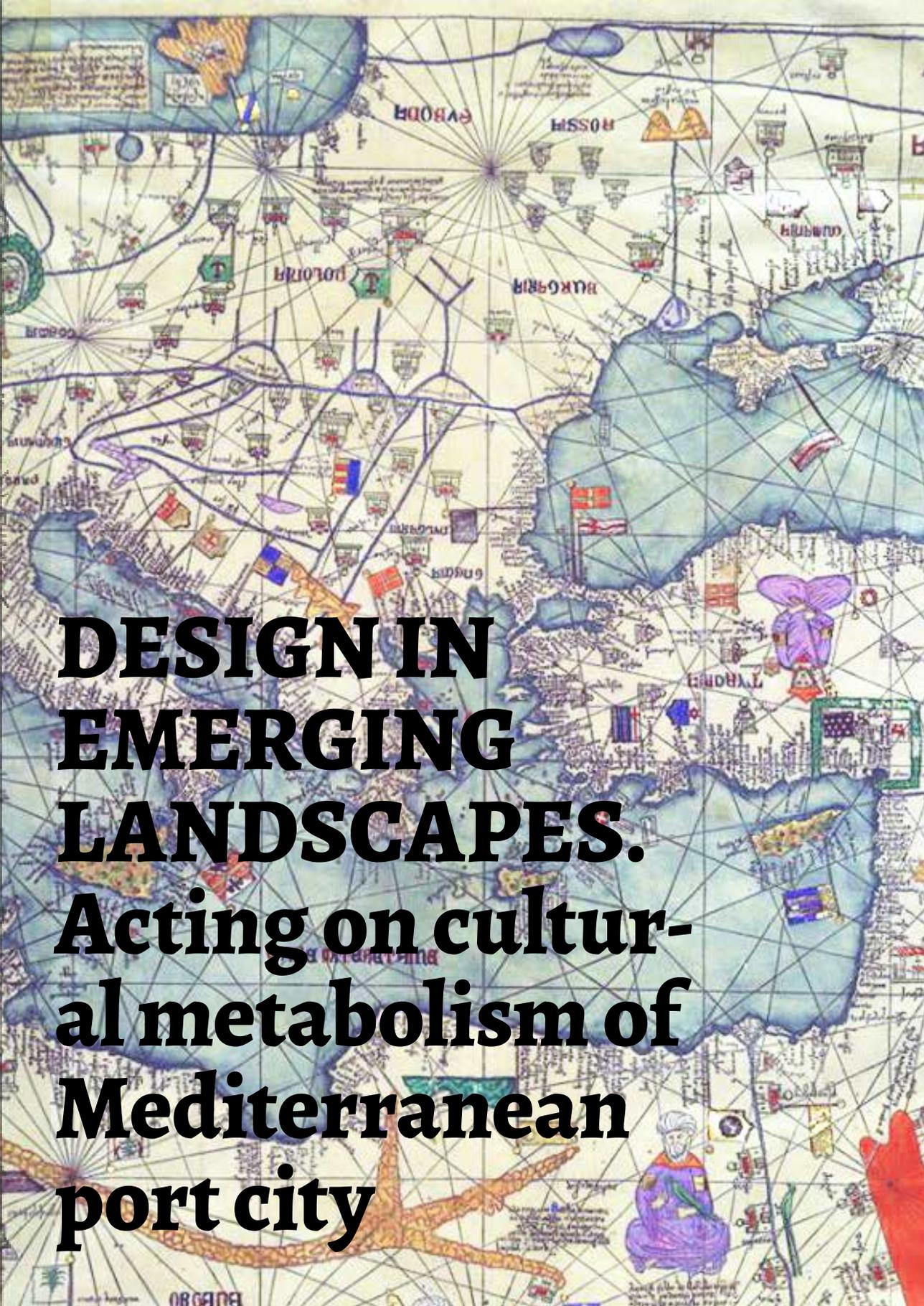
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**DESIGN IN
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Acting on cultur-
al metabolism of
Mediterranean
port city**

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Abstract

The thesis deals with the interpretation of the Mediterranean port city landscapes in the occurring transformation process due to the pressing questions of the Global Age, which more than any other age seems to saturate the coast in the envelope of its flows. Mediterranean port cities in the spaces of their ports and in those boundary areas between port and city are perceived nowadays as remote, ugly and conflictual areas. A landscape approach to the design of the ports, which at the time of the start of this research was mostly absent, is an increasingly felt and urgent issue at an international level, which therefore needs to be explored and deepened to provide tangible answers according to the principles of the ELC. It investigates the landscape design chance to create a new system of relations that solves the current fracture City- Port - Sea, not only in a disposal scenario, but even at the very moment of port's full activity. On the one hand, it examines the identitarian characters of those port cities that established with the Mediterranean a relationship of permanent inspiration for their role, while on the other hand it analyse which they have been the same factors when the 20th-century urban model crashed and replaced this relationship. The study of the phenomenology of the network of public spaces connecting port and city is a key to interpret the system of relationships which constitutes the identity of these urban landscapes. From this reading, we acquire the cognitive and design tools to carry out the inverse operation that sees in the action on the sensitive network of public spaces in contact with the areas of the new ports, the trigger point of the new system of relationships, producing new forms to inhabit these landscapes. The thesis experiments a new approach to the interpretation, definition and monitoring landscape quality that is expressed in the method employing the landscape quality objectives as landscape indicators and triggering tools for the design process. By proposing a set of Landscape Quality Objectives for the Mediterranean Global Port Cities, the thesis provides to landscape design a synthetic, transcalar and constructive tool to trigger sustainable transformation process, opening the way to define sustainable design strategies for each single context.



*ceci est la couleur
de mes rêves.*

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Intro.

Traces, nodes, plots.

*If one does not know
to which port one is sailing,
no wind is favourable.*

Lucius Annaeus Seneca

If there was the possibility, the right incipit of this reflection would be the sound of the siren of a passenger ship. That long and sombre sound, which makes the retarders run on the docks, raises the couples from the balustrades and excites the minds of those who are about to roll the sea. I can only conceive this work as a journey. Not a journey completed, but rather a journey that is just about to start, as there are so many curiosities that this study has met, so many more are the ones that lit, combined with the desire to shape the experimentation on the field of these thoughts through Design.

Traces

The landscape project is first of all a thought (of landscape).

Among the traces that led the beginning of this trip is definitely the strong attraction that this phrase has generated in me since the beginning of this path. I grasp that this phrase, apparently so simple, instead, concealed an intimate and fruitful complexity but I did not yet know how far it was branched. More than a sentence it was a rhizome and only digging gave me the proof. The thesis thus interprets this sentence by overturning it in a challenge -for it is necessary to take example from the masters to understand if it is possible today to rethink the relationship between the Mediterranean city and its port, on what conceptual basis and according to which trajectories.

“Global change Local Pain”

The second track, although we can not speak of any kind of hierarchies, comes from direct experience since I was born and raised in a port city. As a citizen and as an architect who has developed a particular sensibility towards the landscape, the current condition of the Mediterranean port cities has put me in an alarming state. Mediterranean cities are organisms of unbelievable landscape heritage. At the stratigraphic complexity of its architectural, artistic, cultural and communications network, the Mediterranean city adds in the 20th century the strong conflict between cities where the sea is dominant hierarchy in the cognitive perception of citizens and cities dominated by the market economy, and then completely overthrow this hierarchy. Thus, there is a strong conflict between the authentic and original loci genius loci and the genius loci of the globalized economy, which today imposes models of spatial organization that do not belong to the local relations system on

which the structure of the urban landscape was based. This translates into widespread dissatisfaction by the inhabitants of these cities who are increasingly compromising their legitimate right to a quality landscape and health, as the repercussions that these port systems today generate are very strong on local communities.

World peace through world trade, world trade through world port.

Today, the trend that sees harbours as globalization frontline soldiers is in fact unstoppable. This is a phenomenon in such an accelerating phase that it is unlikely that it can “decrease”. As designers we must therefore take on the responsibility of a very lucid and critical reading of the real situation in order to design coherent systems to interact, to ensure that people can take the most advantage of the new condition of the Informational Age. The world of ports is also a booming field that has to be addressed and which, in addition, asks us to do so. In fact, in recent years, there is an extraordinary phenomenon of bringing ports closer to cities, a real campaign to re-establish relations with civil society which is implemented according to a wide range of strategies but in the field of design still needs new ideas, skills and contributions, especially from landscape architecture.

They are ‘the others’ who make the landscape.

ELC’s lesson at 17 years since its signature and 11th since its ratification in Italy, still remains suspended today, as the daily professional practice of anyone designing and transforming the land fails to give it a voice. This is a matter that must be tackled with great urgency in view of the many words spent on its convenience, its opportunity, how it has re-established (and it has) the same notion of Landscape and Design. The thesis moves from the European convention, being intimately informed of its principles, and scatters its consequences, analyzes its potential with the aim of finding operational, concrete, choral instruments to be able to act. The goal is a quality landscape.

The quality of the landscape is built through objectives

To respond to the important task of defining how we use and move around the territory, we need to have the right tools, which are, in the first instance, cognitive instruments, not formulas but devices.

This thesis is based precisely on this precise need: to build and enrich a good toolbox to address the landscape project of the Mediterranean port city.

It was therefore the Landscape Project, with all its implications to guide the research step by step, even if it does not propose any ‘port city type’ design, no rule, no guidelines. What is ultimately intended is a process. A *modus cogitandi* before a *modus operandi*, but from which the latter will naturally arise. This thesis speaks and deals with the landscape project in its inner constitution, applying it to a complex and tremendously urgent case, that of the port city. The reflection on the project as a result of the change of paradigm induced by ELC has also led to another result, which in this narration assumes a secondary role but lends itself to further developments and triggers useful reasons: the reformulation of the concept of “indicator of landscape quality”. This was a slippery theme for the landscape architecture, always in balance between an environment-centric view. This thesis advances a proposal out of the choir that is willingly offered to the discussion.

Nodes

Dealing with the Mediterranean Port city, the thesis aims at:

Offering a new perspective to interpret the port landscapes from inside to outside in order to outline the Landscape Design potential to answer the pressing development needs and push of Ports and City in a integrated way in the time of full operation of Ports.

Defining an innovative method to evaluate landscape quality that confers a scientific autonomy to landscape assessment and pose the basis for its full development according to the principles of ELC.

Defining a set of Landscape Quality Objectives for Mediterranean Port Cities and proposing suitable design visions and strategies to achieve the objectives and trigger sustainable transformation in the present.

Plots

Our reasoning therefore begins as every sea journey begins: in the harbour with the city that stands out in front of us. The first chapter investigates the relationship between the city and the port in its historical development to date, focusing on the role of port city planning as a fundamental tool to shape this relationship over the centuries. Making a stop at various gulfs and creeks in the basin, this first part aims to understand the distinctive and common traits of this particular tension between port and city that has impregnated and continues to permeate the places and the imaginary of these landscapes. A second part traces a clear picture of the characteristics of the contemporary port, its main dynamic in the global society. Investigating the resilience elements of these critical landscapes in constant hybridization, through a trip to the small and large Mediterranean ports and some necessary escape to the Northern seas, suggests the almost romantic idea of seeking the *Mediterraneity* of these spaces, which, once understood, can become a tool for recovery of a “proper knowledge” (Spinoza, 17th century) of the relationship between the global port city and the Mediterranean, to pave the way for a new port city project. A third part explores the views of geographers, economists, urban planner, historians, in short, those who have been involved in analysing the relationship between the port and the city to mark a significant picture on the subject. Finally the fourth part of the first chapter investigates the port city from the perspective of political governance, both at the level of the European community and that of an individual national cases, offering a quick excursus to dwell on the Italian case.

The second chapter called after “Emerging Landscape”, proposes a phenomenological reading of the contemporary landscape of the Mediterranean Port City according to the primate of the perception, determined by the ELC.

This phenomenological reading, starting from the definition of the meaning of *emerging landscapes*, refers to a particular way of interpreting reality as a complex system. Reference is therefore made to studies, reflections and models developed in other disciplinary contexts so that they can help and enrich the landscape approach with new cognitive tools, which are extremely useful to rethink the encounter with these contemporary landscapes, so far from us nowadays. The second part of the chapter provides an anthology of the emerging landscapes of the Mediterranean port city, which have been grouped until now in 5 typologies named after: Yardscapes, Tuorismscapes, Speedscapes, Workscapes and Planningscapes.

→
Fig.1 Genova, by Gabriele Basilico, in *Bord de mer*, 1997.





The third chapter deepens the current dynamics acting in both the Mediterranean and global port city Landscape, widening the field of exploration to all that practices, tendencies, research and studies currently ongoing. The chapter is concerned with analyzing in depth two mutually and competing pushes by cities and ports: on the one hand, the demand for sea coming from the city, on the other the need for understanding, invoked by the ports. After giving a general picture of the global and local effects of the activity of the ports in their reference territories, the chapter passes to the examine the two points of view in depth, that of the city and that of the port authorities. It is then analyzed in detail the recent activity carried out by ports around the world approaching the city, providing a reading of the more or less incisive and more or less appropriate ways to respond to the problem of recovering the port city relationship according to a landscape approach.

The fourth chapter finally propose a design vision for the Mediterranean Port city, able to trigger a process of regeneration of its landscape. The fourth chapter unfolds from a deep reflection on the epistemological consequences of the European Landscape Convention to rebuild the landscape project itself. It presents a criticism of the Cartesian deterministic approach of interpreting and 'measuring' precisely the quality of the landscape and introduces a new position of the landscape quality problem. Then introduce and analyse landscape quality objectives by giving them a further, constructive role in three complementary functions. The above-mentioned approach acts an overthrow of the assessment concept turning the classical "measuring act" into a design interaction able to inform the culture of land transformation for the protection and creation of its tangible and intangible heritage. Starting from the assumption of an operating model recognized in the experience of the Catalunya Landscape Observatory, whose work with landscape quality objectives in the *Catàlegs del Paisatge* is a best practice at international level, and from the analysis of all guides in City-port design matter published over the last 10 years, ten general landscape quality objectives for the Mediterranean port city are being built. Such a contribution, far from being understood as the point of arrival, is the starting point for a process that must lead to field trials on individual cases of port cities. This strategy, argued in all its parts, is offered as a possible answer to the search for flexible, concrete and coherent operational tools for the development of the port city in line with the principles of the European Landscape Convention.



Fig 2 *Genoese map*, by Anonymous. World map, dating back to 1487, relied extensively on the account of the traveler to Asia Niccolò da Conti, rather than the usual source of Marco Polo.

note to sailors

Just as you are about to take the journey to the Mediterranean in these contradictory cities, as in a contemporary landscape periphus, in the meantime I will take the journey back, on the wind of a new Noto. I hope we will meet in port, **happy**.



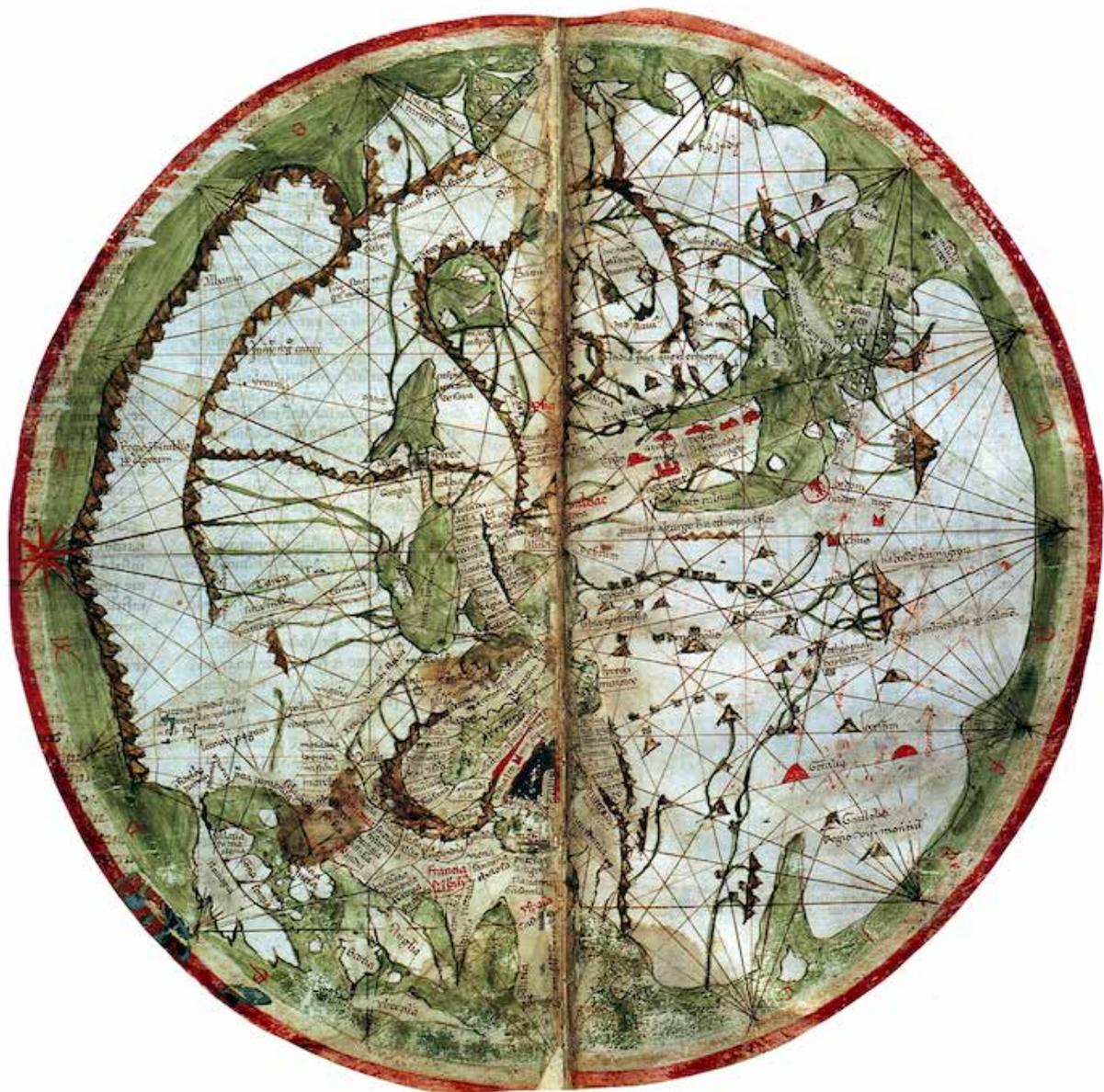
Port of La Spezia
March 16th 2018





Chapter 1

GENIUS LOCI & GENIUS SAECULI OF MEDITERRA- NEAN PORT CIT- IES LANDSCAPE



1.1 The Port cities, brides of the Mediterranean Sea.

The main thing is the sea that unites and not the one that separates.
Edgar Morin

Port cities have been vital centres of successive world systems throughout history (Braudel, 1979) from Carthage, Tyr and Tingis in the Phoenician world to Singapore, New York and Shanghai nowadays. They have always been the most populous in the world, as for example the population that live by the seaside in 1990 had a density “nearly 5 times higher than the rest of the inhabited land. About 85% lived in towns and urbanized areas and 71% in cities with more than 100000 inhabitants” (Noin, 1999), and today they continue to play a central role in our capitalistic society. Their constant presence and activity accompanied the evolution of the society leading scholars to attribute them a role that goes beyond that of a scenery and assumes a constructive function in the Great Human Comedy over the centuries.

In rebuilding a genealogy of the Mediterranean city, the historian Nicola Aricò attests the first causative origin of any Mediterranean city in the sea voyage. The sea always constituted the dominant hierarchy for these urban centres and the preferential perspective from which these flaps of land were reached, seen and therefore constructed in the imagination of merchants and travellers. As evidence of the polar role that the sea played in the development of the city, the same Greek civilization, who first gave birth to the ‘modern city’ model (πολις), had always based the very understanding of space, starting from the maritime element (Herder, 1971). Greek settlers came cutting through the waters of the Mediterranean and founded the most important cities always on the shores of the basin. Therefore, to many historians and geographers it seems impossible and inappropriate thinking that these particular cities have been thought and moulded from the mainland (Aricò, 2002), as it seems absolutely indisputable to tie the birth and the identity of the port cities to the Mediterranean sea and its history (Braudel, 1979). This position is certainly not new among scholars but, just as certainly, supported by minority, perhaps buried by the overwhelming protagonism of the mainland and, in recent times, by the appearance of the virtual world of the Web that has disrupted that order of sense, establishing itself as the zero reference of contemporary living. The role played by the Sea and especially by the Mediterranean, which has often been the true director of urban history, has often been misunderstood in favour of strongly land-centered interpretations.

The Mediterranean sea has always been a basin of embroider edges cultivated by man, the product of the first thinkers, traders, farmers, “the civilization of the olive tree, the grapevine and the grain” (Braudel, 1979) where the continuous circulation of goods and ideas produced constellations of cities, ports, i.e. landscapes born from the need of people to discover and from their desire to create places where you feel good. It has always linked the destinies of civilizations that have developed on its shores in a common horizon, “that world of identical light shining at its centre”, as Braudel (1979) described it. The sea therefore has always been the central element around which have developed cultures and cities in a relationship of exchange and continuous contamination. No Mediterranean coast in fact is more than a day and little of navigation distant by another, making the sea itself a special common ground, the great scenery of an incessant νοστή between loss and



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Map of the world by Pietro Vesconte, Genoese cartographer, 1321 c.a.

encounter. It is not a case that Greeks and all the Mediterranean civilizations invented many words to define the sea, which express all its different but complementary nuances and values. Whilst *Θάλασσα* (Thalassa) indicates its meaning of “*mare nostrum*”, the word *πέλαγος* (Pelagus) indicates the vastness of the aquatic element, but both fail to describe the meaning of people’s common ground, so as the profound and dour *λαϊτμα* (Laitma) or the protective *κόλπος* (Colpos). It is rather in *Πόντος* (Pontos) that we can find the essential essence of the Mediterranean. Pontos means “path”, (from Indian root = Pathà, Persian = Pathi, Indo-European = Penth) and it indicates a continuous ‘going and coming’. The Mediterranean, known as Pontos, literally as a bridge between the lands that it brushes, is “the natural father of the Mediterranean city” (Aricò, 2002). This lexical richness is the sign of a predominantly maritime civilization who grafted a very close relationship with the sea, much less distressing than ours today.

Among the clearest and most suggestive representations of this particular way of seeing the Mediterranean as the gravitational centre and place of exchange of the ancient world, there are the “Portolani”. The “Portolano”, (the term derives from the Medieval Latin “*portulanus*”, derivative of “*portus -us*” = port) was the chart or the book that contained the meticulous description of the seaports, of the advantages they offer, of the manner of entering and leaving the sea, of the seabed, of the coasts, of the winds and the tides. It was in all respects a travel report drawn up for the practical purpose of transmitting the knowledge of the territory acquired and providing useful information for navigation and trade, so as the distances between ports measured by stadium. These particular representations are the result of the evolution of a particular way of narrating the exploration of the territory, which is rooted in Greek literary genre of the *περίπλους* (periplus = circumnavigation), born around the middle of the VI century BC. They draw many characteristic elements of the style of *periplus*, which also recur in ancient poetry, from Homer and Hesiod onwards, such as the fact that the distances was often measured in days and nights of navigation. This apparently simple element induces two important reflections, on the one hand it reflects a particular way of understanding space, a particular way to travel it (we know well that the Greeks were a very skilled navigators) and therefore to think it in a way that was handed down continuously for all the ancient history permeating the Mediterranean culture. On the other hand, expresses the intention to address a wide audience, which includes different cultures, as this way of expressing distance was much more intuitive and easy to communicate than the (more recent) linear measures that differed from people to people. The *periplus* first and the *portolans* then, therefore, tell us about an open, inclusive code of communication, which at the same time presupposed and nourished a Mediterranean cultural *κοινή*. Port cities were the engines of this *κοινή*, both commercial and linguistic (Bruni, 1993). It is not of secondary importance that in Mediterranean ports a language common to all the peoples of the basin was in use. Known as *Sabir* or Mediterranean *lingua franca*, this pidgin idiom, that for someone arises since the age of the Crusades (Bruni, 1996) and for others instead is attested only starting from the late 16th century (Minervini, 2011; Cifoletti, 2004), has been actively used throughout the nineteenth century and often appears also in *portolans*. The most ancient Mediterranean *portolano* of which there is a trace entitled “*Lo Compasso da navegare*”¹ seems to be the first historical document to be written in the Mediterranean *lingua franca*, as stated by Motzo, the historian who discovered it in 1947. However, this language remained somewhat elusive at least until the appearance in 1830 of the “*Dictionnaire de la langue franque ou petit mauresque, suivi de quelques dialogues familiers et d’un vocabulaire de mots arabes le plus usuels; à l’usage des Français en Afrique*” edited in Marseille.

¹ This portolano, included inside the Hamilton code 396, dates back between the 1250 and the 1265. It was kept at the Prussian State Library in Berlin, (today Staatsbibliothek of Berlin) and published in 1947 by its discoverer, the medieval historian Bacchisio R. Motzo. *Lo Compasso de Navigare, opera italiana della metà del secolo XIII*. in: “*Annali della Facoltà di Lettere e Filosofia dell’Università di Cagliari*” (vol. VIII), 1947.

This small dictionary, created with the practical aim of providing a valid tool to support the French expedition sent in 1830 to occupy Algiers, brought to light a mysterious language limited in the purposes and in the communicative range (Bruni, 1996). Never been codified, the *lingua franca* was changeable in time and space as it was its Romance lexical material (mainly Venetian, Genoese and Spanish). While in the central-eastern Mediterranean it had a more distinctly Venetian and Genoese colour, the Spanish contribution seemed to prevail in the western Mediterranean (Bruni, 1996). In general, it can be said “it fits in the context of the international diffusion of Italian *vulgaris*, which originated in the Middle Ages with the affirmation of the Amalfi, Venetian, Ligurian, Tuscan merchants in the Mediterranean squares, and the construction of the maritime empires of Venice and Genoa” (Minervini, 2011). The evolution of languages in the Mediterranean therefore also bears the tangible imprint of some important port cities and their maritime culture. Without further going into the still uncertain history of this vehicular language, it is interesting to note here the particular cultural metabolism that unites the Mediterranean port cities, and that has been able over the century (as it could be now) to synthesize and produce unceasingly new imageries and new forms. These cities therefore seem to have a special genetic code, in fact in this regard Predrag Matvejevič, in its famous book on the culture of the Mediterranean (1987), distinguishes between two types of coastal cities: the city with a harbour and the port-city itself. “In the first ports were built for necessity, in the other they were created according to the nature of the places, here they are a mediation or completion, there the beginning or the centre” (Matvejevič, 1987). Through the system of relations and exchanges they have triggered, ports played a leading role in the evolution of the Mediterranean city, determining the birth, the decline and the enrichment of certain civilizations (Fernandez de la Reguera March, 2009). The extraordinary shape of port cities arise in fact from a dense synthesis of urban and sea culture, namely a “urban maritime culture” (Konvitz, 1978) in



Fig. 0 Nautical map called ‘*Carta Pisana*’, 1290 c., probably associated with the coeval *portulano* ‘*Compasso de Navegare*’ as assumed by the historian B. R. Motzo.



which the legacy of the past civilizations, especially the Greek but also the Phoenician, Etruscan, Roman one (and today also of Northern Europe), are all present. As a result the Mediterranean port city draws its particular structure that makes it both 'border' both 'open city'. For those cities the sea has always had a dual significance. On the one hand, it marked a limit, a place of fear and danger, on the other hand it stands as a common cultural horizon, since it has always been the prevalent relationship system. As a result of this attractive power, one can say that cities on the coast have almost a "verse", the implicit feeling of a city that has a back, the hinterland, the hills or sometimes the mountains and a front, which is always the sea. It is evident when you walk in the centre of Genoa where, even when no direct sea glimpses are visible, it is the same plot of its narrow streets, developed in a continual mimicry with the coastline in steeply rise and falls, constantly suggesting its presence. These features, strongly internalized by the citizens, have been translated into ways of privileged fruition of urban space, determining common habits and uses over time. Thus, the Mediterranean in its double concept of threat and connective tissues has led the transformation of its cities into a hybrid of 'pro-tension and defence' that often gives that indescribable charm to these urban landscapes.

However, the role of the Mediterranean Sea changed over the centuries passing from being the cradle of western civilisation, hosting the main trade routes, to exercise a marginal role in the globalized world trade, till to a recent rebirth. The Barcelona declaration (1995) marks the common intention and commitment of European and Mediterranean countries to start a renewed partnership based on "rapprochement and understanding among peoples and on improving mutual perception"². Geography puts the Mediterranean again in the middle of the main routes between Asia and Europe, thus giving its ports the opportunity to recover the role lost over last centuries. The future of the Mediterranean relies on the cities, as local, international, and global networks are based on the connection between cities (Sassen, 1997, 2004). It would be reasonably to add that this future is more specifically played in port cities, because, as J. Konvintz said, port cities are not distinguished as a kind to themselves for their topography, geomorphology, legal prerogatives or even their particular social composition, but for their potential for growth and connection with distant cultures, economies and societies. In short, for their intrinsic attitude to connectivity.

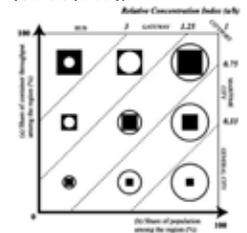
By virtue of this consideration, the study of the various attempts made in the last fifty years by geographers, economists, contemporary historians, urban planners to provide a morph-typological classification³ of port cities is of no central importance for the reasoning developed here, as they fail to express what these cities represent. These classifications have been accused over time of aridity and incompleteness⁴ as they forget to take into account of the system of values that in the collective imaginary make a city become a symbol of the maritime culture.

The essence of the port city is, in fact, complex. Since their birth, that potential connectivity links the destinies and the forms of these cities to other places, which are far but interconnected. The "Sense of the place" in them always transcends the local context because it underlies the totality of the system. It can be said that they have in them the germ of globalisation and that is why they have historically developed the most precocious and pronounced variety of spatial, cultural, economic, political, social characteristics compared to those cities based only on rural economies (Mumford, 1963, 2002; Braudel, 1979, 1987; Konvintz, 1978 et al), thus giving an irreplaceable input to the creation of the modern city model.

Also in this case a digression on the etymology of the word helps to understand the identity of these places. The word derives from the concept of

² "The declaration is intended to establish a comprehensive Euro-Mediterranean partnership in order to turn the Mediterranean into a common area of peace, stability and prosperity through the reinforcement of political dialogue and security, an economic and financial partnership and a social, cultural and human partnership" Final Declaration of the Barcelona Euro-Mediterranean Ministerial Conference of 27 and 28 November 1995 and its work programme.

³ The most accredited port-city cataloguing is based on the ratio between the size of the port and the urban area considered in their region, which takes the name of Relative Concentration Index and was tested over the 1970-2005 period. Based on this criterion, economists and geographers such as Olaf Merk, Cesar Ducruet and S.W. Lee, for example, distinguishes World Port Cities, (New York, Singapore) from Major Port Cities, where the port function prevails even over urban ones, such as Genoa (OECD, 2014).



Source: Ducruet C., Lee S. W. (2006). *Frontline soldiers of Globalization: Port city evolution and regional competition*. *Geojournal* Vol 67 n 2, pp 107-122.

⁴ The critique of prof. Van Hooydonk goes in this direction. He proposes another classification method called "port icon" that takes into account all non economic values (Van Hooydonk, 2007). It is, however, a lower voice with respect to the Relative Concentration Index, even if it seems more appropriate to match the complexity of such cities.



“door” of a dual “threshold” that is grafted onto a new land to be explored but also toward new horizons beyond the sea. From the Latin *Portus*, past participle of the Latin verb “*Portare*” which in turn comes from the Greek *πορευτός* = ‘which gives passage’, derived from *πόρος* (*Poròs*) = ‘passage’. The word ‘port’ has the same etymological basis of the Greek verb *πείρω* = ‘I pass through, I penetrate’, hence the name of the ancient port of Athens, *Πείραιον* (*Piraeus*). It properly indicates the entry and exit, it is so called because it offers safe passage or entry from the sea to the land⁵. The port therefore recaptures its original meaning not immediately to the place of exchange but to that even earlier, of the movement, the journey and the discovery. It is the first place in history that is actually “a crossing” not so much a concrete portion of space, but an incessant arrival and departure, “*Semper versans, semper in motu*” (Braudel, 1987). This might seem almost an oxymoron because, on the basis of the philosophical problem of the dichotomy I-World that permeates all of Western culture, we have been used to think space as a portion of land, a surface, and not as an horizon of possibilities. The sense enclosed in the word, warns us so that any spatial experience and our own perception invariably presupposes motion. The essence of the port is in ‘motion’ and not in stasis, in dynamism and not in invariance, in change and not in conservation. From this perspective, the very nature of the harbour and, by osmosis of the port city, of which it is the heart (Aricò, 2002; Hoyle 1988, Konvintz, 1978), seems to explain us why today we no longer recognize these places, why they are so alienated and alienating. Perhaps because they deny their essence, or rather, they deny it to the direct experience of our senses, which despite the many and fast ways in which we are simultaneously connected with every part of the globe, remain the only way to build a durable and significant experience in the world.

5
 See: *Vocabolario Etimologico della Lingua Italiana* Francesco Bonomi. Source: <http://www.etimo.it/?term=porto>



←
 Previous page
 Fig.1 “The Mediterranean city” (drawing: F.A. Fusco)



↓
 Fig.2 *Portulano* by Jorge Aguiar, dated back to the 1492.



1.2 The Port City in the Global Era.

“I am interested every day in the planned areas of the city or the countryside. On land, the measurement scales that determine the installation and deployment of all the things are familiar to me. I know the rules that organize the axes of each positioning mode and since they are still the anterooms of the city, open to the sea, the old ports enter, for me, in the category of spaces regulated by the control of the territory. ... About today’s major ports, I know nothing, I lose all my references, I fall in love because space is instructed by the immensity of a different environment. Ports are under the influence of the first logic of fluids”.

Michel Corajoud

To the stratigraphic complexity of its architectural, artistic, cultural and dense network of communications, the Mediterranean city adds in the twentieth century the strong conflict between cities in which the sea is dominant hierarchy in the cognitive perception of citizens and cities where the economic role and strong demand for transformation of the in-land and coastal space, overturn this hierarchy often denying the relationship with water. Thus, a strong conflict between the original *genius loci* and the *genius saeculi* of port city arises and imposes spatial settings which are extraneous to the local relations system that structured the urban landscape.

Since that April 26th, 1956, when Ideal-X, a former oil tanker re-converted to a freight vessel, sailed from Newark, New York, to land in Houston with 58 boxes big as a tir trailer, nothing has been the same yet. No one could imagine that the appearance of the ‘box’ of 244 x 259 x 610 (or 1220) cm, would change face to all ports in the world. Yet, the idea that Malcom Mc Lean had at the height of the American Economic Boom marked an epoch-making in maritime trade, leading to the whole reorganization of the port system and its territorial form. In the words of the historian Marc Levinson “container yields the world smallest and the economy largest” (Levinson, 2007). The rationalization of packaging, transport and storage of goods, easily reproducible in series with a cost-effective solution, conquered all by reducing the loading and unloading times of ships and promoting further mechanization of logistic operations with less damage to the load. Thus the modern inter-modal port was born. However, it took almost 20 years before the full adoption of the system for the construction and reconstruction of new port facilities. The major impetus for shipping by container was reached between 1990 and 2008 with the decisive appearance of China on the global market. In 2008, a total of 524.6 million TEUs (Twenty-foot Equivalent Units, the unit of measure of the carrying capacity of a container ship) were recorded in the world’s exchanges. Despite the financial crisis of 2009, that determined a remarkable cutback, today approximately 90% of external trade volumes are transported by ship (OECD, 2014), of which 19% in terms of volume and 25% in terms of sea routes cross the Mediterranean, with a an increase of 124% over the period 2000-2015.

Since there were few scholars, including Braudel, to recognize the importance of the port city in the birth and development of the global market economy, today instead port cities are considered the ‘front-line soldiers of globalization’ (Ducruet and Lee, 2006). “Today, seaports are indispensable components of the European single market and the Trans-European Transport Network. Europe’s external trade relies almost exclusively on its seaports. A wide-range of

professionals are active in the port and they also act as magnets for industrial installations and logistic services and facilitate a range of other activities such as fishing, leisure and recreation” (ESPO, 2004). The great changes in economy toward a globalized capitalism determined in turn the evolution of the way of doing business, trade and services thus completely changing the port logistic system and its territorial model all over the world. In its contemporary acceleration, the globalization process has resulted in the systematic loss of centrality of individual port-cities (nodes) that has been replaced by the predominance of the logistic system network (Supply chains). Supply chains have completely overthrown previous power hierarchies and revolutionized the very conception of inhabiting the territory, so that today it no longer counts its possession but merely its use. According to Parag Khanna, internationally renowned geopolitic strategist, this change it is epochal. To understand its meaning we must not investigate much the new model as investigating “change itself”,

“This world is governed by supply chains, whose mantra is use it or loose it”

Parag Khanna

since quantum mechanics has taught us that the nature of change is subject to change itself. “We are experiencing this ‘change of change’, not simply a transformation of the structure from a superpower to more superpowers, but a much deeper transformation from a state-based order to a multi-agent system. (...) A structural change occurs every few decades; systems change only every few centuries. Structural change makes the world complicated; system change makes it complex. International relations between states, for example, are complicated, while the current civilization of a global network is complex” (Khanna, 2016).

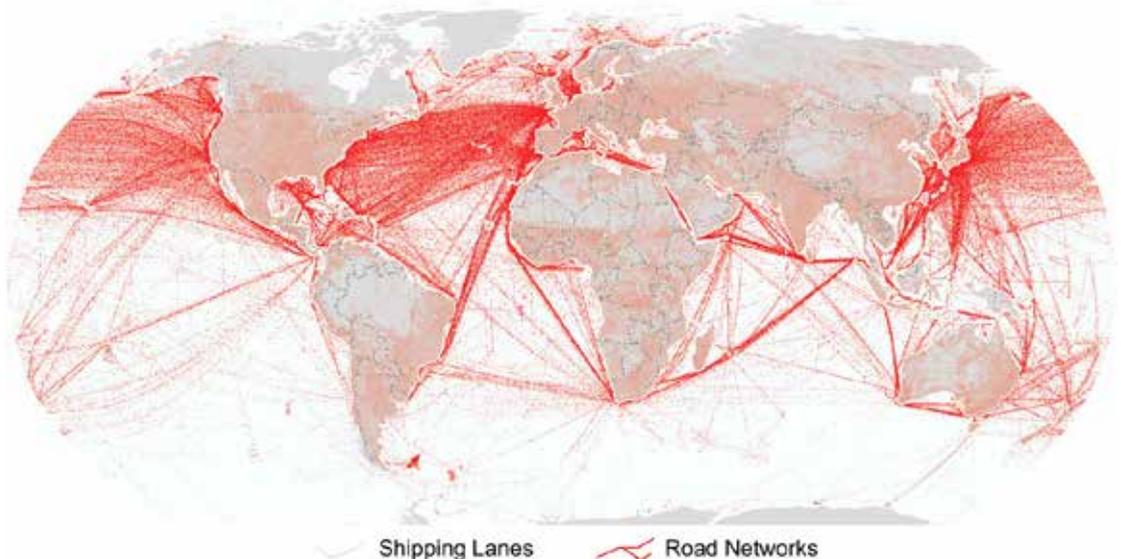
According to Khanna, the main cause of this complexity is just connectivity, which represents “the change that is emerging within the system and that in the end will change the system itself” (Khanna, 2016, p. 67). At the turn of the twenty-first century, this system mutation has experienced an unprecedented acceleration investing space with a transformation that the more rapid was the more left us astonished spectators, helpless, unable to give it shape. We have experienced the moment of this ‘mute’, which has left us the ‘empty skin’, or almost, of the old system as the new world slips away at the speed of light marking with its flow of ever deeper divisions. That is to say that the spatial translation of this change of system to date has been given rather in the form of an erosion of the order that for centuries traced the horizons of sense recognized by population, brutally investing our landscapes. The sociologist Manuel Castells is certainly among the most acute interpreters of this contemporary condition that he formulated in an influential theory of space in the Informational Age first published in 1989 in the book “*The Informational City: Information Technology, Economic or Restructuring and the Urban Regional Process*”. According to Castells, the space of the contemporary society remains both a territorialized and relational space, but it is dual, as the “Space of the Places” has been gradually eroded by the voracious “Space of Flows”. In the solipsist modernity of capitalism the bonds of community has been losing value and with them the natural theatre of their development: the places. At the same time another space emerges with increasing arrogance: the Space of Flows is the spatial configuration that industries and large corporations determine due to the possibility offered by the technology of communication and information to concentrate certain activities and services and decentralize others while ensuring the unity of functions in distance (Castells, 2006). In the Network Society of Castells these spaces coexist, collide and transform each other. This dichotomy, brought back to its archetype, materialize the clash between the capitalist spatial organization carried out “through mobility and geographical disper-

sion, through the flexibility of markets and labour processes, through technological innovation and a new conception of space and time” (Nogué, 2017) and the previous geopolitical order of the world, based first on agricultural and then on industrial economies, that founded their wealth in the control of the territory and material resources. Contemporary society and its current development model instead shifted its focus on the control of communication channels and services. Today no longer geography but “connectivity is fate” (Khanna, 2016). Therefore, we have useless cartographies because the most important lines are no longer the national boundaries -some geographers think they have never been (Wallerstein, 1979; Braudel, 1985; Ducruet, 2016)-, but those of infrastructural connections. Thus, a dual inclusive and exclusive remapping process is in progress (Khanna, 2016). While the first process is known and consists in the shifting of the administered political boundaries, whose course historically enters a blood bath, the second has become the dominant rule of the geopolitical future order of the world. Europe has become the archetype of this inclusive remapping through an economic and infrastructural policy that since the end of the Cold War has hitherto engaged in the creation of ‘bridges’ (the great project begun in the 1990s of the Trans European Transport Networks TEN-T).

The port today is a complex node, articulated in functional areas, and connected in turn with other nodes: the city itself, the transport nodes distributed across the territory and the production areas. The port area is increasingly a ring of a continuous transport chain, so as the EU legislation defines a seaport as an area of land and water made up of such works and equipment as to permit, principally, the reception of ships, their loading and unloading, the storage of goods, the receipt and delivery of these goods, and the embarkation and disembarkation of passengers. The degree of integration with the settlements and the environmental and production networks, characterize the port’s identity and efficiency, creating a trans-regional network that opens the port to the world and to the circuit of globalization. At the same



Fig. 3 Shipping lanes and road networks (2015).



time, its relationship with the settlement network roots it in the place. Already Hoyle in 1988 revealed that port city's prosperity is increasingly dependent on the regional and national economic function than by commercial and maritime relations (Hoyle, 1988).

According to a systemic development of the territory, the infrastructure project goes hand in hand with the development of logistic platforms in support of the activities of commerce, production and services. The competitiveness of the port is based on infrastructure accessibility and therefore on the presence of an efficient network that enables competitive delivery times of goods. Recent geographical studies confirm that in the last century larger urban conglomerates concentrate more traffics and larger cities always connect longer/larger maritime flows than smaller cities (Ducruet, 2016).

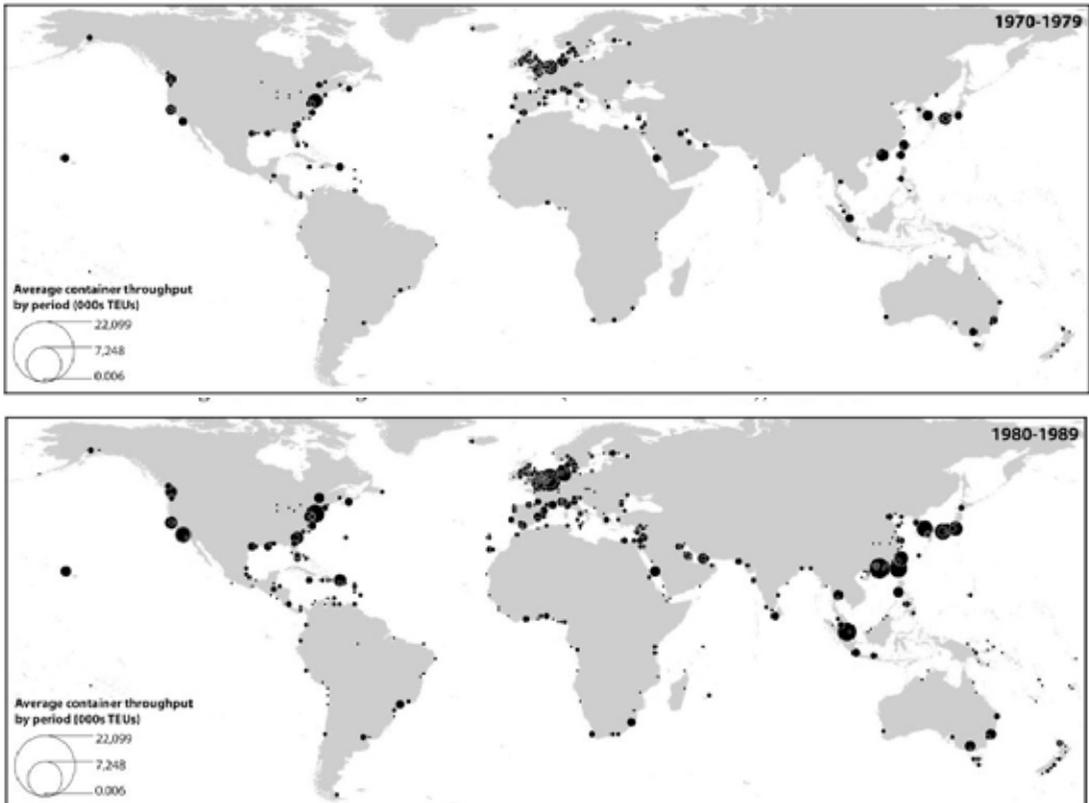
In this perspective, ports not only tend to adapt physically to the new requirements of the transport cycle, with ever larger areas, deeper basins and more efficient infrastructures, but they must also respond to market demands and rapid transformations.

Hence the need for flexible spaces to be quickly reorganized on the local scale of the quays, docks, basins, piers, etc., walk along with the need for efficient and fast in-land infrastructures at the regional scale, making them so far voracious entities. From the frenzy and enthusiasm of the post-war reconstructions, the exponential increase in the complexity of the Space of

“World peace through world trade, world trades through world ports” AIVP

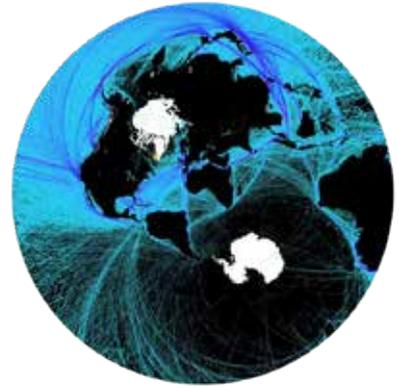


Fig. 4-6 Port Grow patterns. Average containers volume (in thousands TEUs) monitored in four periods: 1970-1979; 1980-1989; 1990-1999; 2000-2009. In Annex A, *The competitiveness of Global Port Cities*, OECD, 2014.



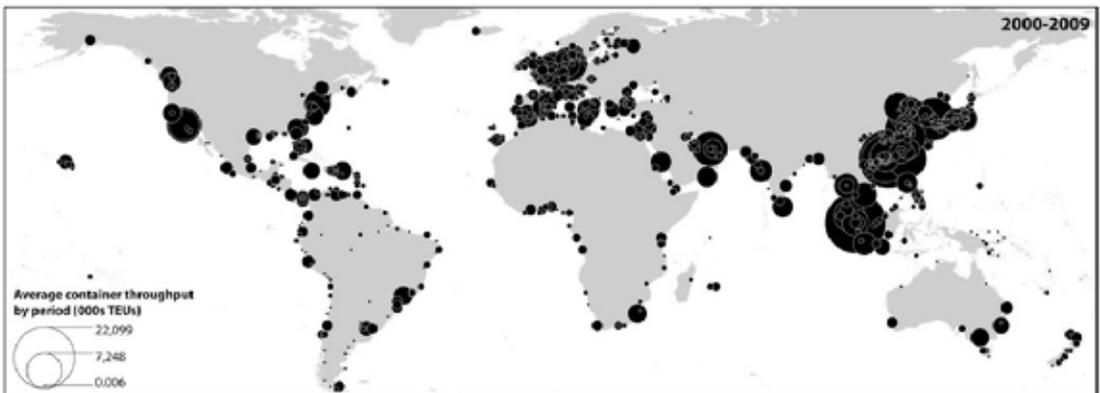
Flows no longer has ceased to grind square meters.

“Europe’s ports are, on one hand, embedded in a local community that obliges them to work within a local environmental and societal context, and on the other hand, are part of a global maritime environment, with customers that can easily move around looking for the best port, the best ‘deal’. Nowadays European ports are facing enormous challenges ranging from growing volumes in ports, ever-increasing ship size and the cost of subsequent adaptation of port and hinterland infrastructure, increasing market power as a result of forthcoming alliances between shipping lines, potential changes in shipping routes, further globalisation and the transition to alternative fuels” (Garcia-Milà, 2015).



Nowadays the big cargo ports all around the world embody the definition of Space of Flows. Within a few decades, the paradox was that all the works carried out to make their portrayal prospered in the global panorama of the Space of Flows brutally compromised the identity of the places. Many Mediterranean cities witnessed such a huge growth of their ancient harbour facilities, so as not to know if consider them a resource or in some ways a threat. While until the beginning of the twentieth century there was still a continuous horizon between the city centre and the port, today time flows totally differently in the city and on the docks of the port, synchronized to the pace of international traffic. The ancient balance between the morphology of the ports and their gulfs and coastlines, between their architectures and those of the city gave way to a merely functionalist design that aimed at creating as quickly as possible the skeleton of

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Fig. 5 A polar stereographic view of global shipping activity from October 2004 to 2005. The data is provided by the National Center for Ecological Analysis and Synthesis. See: <http://www.rcinet.ca/eye-on-the-arctic/2014/11/10/blog-revisualizing-the-cryosphere/>



an “infrastructure” rather than a piece of city, as Konvitz noticed.

The Informational Age Society seems to have produced mostly “non places” (Augé, 2009), being guilty, more than anything else, of the ecosystem compromising given the serious climate imbalances. Coastline modifications, seizures, dams, diversion of watercourses, highway passageways and motorway junctions, ...the different speed of transformation of port areas compared to urban ones makes them stand as separate systems (Assoporti, 2004). However, with its semiotic baggage, a dash-dot line of poles, cables, rails, pipes, bridges, sheds, trellises and asphalt that echoed from one end to the other of the world, globalization makes clear that it is not in itself themselves that the places such as ports can find their own sense, because they rely on a system that goes beyond them and by crossing leaves them spectators of their humiliation, without fine. This is the “dualizing logic of infrastructures” (Graham and Martin, 2001) that, despite the intent to vertebrate the territory and their universal character, sharpen the fracture with what is local and produce a short-circuit in people’s perception of landscape.

The port-city’s rip is visible in every port city and especially in the Mediterranean area, where ports are often elbow-elbow with a huge natural, artistic and architectural heritage. It is the material representation of the actual conflict between global and local that affects every city in the Informational Age (Castells, 2004). We can say that ports are one of the most striking and emblematic examples of the clash between these two models of territorial relations, which has produced and produces sparks since both contend and claim the coast line, strategic for traffics and place of identity for the city.

“Le port est un interrègne entre la terre et l’eau sur laquelle il mord avec prudence, il est une mise entre parenthèse de la mer sur elle-même, sur l’estuaire ou sur l’amont des fleuves. Pas de houle, pas de ressac, pas de récif, pas de plage ni dune, pas de courant sur les ports..., des eaux étales, raisonnées, prisonnières dans le dédale des jetées, des estacades et des digues, cadrées par des lignes de quais sans cesse reconduites dans une démultiplication presque infinie du rivage. Le développement des ports les a progressivement émancipés de leur contexte, la pleine mer n’est plus en perspective des bassins, la ville s’éloigne comme s’éloigne la géographie. Pas de rue, pas de place, il n’y a ni creux ni bosse, nul accident de terrain, pas d’escarpement, pas de colline, ni talweg. Le port moderne est le degrés zéro de l’urbanité et de la géographie, c’est un état de surface entièrement réglé par la raison, sans partage, des eaux calmes et disponibles” (Michel Corajoud, 1993)

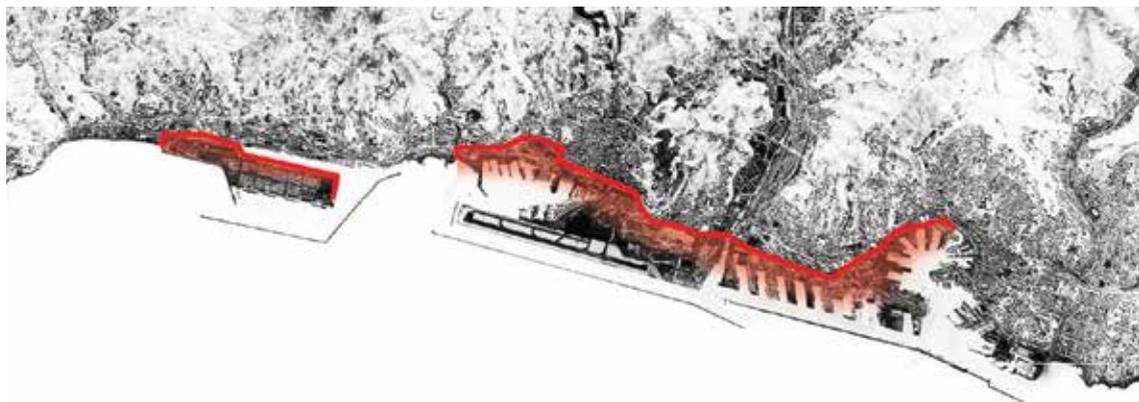
No other expression could be more appropriate and communicative than this. Today, ports are the zero degree of urbanity and geography. It means



Fig. 7 Space of conflicts. Mapping of the current fracture existing between port and city in Genoa. Map processing performed on satellite images updated to 2017. L. Marinaro (2017).



Fig. 8-15 Space of conflicts. Mapping of the current fracture existing between port and city in major Mediterranean port cities. Map processing performed on satellite images updated to 2017. L. Marinaro (2017). [8 Tangier; 9 Valencia; 10 Barcelona; 11 Marseille; 12 Haifa; 13 Livorno; 14 Gioia Tauro; 15 La Valletta].





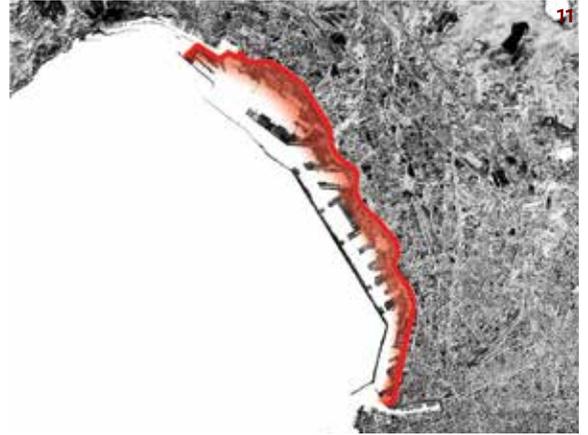
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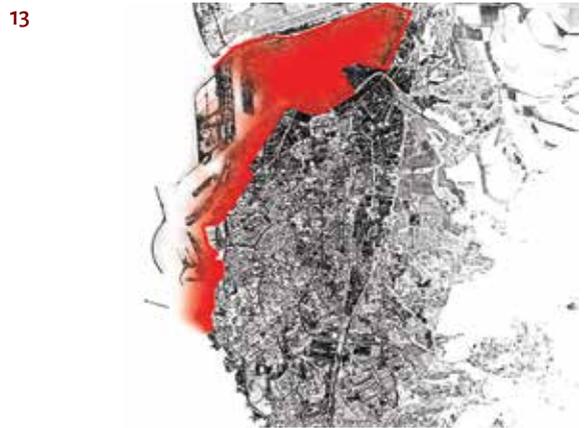
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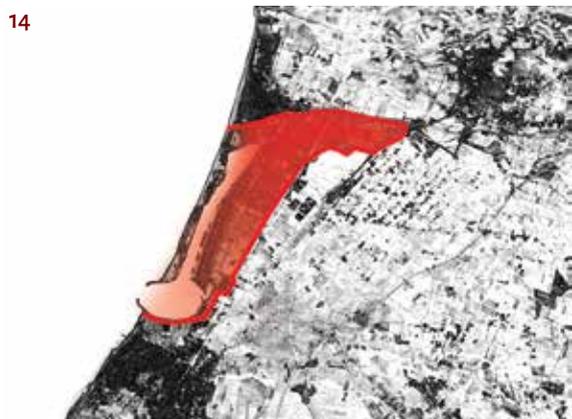
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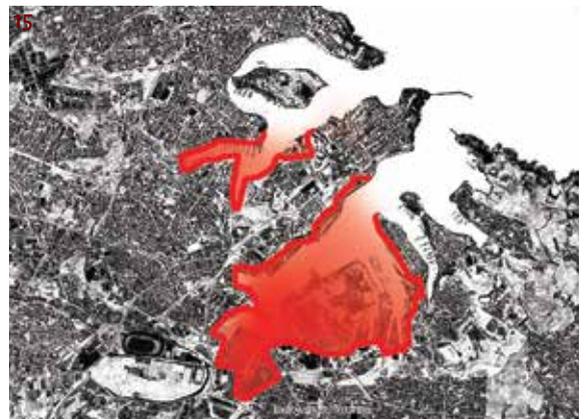
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there is no *civitas* here. They have worn out any connection with the natural world, gradually abolishing its signs, as they have interrupted all the relations - visual, axial, street, dimensional, chromatic, material, social - with the city, with the urban spaces resulting from a harmonious ratio of solids and voids, chromaticism, fissures and wide breaths of sky, steps that went and came, stone and water.

While some ports, especially free-ports, were traditionally fenced off, the majority of them was generally accessible. The denial of access to the sea, consolidated in the decade of 1970-1990 with progressive restrictions, induced a systematic collapse with the consequent assimilation of the port to any industrial area completely disconnected from the context. Cities such as Naples, Genoa, Marseille, Barcelona, Valencia and many more were hermetically sealed to the sea, and citizens consequently lost their habit of contact with it, first from a physical and then visual point of view, by unconsciously removing it from the sphere of their daily perception. With the introduction of European port security measures, that came about following the 9/11 terrorist attacks, also individual terminals within a port were fenced off, consequently the European Port Security Directive (2005) applied similar security measures to the entire port area (ESPO, 2011).

The Genius Loci of these ancient urban systems, that saw in the harbour a highly significant urban place for the exchange of goods and ideas, has been replaced with the Genius loci of the globalized economy. According to



Fig.16 The Port of Genoa. Gabriele Basilico, *Bord du mer*, (1990). The book collects photographs taken between 1984 and 1985 on behalf of the "Mission Photographique de la DATAR" Délégation à l'Aménagement du Territoire et à l'Action Régionale.



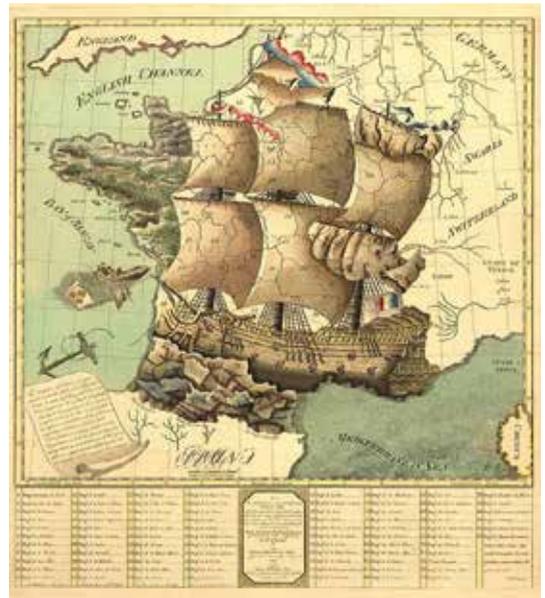
this latter the port is the space of a company, hosting just standardized and automatic operations, whose roots are long asphalt and tracks and whose interests lie well beyond the quay line. Phenomena like: the expansion of the boundary with the city, the lack of government of the areas of ports expansion, the change of the geomorphological layout (coastal erosion, salt wedge, changes in currents, changes in the coastline, etc...), the increased consumption of rural land, the growth of the tourist linear city, the market globalization and the intensification of intercontinental trades can be identified as de-structuring elements of the Genius loci of the Mediterranean port city. In the occurrence of these processes, ports evolved from a Maritime-Urban system made of accessible and multifunctional 'places' to a Global Infrastructure system made of specialized inaccessible 'spaces'.

Despite it is often said that if you have seen one port you've seen them all, European ports instead, are still very different one by each other. There are over 1000 seaports in Europe handling in total 3,5 billion tonnes of cargo per year. Europe has estuary ports, city ports and inland ports, mega-size ports and small local ports, container ports, industrial ports, cruise and ferry ports, as well as fishing ports (ESPO, 2004). They have different geographical characteristics, size or type of traffic handled and this diversity is still maintained in spite of a growing standardization of the layout and spatial configurations that the new concept of container port violently introduced in the mid-twentieth century. As we will see in the following chapters, more and more European and non European port cities are putting in place policies and strategies to overcome the fracture between city and port and identify new forms of relationship that can offer benefits to both parties, to their economic prosperity and citizens well-being.

In less than a century the political agenda of the world has been urgently filled with instances unknown until then, such as sustainable development, energy transition to renewable sources, protection and enhancement of natural, biological, historical, artistic and cultural heritage. An approach capable of promoting shared and unified strategies for port city, thereby recovering the ancient distinctive unity of these urban landscapes, where production, everyday life, trade and sea merged without hindrance, today lacks.

"It is the task of planning to reconfigure the meaning and effectiveness of the network by linking and at the same time distinguishing, integrating, but also enhancing individual identities" (Livorno PA, 2004).

Until now this objective has been pursued according to the scientific *modus operandi* embodied in the *genius saeculi* of contemporary society, that is through a progressive specialization and compartmentalization of knowledge. Due to the growing complexity of these particular entities between land and sea, the planning of ports has been increasingly specialized over the years, marking a clear detachment from the general urban planning tools. Regional plans and regional transport plans are, in this regard, too generic (just indicating, without imposing them, only a few lines of specialization); the provincial plans have systematically avoided to deal with the problems of the ports; Finally, the municipal regulator plans still conflict the traditional separation between the urban plan and the port plan (Livorno PA, 2004). Urbanism, however, is mostly equipped with divisive instruments rather than integrative tools, leaving in fact this uncharted dichotomy.



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Fig. 17 Representation of France in form of a ship. This map dating back to century expresses the maritime vocation of France during that period and the impact of maritime culture over the vision of the country. "Today France is just like a vessel in the middle of a hurricane. I feel to say: I am French". courtesy of Associazione culturale Cartografia Antica.

1.3 The evolution of the relationship between port and city

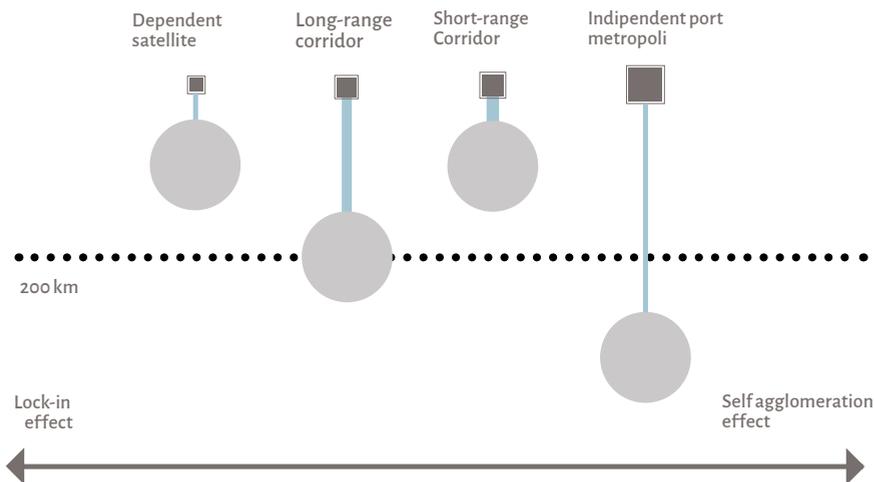
“A port is a charming place of rest for a soul weary of the struggles of life.”
Charles Baudelaire

The evolution of the relationship between port and cities is a research field explored by many geographers. Ports in ancient times determined the growth and prosperity of a multitude of cities, since they grew together or in some cases even before cities, as in the case of Livorno that thrived following the connection with *Porto Pisano*. Small towns became cities thanks to the gains and the cultural syncretism triggered by the flourishing commercial traffic through the ports. Even if far from Mediterranean, this happens even today. Shenzhen, for example, is a striking case because it went from being a small fishing village, which in 1979 numbered no more than 30,000 inhabitants, to be a metropolis of 11.91 million (2016 data) by creating a free trade zone (ZES) and an extensive port development. Worldwide it is evident that many of the largest cities also have the largest ports, just think of Shanghai, Honk Kong, New York, Singapore, Los Angeles, Guangzhou, London and Barcelona, but most of all they have the most global business connections (OECD, 2014). When the city itself does not have a port, it often relies on a smaller satellite city, as is the case with the relationship between Rome and Civitavecchia, or set short-range reports or even long-range ones as Paris and La Havre, for example (Fig. 17 can provide an exemplification of these relationships).

The EU’s TEN-T infrastructure policy focuses on the implementation of the corridors for the connection of the whole area of the union, so as the growth and importance of a port does not depend on its size but strictly on the degree of connection, on its connectivity with the hinterland (Merk et al. 2011). For this reason the Port of Antwerp, for instance, is to be considered the most important port for France even if it is a Belgian Port (OECD, 2014). The economic destiny of nations is tied hand in glove with that of maritime traffic and always passes through a port city. Despite the relevance of port



Fig. 18 Elaboration of the author on the source provided by Merk, O., et al. (2011), in *“The Competitiveness of Global Port-Cities: the Case of the Seine Axis (Le Havre, Rouen, Paris, Caen) - France”* OECD Regional Development Working Papers, 2011/07, OECD Publishing. <<http://dx.doi.org/10.1787/5k-g58xppgcon-en>>



cities, little attention to date has been given to the linkages between port development and urban development (Konvintz, 1978, OECD, 2014; Ducruet, 2013; Bretagnolle, 2015).

The interpretation of port-city's history, the semiotic analysis of such place, has been mostly conducted in a linear evolutionary trajectory starting from a perspective centred on terrestrial systems. Several authors tried to interpret the mutation of the waterfront, which is the meeting point between the two systems, with evolutionary models (Bird, 1963; Hoyle, 1989; Murphey, 1989; Fujita & Mori, 1996) linking spatial transformation to the interaction of multiple factors.

Studies by André Vigarié, French geographer considered the founder of port and maritime geography, have deepened the evolution of the port city interface in relation to the succession of different generations of port industrial areas (Vigarié, 1979). Adalberto Vallega, an important Italian geographer of the sea, instead proposed a vision that links the evolution of the waterfront and its morphological characteristics to the succession of various economic phases (Vallega, 1984). The closer relationship between port and city is led by Vallega to the stage of a mercantile and paleo-industrial economy, while the first signs of weakening of this relationship are traced back to the neo-industrial phase, to arrive at a total separation as a consequence of a post-industrial economy. Vallega defines the port city as a double city, characterized by a maritime horizon and a continental one (Vallega, 1997). He introduced a dichotomous interpretation that will always accompany the port city in its planning history. Brian Hoyle and David Hilling studies, instead, are characterized by the emphasis on spatial and functional relations between adjacent ports and cities, investigated through complementary approaches such as historical analysis, quantitative methods, model building, and social perception. Starting from a historical analysis of the port city interface, Hoyle graphs this evolution as the progressive separation of two distinct entities (Fig. 18), thus attributing to the dynamic of a displacement the limes modification between the port and the city. These studies have given increasing attention to the city and the role played by the purely urban dynamics in regulating the relationship with the port and therefore in the waterfront reshaping.

Each of these interpretations, however, suffers from a marked 'land-centric' vision, whilst to understand the history of these cities and their evolution, the sea plays a fundamental role. Despite the centrality of maritime

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Fig. 19 The evolution stages of port city relationship. by B. Hoyle, (1988).

STAGE	SYMBOL ○ City ● Port	PERIOD	CHARACTERISTICS
I Primitive port/city		Ancient/medieval to 19th century	Close spatial and functional association between city and port.
II Expanding port/city		19th-early 20th century	Rapid commercial/industrial growth forces port to develop beyond city confines, with linear quays and break-bulk industries.
III Modern industrial port/city		Mid-20th century	Industrial growth (especially oil refining) and introduction of containers/ro-ro (roll-on, roll-off) require separation/space.
IV Retreat from the waterfront		1960s-1980s	Changes in maritime technology induce growth of separate maritime industrial development areas.
V Redevelopment of waterfront		1970s-1990s	Large-scale modern port consumes large areas of land/water space; urban renewal of original core.
VI Renewal of port/city links		1980s-2000+	Globalization and intermodalism transform port roles; port-city associations renewed; urban redevelopment enhances port-city integration.

traffic for urban development was, for example, at the base of the studies of Braudel (1985), Ulmann (1949) and Konvintz (1978), it has been gradually forgotten over time, as port related knowledge specialized increasingly in the fields of economics and marketing rather than in human geography.

In her recent essay entitled “City-systems and maritime transport in the long-term”, French geographer Anne Bretagnolle (2015) proposes an interpretation of the progressive loss of attention to maritime traffics and their importance in determining the transformations of the contemporary urban system, by defining three successive stages. The first stage, according to Bretagnolle, is the long period that goes from the Middle Age (13th century) until the Enlightenment (18th century), characterized by weak interurban links and a crucial role of maritime transport in urban development. The economic history see the protagonism of the Hanseatic League, the commercial and defensive confederation of merchant guilds and their market towns predominantly connected by water, and the Italian city-states such of Genoa, Venice, Pisa, Amalfi, Ancona, Gaeta and Ragusa, well known as “*Repubbliche Marinare*” as they have been baptised in the 18th century. Things change with the industrial revolution and the greater infrastructure of the territory due to the development of the railways as a result of the technological and scientific discoveries of the 18th century. So the second stage, lasting from the 19th to the mid-20th century, witnessed strong links between cities, “while the maritime transport became articulated with railroads and canals, giving birth to numerous world gateway cities, through a positive feedback process between accessibility and centrality, connecting local and national scales with the global one” (Ducruet et al., 2016). The third stage instead represents the current period from mid-20th century until today, and in Bretagnolle’s view it is characterized by “a weak relationship between maritime transport and world cities. Because of cheap cost-distances, maritime transport still plays a huge role in the globalization of exchange for bulky and low-value merchandise but is much less determinant than air transport, rapid train, and information technology in the selection process of world cities, based on time-distance parameters” (Bretagnolle 2015, pp. 28–29).

In the light of the majority of the studies carried out so far by geographers, urban planners and economists, and on the basis of direct observation of the conditions of today’s non-communicability of the two city and port systems, in almost all port cities in the world, the thesis of Bretagnolle, which in its third phase confirms the theory of “separation” (Hoyle, 1988, Bird, 1963, 1977), would seem to be able to find consensus and response. However, if so, an evolutionary or rather degenerative model of the city-port relationship would be confirmed. This would mean that the ancient communion between these two realities nowadays becomes impossible being the coexistence increasingly onerous for both parties, each of which tends to prevail over the other. There would also be a problem of “where” to move the ports. Where should they go? In a context so densely urbanized, populated, stratified as the Mediterranean is. The answer would be anything but simple. No free space seems available. The issue is then more complex than expected, even because many cities are deeply linked to their ports, confirming thus that strong cultural bond mentioned by Van Hooydonk (2007). It is not true that the entire citizenship suffer their ports. There are a lot of testimony of a intense link between ports and citizens in contemporary or just recent times, as it is witnessed in literature, in arts, in music. Giancarlo Fusco (2005) and Jean Claude Izzo’s Marseilles it is not divisible by its port and Genoa for the Italian musicians Fabrizio De André and Gino Paoli brings with it smells and unmistakable sounds of quays. The interpretation of the relationship between port and city in a perspective of progressive divergence deserves to be explored more thoroughly and perhaps questioned.

1.3.1 Port & City in the past. A sensible network of significant places.

*Nei quartieri dove il sole del buon Dio non dà i suoi raggi
ha già troppi impegni per scaldar la gente d'altri paraggi,
una bimba canta la canzone antica della donnaccia
quello che ancor non sai tu lo imparerai solo qui tra le mie braccia.*

[...]

*Se ti inoltrerai lungo le calate dei vecchi moli
In quell'aria spessa carica di sale, gonfia di odori
lì ci troverai i ladri gli assassini e il tipo strano
quello che ha venduto per tremila lire sua madre a un nano.*

La città Vecchia, Fabrizio De André

Before modern acceleration turned these places into conflict spaces, the harmony between the harbour and the city burst into the voices of merchants, sellers, sailors in a 'coming and going' of stories and merchandise down the lattice of streets and squares near the port and nourished the city. The Mediterranean port did not match only with the physical space dedicated to its primary functions, it had no boundaries. Its presence echoed and transformed the urban landscape, highly influencing the city's identity both in terms of structure and atmosphere. The configuration of public spaces overlooking the sea or otherwise related to it in some way are still impregnated by the port presence. It emerges from the geomorphological and cultural stratigraphic complexity of the territory, from the dense network of material and immaterial trades, from the relationship between solids and voids, between the winds and the tides, the hot summer sun, the light and the shadow.

The network of public spaces and directional axis between port and historical city, made up of alleyways, piers, commercial streets, market squares, waterfronts, terraces, etc., constitute the zero reference of a morphological order which had its own uniqueness, and at the same time a common structure, in all the Mediterranean port cities. Such a 'port city system' is a multi-purpose and multi-actor one that in the metaphor of the Mediterranean shrubs finds the right picture to explain its highly resilient behaviour. Imagine a shrub, to live and resist wind on the Mediterranean coasts, it develops a large root system through which it also structures and consolidates the dunes on which evolves. Similarly did the port with the Mediterranean city, by founding in it a viable and fertile soil that it in turn enriched in a relationship of mutual perpetual exchange.

Thus the maritime culture, the sea presence, moulded Mediterranean urban public space where the community was born, teaching to the city the art of arranging, the fugacity of time, the "luxury of poverty" (Galí Izard, 2017). To decorate the public space of the city there are the scents that puff in the alleys' shadow making it thick, the dialogues in the window that like the threads of the clothes tie the stories of the neighbourhood in a single plot, the sunlight that barely sparkle on the fresh paving of the steps and instead adorns docks and the piers with white salt laces. These and other elements offer a continuous game of stimuli and contrasts to our senses that results in a very intense urban experience, able to fixate in the memory, even without realizing it, and enter into a deep interaction with our emotions. The multi-sensory experience exponentially increases the attractiveness of these public spaces that become receptors of innumerable meanings, active custodians of collective

memory. This incessant process that invests them gives rise to a signification (in both its gneoseological and semiotic sense) that makes them yet 'public places' and not just 'public spaces', active parts of an interconnected system of internal and external spaces, streets, squares, architectures, docks, inns, markets, etc. Walking through them such places are capable to suddenly catapult us into the deep core of the city, as if they can reveal its intimate identity to us, like it does the system of *carrugi*, Porta Siberia and the Cotton Stores in Genoa, or the Medici fortress and the canals of Livorno, or even the *ramblas*, the alleys of Barceloneta and the markets in Barcelona, and so on.

Once the roots of the port were all those spaces that lead to him providing it every kind of services for its operation, offering refuges, refreshment, rest and leisure to "dry the bones" (De André, *Creuza de mar*), but also providing expert hands, skills, crafts, workforce. Many of the historical crafts of those cities derive directly from the presence of the port, we remember for example those in the field of insurance, notary, banking, among others. Therefore, a strong port-city interdependence was reflected on all aspects of urban life, both on economic and commercial activities, on the cultural sphere and on social dynamics, and thus in the urban form of these particular cities.

Quite all Mediterranean port cities root their maritime vocation in very ancient times: Athen, Marseille (the ancient *Massalia*), Barcelona (the ancient *Barcino*), Genoa, Naples (*Neapolis*), Tripoli, Alexandria, Venice, etc. Since the early settlements, the relationship with the sea did not result in a direct promiscuity with the coast, but rather in a continuous control over it from the top of high places and peaks or from other places not far from the shoreline but still hidden from the eyewitnesses of sailors. As it occurred in Marseille or example, where in ancient times the harbour of Marseille was invisible from the open sea (Hoyle, 1988). Thus, the early Mediterranean port city form seemed to be aware of all the pitfalls and needs that the sea and the journey through it entailed. Spaces must ensure the fulfilment of basic functions such as resource procurement, house security, and boat maintenance. Therefore, the favourite sites were promontories with isthmus, gulfs, coves where to hide the ships and have a short path to the houses.

According to the logic and culture of Greek sailors, sail the Mediterranean meant to reach a new land. Every journey always assumed a territory on which land to live. It therefore presupposed not just a port, intended as a place for exchange, but also a city. The integration of these two functions was not so trivial. Since the nature of the port, according to the Greek etymology, was first of all that of a 'passage', it was to give shape to a space "where the sea is no longer sea and land is no longer land" (Aricò, 2002). For this reason Plato defined the port as the "place where you experience the greatest danger"⁶ because it was the "place of the loss of identity" (Aricò, 2002). A place that in itself embodies a transformation, whose formal balance represented a considerable challenge for the Greek *τεκνη*. The Project of the port city, therefore, from its origins faced the very difficult task of establishing the rules of play between two different worlds, between two different elements, the earth and the water.

The great adventure of the Greek colonization of the Mediterranean exported an urban model which itself had the seed of the complexity of a city shaped by the necessities derived from the experience of the Mediterranean and that, in the Mediterranean itself, always wanted to project its desire, its curiosity, its craving. From the very outset, the project of the Mediterranean port city called for the need for dialogue, agreement and harmony, to such an extent that we could properly call it not just an urban project but a 'landscape project', as it involves several systems: the mainland system and the maritime one, that of people's needs and that of their affairs. It contains in itself

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Plato Leggi, IV, 1. cited in Cacciari M., *Geo-Filosofia*, 1994, p. 48



Fig. 20 Athens, its Port and the long Walls at the time of Themistocles.

the germ of globality, an intrinsic tension to connectivity that will lead it to transcend its horizons continuously.

While all the Greek port cities of the first colonization had an internal foundation site over the coastline, to escape the piracy that crashed the shores, Tucidide in the last decades of the fifth century BC states that “all the cities that were built in the last resort and -since the most advanced development of navigation- with more money, were founded just by the sea shore and walled up. Indeed, the founders took up the isthmus for business reasons, and to be strong each of facing the neighbours”⁷. This solution, had already been confirmed by the policy initiated by Temistocle who encircled the *Piraeus* with the Long Walls (fig. 20), was adopted as a widespread practice that lasted until the sixteenth century. Despite that strong maritime vision then, the Greek urbanism took its course by planting its feet firmly on the ground with the support of the intelligentsia of the time. Plato, among others in fact, had a very negative conception of ports and in general of maritime life which in his opinion influenced the citizen to duplicity and infidelity. “You can not ‘belong to the sea’ and ‘to the land’ simultaneously, you cannot be merchants and together citizens of the polis”, he said. After him, Aristotle even claimed that the State should not have participated in the forms of enrichment generated by the port, nor would it have had to possess it.

The polis therefore derived its form from the need to give body to a precise vision of the world, to transpose the moral and ethical order of Greek civilization. According to Aristotle, Ippodamo from Miletus, Pythagorean architect and urban planner, defined the principles of zoning the city to pursue an ethical and political administration. If not as an inventor, certainly as a theorist, to Ippodamo conventionally we owe the first regular planimetric

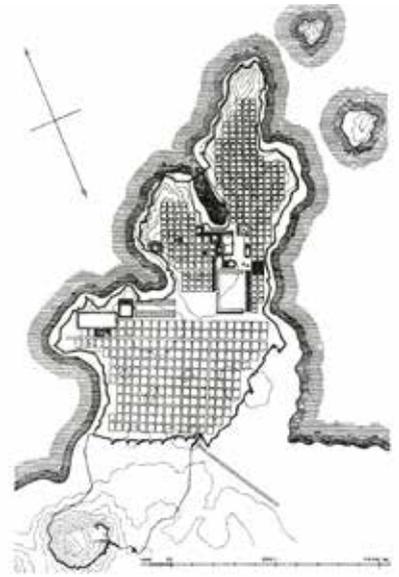
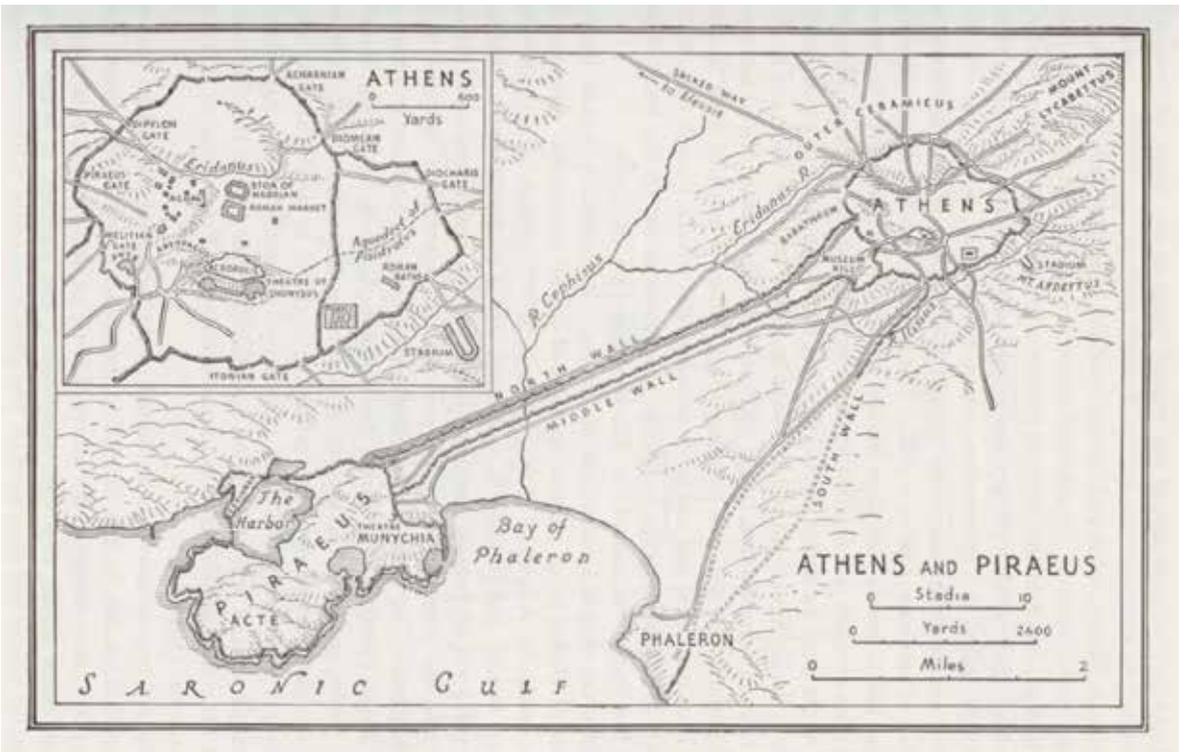


Fig.21 Plan of Miletus, by Ippodamo from Miletus (498-408 A.C.).

⁷ Tucidide, *La guerra del Peloponneso*, I,7.

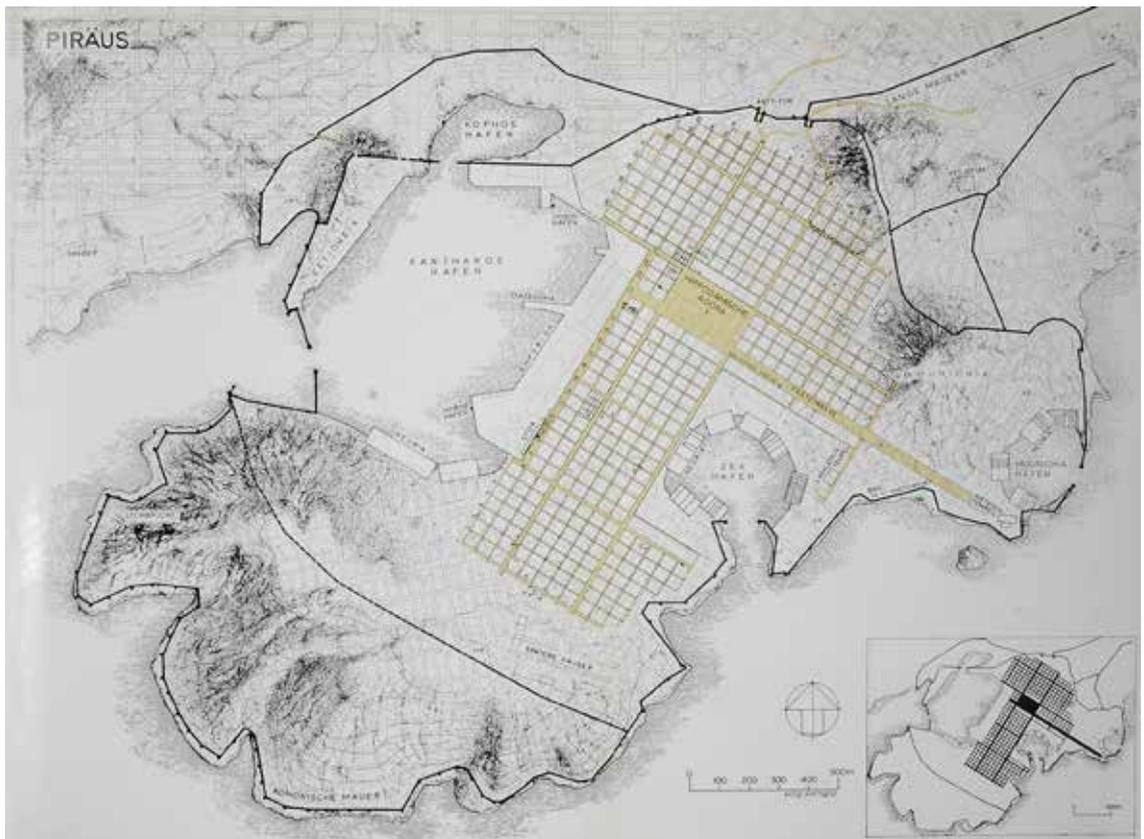


scheme for the newly founded cities of the Greek world between the fifth and fourth centuries BC, inspired by mathematical and physical criteria and by social considerations. Ippodamo's city model can be considered in fact the very first project of an ideal city. Made up of an orthogonal system of roads (πλατειῆαι and στενωποιῆ) oriented according to the cardinal points or the coastline if on the sea, of great blocks for architecture and squares, and of scenographic perspectives, this scheme was at the base of the plans of the cities of Miletus, Alexandria, Olinto, Rhodes, Pella, Agrigento, Metaponto, Paesum, Naples, Pompeii, Syracuse, and among others, although very few are the topographical elements known, of the port city of Piraeus (Fig. 21).

It is not trivial that the first port city plan we know of derives from the application of an ideal city plan. At that time, Aristotle, as Plato, saw in the harbour a danger to good governance, to the *Δίκη*. The Plan was therefore necessary to avert this danger and give an ethical and formal order to the port city relationship. The ideal condition was that the city keep such a distance from the port because it had control but remained separate from it thus decreasing a clear hierarchy between polis and port. This solution proposed by Aristotle became a rule in the expansion policy of Greek civilization and established a certain strategy of promiscuity between the port and the city. A wall diaphragm safeguarded the moral integrity of the city separating and protecting it from the sea.

After the contributions that the war and pragmatic experience of the Roman engineers and that scientific discoveries and culture of Alexandria offered to the Mediterranean port city model, came the turn of the *Serenissima* to impart a new lesson of prosperity, flexibility and balance.

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Fig. 22 Plan of Piraeus. In the second book of Politics Aristotle attributes to him the Plan of Piraeus (451 BC). <http://www.haw.uni-heidelberg.de/md/haw/forschung/win-kolleg/raumordnung-piraeus-2011.jpeg>



With Venice's example, the sea returns to be the leading element of the city and its structure. *"The exchange between land and water, the integration agreement, the waiver of the logocentric project, the sensitivity and flexibility of form, the idea of navigation as aggregative party form, and the diversity of ethnic groups"* (Aricò, 2002) were the fundamental traits of the contribution of Venice to the genealogy of the Mediterranean port city. In its dense network of traffic, the urban shape of Venice inspired the toponymastics of Dalmatian Ragusa where the isolates were given the name of 'scholio' a faded transposed of the Venetian 'insulae' (Aricò 2002).

Around the 10th and 11th centuries, the Mediterranean port city knew a period of great splendour and wealth that consolidated the names of Genoa, Venice, namely, Marseille, Barcelona, Amalfi, Pisa, Ragusa, Gaeta (fig. 22), Ancona, etc. in historical memory. The iconic spatiality of these particular cities is mainly due to medieval urbanism that shaped these international centres of commerce according to local rules but still able to speak a common language from one side of the Mediterranean to another. In such period the waterfront was the focus of the entire settlement (Hoyle, 1988), hearth of the economic vitality of the city. Medieval Genoa, for example, did not have a large public square. The *Ripa Maris*, with its artisan workshops under the arches of the continuous prospect of the palaces overlooking the sea, was the main meeting place offering its sand to haul the ships. The port in Genoa dictated the organization of civic space, it marked the rhythm of public life and the transformation of the coast. It was therefore a place of continuous change and adaptation to the changing needs of maritime traf-

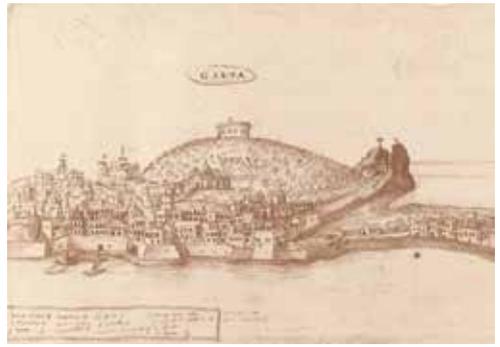
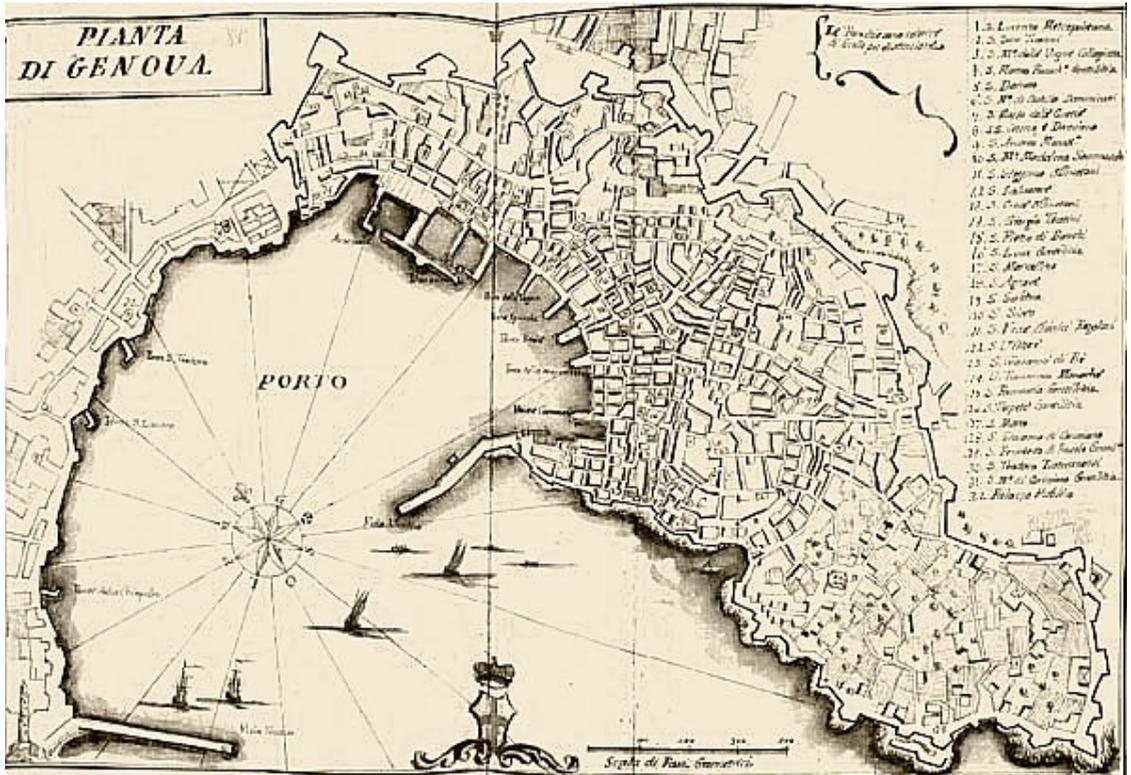


Fig. 23 View of Medieval Gaeta.

Fig. 24 Medieval Plan of Genoa



fic, a place, as we have already said, of mutation rather than permanence. The harbour varied its geometry and its thrust towards the sea thanks to a temporary and mobile architecture, made mainly of wooden wharfs and ships which had a typical Genoan and Flemish matrix and have been maintained here and around the entire Mediterranean basin until the 16th century (Konvintz, 1978).

Around the 11th century, the heart of the harbour was concatenated with the *Molo* quarters, with the first permanent facilities made of stone, while others placed in the Mandraccio area, to the west, between the church of the Holy Sepulcher and the monastery of St. Thomas, and to the east near the marina of Sarzano. In the twelfth century, with the growth of traffic and the size of sailing ships, the port increased considerably and in the meanwhile the first public palace was build (1260) thanks to Guglielmo Boccanegra. Hosting the seat of the customs and other magistrates, the building would house the San Giorgio House at the beginning of the fifteenth century.



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Fig.25 View of Medieval Genoa, its quays and walls.

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Fig.26 Marseille. Source: The Hebrew University of Jerusalem, National University Library.

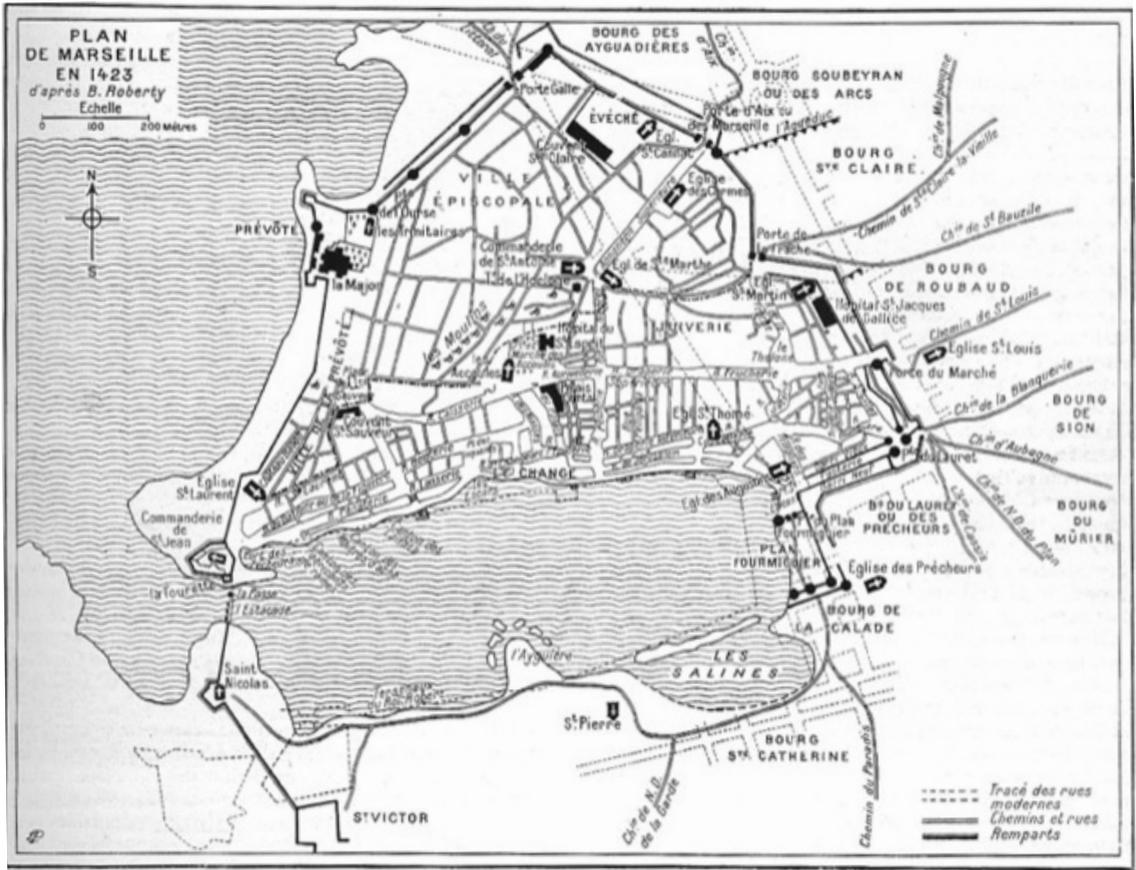


At the end of the century, new docks and the first seat of the arsenal for the construction of boats were built. It was a small arsenal when compared with the contemporary ones of Barcelona or Venice.

The vitality of the port of Marseilles is documented well before the year 1000, already between the 5th and 7th centuries it was one of the most important ports in the Mediterranean. Founded by the *Foeci*, the oldest French city, Marseilles has in its midst the traces of a cross-bred culture, a profound maritime culture. The Hellenistic wall was still in use at the end of Antiquity hosting two inhabited poles: the *Ville Comtale* and the episcopal city divided by a space that will be populated and urbanized only at the beginning of the 11th century (Bouiron Paone, 2012). During the Middle Ages, the harbour activity was predominantly dedicated to fishing and cabotage. Since the 10th century, the seaside swamps on the east shore of the harbour were occupied by warehouses, carpentry yards and a municipal building yard. Here, craftsmen working hemp were installed to produce bowlines and cordage. From cultivated hemp, which in the Provençal language is called “*Canebe*”, derived thus the name *Canebière*, the main street now linking the Old Port to the Réformés district. Here again Sea and Earth merge into the toponymy and the culture of the port permeates the city itself in its structural axes.

Until then the harbour developed under the influence of the Comtale City (Bouiron Paone, 2012), then between the 11th and the 14th century, Marseille grew open to trade across the maritime basin. The city continued to expand and the maritime activities had an even greater impact in the urban core.

Fig. 27 Map of the city and the port of Marseille in 1423. Reconstruction. (Source: Colletta, 2012) Initially, as can be seen from the map, the harbour is only developed on the north bank of natural cove as it will also occupy the eastern part during the seventeenth and eighteenth centuries with Louis XIV with a growth of the sea front opposite the medieval historical city.



The Angevin kingdom, which united the two port cities of Marseilles and Naples in the 14th century, will give a new impetus to the relationship of both of these cities with the sea. Marseilles implemented its port facilities across the north of Lacydon with the *quai du port*, the yards and the arsenal, and the city followed this growth by guiding the new roads in the direction of the shore. Naples undertook major urban projects such as: the new harbour, the new Beverello pier and the new large space to be used as a market in 1310, then Market Square in the sixteenth century. The construction of the new pier is attested by the sources in the Angioinian period (1302) and is represented for the first time by the sea in the Table of Strozzi of 1473 (fig. 27) which shows the urban situation after the Aragonese interventions (Colletta, 2006; Rossi, 2012). In the Table is also visible the long wall that divides the city from the sea and echoes the “*Muralla del Mar*” of Barcelona of the same period.

Between the 13th and 14th centuries in Naples there is a “morphological fusion in which the city and the port are built together for an active operation of the port city, between Castelnuovo and the market square” (Colletta, 2006). With the creation of the new market, the coastal strip is populated by the main public merchant structures such as customs, loggia, foundations, inns, benches, arches and arches, and foreign and foreign colonies (Colletta, 2006). Already in the middle of the 14th century, Naples had a sea front of more than 2 kilometres in length. This infrastructure of the coastline was the main reference to structure all the merchant roadworks according to the port activities and maritime merchant needs from east to west.

Once again it is the port and its traffics to shape the city. The mutation of the sea front of Naples saw a great contribution also from its geomorphological nature that offered several opportunities to rethink and expand the shape

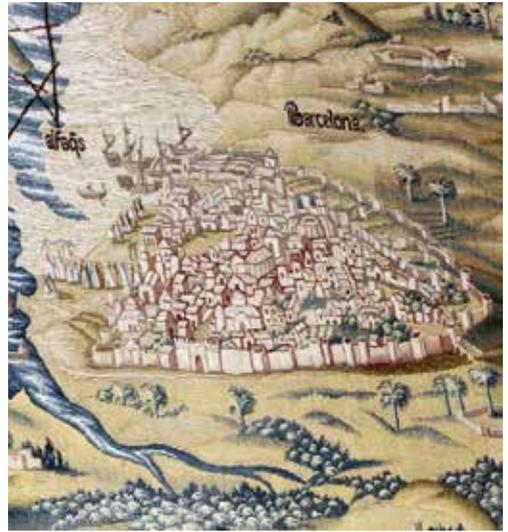
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Fig. 28 Tavola Strozzi is an oil painting on the table of an unknown author, perhaps Francesco Rosselli, dating to 1473 and kept in the National Museum of San Martino in Naples. It represents a view of Naples from the 15th century.



of the harbour. Naples's coast in fact, had a strong morphological evolution, which was the result of the continual deposition of debris from the hills and the problem of sea catch.

Starting from the 10th century, Barcelona has enjoyed a long period of prosperity thanks to its role in trade in the Mediterranean. Although the site did not offer so many advantages such as those that existed in Genoa or in Marseille, (on the contrary, the dynamics of the coastline caused the constant entry of sand) the city decided to build a port by initiating a process of great modification of the coast. Named after "*Colonia Iulia Augusta Faventia Paterna Barcino*" by Emperor Augustus, the port of *Barcino*, exported through *Mare Nostrum* products such as stones, fish paste and wine in the capital of the Empire.

In the Middle Age all the main merchant and port facilities remain detached from the medieval plant in the "*Burgus*". This decentralization between the religious and administrative nucleus and the commercial nucleus is also found for example in Naples (Colletta, 2006) and in Marseille (Bourion, Peone 2012). Outside the eastern Roman door was built the *Mercadal* in the area of the "urbanization of *Las Manzanas de la Ribera*", the late-thirteenth-century merchant quarter of *Ribera* developed around *Santa Maria del Mar* on two east-west roads in connection with the ancient naval arsenal on the shore. The changes documented in 1243 makes clear the will to demonstrate the leadership of the Catalan Aragonese monarchy in the Mediterranean and the



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Fig. 29 View of Medieval Barcelona. Arab painting



Catalan commercial and military fleet. Those in front of the *Ribeira* in fact were just one of the arsenal of Barcelona, in 1243 there is evidence of the presence of other westward shipyards and of the Royal Shipyards of Barcelona. The latter, well-known as *Dressanes*, have been created by Peter II the Great at the end of the 13th century and can be considered the most representative historical monument of the city's maritime façade and one of the most important among Mediterranean naval construction.

The city of Barcelona, therefore, since its foundation is the result of a transformation always starting from the sea. This constant dialogue with the Mediterranean, makes it first and foremost a port because the most significant places of its urban fabric, from those of the *Barrío Gotico* to *Barceloneta* and the *Poblenou* are impregnated by the maritime culture.

In the fifteenth century, under the French governorate, the port of Genova was transformed by acquiring a purely defensive physiognomy, thanks to the erection of powerful walls and high towers, which nowadays competently disappeared. However, this diaphragm disappeared quickly.

During the Renaissance in Europe, the social and political implications of maritime trade increased so that new port cities have been designed and many existing ones have been restructured. Genoa, for example, saw a huge development of port activities, increasing its influence far beyond the basin, to such an extent that the 16th century has been also called the "Century of Genoa" (Braudel, 1981). Since they were the focus of global trade, port cities in this period had a great importance, therefore the intents to shape their urban scenario as a harmonic whole was renewed. The Project was returning to impose its synthesis skills and creativity on the phenomenology of the coasts.



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Fig. 30 Medieval Plan of Barcelona.

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Fig. 31 View of Barcelona by Anton Van Wingaerde, 1563 (Source: Colletta, 2006). The Map shows the modern city and the "Muralla del Mar" along the sea front. The monumental *Portal del Mar* opens in front of the merchant space where the main public buildings were built.



The design culture that developed in these cities in the 16th century was able to shape urban growth in various aspects, social, economic, political, spatial having significant impacts not only on the urban form of these cities but more generally on the European city model to such an extent as to facilitate the same process of industrialization (Konvintz, 1978; Burke, 1975; Van Der Wee, 1976).

In this scenario the real heart of the urban relations of the Mediterranean port city was the road, even before the market square. The system of roads constituted the fundamental structure of these landscapes, a true generator of uses and forms. It naturally extended in the piers and docks, which lent themselves to welcoming the walks and the digressions of the citizens without ever renouncing or corrupting their eminently practical and mercantile character. In fact, these cities, as seen from maps and historical representations, did not open large public spaces to the port. The plot of public spaces was dominated by the linear spatiality of the street, giving life to an urban scene that consistently referred to the concept of movement and incessant exchange rather than that of the rest and idleness evoked by the square. To form this particular urban layout also it competed the natural geomorphological condition of the Mediterranean coasts that was stingy of flat spaces and difficult to tame. However, in addition to the lack of space also the frenzy that characterized these spaces, determined the consequent coexistence and continuous mixture of different uses, which conjured for many centuries the functional crystallization of the sea front of Mediterranean cities.



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Fig. 32 View of the port of Genoa, by Grassi Cristoforo, 16th century.

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Fig. 33 Particular of the dredging the Mandracio in. Canvas by Dionisio de Martino Genoa civic Naval Museum. Sagep Port of Genoa (1575).



In these public spaces, voted for flexibility and economy, no room left for the iconic elements of the architectural vocabulary of the renaissance square, such as public buildings, fountains and statues (Konvitz, 1978). To make up the distinctive skyline of the Mediterranean port city we find lighthouses and lanterns instead of city towers, all elements that contributed to form its eminently practical and shamelessly honest character.

Unlike the Renaissance city, the urban form of the port city was the result of the lively mercantile metabolism that took place starting from the network of streets and docks, and made life in these cities a rich visual experience. The sophisticated and irregular morphology of the port cities fascinated many historians, geographers, urban planners and architects, to the point of inducing them to try to codify it and to trace its evolutionary rule. Among these attempts, the definition given by Sybil Moholy-Nagy stands out for its ability to interpret not only the form but also the functioning of these cities, thus understanding their metabolic link. Moholy-Nagy, speaks for the 16th century port city of “orthogonal merchant-linear urban form” (Konvitz, 1978; Moholy-Nagy, 1968) which was not a form imposed a priori, the more it was a form generated retrospectively by the experience of the urban relationship between port and city. More specifically, it was a peculiar condition generated by the compresence of two types of street network: the “small neighbourhood streets” and “the longer, broader street”. The first network characterized the medieval settlement nucleus, it “divided the space of the city into neighbourhoods or districts and emphasized (...) the movement of persons, messengers and goods” (Konvitz, 1978). Its narrow and short streets reproduced in a similar way in all the Mediterranean ports, gradually changing their name from “*carrugi*” (alleyways) in Genoa, to “*carrers*” in Barcelona, to “*calle*” in Venezia ecc., was the heart of urban life, the place where the port poured its colours and scents, where they exchanged ideas, goods, and information. It was, in other words, the system for port ‘communication’.



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Fig. 34 Alexandria Lighthouse. Map by Georg Braun (1541-1622) Detail of *Orbis Civitates Terrarum*.

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Fig. 35 *Canvas Flora* with a view of Genoa by Jan Massys, Stockholm National Museum. Port of Genoa SAGEP (1561).

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Fig. 36 Top right First urban nucleus of Livorno, G. Vasari, 1556.



The second network, on the other hand, was the one that connected the port to the rest of the territory and to the mainland beyond the city, made of wider flowing arteries suitable for the movement of large volumes of goods and people. This was the ‘traffic network’ of the port, which, as Konvitz states, was made up of ‘conduits’ that “were not really part of the neighbourhood they traversed” (Konvitz, 1978, p.12). It is for example the case of the famous Canebière in Marseille, the great tree-lined street built in 1666 under Louis XIV, which was developed by the *Vieux Port* for 1 km in length marking a clear break from the rough port neighbourhood. Even those streets entertained an osmotic relationship with the port, which however had a completely different scale from those of the alleys. The colours and sounds that populated them were those of the large loads of goods, which did not mix with those of the port’s back-yard neighbourhoods. “In both the northern European and the Mediterranean sixteenth-century great port cities, the heavy work and colourful activity of trade had its milieu, while the words and numbers corresponding to that activity were written and spoken elsewhere, in the city’s corporate organizations, exchanges and merchant houses” (Konvitz, 1978).

In the same foundational structure of the port landscape, a woodworm



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Fig. 37 Detail of the *Plan de la ville du port et de la citadelle de Marseille* (1700). The map shows the path just opened by the Canebière and the coexistence of the two infrastructural networks that vertebrate the city.



creeps in as it occurs the lack of communication between the various levels in which the activity of the ports reverberates. The port thus begun to feed two cities, one inside the other, contiguous but separate. So, if we share the interpretation of Sybil Moholy Nagy, as Konvitz does, we can recognize in the port city of the 16th century for the first time the seed of that dichotomy that the global era will bring to its peak in the metropolis. Further developing this thesis, we could see in the port city's system of the "small neighbourhood streets" and "the longer, broader conduits", the spatial embryos of those that the catalan sociologist Manuell Castells will define "Space of places" and "Space of Flows" respectively.

Not all Mediterranean port cities, however, reflected this model. As Kon-



Fig. 38 The Port of Ancona in a painting by Andrea Lilli (1510). ↑



vitz in *"Cities and the Sea"* illustrates, there are some important exceptions, first Venice, the *"Serenissima"*, where the division between 'communications' and 'traffic network' was deeply internalized in the urban tissue through the distinction between canals and 'calle' and then translated also into a very particular political and social organization as well as economic one. In Venice flows and places merge together without any friction, the same urban matrix is made for commerce, exchange, movement. The entire town functioned as a major port facility, whose heart was right in front of San Marco, in front of Palazzo Ducale. Another particular case is that of Seville where geomorphology gave form to the interaction between port and city. In this port city, designated as the metropolitan capital of Spain's Indies Empire, the function of the great conduct for port traffic was exercised by the Guadalquivir River, which absorbed the increase in traffic very well without causing impacts on the urban fabric.

Although the first settlements were dated around the year 1000, Livor-

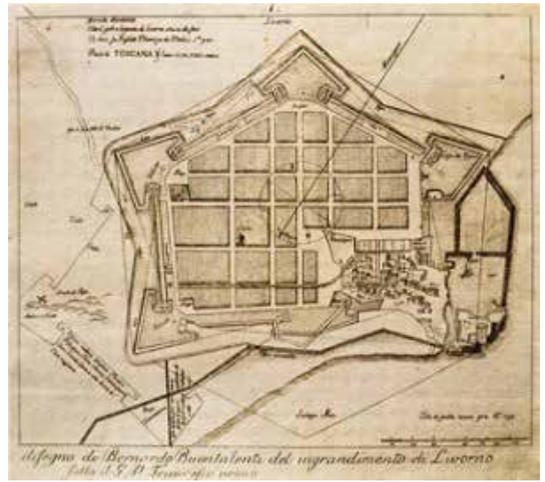
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Fig. 39 Amazing perspective view of Venice by Joan Blaeu, Official cartographer of the Dutch East India Company from 1638 until his death. This 1660 c.a



no was a secondary port subordinated to Pisa to which it was in fact connected by the Navicelli Canal (1563-1575), designed and built during the reign of Cosimo I de Medici. Konvitz, describes this port in the 1500s as a sort of transshipment port. At the end of 1500 the port of Pisa could no longer give full rein to the great political and commercial ambitions of Florence and Tuscany (Konvitz, 1978), for this reason a great plan for the extension of the port of Livorno was started by Medici family.

Francesco I Medici in 1576 commissioned to the architect Bernardo Buontalenti the plan for the port-city of Livorno giving full expression to his desire to realize an ideal city. Among the four Italian ideal cities realized during the Renaissance, Livorno was in fact the biggest and the most suggestive. It included the port not as a secondary appendix of the city, “but presenting itself from its foundation, with a well-defined design, in respect of some rules of composition and of the function that the port city has to play” (Corradini, Morucci, 2013). The foundation stone of the “Buontalenti’s pentagon”, the great bastioned walls encircled by the Fosso Reale, was placed in 1577, but the plan had a major impulse only with Ferdinando I and finally completed under Cosimo II Medici. In the seventeenth century the port thus entered into a perfectly integrated fortified system that seemed to function as a single organism and that connoted forever the shape of the city and its relationship with the water. Today Livorno canals are used as a communication channel and the area of the ancient port city is the heart of the Tuscan city.

Istanbul, a city of Greek foundation, underwent a period of great ex-



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Fig. 40 Plan of Livorno. *Disegno di Bernardo Buontalenti del ingrandimento di Livorno.*(1576).

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Fig. 41 Map of Livorno Fortress (17th century). This representation of the port of Livorno suggests a particular and incisive harmony and integration between ground water and architecture completely managed by the project.



pansion of the port in the sixteenth century. Kadirga's arsenal was cited by foreign painters and travellers of the late 16th century. It is notable that most of the urban and architectural development of the 17th century also took place within the boundaries of the port, which the golden horn continued to urbanize integrating the neighbourhoods. The entire location of the Ottoman markets depended on the presence of the port, but more generally the sea represented for this city, until the 18th century, the main element to give hierarchy to the public space system.



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Fig. 42 Map of the fortified port city of La Valletta. "Valletta ou Valette Ville Forte, de l'Isle de Malte". P. Mortier, Amsterdam, (1730).

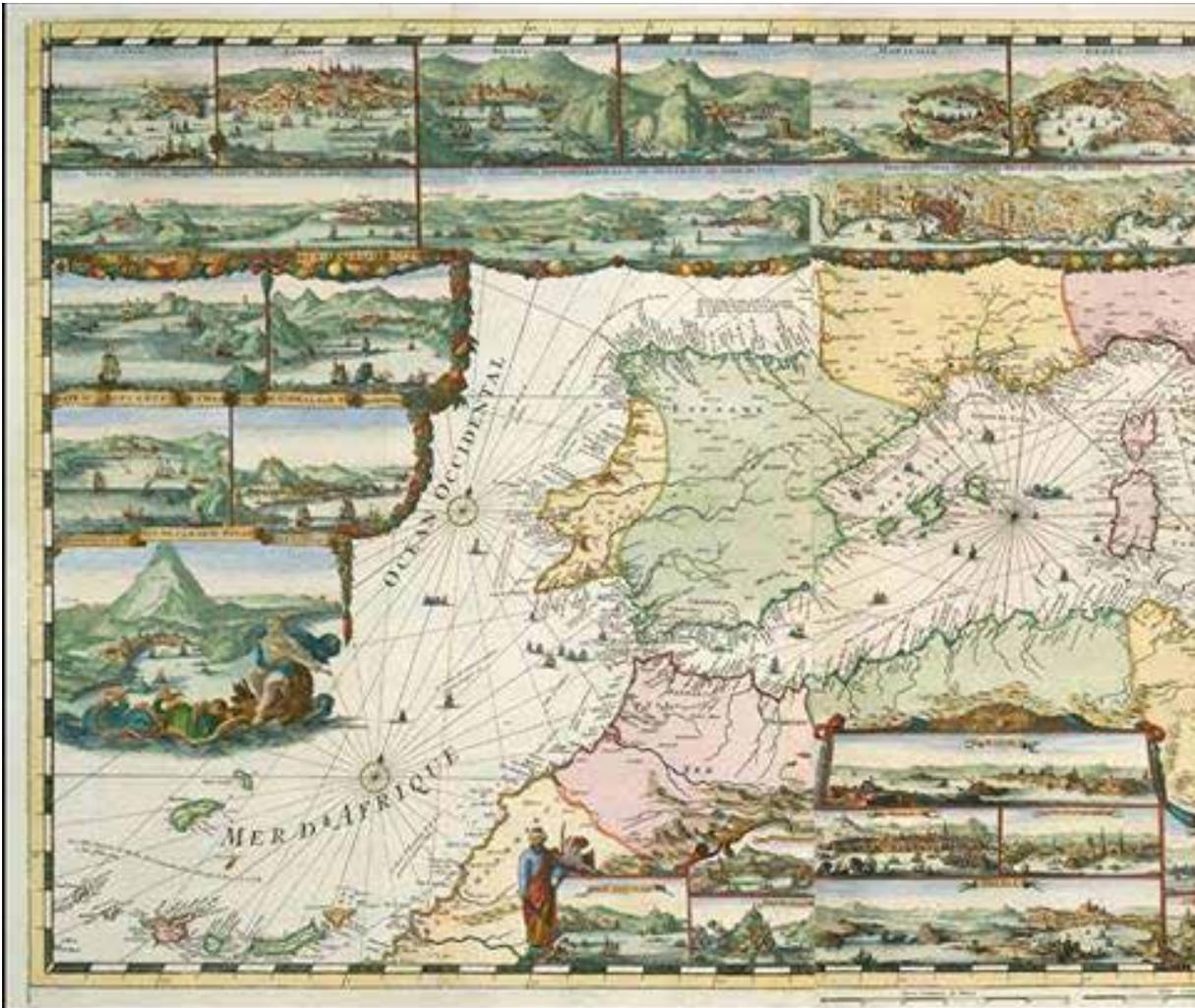
Another more emblematic example of a fortified port city is Malta and the port of Valletta. The city has been founded in 1566 by the Order of St John on the Xiberras peninsula between il Porto Grande and Marsamuxetto. The project, which was not banal since the site was spectacularly beautiful and strategic because of its deep creeks, was entrusted to a military engineer, Francesco Laparelli, personal architect of Pope Pius V. The new city was meant to be the first of a series of fortified areas to guard the entrances to the two harbours and named Valletta after *de Valette*. Its principal defences were a restructured and strengthened Fort St Elmo, a system of fortifications and ditches that encircled the entire city, an arsenal to repair ships and a small secluded harbour where ships could be sheltered during storms or attacks.

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Fig. 43 Map of Istanbul, Braun and Hogenberg. The Hebrew University of Jerusalem and the Jewish National Library. (1572).



Starting from the 16th century, the planning tradition of the port city is based on a twofold essential contribution: the project of the ideal city and the practical utilitarian planning. The measure and the dynamics of these two essential contributions have been greatly analysed in the middle of the last century by Josef Konvitz in the book *"Cities and the Sea"*, to which reference is made for further details. What is important here is to mention that the combination of these two *modus operandi*, that was born and experienced in the Mediterranean, it generated a wealth of experience and design repertoire that once exported outside the Mediterranean to the Northern Sea triggered a new season of port city planning. The 17th century saw the flowering of the Dutch maritime power that is increasingly affirmed both on the seas and in the planning of the port city. It is no coincidence that this splendid map of the Mediterranean, considered to be "most spectacular type of maritime cartography ever produced in 17th century Amsterdam" (Koeman, 1997) was engraved by a Dutchman, Romeyn De Hooghe. The map embellished with 38 inset maps and views of the major ports of the Mediterranean, includes galleons and galleys, with allegorical figures and sea monsters. This map was published by the Covens & Mortier editions in an atlas whose unprecedented size and use of artists such as de Hooghe, made this work of the most lavish

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 Fig. 44 *Carte Nouvelle De La Mer Mediterranee ou sont Exactlyement Remarques tous les Ports, Golfes, Rochers, Banks, de Sable &c... 1694*
 Romeyn De Hooghe, Amsterdam 1694

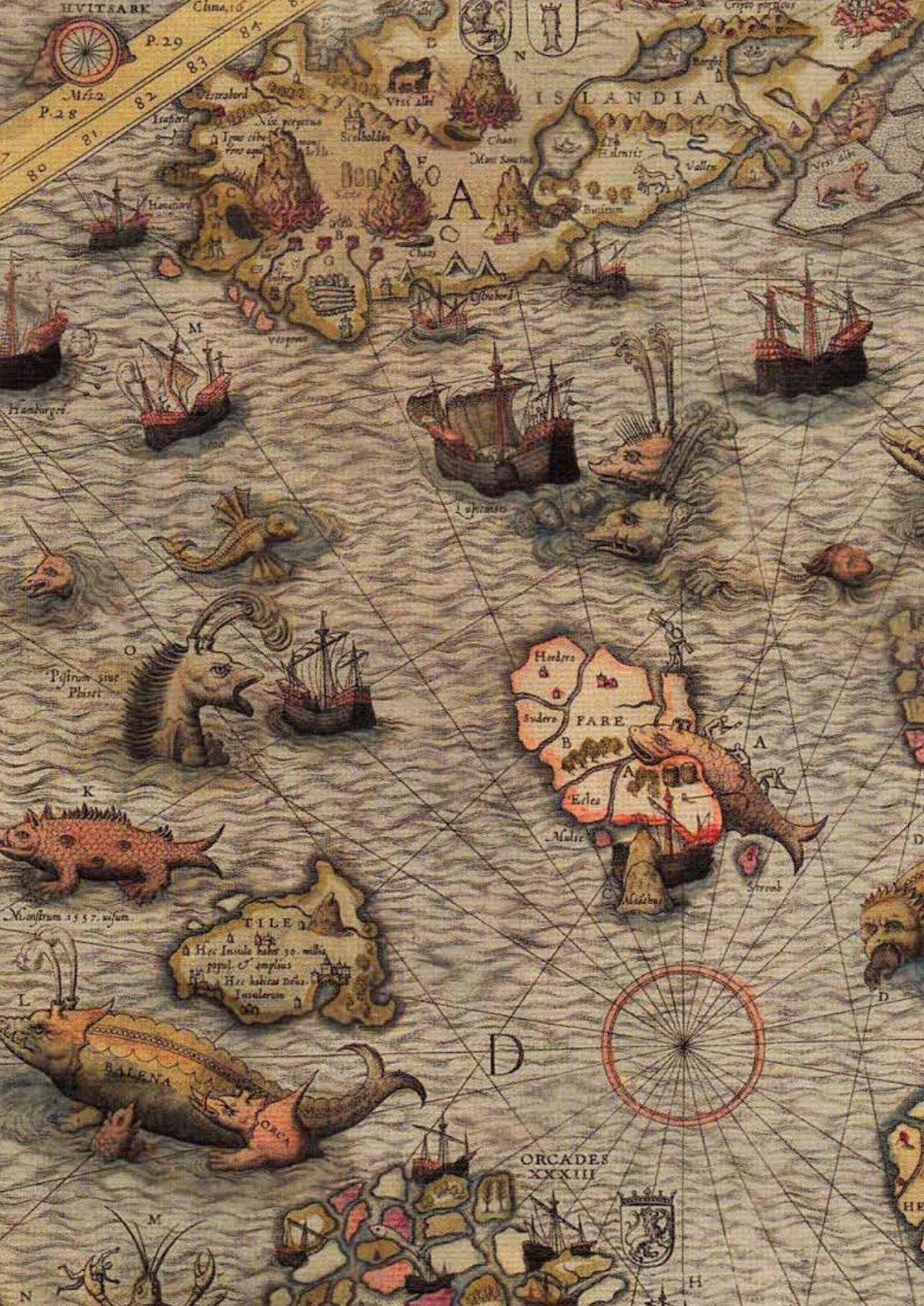


of the period. Again Koeman calls it “the most expensive sea atlas” of the period, “intended more as a show-piece than something to be used by the pilots at sea” (Koeman, 1997). Mortier’s motives in the production of this atlas was to flatter the Dutch king on the British throne since the Glorious Revolution of 1688, William III, to whom it is dedicated. The Dutch in the seventeenth century gave an unprecedented impulse to the maritime culture both on the imaginary level of the port landscape through great pictorial and cartographic works, as the present map, and on the concrete transformation of the urban port scenarios through planning. The vision of the sea changes, from being seen as a source of pitfalls and dangers to the horizon and source of wealth. Cartography and planning were favourite tools to affirm Dutch maritime power, where the former was an instrument of study and control of the sea, the second gave concrete form to the wishes of an entire people. This extreme confidence in the use of planning as an essential tool for corroborating and affirming maritime power, it was not a prerogative of Dutch culture and more generally connoted throughout the 17th century, making this historic moment a period of emblematic harmony between port and city that shared a symbiotic development. An evident sign of this meeting between the city and the city manifests itself with the disappearance from the maps,



Next pages
Fig. 45 Detail of *Carta Marina et descriptio septentrionalium terrarum ac mirabilium rerum in eis contentarum, diligentissime elaborata anno 1539 Veneciis liberalitate Reverendissimi Domini Ieronimi Quirini* by Olaus Magnus, version published by Antoine Lafréry in Rome, 1572. This beautiful hand colored map, is the first known geographical map describing the Nordic countries, indicating details and names of the places. The sea, still seen as a source of pitfalls, is populated by several sea monsters. courtesy of the National Library of Sweden.





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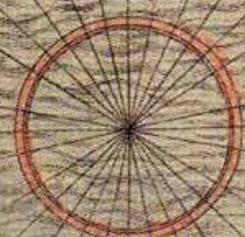
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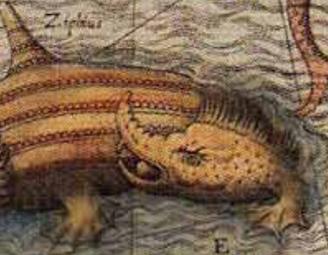
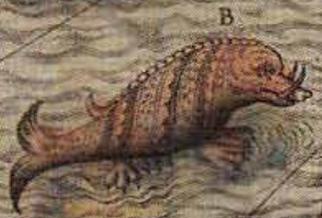
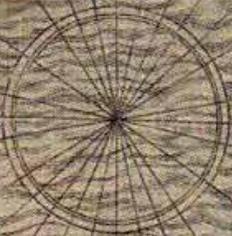


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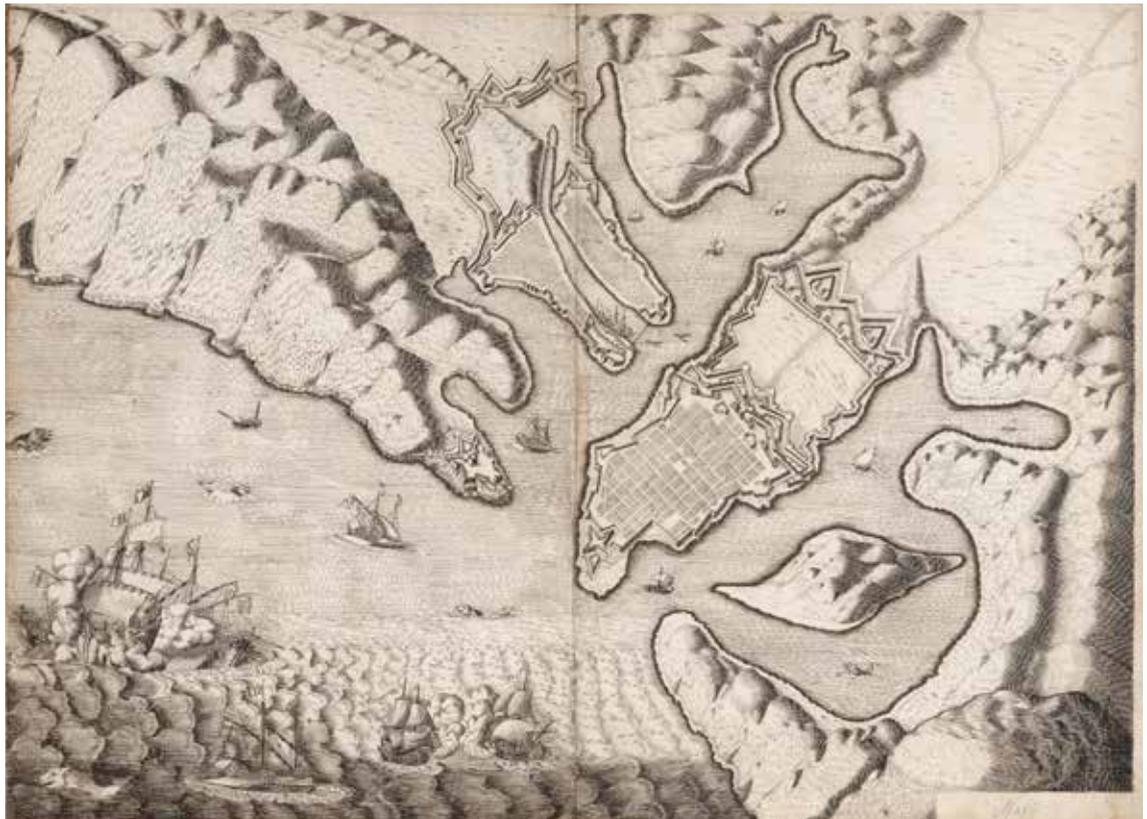
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from the incisions, from the watercolors, etc., of the signs of caesura between one and the other. Towards the end of the 16th century and the beginning of the 17th those long walls separating the city from the sea, of which Plato would be so proud, were demolished. The renewed union between the port and the city can be seen, for example, in the celebrated *Palazzata* of Messina designed in 1622 by architect Simone Gulli, a continuous curtain of thirteen large buildings intertwined by monumental city gates running along the coastline. The facade replaced, in modern terms, the old city walls that had previously been a barrier against possible assaults. In the same years in which the project took shape in the largest maritime theatre in Messina, Vincenzo Scamozzi, designer of the port of Ancona, dedicated to the port city a special place in his treatise on architecture titled 'The universal Idea of Architecture' (1615). It is a fact of paid news for the late Renaissance treatises mainly because of the fact that the port city was read in relation to its Mediterranean character. Scamozzi, who visited more than ten Italian ports, as he states in his treatise pages, including Genoa and the ancient *Portus Lunae*, identified with the Gulf of La Spezia, sees in the port of Messina the exemplary model of a port city as a perfectly accomplished and united body. In the treaty of Scamozzi, Aricò highlighted the clear sign of a new motto of the city's craving, (the dangerous temptation condemned by Plato), product of an absolute confidence in the power



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Fig.46 *La Palazzata di Messina* in a painting by Ferigioni B.

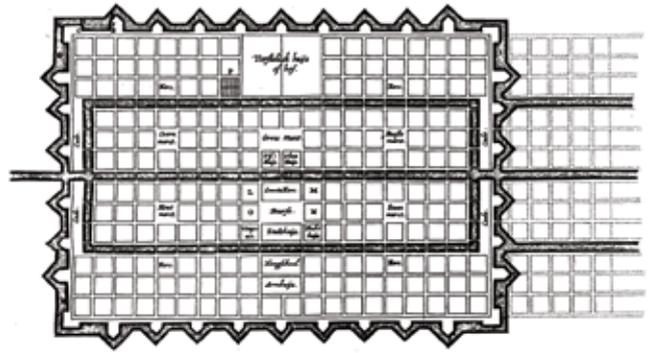
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Fig.47 Plan of La Valletta port city in Malta. Anonimus, (1698).



of reason and the τέχνη determined to conquer the sea. The title of the section V, continues Aricò, undoubtedly demonstrates the appetites of the city that wants to return to enforce its dominion: “*Di quanto beneficio et aumento sia la navigatione alle Città et d’alcuni Porti principali d’Italia e altrove*”.

Among the port cities that, in the flourishing merchant market, gave an equally majestic picture of the seafront, we can not forget the city of Ancona. Founded by the Greek, allied for centuries by the Republic of Ragusa and the Byzantine Empire, with these two cities continued to engage in continuous business relations, and was thanks to the rescue of these two powers that managed to withstand Venice, which did not like other maritime cities in the Adriatic, and that repeatedly attempted to damage its maritime traffic or to subdue it.

The experience of the expansion plan of the city of Antwerp in the middle of the 16th century and specifically the contribution of Simon Stevin (1548-1620), who understood the importance of highlighting its innovativeness and its potential, echoed in the history of the port city planning. Defined by Konvitz as a “Flemish product in an Italian package”, the plan provided a new northern harbour district, made up according to the fourteenth-century Netherlands’ town extension practice, enclosed together with the ancient city in a new curtain wall of clear Italian matrix. This synthesis hybridized the conceptual model of the ideal city through the techniques and experience



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Fig. 48 Ideal port city by Simon Stevin. Burgherlicke Stoffen, printed in *Materiae Politicae* (Leyden, 1650s), plate between pages 26 and 27. Courtesy of the Newberry Library, Chicago.

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Fig. 49 Antwerp, 1580ca. Source: Konvitz J. 1978, *Cities and the Sea*, p. 23. Courtesy of the Newberry Library, Chicago. / illustrazi-
 one di Sebastian Münster.



of practical planning. Stevin, who was a very skilled mathematician as well as a designer, accompanied his synthesis between the two planning traditions with some discoveries and technological innovations, such as an efficient system of defensive sluices. “Stevin’s ideal city was adapted to the military and commercial exploitation of the sea and to the prospect for growth that the successful use of sea power offered” (Konvitz, 1978).

Stevin also fully expresses the change that was taking place in those years in the same way of conceiving and approaching the Sea, an approach now devoted to the use and control that won the ancient fear and reverence towards this element. After the centuries when it was mostly lived as a threat, the sea returns to being a land of conquest. The definition of general principles for the planning of the port city is an act of this new conquest of the sea and the re-foundation of a solid maritime culture. Stevin’s Ideal city, although it might seem very schematic and simple, strongly influenced the seventeenth-century Dutch port city planning, which for long time have been considered the right way to plan a port city.

Even more than the experience of Antwerp, was the Amsterdam expansion plan of 1607, which marked a turning point in the planning of the port city. For the first time the “plan of three rings” allowed conceiving of the city plan as a dynamic tool, generating an urban form that was accomplished and at the same time capable of evolving gradually together with the practical, economic, political and social needs of the city. The perfect integration of the canal system with a network of pedestrian paths and bridges ensured the right distribution of the flows of mercantile traffic and communications without creating caesura between the two. The grey and blue infrastructure marked the extent of the development of the blocks gradually integrating the new neighbourhoods with new stretches of the waterfront of the port on the canals. This synchronous and symbiotic development of port and city made Amsterdam offer its citizens “multiple opportunities to witness maritime activities as a part of everyday life” (Konvitz, 1978).



Fig. 50 Perspective plan of Antwerp by Georg Hoefnagel o Hufnagel, 1598

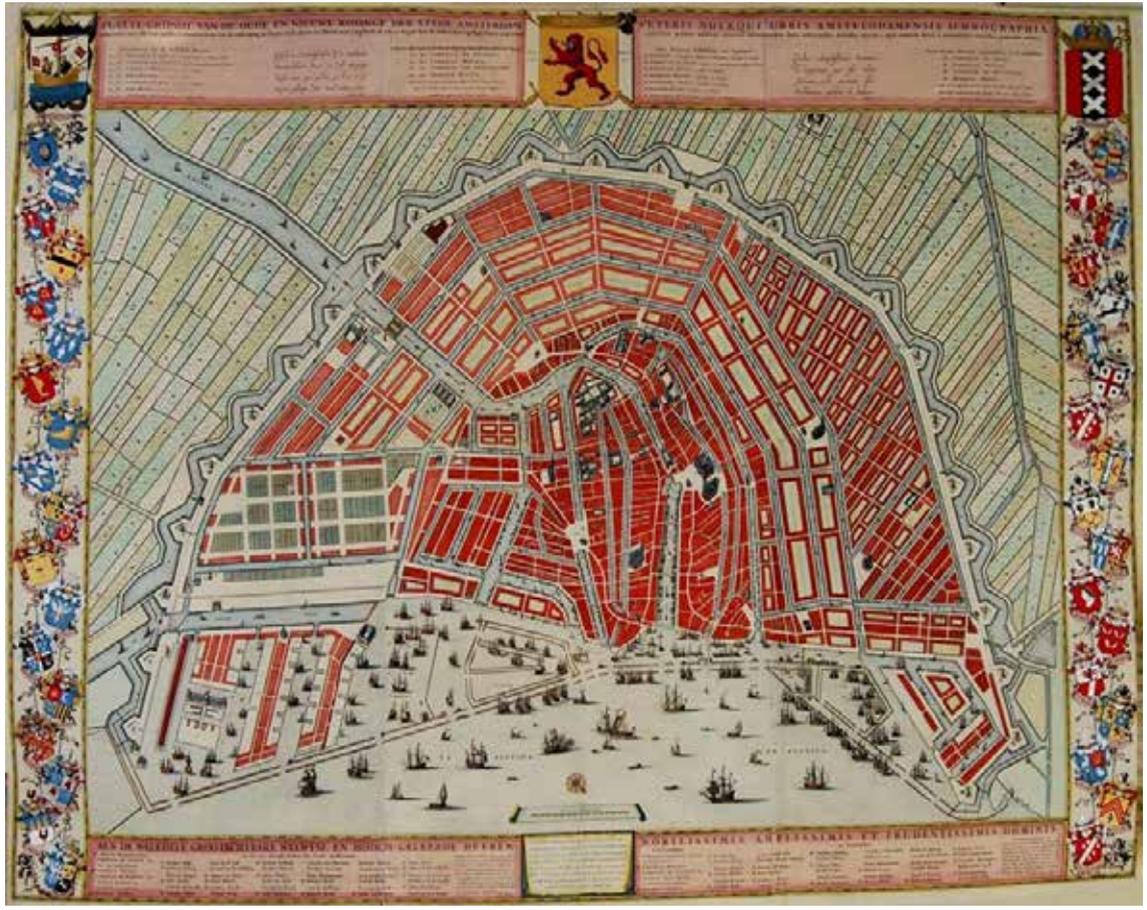


In 17th-century Amsterdam sea power and city planning reinforce each other in mutual exchange. The interconnected network of its public spaces, where the linear spatiality of the streets and canals still dominated, was shaped by maritime culture and saw the harmonic coexistence of civic and mercantile functions without contradiction. To what extent is it possible to recognize the contribution of the two planning traditions of the Ideal city and of practical planning in the Dutch experience in Amsterdam? From the Mediterranean and more specifically Italian tradition of the ideal city they drew the need to give a principle of order and sense to city planning, so that it could be translated into a form coherent with the thought that generated it. The ability to observe the functioning of the urban organism and its growth dynamics in order to foresee and shape it derives instead to the practical planning tradition. Today the plan of the port city of Amsterdam, in the general conception of its functioning, still presents characteristics of extreme modernity precisely for the ability to design a form and at the same time its metabolism, as a self-sustaining organism.



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Fig.51 *New Amsterdam now New York in the island of Man[hattan] 1650-1653.* Royal Archives, The Hague. Courtesy of Nyc Department Of Records & Information Services.

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Fig.52 *Perspective plan of Amsterdam by Daniël Stalpaert, 1663.*



Another important aspect of the way the Dutch applied the city planning that deserves to be investigated is in full awareness of its potential and its limitations. The plan for the Dutch from the 16th century onwards has always been a 'tool' and as such has always been used for a practical purpose and where there was an actual need.

This is the reason why the Dutch did not draw up a plan for the Zaanstreek, the first industrial district of modern history, and also for the new colony of *Nieuw Amsterdam* in the Hudson River Basin. The citadel was located at a strategic point, at the southern tip of the Manhattan Island, and was created in 1625 with the intent of allowing the companies that ran the fur trade in the Hudson River valley to defend the river access. The West Indies Company, having full monopoly over New Netherlands territory, allowed the settlement of the small town to establish without a plan as it would have need too much efforts risking weakening colony's resources. As it is visible from the redraft of the original "*Castello Plan*" in 1660, the urban structure of the colony independently incorporated Dutch urbanization techniques through the creation of a canal / harbour system that regimented the agricultural plain. But what for the Dutch was a proven and now internalized urban development matrix was absolutely unknown and incomprehensible to the British. With the transition to English rule this system was not understood or perhaps deliberately cancelled to erase Dutch footprint. Despite this, today's New York owes much to *Nieuw Amsterdam*. If only it recognizes the Dutch, as was demonstrated in the celebration of the 400th anniversary of the Hudson expedition, a fundamental role "in creating the very character of New York as a place of opportunity, tolerance, and perpetual transformation"⁸.

⁸ Text taken from the presentation booklet of the exhibition "*Amsterdam / New Amsterdam, The Worlds of Henry Hudson*", which took place from April 4 -September 27, 2009 in New York. See also: <http://www.mcny.org/exhibition/amsterdamnew-amsterdam>



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Fig. 53 The Castello Plan. New Amsterdam in 1660. Redraft of the original plan of 1660 by John Wolcott Adams, 1916 (Lithograph) courtesy of Museum of the City of New York.

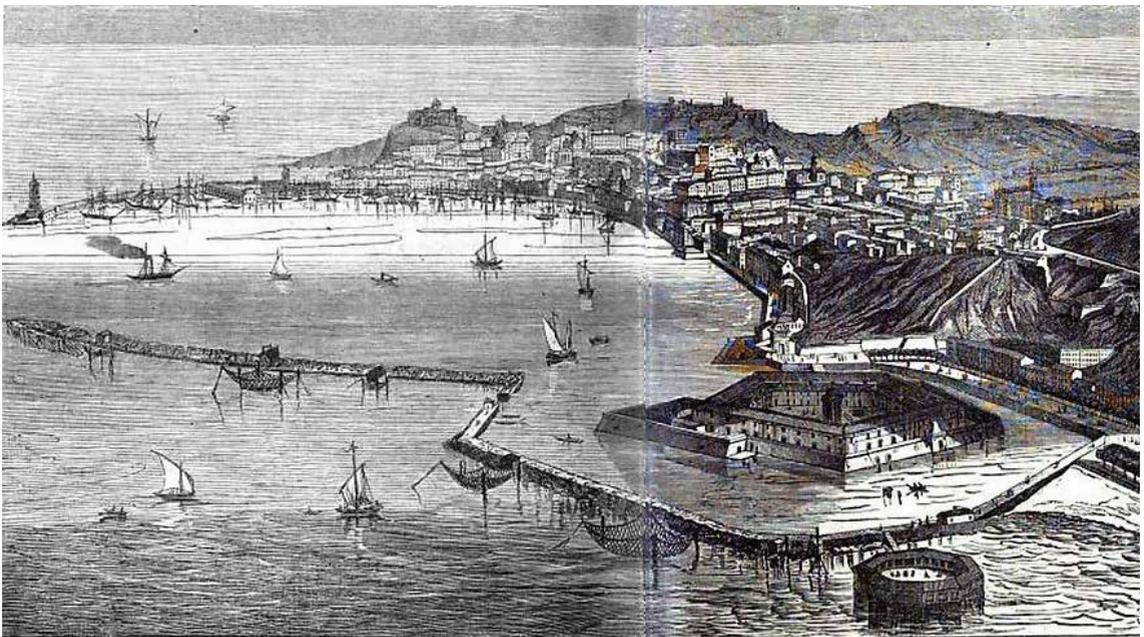


Albeit port city planning had an unprecedented role in achieving sea power in Europe to such an extent that the conceptualization of the relationship between seafaring and urban planning can be considered as a distinctive feature of seventeenth-century culture (Konvitz, 1978), the 18th century marked a halt to such success of planning and the beginning of its decline. One of the rare exceptions in the Mediterranean is the port city of Ancona which at the beginning of the 18th century undergone a period of great economic development, thanks to the concession of the free port by Pope Clement XII. The complete restructuring of the port was always an idea of the pope, who decided to entrust the task to the Architect Vanvitelli. The Vanvitelli project completely redesigned the harbour in full harmony with the natural shape of the gulf. Here inserted the New Pier (now incorporated into the North Pier) and the new Lazzaretto, on a pentagonal artificial island specially built in the southern harbour area. From 1773 all the works were made in ten years. The Lazzaretto had several other functions as that of port's defence fortification, warehouse for the goods, protection of the harbour from the action of the waves and safeguarded public health by hosting goods and people in quarantine, arriving from areas considered unsafe, this explains its insular location. Also the case of Vanvitelli's project for the port of Ancona provides an important witness as to how to reconcile the need for the sea and city needs, functionality and aesthetics in master space management. Once again the public space could flow continuously from the top of the old town to the docks of the harbour.



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Fig.54 Map of Ancona by Georg Braun; Frans Hogenberg in *Civitates Orbis Terrarum*, (1572)

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Fig.55 View of Ancona. In the foreground is visible Lazzaretto designed by the pontifical architect Luigi Vanvitelli. (1860).



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Because of its ability to take full charge of both the technical aspects and the cultural, political and philosophical ones related to the building of a new maritime civilization, planning had played a role that no other discipline could have contemplated, above all in a cultural context that still widely interpreted the Sea as a hostile element. Where literature and painting failed, Planning represented a more sophisticated way of stimulating maritime culture. If the common vision of the sea and seafaring underwent a marked change in the 18th century, it is undoubtedly due to the experience and profits of three generations of maritime affairs, made also possible by the planning of port cities. The fact that the marine and port environments appear with increasing frequency both in the paintings and in the literature is tangible proof of this change.

It began for instance, with the contribution of the French Claude Lorrain (17th century), who painted many landscapes of port urban setting, then with Canaletto and Joseph Vernet, landscape painter who had a great success in the mid-18th century to whom we owe the collection “*Vues des ports de France*” a series of paintings made between 1753 and 1765, portraying the cities of Marseille, Bandol, Toulon, Antibes, Sète, Bordeaux, Bayonne, La Rochelle, Rochefort and Dieppe; to arrive to William Turner, in whose work the sea aspire to represent the romantic idea of the sublime.



Fig. 56-57 Claude Lorrain. *Port Scene with the Villa Medici*. Oil on Canvas Galleria degli Uffizi (1637); *Seaport with the Embarkation of Saint Ursula*, Oil on wood, National Gallery London (1641).

Fig. 58 Reinier Nooms, *Dutch Ships off Tripoli*, mid 17th century, National Maritime Museum, Greenwich, London.

Fig. 59-60 Joseph Vernet, *Vue du port de Sète*, Oil on canvas, (1757); *L'entrée du port de Marseille* (1754), Oil on canvas, Musée National de la Marine, Toulon.

Fig. 61 C. Carot “*Chiario di luna a Napoli*” (1828).

Fig. 62 J. Sorolla, *Port of Valencia*. 19th century.

Fig. 63-64 William Turner. *Keelmen Heaving in Coals by Night*, 19th century, Oil on Canvas.



In literature instead, to find a full expression of the deep bonds between man and sea, between society and maritime world, we must wait until the end of the 18th and the beginning of the 19th century⁹ with Byron, Cooper and then Melville, Conrad, Verne, Baudelaire, etc., as before them the natural landscape setting was almost terrestrial. Won the resistance of the monolithic vision of the sea as a danger, the new maritime culture, timidly in the eighteenth century and with more and more security in the nineteenth and twentieth century, could be conveyed by visual arts without the need of political technical support for the plan.

We must also mention the fact that in the 18th century entrepreneurs and capitalists increasingly associated planning with an increase in the power of civil authorities, which threatened to slow down or hinder their entrepreneurial freedom. Moreover, aiming at fostering maritime culture and economy, those who dealt with economics and politics at the turn of the 18th century believed it was worthy to act on fiscal policy by treating the relationship between land and sea only in terms of circulation of money, operation of the market place and influence of government policy on trade and production (Konvitz, 1978). Port city planning lost its pre-eminence in maritime culture being considered an unnecessary waste of energy and finances that could have been better used directly in commerce. While port city planning took refuge in rhetorical speculation, it let engineering be the only one discipline and technical approach to deal with the urban concrete problems of the functioning, outfit and organization of ports (Bird, 1963; Konvitz, 1978).

In a century when painting again became the figurative art par excellence, many paintings and views of the sea depict these cities at the threshold of the 19th century. Genoa portrayed by the sea shows the full harmony of its urban shape that blends with water in its wharfs. In less than a century all the port facilities we have known in their primitive designs in this his-



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Fig. 65 Lord Byron *Childe Harold*. Book Cover

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From right top
Fig. 66 View of the Mandraccio in Malta.
Fig. 67 View of Algiers from the bay.
Fig. 68 Genoa. Acquainta by Garneray (1818ca).



torical digression will irrevocably change face overwhelmed by the wave of industrial revolution and the advancement of technology. These paintings, engravings, prints can convey this feeling of precariousness, of the change that is at the door. But as we saw the change did not scare the port cities, transformation was indeed part of their very essence.

“In a port like that of Genoa, vast and attended, one admires the greatness of present civilization that may seem prosaic to the minds blurred by love for the ancient and who do not know how to appreciate the poetry of its grandiose proportions” (Vicente Blasco Ibáñez, 1896).



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Fig.69 Eliseu Meifrén i Roig (Barcelona, 1856 - 1949). *Regatas en el puerto de Barcelona*. Óleo sobre lienzo.

The twentieth century will see a new iconography of the port city, the industrial face of these landscapes will gradually become more raw and invasive, determining, by contrast, evanescent and dreamlike portraits of these spaces that were gradually losing the status of places. Seen up close, only cold pylons and sound hulls characterize the space, while with the progressive separation and the reappearance of diaphragms, fences and walls, the direct experience of the space of the ports is less and they are more and more portrayed from afar. Wrapped in the smoke only the cranes are recognized.

An important step in the evolution of the planning of the port city is

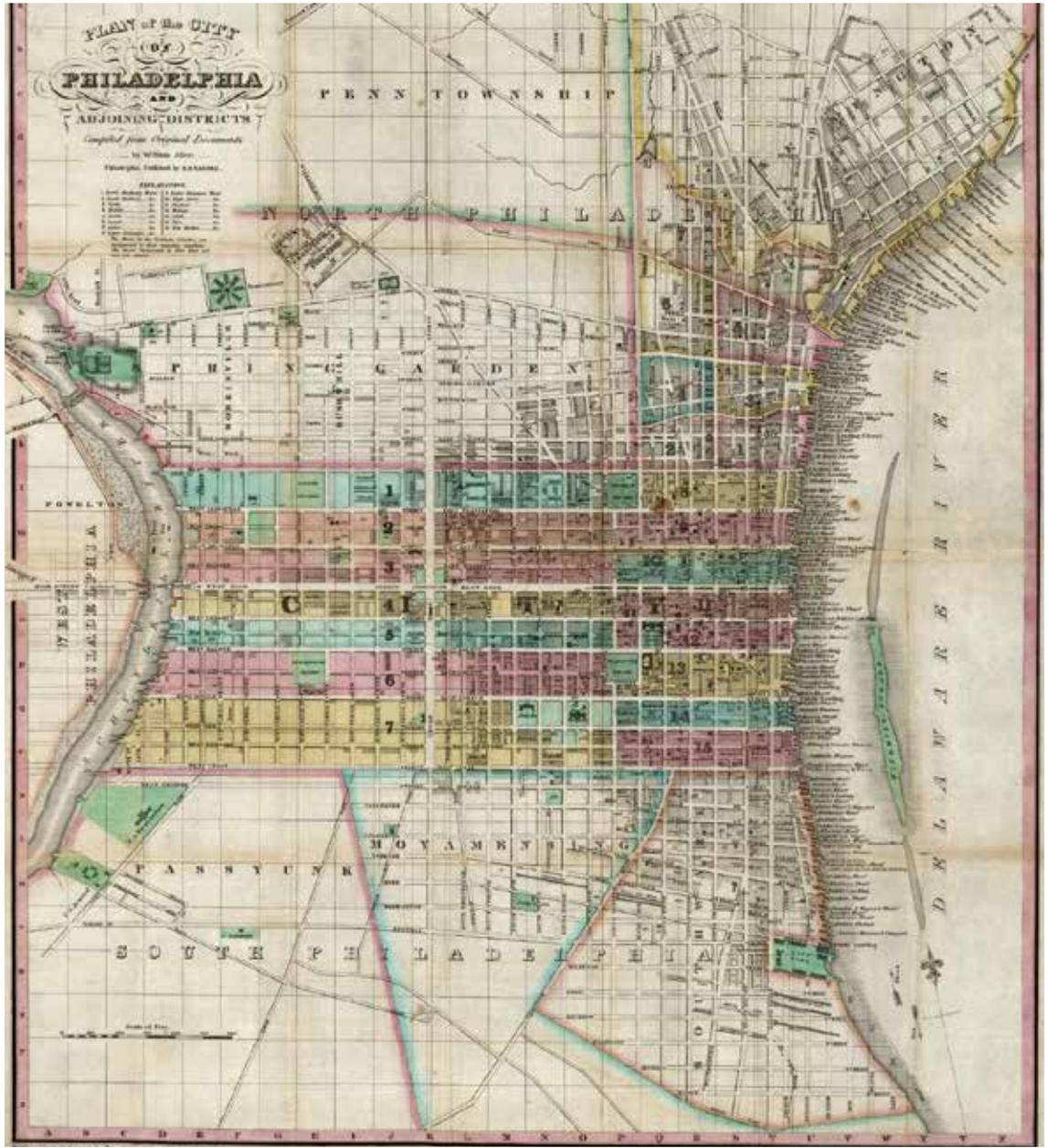
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Fig.70 Claude Monet, *Impression sol levante*. La Havre (1872).



marked by the American experience from the 18th century onwards. In the American colonies, outposts of the European empire, the planning of the port cities was considered mostly irrelevant, both for the French and Spanish colonies, and even more so for the English colonies. The few examples of plans that were executed, such as the one in Philadelphia designed by William Penn in 1682, they had shown little effectiveness in guiding urban development and the distance between the vision of planners and the dynamics of growth of the city, its needs and drives. Penn's tidy grid on the 1,200 acres of land at the convergence between the Delaware and the Schuylkill River was only filled in the 19th century because the first development was concentrated completely saturating the shores of the Delaware River and giving rise to a very curious phenomenon of waterfront's privatization (Kyriakodis, 2011).
 The common perception of the ineffectiveness of port city planning in

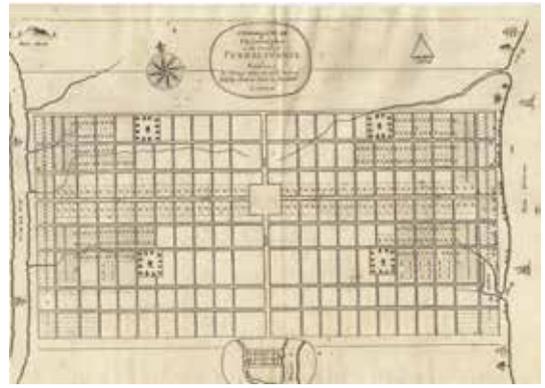


Fig.71 Plan of the city of Philadelphia and adjoining districts. By William Allen.



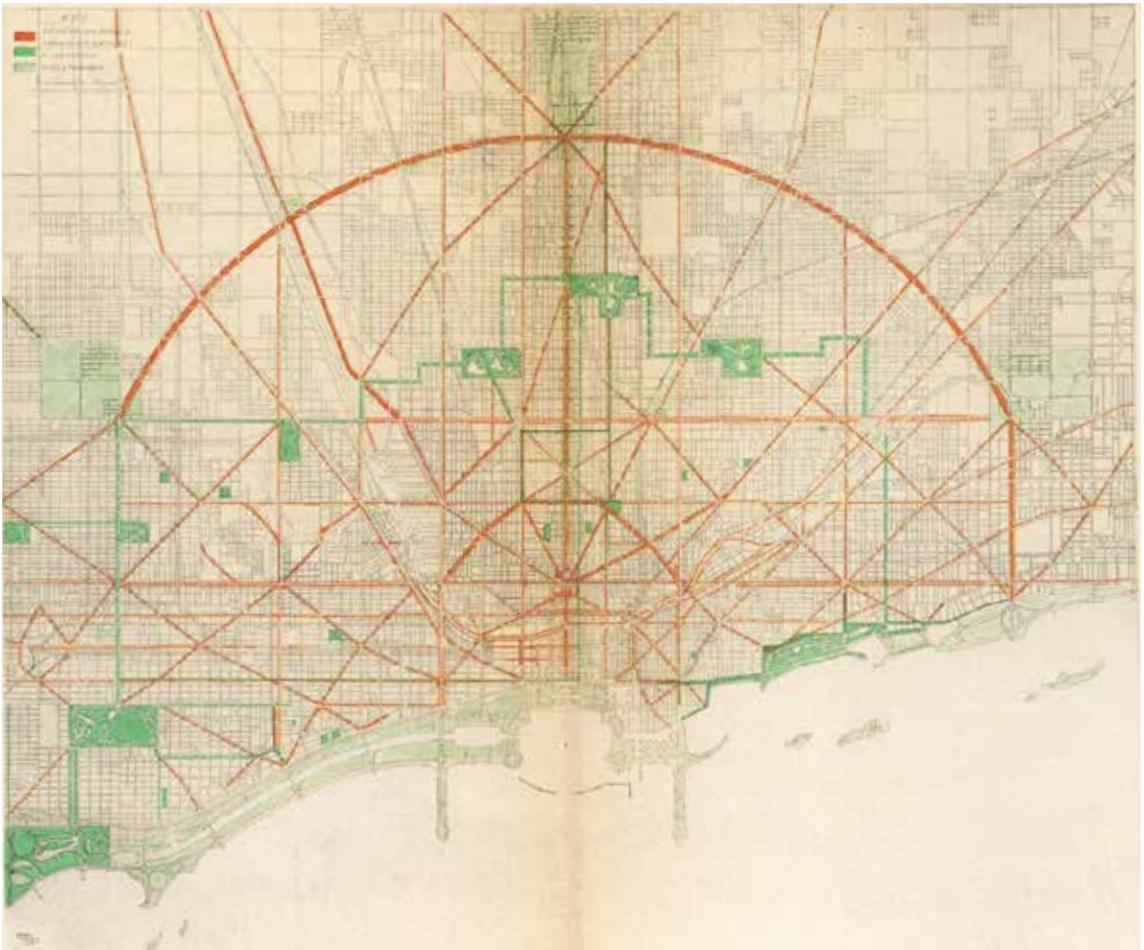
regulating the relationship with the sea and the maritime affairs, says Konvitz, determined in the American cities the tendency not to plan the waterfront relationship with the rest of the city, letting it self-build. This general mistrust had its echo in both the new and the old continent. Despite this, around the 18th and mid-19th century, the American waterfront was a lively place to meet and mix business as “people found their way to the waterfront without the planner guiding them there” (Konvitz, 1978). However, this relationship was put into crisis with the entry on the international railway scene that gave immediate proof of its efficiency in streamlining the transport of goods passing through the port. The railways began to sail the perimeter of the ports, interrupting the continuity with the urban fabric. In his analysis, Konvitz therefore attributes to the railroad and not to steamship the responsibility for the greatest change in the layout and functioning of the port city. A layout that was irreparably the prerogative of the engineers, since they seemed to be the only ones able to manage the inclusion of the railways in the urban fabric and that, in the absence of a plan that protected it, completely denied that informal relationship of the port with the network of urban public spaces.

The change of ports during the late nineteenth century will usher in a



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Fig. 72 Map of the city of Philadelphia. T. Holme (1682).

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Fig. 73 Plan of Chicago. By Daniel H. Burnham and Edward H. Bennett (1908).



new era of relationship between port and city, no less strong. Marseille in those years, for example, knows a great development with a consequent exponential growth of the port community. The plan below shows in Gray the great expansion of the 19th century, while the historic city enveloped around the Panier neighbourhood, is in dark brown. The links between the two areas are clearly identified through the new avenues from the port to the railway station and the new quarters. During this century, as it happened in many port-cities, the new technologies accelerated the rhythm in the port and increased the size of the ships, determining the necessary expansion of port facilities. The layout of the Marseille plan, where the square shape of the Joliette and Le Lazaret's port extension between 1855 and 1863 rectifies the coastline northwards, is already able to prefigure the big changes in the urban landscape. In the overall scenario of abandonment of the planning of the port city, there was only one great example at the beginning of the twentieth century in complete contrast with this trend of separation and fracture between



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Fig. 74 Plan de Marseille, Public Works Plan of the late 18th century, Municipal Archives.

port and city: the Chicago plan of 1908 by Daniel H. Burnham and Edward H. Bennett. According to Konvitz, this was the first attempt in recent times to provide an all-encompassing design and vision of a port city from the coast to the inland, using water as the main element of the urban landscape. That attempt unfortunately remained somewhat isolated in the recent history of port city planning, not so much because it is impossible to reconcile the needs of port and city as because, as Konvitz saw clearly in 1978, this need will not really be felt until “western man can increase his exploitation of maritime resources without demanding changes in the actual urban form” and, I add, in the actual urban cultural metabolism.

During the first half of the twentieth century, despite the rails, large ships, industries, their increasingly rude and ferruginous image, the ports continue to shape the identities of these places in continuity with the past but in a toughest way. This digression through the centuries, from one shore to the other of the Mediterranean, has made it clear that the relationship between the port and the city has never been ‘peaceful’ and monotonous. Anyway, we can compare it to that of two lovers, who pass through moments of crisis entrenched one by each other behind their defences, wary and dodgy, and alternates with moments of deep passion, where projects for the future fill the minds of one and the other. Port and city have always had a cyclical relationship. Perhaps the lack of sources and documentation has clouded the memory of some of these dark moments, just because the traffic was limited, and it did not give any news. So I do not think we can extend a continuous line between the 13th and 18th centuries, as Bretagnolle (2015) argues. As if in this great time the relationship between the port and the city did not have any major inflections. It had! From these moments of crisis, however, it has come to life, always dividing from two fundamental elements: the culture of the sea and the project.



Fig. 75 Postcard of the Port of Marseille. Le Bassin de La Joliette.



78 MARSEILLE. - LE BASSIN DE LA JOLIETTE. - LL

L'AMERIQUE DU SUD

A LA DESTINATION



PAR LE PAQUEBOT

"L'ATLANTIQUE"

(40000 T.)

COMPAGNIE DE NAVIGATION
SUD-ATLANTIQUE

MAISON FONDEE EN 1845
1931

1.3.2 The port city accordion. Between local detachment and global connection.

Since the end of the Second World War, an entirely new phase has been inaugurated for most ports. The process of containerization and than the 'terminalization' of port operations modified their roles in transport networks and global supply chains, and determined also the change of spatial layout and the functional organization between port, urban and regional activities (Ng and Ducruet, 2014; Olivier and Slack, 2006; Ng, 2012). In a 2014 essay, the two geographers Ng and Ducruet, propose a complete review of the entire production of port geographers from 1950 to 2012, tracing the evolution of a discipline and the perspective through which port city relationship was analysed. They underline the contribution of human geographers, who were especially active in the description of port's evolution and development, providing numerous theoretical models and empirical cases in the past decades. "*The publication of influential books, (for example, Bird, 1963; Hoyle and Hilling, 1984; Hoyle and Pinder, 1992; Pinder and Slack, 2004; Wang et al., 2007; Notteboom et al., 2009; Hall et al., 2011) and scholarly papers (...) by transport geographers became increasingly important in defining the evolution and research trends of port geography alongside with other scientific disciplines, say, economics, finance, management science, to name but a few*" (Ng and Ducruet, 2014).

It is not interesting, for the purpose of this research, to rethink the evolutionary events of the port geography discipline in its specialization course, but to analyse at least two of the major contributions from the geography field to the study of the relationship between city and harbour, studies that have had an enormous influence on successive theories, and above all in urban practice and the real transformation processes of many port cities, especially with the regeneration of waterfronts inaugurated since the 90's.

The theory of evolution of port facilities formulated by British geographer James Bird is published in 1963, in the book entitled "*The Major Seaports of the United Kingdom*". Based on the analysis of the growth of British ports, Bird advances a modelling hypothesis of the evolution of port facilities divided into five phases, named after "*Anyport Model*".

The first phase is that of a port in continuity with the urban structure, coinciding with the urban ports of antiquity, endowed with a few simple piers and layouts. The first settlements are rudimentary and devoid of any kind of specialization or particular infrastructure. A certain openness and liberty characterizes those spaces, populated mostly by the ephemeral architecture of the ships, the freight, and the port operators. The main factors influencing transformation at first is the progress of technology, both in freight and maritime transport. Increases in traffic corresponds to an expansion of the port facilities that increase the number of quays and structures on the ancient locations. This phase includes two moments of which Bird distinguishes a first enlargements of quays and construction of jetties to host bigger ships and consequently the apparition of the docks in order to construct these bigger ships on site. It was also time for the integration of sea-going transport systems with land-based railways, bringing the rails directly to the port facilities to reach an ever-wider hinterland. The same construction of new ditches and docks is carried out with rationalization criteria. Ports and their extensions are immediately recognizable and impressive in size, dominated by large storage areas and railway interchanges, populated by loading and unloading machines and binaries, as well as silos and cable cars for bulkheads. The perimeter of the harbour is enlarged and warships are created to search for greater depths. Port activities within the harbour enclosure include in-



Fig. 76 L'Univers de paquebot. Poster advertising the activities of the first transatlantic for ocean crossings by Adophe Jean Marie Mouron dit Cassandre whose affiches show a very marked geometry and borrowed at the same time to the architecture but also to the famous Bauhaus movement. "L'affichiste joue le rôle du télégraphiste : il n'émet pas de message, il les transmet. On ne lui demande pas son avis, on lui demande d'établir une communication claire, puissante, précise... Une affiche doit porter en elle la solution de trois problèmes : optique, graphique, poétique" Cassandre 1935.

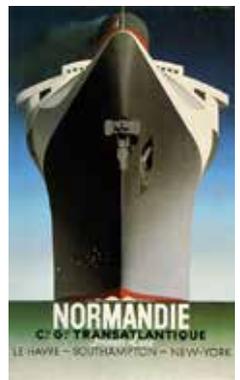


Fig. 77 Ancient hand coloured postcard of Marseille, which depicts the Joliette quay and the beautiful La Major cathedral when there was no division between them yet.

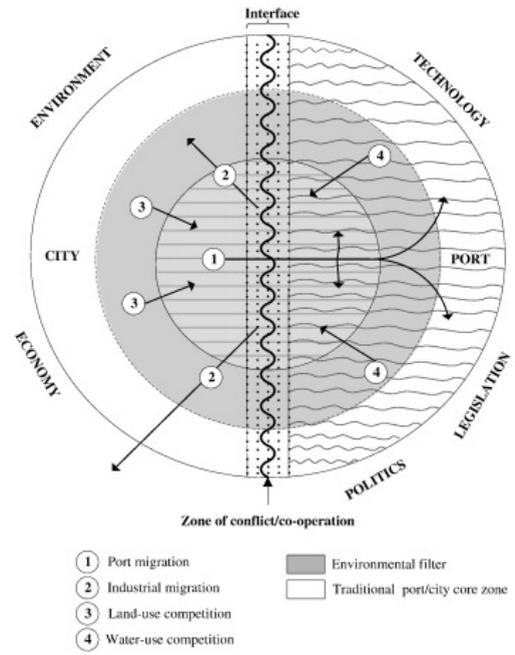




dustrial activities by increasing and diversifying the cluster of activities carried out in the same urban area. The formal language and spatiality of these places evolved rapidly from those of the city, and the most marked differences were found precisely where port specialization privileged industrial functions on commercial functions.

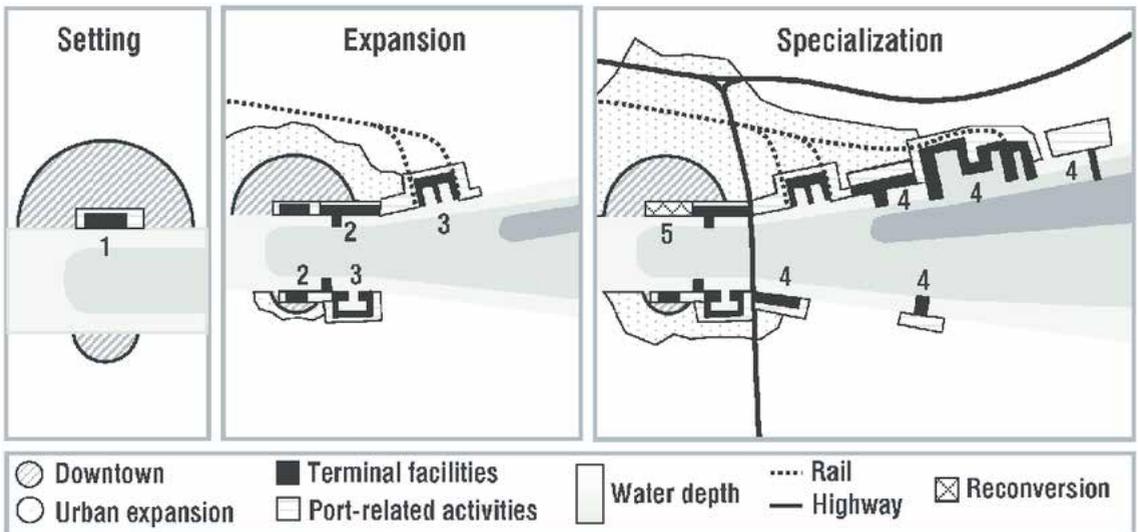
The Last two phases, 4 and 5, are indicated as the “specialization phases”. The activities carried out within the port specialize depending on the freight to be handled and they are assigned to certain areas and piers. Another dynamics is associated with the specialization of port functions that concerns the specialization of work and triggers different processes in society. In ports dominated by the industrial component, grows also a clear awareness of “port proletariat” that became the protagonist of social struggles; instead primarily commercial port sites developed especially tertiary activities, which found a suitable place in the urban environment (Vallega, 1997).

Thanks to the technological advances of the industrial revolution, the physiognomy of all industrial areas is completely changed and with it also that of ports. The ancient spatial continuity of the urban fabric of the Mediterranean coasts had progressively plummeted since the access to the main pole of this vivid connection system, the Sea, was denied. From the territorial point of view, the invention of the power plant was the most important factor in the second industrial phase (Vallega, 1997). It further modified the localization strategies of industrial structures. It was no longer the industry to follow the source of energy (water and therefore river or sea, coal and therefore mine ...), but electricity to reach the site. The new naval industry no longer needed enormous space for the massive use of wood or coal, but could focus on smaller areas that could spill and relocate with the railroad.



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Fig. 78a The Port City land use. Scheme by Brian Hoyle, 1988.

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Fig. 78b “The Anyport Model”, by James Bird (1963). Graphic elaboration by Karel Van den Berghe.



The increase in the loading capacity of ships and their rigs involves an upgrade of the structures, not just the piers but also the sea-beds that are dredged to accommodate hulls with a larger draft. When these operations could not be reached on the port original site, and this happened almost always, the port was forced to look for new expansion areas, further away from the urban centre and better suited to the new requirements imposed by the market and the available technology. This migration set itself as a necessary step for growth and led to the dismantling of ancient sites of historical ports, now obsolete from the structural point of view, and on which any incisive transformation would have been impossible if not excessively expensive for the port. The ancient ports, therefore, were abandoned and great regeneration processes were initiated in order to regain the threshold that had been segregated for decades. The 'Anyport Model' was supposed to provide a general basis for comparing the development of port facilities. Conceived as a model of interpretation and not a driving one, it served as a versatile tool to read the port's morphological dynamics used in many occasions also by other geographers and scholars such as Brian Hoyle. However, Bird's model highlights exclusively the progressive separation and mutual refusal between port and city, explaining the morphological evolution of the port layout in the light of a negative relationship between port and city, a process of progressive erosion of the territory, the environmental resources and the civic values. The expansion and growth of the harbour is supported and justified only



Fig. 79 Bilbao. Photo by Gabriele Basilico, *Bord Du Mer*, (1985).



by the economic interest that remains bare of any other noble justification and leaves the dinghy, totally unaware, of the maritime culture of the port city, which is slowly deteriorating. According to the Bird's model, cities and harbours seem to be destined for non communicability except with those areas where temporary peace is agreed, the 'new ancient ports'. Even in this case, however, dialogue occurs when the port function ends or is excluded from the public space. For cities that make the Sea being their craft for centuries, this is a very significant fact.

The loss of consciousness and the loss of memory of contemporary society (Bauman, 2015; Sassen, 2015;) made the sense of places vanish; their essence, once clear to citizenship, fades into the neglect of people who is ignorant, distracted, disoriented. "We are a country without memory" said Pierpaolo Pasolini (1975) about Italy, and this was reflected, and reflects today in extreme clarity, on our landscapes, especially on the landscapes of the Mediterranean port cities. Faced with the increasingly massive containerization recent implementations of the *Anyport Model* describes the evolution

- of container's terminals with 5 possible epilogues or further stages:
- Closure: the facility is abandoned because of poor site, unsuitable operating conditions that made the terminal lost its market relevance;
- Expansion: the operating conditions require to enlarge or modify the existent site. This mostly involve yard areas and the lengthening of berths;
- Addition: the demands of deeper water or operating facilities, makes create new berths;
- Consolidation: several existing berths are combined to provide new expanded facilities;
- Redevelopment: seen as the outcome of functional assessment of existing facilities and the establishment of a super terminal.

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Fig. 80 Dunkerque
photo by Gabriele Basilico,
Bord du Mer, (1984)



“No less than the disappearance of craft activities which were gradually supplanted by assembly chains, container traffic gradually eliminates the wealth of moorings by variable geometry” (Vallega, 1997). While in the first stage of the industrial harbour the freight defined the characteristics of the pier, it is now the incoming ship to influence geometries and structures.

This only accentuates the Ocean dependence that the MIDAs have tried to counterbalance, projecting the port’s activities to the continent.

The reading of the port landscape evolution by modelling, diagrams and schemes in France joined a very interesting adventure promoted in 1983 by DATAR⁹ (*Délégation à l’Aménagement du Territoire et à l’Action Régionale sur l’identité géographique de la France*) that, in the same year in which the photographer Luigi Ghirri conceives and arranges with others the adventure of “*Viaggio in Italia*”, had the mission to portray sudden and destructive acceleration begun at the time of the first phase of mechanical industrialization. Gabriele Basilico was the only Italian photographer invited to take part in what would become the largest public authority in the history of photography, the legendary founder of a series of public reading for image of the transformation of the urban landscape over the years (Basilico, 2017). His contribution is then collected in the volume *Bord de Mer*, a masterpiece of Italian landscape photography articulated in a sequence of 207 shots showing Dunkerque, Boulogne-sur-Mer, Le Tréport, Dieppe, Calais: Normandy and Brittany in an itinerary of over 400 kilometers.

The two photographic events, the DATAR mission and “*Viaggio in Italia*”, which were profoundly different in terms of organization, time spent, objectives, and institutional scope, faced similar issues and had as immediate common purpose “*the need for a critical representation of places and, more generally, a re-foundation of a landscape contemporary culture. (...) The great transformations that took place after the post-industrial era coincided with a special moment in*

⁹ “The DATAR is an institution of the French government that deals with planning in the broader sense: it investigates issues related to the development of the territory, local resources, industry, agriculture, migratory flows, cultural initiatives, providing those who have to administer tools for better coordination and balance. The interventions of D.A.T.A.R. they mainly deal with space, model and transform it” (Basilico, 2017).

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Fig. 81 Bastia. Photo by Luigi Ghirri, *Viaggio in Italia*, (1976).



the history of the territory. For the first time undoubtedly in the story space modifications can no longer subscribe to a coherent and homogeneous representation of the world. It is no longer possible to return to the landscape the lost cohesion without profound cultural action. To recreate a landscape means recreating a landscape culture [...] beyond simple recording, photography must allow us to respond to the need to create an image of the places and the appearance of our daily lives not only as objects of use, but as media of cultural values .. (...) Many issues are raised, mainly those related to the changes in the territory, its loss of coherence, fragmentation and hybridization. But they are challenged even the old categories of geography and overall representation methods, such as urban planning, which were no longer useful to explore reality.” (Basilico, 2017).

It emerges with clarity at the beginning of the 90s the need to update our way of representing the landscape but first of all to update our own ‘gaze’. Basilico’s experience as well as that of Ghirri testify a new way of looking at the

**“Those places with stormy sea, deep skies, heavy clouds, insistent rain, the wind, the sun and the light that constantly changed [...] opened up a new vision of the landscape”
Gabriele Basilico**

transformation of the territory, a critical eye without prejudice, and “with a widespread desire for reconciliation, feeling useful and convenient to observe the reality” (Basilico, 2004).

“Photography [...] I believe it to be an extraordinary visual language for being able to increase this desire for the infinite we all have within us. As I said before, it constitutes a great adventure in the world of thinking and looking, a great, magical toy that succeeds miraculously to combine our adult awareness with the fairy-tale world of childhood” (Ghirri, 1984).

British geographer Brian Hoyle resumes the concept of separation theorized by Bird and gives it a more in-depth articulation. Hoyle’s research starts from the finding that the studies conducted up to that time concerning the harbour focused first on land use only in relation to the development of traffic while it was necessary to question the problems inherent in the port-city interface . After a few decades from the *Anyport Model* publication, Hoyle concentrates his attention on the relationship between city and port in this separation scenario, elaborating a further modelling of its evolution. The focus is on the waterfront, which from those years will become synonymous with regeneration, change of image, renewal, a true mantra at international level. The Hoyle model distinguishes 4 dynamics in port and city development at the beginning of the 90’s. The first is the removal of port functions that are shifted far from the city centre, followed by the transfer of industries, who in the 1960s had found a place of proliferation in the port areas. These are the Maritime Industrial Development Areas, called MIDAs, industrial development areas that generally included oil plant, refineries, steel plants, power plants, etc. (Parola Et al, 2014). The MIDA involved the introduction of high-capacity liquid and solid flywheel vessels and the consequent adaptation of port facilities to such types of land-based and offshore operations. In the Mediterranean, the focus is on large plants where burning fuel is burned, but also where gas is leached out (liquid) from the Maghreb countries (Vallega, 1997). The largest MIDA in the Mediterranean was undoubtedly the one in Marseille Fos, which in 1965 relocated Marseille to the top of the list of European ports after Rotterdam (Hoyle, 1988), but several rose in all the basin: Naples, Taranto, La Spezia, Genova, Barcelona, Valen-

cia, Piombino, Palermo, Savona (Verlaque, 1981; OECD, 2014). Fos Mida was considered the French response to the transport revolution and constituted “one of the largest yards of coastal refurbishment” (Vigarié, 1979). Raw refineries, petrochemicals and steelworks combined with port activities have led to an increase in employment and a demographic rise of more than a half million units in the period 1975-1965. At the threshold of the 1980s, this system crashed, and the MIDAs began a process of abandoning and resizing. The port of Gioia Tauro, today internationally renowned Transshipment Hub, was born as the conversion of a MIDA wanted in 1970 and converted in 1990s. The proliferation and then the shifting of industries in the port area marks another moment of hardening relations between ports and cities, and it engenders many environmental and social problems due to the concomitant negative impacts on the local context. The third mechanism of the model proposed by Hoyle, consists in the competition for use of soil, where the port and city vie for the coast, and finally from the competition for the use of water. In this scenario, the port has progressively abandoned the waterfront of its first development site, leaving a vacuum in the city, or rather a scar. “The classic zone of interface between land and sea, now spatially and functionally empty, is deprived of its reason for being and is considered as a zone of decadence and potential conflicts” (Hoyle, 1988). Hoyle aims at providing recommendations and strategies to recapture the “abandoned threshold for newer uses related to leisure, not to international trade” (Hoyle, 1988). Even if it is not a simple operation, as it is costly and uncertain, warns Hoyle, he believes it could trigger an essential process of gentrification for port cities.

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Fig.82 *Rotterdam, 1986.* Photo by Gabriele Basilico *Bord du Mer.*



According to Hoyle the factors that led to the progressive disconnection between city and ports can be summed up in 4 issues. The first concerns the migration of several terminals towards peripheral locations as described by the 4 stage of the *Anyport Model*. The containerization of terminals has then reduced labour requirements since a modern container terminal is capital intensive and require a small quantity of qualified labour to operate. The port related jobs decrease, limiting even more the interactions between the two systems. If the port first was a driving force for the local economy today, this scenario is very far away (See chapter 3).

Safety and security issues have become more salient implying that access to port areas, particularly terminals, is restricted. Hinterland accessibility has been improved. The infrastructure has allowed to connect ever wider territories and today ports can rely on a supply market even several hundred

**“How inappropriate to call this planet Earth when it is quite clearly Ocean”
A.C. Clarke**

kilometres away from their geographical location. Connectivity finally has drawn a new geography.

The thinking positions that saw the evolution of the port city relationship according to pessimistic scenarios of complete separation and decline nowadays crash against the Supply Chain World, “the complete ecosystem of producers, distributors and sellers who transform raw materials (from natural resources to ideas) into goods and services delivered to people from anywhere in the world” (Khanna, 2016) according to the only law of demand and offering. The world we live in.

The recent position on the matter of port-city relationship, accredited by the OECD (2014), thus shifted and now sees the issue clear by stating that port and city growth does not follow a linear law of direct proportionality (OECD, 2014), nor we can confirm any evolutionary process, but rather a circular one. The trends have changed over time and depending on the case, and they will continue to do so. “Large port cities do not always lose their port functions”, moreover they testify a certain resilience to regional and global changes (Ducruet, 2011). From the consideration of the Relative Concentration Index it is noted that in the Mediterranean, for example, there is a contemporary growth of port (TEU) and cities (inhabitants) in Barcelona, Valencia and Athens, but not in Naples, Rome and Milan (OECD, 2014 p.25). By varying the Relative Concentration index and then the classification in which each port city can be distinguished (Ducruet, Lee, 2006) it is assumed that vary also the main problems that these cities are facing. Relative concentration index confirms to be a valid indicator than sole traffic index in order to identify the port-city relationships transformation and their “turns” in specific trajectories such as the result of a project or the strategy to rejuvenate port functions (Ducruet, 2011). Port cities where city and port are growing at the same time have to face the problem of dislocation of port functions on new areas, while those in which the port function undergoes a progressive decline have to face the problem of reconversion of port facilities and the transformation of the waterfront. The validity of the “One size fits all” has lost its validity by colliding with the evidence of the various dynamics of maritime traffic and therefore Bird’s “Any Port Model” does not seem to weigh heavily on the head of every port city, clearly provided they are able to undertake far-sighted transformations aimed at equilibrating and mutually satisfying the two players of the system: the port and the city.

Along with the dominant tendency of geography (especially at the end of the 20th century) to interpret the mutated relationship between the port



Fig. 83 Affiche “Le monde Entier passe par Marseille”

and the city through the paradigm of separation and detachment, new interpretative theories evolved at the beginning of the new century, tending to highlight the strong and increasing interdependence between the two systems taking into account both European, American and Asian context (Hall & Jacobs, 2012; Hall & Hesse, 2012; Lee et al., 2008; Ducruet & Itoh, 2016).

Given the globalization phenomenon and the dynamics with which supply chains influence and determine the flows of the international market by changing global power relations, the interpretative model evolves further shifting the focus from waterfront to city-region dynamics, from local to global context. In addition, the consolidated hierarchy that provided for the predominance of land connections on maritime routes in the interpretation of the relations that characterize the port cities is overturned in some recent studies of geographers and historians (Rodrigue et al. 1997; Lewis and Wigen, 1999; Ducruet, 2012, 2013, 2014, 2016) taking the cue of the Braudel's tradition and leading to the possibility of applying a maritime network approach to port-city linkages. These are, for example, the main features of studies such as those of the French geographer Cesar Ducruet, research director at the French National Centre for Scientific Research (CNRS), whose current research activity is the elaboration of a global vessel movement database on the 1890-2010 period, to analyse the evolution of ports, port cities, port systems, and regionalisation/globalisation processes in maritime networks¹⁰. His research converged recently to a project called World Seastems project, granted under the "Seventh Framework Programme (FP7) / European Research Council Starting Grant" started in 2013 and to be concluded in 2018, which "aims to map and to analyse the changing spatial pattern of the world economy across 300 years from a maritime perspective"¹¹. Ducruet's approach is transdisciplinary and characterized by the use of methods developed by other disciplines, such as sociology and physics, on non-planar networks and aims at integrating complex network research into geography and regional sciences.

The main concern of Ducruet's analysis is connectivity, its starting point is the sea and the trades that sailed it in the course of modern history since 1734, date of the first publication of Lloyd's List¹². One of the major pride of Ducruet's research and of the *World Seastem Project* is legitimize and reinforce this "maritime perspective" of interpretation of current phenomena of globalization urbanization and regionalisation, which can also be traced back to previous contributions (Murphey, 1989; Hoyle, 1989; Fujita and Mori, 1996), through a dynamic, precise, systematic and evidence-based analysis, as until now "no research has been done on the long-term evolution of the global maritime network". Therefore, the time band considered by the analysis changes from the one considered in common studies greatly widening. Through this approach, the *World Seastem Project* pursues three main objectives: mapping and modelling maritime flows, analysing the dynamics of macro-structures and world regionalisation, interpreting the co-evolution of urban development and maritime flows and mapping.

He started from the analysis of the maritime trades (Fig.73), considering all their characteristics (mainly vessel registry, flag, dates of departure and arrival, and type of vessel) and movements (duration, length, frequency) using the vast database of the Lloyd's List to map and analyse large-scale economic interactions at city level and on a world scale (Ducruet, 2013). Ducruet has intelligently grasped the usefulness of the Lloyd Lists, which was surprisingly unexplored as Ducruet affirms, "there is only one mention of this source in the entire academic literature, by a geographer, H. Rees", who in his book "Lloyd's List as a source for port study in schools" recommends their employ for educational purposes (Ducruet, 2013).

¹⁰
See: <http://www.porteconomics.eu/member/Ducruet/>

¹¹
See: <http://www.world-seastems.cnrs.fr>

¹²
The Lloyd List is the only one data source providing detailed information, on a weekly basis and on a global level, about flows of merchant vessels between ports of the world. It is considered the leader in shipping intelligence and maritime insurance (Ducruet, 2013).

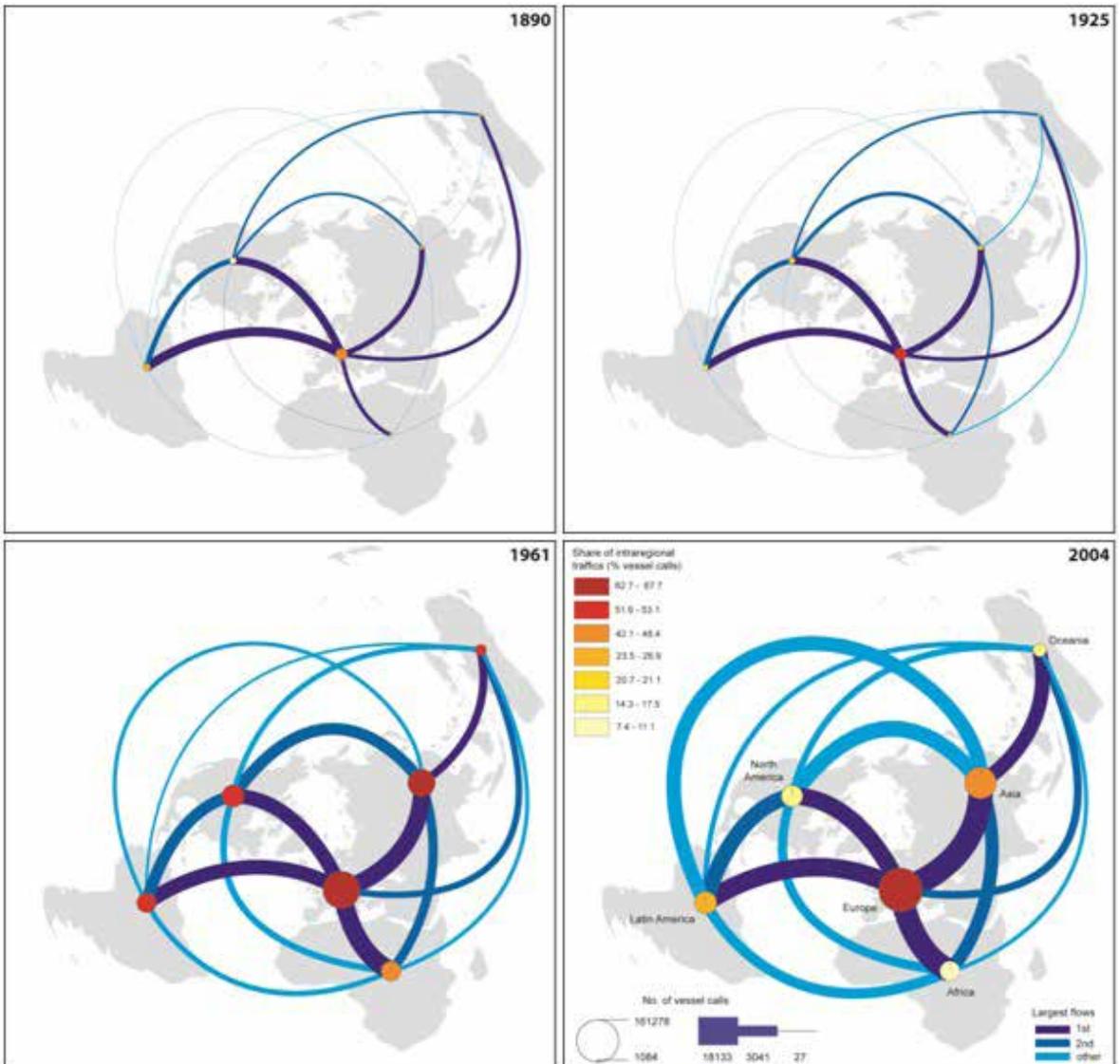
“At the global level the mapping and modelling of maritime flows allows to measuring the size of the overall network (i.e. number of nodes and links, total tonnage) as well as the changing structure of flows through various statistical and network analytical tools and searching for coherent substructures in the network, with reference to the research field on clusters and communities”¹³ (Ducruet, 2016).

¹³ See: World Seastem Project ERC World Seastems – Project outline. http://www.world-seastems.cnrs.fr/pdf/World_Seastems_project_outline_v1.pdf

While the geographic equilibrium of world’s flows was first based on the Atlantic Ocean (Konvitz, 1994) today it shifted to a truly global system, where Asia’s weight has increased considerably. “The proportion of intraregional flows in the total of flows by region shows that Europe has always been the most integrated area, if one considers such figures as accurate indicators of regional integration levels” (Ducruet, 2013).

A second graphing of the collected data shifts the attention from the routes to the seaports, measuring how many calls have matched a given port in the time-lines considered. This shows the evolution of the role of individu-

↓
Fig.84 Evolution schemes of the Interregional maritime flows, 1890-2004. Source: <http://www.lboro.ac.uk/gawc/rb/rb429.html> (Ducruet, 2013).

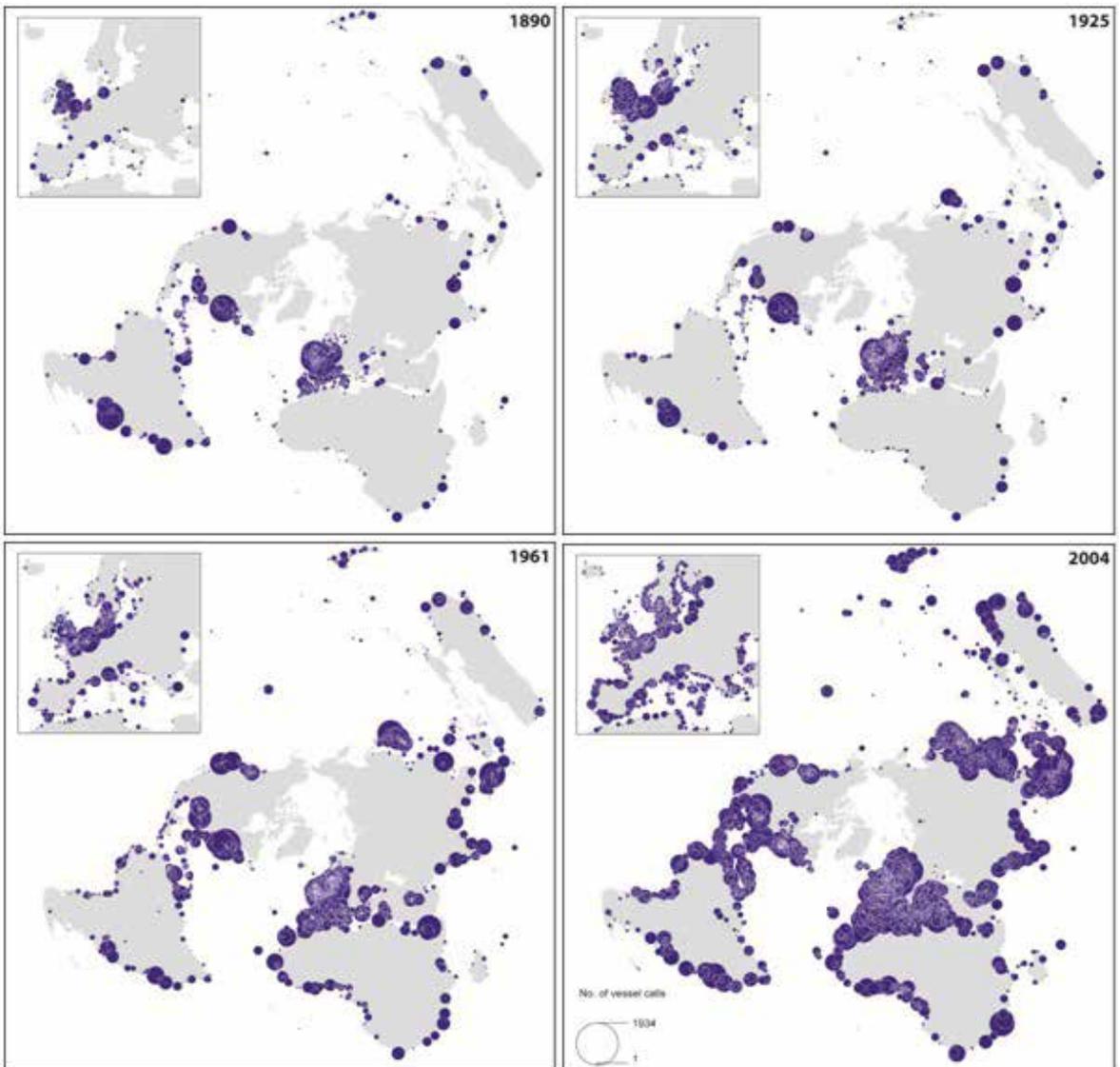


al ports over time and can contribute, as Ducruet says, to further research on the resilience of these port cities.

The second step of the project foresees the assignment of ports to cities and urban areas, based on a previous classification of cities and urban areas thanks to the demographic data provided by 3 main databases: Geopolis (1950-1990), Populstats (1850-2005), World Gazetteer (2010). More than 3200 cities and urban areas have been analysed and divided into two main case studies: the coastal cities and in-land city (Ducruet, Cuyala, Hosni 2016). What turns out is the construction of networks that aims first to analyse the interdependence between port growth and urban growth by measuring the correlation between city size and traffic size through different methods, as origin-destination matrix of inter-city maritime linkages; number of vessel calls as main metric; centrality measures: degree, betweenness, clustering; single linkage analysis to retrieve major hubs & nodal regions and distance metric (orthodromic) of shipping linkages (Ducruet, Cuyala, Hosni 2016).



Fig. 85 Evolution schemes of the global port hierarchy, 1890-2004. Source: <http://www.lboro.ac.uk/gawc/rb/rb429.html> (Ducruet, 2013).



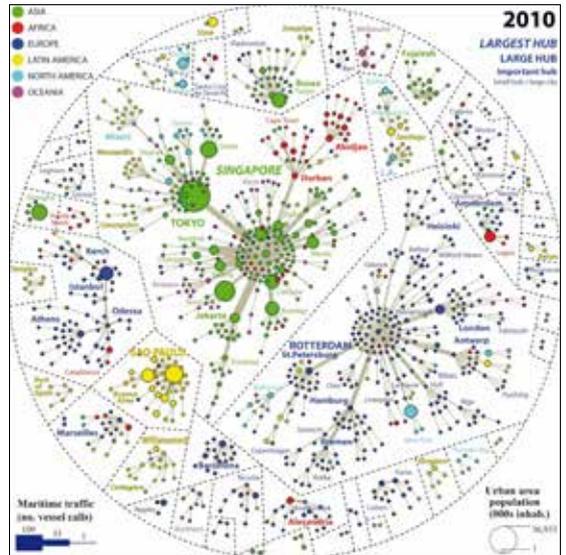
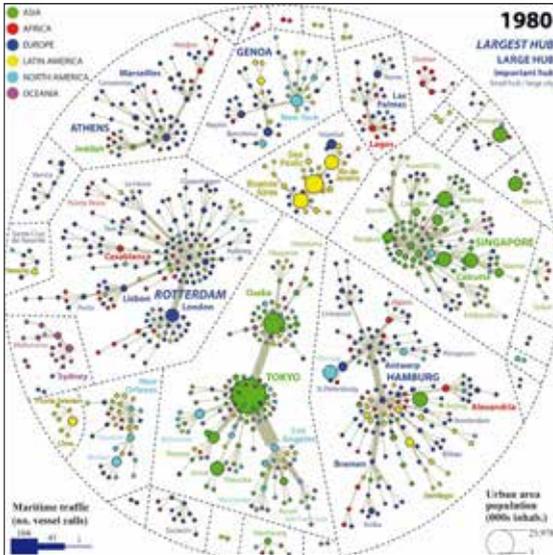
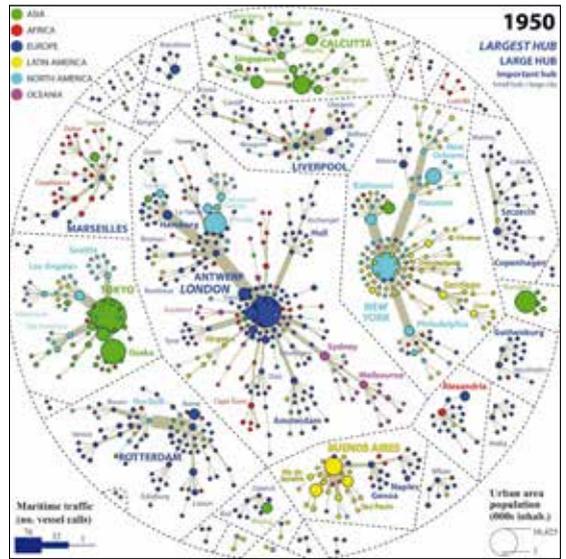
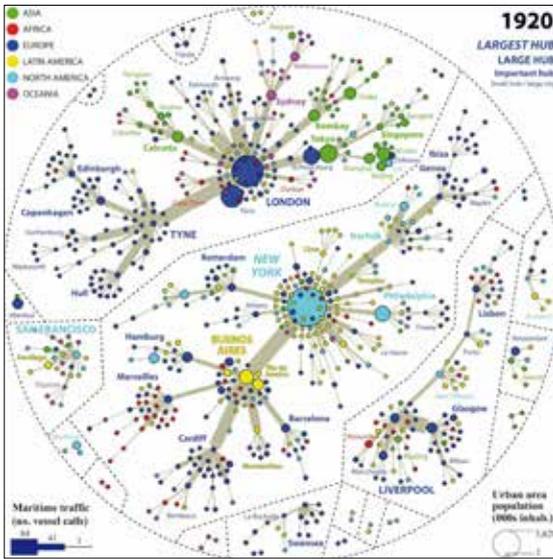
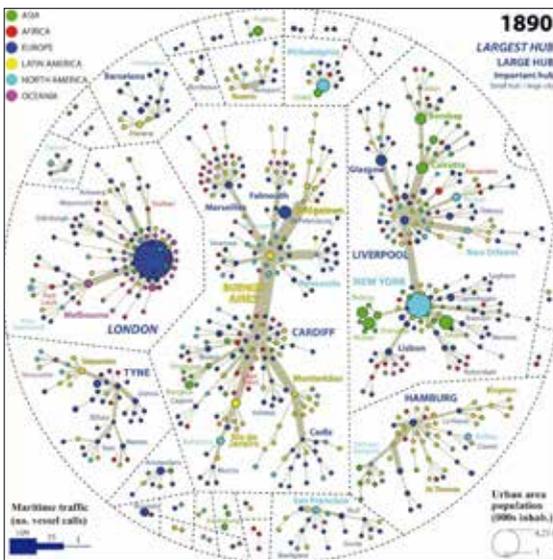


Fig 86 Schemes representing city size and single linkage analysis. Source: Ducruet C., Sylvain Cuyala & Ali El Hosni (2016). Connecting global cities by maritime networks: An empirical study (1890-2010). 2nd European Conference on Social Networks (EUSN) 14-17th June 2016, Paris.

Secondly it is to determine the dominance of certain cities not only in terms of traffic volume but also in terms of the geographic reach of their maritime connections. Furthermore, a complementary approach is also to consider port cities acting as connectors between the fore-land dimension and the hinterland one and measure cities' centrality through a combined sea and land network.

The third stage of the research analyse the co-evolution of maritime flows and urban/regional development and compare the growth trajectories of port and non-port cities based on their situation in the combined sea-land network. It is the first-ever analysis of global maritime networks in relation to urban development. This study, in the end, reveals the greatest ambition to overturn the prospect of interpreting the same history of the city and territory, towards a conception that recalls that of Arthur C. Clarke when he said: "How inappropriate to call this planet Earth when it is quite clearly Ocean" (Clarke, 1990 p.102).

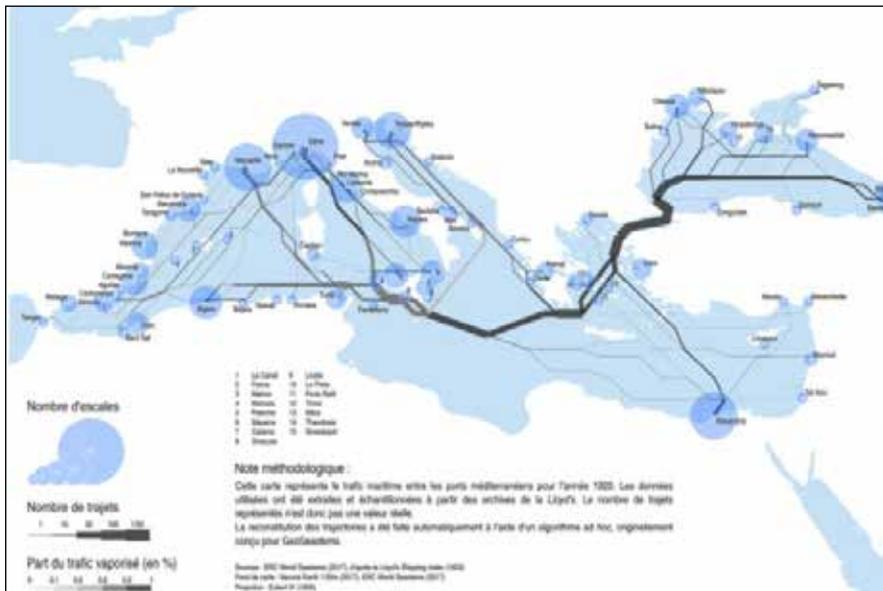
The study shows that there is some stability in port-city linkage in spite of theories of decline. Furthermore, from Ducruet analysis emerges that urban hierarchies remain an important determinant of maritime traffic distribution. "The World Seastems project thus wishes to reveal the path-dependency of urban development in relation to maritime flows and the uneven adaptability of cities to technological and economic changes" (Ducruet, 2017).

The project is having many outputs among which there is the creation of an online geomatics visualization platform, called GeoSeastem, aimed at: creating a dynamic and contemporary cartography able to provide 2D and 3D representations useful for both research and pedagogical purposes.

Geography, economics, transportation and town planning in the last century have contributed to a substantial knowledge of the dynamics that on the large-scale influence the transformation of the waterfront, intended as the interface between ports and cities, between land and sea . All the models of interpretation produced by the 60s, from the Any port Model to the suggestive representations of the Bunel-Ducruet research team, provide us with important data to reflect on. However, none of them can tell us an-



Fig. 87 Maritime flows and port hierarchy in the Mediterranean, sailing vessels and steamers, 1920: this map is generated using sampled data extracted from the Lloyd's Shipping Index. Tracks were rebuilt thanks to an algorithm originally designed for GeoSeastems webmapping platform (Design and production: Mattia Bunel, ERC World Seastems / UMR 8504 Géographie-cités, 2017).



anything about the quality of the port city landscape. From the privileged perspective of actor-spectators of the First World, the global port cities we live in a world where stability and decline of the port relationship and cities seem to merge and mingle continuously. The high level of our consumption habits, immediate availability and access to a huge amount of material resources and services confirms a strong and healthy relationship between cities, regions and ports since “contemporary maritime transport carries about 90% of world trade volumes” (Ducruet, 2014). The state of desolation, separation, fragmentation, extraneousness and neglect of most of the urban port waterfronts we have under our eyes speak to us instead of the end of a millennial bond of exchange, dialogue, contamination and harmony. We are constantly living the contrast of these two evidences that, as we have seen from the newly-conducted excursus, both have broad acknowledgment in literature. But is this really an insoluble dichotomy, two opposite and incoherent theoretical positions, or maybe there is a way of integrating these visions?

**“Design a landscape means put himself in tune with his story”
Franco Zagari**

Darko Pandakovich, in a book that ‘opens the eyes’ on the meaning of landscape to a wide audience, states that “always and in any case every society is expressed in the form of the landscape that is able to realize, cure, handle” (Pandakovich, 2009). No matter how bitter it may be, the reality is that these landscapes seems to be the direct expression of this liquid society.

This idea is not new to those who, like Augé, speak of “non-lieux”, to Castell and his war between Spaces, to Koolhaas who speaks about Junkspace, to Paris and its ‘*espace délaissée*’, to Careri who describes an “fractal archipelago of fragmented landscapes” (Careri, 2006) and so on. This is the landscape that we have produced, or better, which is ‘emerging’ from the interaction of contemporary human actions and natural reactions on the territory. However, this does not mean that we must (or want to) surrender to this landscape. This does not mean that we must continue to undergo a landscape in which we do not recognize ourselves, provided that any landscape transformation refuses the hypocrisy of denying the existence and permanence of those dynamics we indicate as the main causes of our landscapes, such as: connectivity and globalization, for example. Let’s take the emblematic case of the infrastructure, which we could define as the physical form that the intent of connectivity assumes on the territory. Our contemporary landscapes are dominated by the infrastructure, sometimes, or rather often, are torn, and crushed by it, to such an extent that there is who has re-defined landscape as a “sophisticated, instrumental system of essential resources, services, and agents that generate and support urban economies” (Belangér, 2009). Roads, highways, railways, highways, telematic networks, sewer networks, power grids, cellular networks, the Internet, water networks and of course ports, infrastructures at all effects, will continue to exist, proliferate and enlarge because they are the spatial equivalent of the Informational Age. Contrary to what we think, globalization is a tension that innervate the world since the Middle Ages (Khanna, 2016) and if it is true that the Black Death, the world wars and the recent financial crisis of the twenty-first century have placed major obstacles, however it is not dead, and now “globalization is going through the threshold of a new age of gold” (Khanna, 2016).

The hypotheses that exalt the economic decrease, “*the return to social micro spaces impregnated with tribal and corporate logics*” cannot provide any response as “*the obsessive search of a past, existential and unrecoverable territoriality ends up leading to a neo-romantic localism able to accept, uncritically, all that negative and*

perverse the so far reclaimed local communities have” (Nogué, 2017). Globalization has acted in transforming the perception of the fundamental categories through which we experience and interpret reality, has revolutionized them from the inside in a silent, but unremitting, inexorable way. From the process of globalization, the classic relationship between Space and Time has in fact crumbled so much to talk about “space-temporal contraction” (Harvey 2001, pp. 123-124) or more precisely as Marramao points out, “globalization is, on one hand, a space compression of cultures and forms of life, and on the other hand, temporal diaspora, differentiation of the ways in which different subjects experience the time” (Marramao, 2013). This condition causes the difference between what is perceived as far and what is perceived as near or better, as Bauman states in one of his most famous writings, that “*when the speed of capital movement and information equals that of the electronic signal, the cancellation of the distance is practically instantaneous and space loses its materiality, its ability to slow down, stop, counteract or otherwise force the movement, all qualities that are normally considered the distinctive features of reality, in this process the locality loses value*” (Bauman, 2000, p.124).

Therefore, which is the way to reconcile our relationship with the territory? Which one leads to new landscapes?

Joan Nogué, Catalan geographer and former director of Catalunya Landscape Observatory, answered that the “return to the territory” is through cultural resistance and criticism. “The return to the territory induced by a culture of despair can not succeed in any way” (Nogué, 2017). It has to be, instead, a dynamic antidote stemming from the recovery of a critical consciousness of the world to be translated into a design attitude in the broadest sense, both political and landscaping. So coming back to the relationship between infrastructure and landscape the big game is played on ‘how’ to shape this ‘irresistible impulse’ of connectivity (Khanna, 2016). ‘Forms’ issues, as Gregory Batson masterfully clarified in the 1970s in counter-trend to the usual and widespread habit of considering them as secondary to ‘substance’ issues, claim their absolute centrality as they are the models through which our mind think and know the world, they concern the ability to create order and horizons of sense.

“The absence of order is today the most widespread condition in both the natural and constructed landscapes; the creation of order is the fundamental premise of a project, and often consists more in raising than in adding” (Ghio, 2012). This conception of ‘form’ is a first stone, or maybe not the first, but an angular stone in the construction of a new ‘knowledge building’ of the world, and therefore also of the landscape, and, immediately, the way of designing it since, Lévi-Strauss was right, “Wild Thinking does not distinguish the moment of observation from that of interpretation ...” (Lévi-Strauss, 2003). How such infrastructures conjugate in space sets the horizon of our field of action, a vast horizon that implies creativity and critical thinking. So let us answer the second question raised above: which way leads us to new landscapes?

The Project. It is difficult to meet today an author and designer who has deepened this answer, highlighting its ethical even before aesthetic and political implications, more than Franco Zagari did.

“Designing a landscape is exactly that: to put himself in tune with his story, learn to understand its genetic code, learn to listen and sensitively continue its writing. (...) The decay is certainly well-known, but with not few misunderstandings. (...) The aura of the public project as a high civil institution is today strongly proven by simplifications, fragmentation, unrealistic times, and a substantial irresponsibility. The landscape project, if thoroughly experienced, might possibly unlock a situation that is in impasse” (Zagari, 2016).

The project is the tool through which we can intervene on the shape of the landscape, and thus give it meaning. Many of the geographers’ theories that

→
Fig. 88 *Littoral de la manche et de la mer du nord.*
 Photo by Gabriele Basilico
Bord de Mer, (1984-1985).





potier

we quickly traced in the essence of their contributions speak indirectly to the landscape of the port city as the product of forces that seem to transcend the local dimension almost inexorably. It's not just that. Landscape transformations are the result of a transcalar process, to which both to the global dimension, with its dynamics, and the local one where the landscape project takes shape, contribute. The regeneration experiences of many port cities, such as Genoa and Barcelona, which we will look at later, are emblematic examples of that and consequences of that process of waterfront transformation described by Hoyle. Today the way in which the port areas and in general all the production or military areas, return to be the centre of attention and so the object of design, are only those associated with the disposal, to disuse, to the depletion and decomposition. Consequently, actions are almost always characterized as repair, replacement, transplantation, "being unable to find the codes to decipher and imagine the places of their time as landscapes" (Metta, 2012). The current challenge, however, is to design the interaction between the port and the city in their full and mutual activity, as 'infrastructure' must not be synonymous with territorial destruction and diminishing the quality of the landscape as instead it is commonly experienced today resulting in many social and territorial conflicts (Nogué, 2017).

This is the challenge of landscape design in the contemporary global port city. However, the landscape project is not an aesthetic patina, a camouflage practice, and homogenization, on the contrary it must be able to "work by contrast and by exalting differences" (Bocchi, 2004). All those differences that the layout of today's port platforms has flattened in some respects, such as ecological and geomorphological diversity, but also all those that it added. Despite the deep wounds on the skin of Mediterranean port cities, these cities and their ports have a charm that does not fade. The space of the ports is a place of events rather than things, where the "forms themselves dissolve, the warehouses disappear in favour of the containers that invade the storage areas, give them a provisional substance and disperse themselves immediately into the network of flows and exchanges" (Courajoud, 1993). For this kind of space, by its changing nature, we will have to adopt an appropriate language, created precisely from new interpretation codes where "terms such as indeterminacy, inclusiveness, overlap, interruption, simultaneity, eventuality, instability, association, collision, which in environmental sciences are used to describe many natural phenomena, can also refer to the creative processes of generating forms and space" (Metta, 2012). Turning to him with these eyes, the port becomes a place for the errancy of thought and pushes the gaze still ahead beyond the horizon animated by the desire to return to living this threshold. So in Courajoud's words it echoes the spleen that animated the century-ending description of Boudelaire, which is still deeply relevant and capable, more than many other words, to motivate the search for a new dialogue with these places, to design a public space able to 'explore the Limits and surpass them' (Courajoud, 2000).

*"A port is a charming place to stay for tired soul of the struggles of life. The amplitude of the sky, the mobile architecture of the clouds, the changing colours of the sea, the glittering of the lighthouses, are a prism that is wonderfully suitable to distract the eyes without ever tiring them. The slender shapes of the ships, with their complicated equipment, to which the wave imparts harmonious oscillations, serve to preserve in the soul the taste of rhythm and beauty. And then, above all, there is a kind of mysterious and aristocratic pleasure for someone who has neither curiosity nor ambition in contemplating, lying on the belvedere or leaning on the pier, all those movements of those who leave and those who come back, those who still have the strength to want, the desire to travel or to enrich themselves"*¹⁵.

(Boudelaire, 1869).

14

Original Text: "Les formes elles-mêmes se dissolvent, les entrepôts disparaissent au profit des conteneurs qui envahissent les aires de stockage, leur donnent une substance provisoire et se dispersent aussitôt dans le réseau des flux et des échanges" (Courajoud, 1993).

15

Original text: "Un port est un séjour charmant pour une âme fatiguée des luttes de la vie. L'ampleur du ciel, l'architecture mobile des nuages, les colorations changeantes de la mer, le scintillement des phares, sont un prisme merveilleusement propre à amuser les yeux sans jamais les lasser. Les formes élancées des navires, au grément compliqué, auxquels la houle imprime des oscillations harmonieuses, servent à entretenir dans l'âme le goût du rythme et de la beauté. Et puis, surtout, il y a une sorte de plaisir mystérieux et aristocratique pour celui qui n'a plus ni curiosité ni ambition, à contempler, couché dans le belvédère ou accoudé sur le môle, tous ces mouvements de ceux qui partent et de ceux qui reviennent, de ceux qui ont encore la force de vouloir, le désir de voyager ou de s'enrichir". Boudelaire C., Le Port, (1869).

1.4 The EU Maritime Transport Policy

Until the 1990s, the field of infrastructure development remained exclusively national, which was one of the reasons for the delay of some fifty years accumulated by Italy in the structural works of modernization of ports compared to other European and Mediterranean realities (Alberini, 2006).

It was in 1990, when the European Commission adopted the first plan on Trans-European Networks (TENs, transport and energy, telecommunications), but more so since the 1992 Maastricht Treaty, that the ‘planning’ of exchange and free movement infrastructures of goods moved more into Community orbit. In fact, the Treaty has inserted into the basic EU rules the objective of building and developing a trans-European transport network¹⁶, essential for the creation of the internal market, the development of the Community, the strengthening of economic and social cohesion and the reduction of the gap between the development levels of the different regions and the lag of the less favoured ones (Nerli, 2008). The massive shift in the economic growth of many countries from the primary and secondary sectors to the service sector over the past 40 years required the need to rethink and improve the infrastructure system (also in terms of energy, telematics as well as transport) in accordance with visions of a much wider breath than the purely national ones; it was also necessary to change the framework of the choices to be made for the government of the territory. Thus, in the delicate and ambitious transition from an economic and financial union to a social and cultural unity, the theme of infrastructure gained an imminent centrality in the EU debate and in 1996, by Decision 1692/96/EC, identified network schemes for different modes of transport.

In less than a decade, Europe became the privileged space for discussing the major infrastructures, both onshore and offshore (waterways). At a first wording of the European Infrastructure Network project, which included only land and telematic connections, port infrastructures (sea ports, intermodals and inter-modal terminals) were added in 2001 by Decision 1346/2001/EC. On that occasion, the characterization of ports was further highlighted as the “nodes of an inter-modal network”, an instrument of economic development, a link between European partners and between them and third countries. The system of connections on European territory was experiencing a period of strong congestion that, in addition to having negative environmental impacts, was likely to compromise the viability of supply chains, which needed increasingly efficient and reliable transport systems. The White Paper on Transport Policy, which was drafted in the same year by the European Commission, was aimed at limiting these negative consequences by proposing a substantial rebalancing of modes of transport to the detriment of road traffic. Inter-modality was henceforth the most viable and sustainable solution as it was able to put in place infrastructure and resources that each territory had in order to re-launch the different territorial potential without homogenisation. The concept of Motorways of the Sea (MoS) was introduced.

However, in 2003, only one-third of the infrastructure set up under the Maastricht Treaty agreements and three of the 14 TEN-T special projects approved by the European Council in Essen in 1994 were implemented (Barrot, 2005). Given that the projections for the year 2020 doubled the number of trade flows between Member States, the need for an efficient transnational infrastructure network, which would ensure the safety and speed of transport, and the full inclusion of all the nations in the world, inside the network.

By Decision 884/2004/EC, the TEN-T guidelines, maritime transport

16

They are based on Title XVI, Articles 170 – 172, of the Treaty on the Functioning of the European Union.

infrastructure to TEN-T networks was confirmed establishing legal framework and a new strategy shared by all states with the precise identification of the most important infrastructural works to complete the carrier structure of the multi-modal system without dispersals. For this big project, the EU invested 600 million euros in 2005. In the same year, the European Commission and the Directorate General for Energy and Transport published the “*Trans-European Transport Network European Commission Ten-T Priority Axes And Projects 2005*” which bore the description of the 30 major projects that were to be operational by 2020, divided between the missing links (consisting of 4800 km of new roads, 12500 km of railways) and new infrastructures (about 3500 km of roads, 12300 km of railways and more than 1740 km of internal waterways). To the mainland connections, the document included the Motorways of the Sea, designed to “ensure better connections to peripheral countries, but, most importantly, to make a viable and less costly way to new infrastructures on saturated land corridors” (Barrot, 2005).

“The motorways of the sea initiative, (...) has inter-modality at its heart. Its aim is to foster integrated inter-modal options, based on short-sea shipping, providing frequent, high-quality alternatives to road transport. In time, the goal is to develop a network of motorways of the sea between different European regions, each linked to rail lines and inland waterways. In this way, the vast transport potential of European seas and waterways can be more effectively used” (EC, 2005, p.9).

Decision No 884/2004 designated four ‘Motorways of the Sea’ corridors connecting several EU member states, that formed the basis for the subsequent TEN-T Motorways of the Sea calls for proposals, for which Member States have been asked to devise projects of common interest.

The four corridor were:

- Baltic Sea Motorway (connects the Baltic States with Central and Western Europe, including North Sea and the Baltic Sea channel).
- Western Europe Sea Motorway (connects Portugal and Spain via the Atlantic Arch to the North Sea and the Irish Sea).
- Southern Europe Sea Motorway (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean, including Cyprus).
- South East Europe motorway (which enters the Western Mediterranean by connecting Spain, France and Italy, includes Malta and links to the South Europe motorway with further connection to Black Sea).

The project aimed to finance infrastructures and facilities such as: interventions at least two ports for each motorway, as well as initiatives directly related to the operation of trails such as dredges, ice breaking, information system implementation including traffic management and electronic reporting systems¹⁷.

We find the “*Motorways of the Sea*” (MoS) to the 21st place of the TEN-T list. They are entrusted with a first important purpose: to improve the access to markets throughout Europe by absorbing almost all of the freight traffic due to their capability to accommodate large container ships both on the stretches and in the coastal ports that act as inter-modal nodes and reduce the strain upon already over-stretched European road systems. The realization of this objective, in itself, has enormous consequences on the triple scale, global, communal and metropolitan. On a global scale, the effects affect the economic sphere with a large reduction of shipping time and costs and access to new markets, since the establishment of these preferential corridors causes a reconfiguration of the global routes with the possibility of greater investment by of the companies in the sector (transshipment). On the Community scale, there are effects on the economy due to the prevalence of shipping companies and the creation of new jobs, and territorial effects that see an

17
Decision No
884/2004 and Article 13.5
(c) of Decision No 661/2010

exponential increase in accessibility, the removal of terrestrial arteries from heavy traffic, the consequent possibility of rethinking old infrastructures in terms of spatial configuration or even conversion of certain traits. Finally, on the metropolitan scale, the increasing importance of ports for the four “free-ways” entrusted to a major inter-modal link entails the need to enhance the urban infrastructure system, thus opening up the possibility of rethinking the form of relationship with the city.

Between 2005 and 2007 several Motorways of the Sea Master Plans were written. All of them provided the basis for the identification of Motorways of the Sea projects through calls for proposals and for their subsequent deployment. At the same time, the MoS project was simultaneously promoted by another program of the European Commission, the Marco Polo programme, which was launched in 2003 to reduce road traffic to improve the environmental performance of the freight transport system within the Community and to enhance inter-modality, thereby contributing to an efficient and sustainable transport system¹⁸. The activities funded under this program were not addressed directly to the MoS, but especially concerned ‘modal shift actions’, aimed at shifting cargo from road to short sea shipping, rail and inland waterways; ‘catalyst actions’ and ‘common learning actions’ to enhance knowledge in the freight logistics sector.

In 2007, the European Commission decided to further expand the TEN-T network by extending corridors to meet neighbouring countries. In this Communication (EC, 2007a) of the Commission, MoSs gained a particular centrality which led to the creation of the European Neighborhood and Partnership Instrument (ENPI) that was the main financial mechanism through which Europe gave assistance to partner countries, replaced in 2014 by the European Neighbourhood Instrument (ENI) for the current programme period (2014-20).

The 2007 further expansion of the list of projects planned for the TEN-T network forced to check the results obtained so far thus highlighting that TEN-T network was accumulating serious delays and financing problems with respect to the framework of actions agreed in 1996. To this was added a general confusion on the concept of MoS which had not been clear to many stakeholders resulting in very limited project activity. Thus the European Commission promoted a Report (EC,2007b) to understand the current state of development of Motorways of the Sea projects that resulted in the implementation of the funding mechanism with the institution of an apposite MoS Help Desk to provide information on all the relevant sources of financing and support the financial engineering of Motorways of the Sea projects.

During this period, facing the financial crisis that has hit Europe, the TEN-T policy embarked on a necessary revision process that has seen its starting moment in drafting the 2009 Green Paper entitled “*Towards a better integrated trans-European transport network at the service of the common transport policy*”. This was the first reflection on the effects of TEN-T network implementation, its environmental impact and the perception of results by the European population, and, above all, refocused the goals for a European economic growth compatible with a fight against climate change. “*Through a process that integrates economic and environmental objectives, is clearly oriented towards the needs of efficient freight and passenger services on a co-modal basis and involves innovation, future TEN-T policy should provide a sound basis for an effective contribution to the Community’s climate change objectives. (...) This is why the Commission is beginning the TEN-T review process with a Green Paper*” (EC, 2009).

The Green Paper led to the formation of 6 expert groups on various fields whose work was gathered in the “Consultation on the Future Trans-European Network” (EC, 2010) document adopted by the European Commission on 4 May 2010. These two documents launched an intense international debate

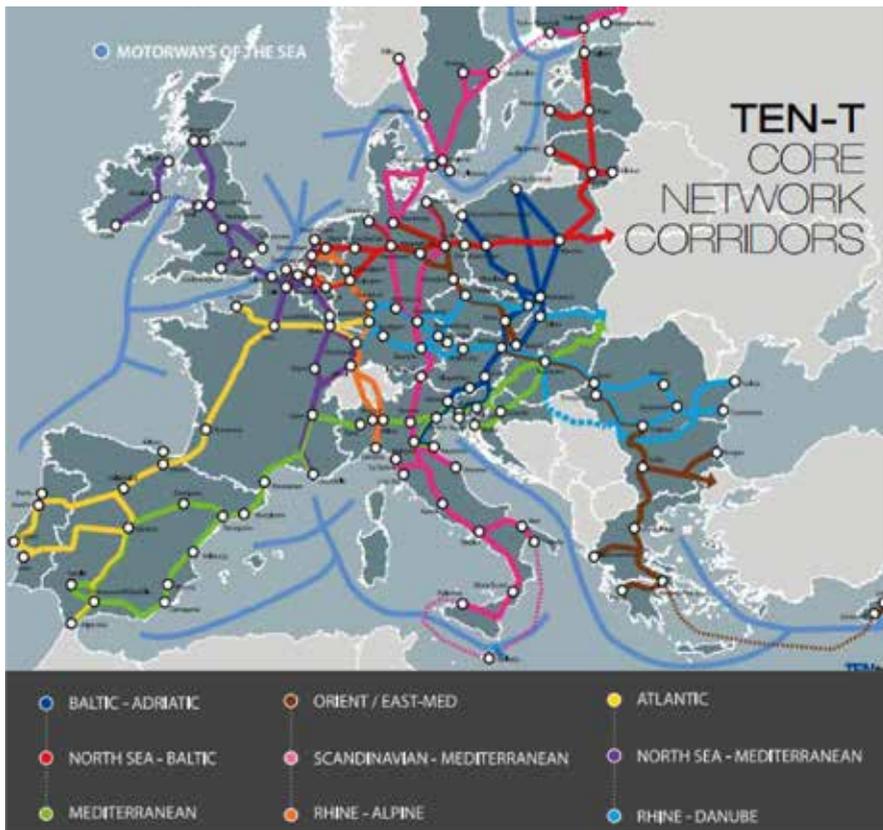
¹⁸
See: <https://ec.europa.eu/inea/en/marco-polo>

and led the TEN-T policy review process to a more mature stage. In 2013, a review of TEN-T policy led to the adoption of a new set of guidelines, the “*Union guidelines for the development of the Trans-European Transport Network*” (Regulation (EU) No 1315/2013), that set objectives, priorities, and measures for the establishment of frameworks for the continued identification of projects of common interest and reflect also the priorities of the Europe 2020 strategy. Among the results of the review process was also the foundation of the Connecting Europe Facility (CEF), “*An EU funding instrument devised to facilitate the realisation of European transport infrastructure policy, focused on projects of common interest that aim at removing bottlenecks and bridging missing links in the Core and Comprehensive Networks and Horizontal Priorities*”¹⁹. Along with the European Structural and Investment Funds (ESI Funds) and European Fund for Strategic Investment (EFSI), the CEF is the main TEN-T’s EU financing projects in Europe for the period 2014-2020 and is, since the end of the Marco Polo programme, the only instrument with special funding for Motorways of the Sea (EC, 2017).

The new regulation approved by the European Parliament led to the identification of 9 Core Network Corridors²⁰ and of two coherent Horizontal Priorities that consist in the European rail Traffic Management System (ERTMS) deployment and Motorways of the Sea. Both the 9 corridors and the 2 Horizontal Priorities were established to streamline and facilitate the coordinated development and carry forward the strategic implementation of the objectives of TEN-T Core Network, in-line with the funding period, 2014 to 2020 (EC, 2017). 2014 saw the presentation of the first generation work plan for each Corridor and Horizontal Priority, containing the exact objectives for each of them within the framework of the Core Network.

¹⁹ See: <https://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/legal-basis_en.>

²⁰ Coordinated by high-level personalities with long standing experience in transport, financing and European politics, nominated by the European Commission.



←
Fig. 89 TEN-T Core Network Corridors. In *Motorways of the Sea: An ex-post evaluation on the development of the concept from 2001 and possible ways forward*, April, 2017. Source: European Commission (2014).

The funding for project on each Corridor and Horizontal Priority was provided by the Connecting Europe Facility (CEF), obliging relevant Member States to align national infrastructure investment policy with European priorities. The Coordination of the MoS programme was entrusted to Brian Simpson, a professor and member of the European Parliament, since 2009 Chairman of the EP Committee on Transport and Tourism. His Work Plan for the MoS implementation, being an Horizontal Priority, aims at implementing policy initiatives on the European maritime space without barriers and the maritime transport strategy. It has also the purposes to “contribute to greenhouse gas (CO₂) reductions, which is of paramount importance in the context of climate change and introduces new inter-modal maritime based logistics chains contributing to door-to-door integrated transport systems” (EC, 2017).

“To this end MoS: helps implement policy initiatives on the European maritime space without barriers and the maritime transport strategy for 2018; Positively contributes to greenhouse gas (CO₂) reductions, which is of paramount importance in the context of climate change; Introduces new inter-modal maritime based logistics chains contributing to door-to-door integrated transport systems” (EC, 2015).

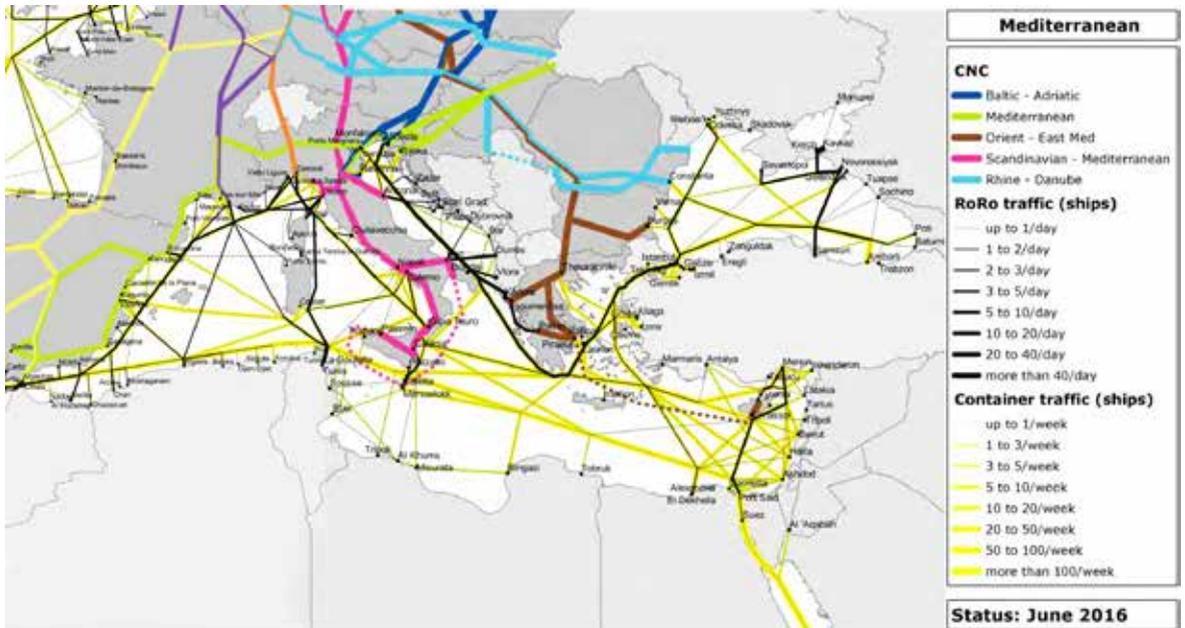
The ‘Detailed Implementation Plan for Motorways of the Sea’ published in 2015, is built on three development pillars considered to be the key priorities for shipping and ports: Environment (maritime green solutions); Integration of maritime transport in the logistics chain; Safety, Human Element and Traffic Management. The document, highlighting a strong propensity for sustainability issues, reflects the far-sightedness and optimism of its co-ordinator, which also focuses on the nodes of the large MoS network, ports and their hinterlands, and calls all Members of the European Parliament, Member States as well as industry stakeholders to further contribute to the document, to implement the strategies put in place.

In 2017 the document “Motorways of the Sea: An ex post evaluation on the development of the concept from 2001 and possible ways forward”²¹ was commissioned by the Directorate-General for Mobility and Transport (DG MOVE) of the European Commission.

21
See: <<https://ec.europa.eu/transport/sites/transport/files/2017-ex-post-evaluation-mos.pdf>>



Fig.90 Motorways of the Sea and the TEN-T Core Network Corridors. Western and Eastern Mediterranean. Union of two different schemes made by the author. Source: European Commission, 2015. ISL based on MDS Transmodal and AIS ship movement data.



The evaluation, conducted from 2014 to 2017, covers the period 2001-2013 and therefore excludes Motorways of the Sea (MoS) projects funded under the Connecting Europe Facility (CEF), the new European Neighbourhood Instrument (ENI), Horizon 2020 and Interreg V programmes. It proposes a detailed evaluation of the MoS project by reviewing 25 ‘reference’ projects, literature and other documentation, analysis of data on trends in short sea shipping, consultations with Commission officials and with stakeholders, through 5 key aspects: Effectiveness, Efficiency, Relevance, Coherence, EU Added Value, and finally opens for future perspectives.

In the lights of the experience made to date, it highlights that the evolution of MoS project activity, notwithstanding the 2008 global financial and economic crisis, has generally “had a positive impact on the short sea shipping sector well answering to the changing needs of the sector. It has resulted in strategically important investments that would not have been made (or not on the same scale or timings), monies levered in, innovative actions (e.g. in respect of the use of supporting use of LNG and methanol fuels, traffic management systems and information systems) and, above all, partnerships being forged between ports, regions and countries within Europe and with Europe’s neighbours” (EC, 2017). Despite the period of the assessment occurs before the Work Plan was published in 2015, its objectives, plans and recommendations were being closely examined and compared with the results of this ex-post evaluation, ensuring the compliance of the new MoS policy with factors that are essential for the successful development of the short sea shipping sector and also the future needs of the sector identified by Simpson.

To provide a clearer idea of the type of projects that will be part of the new MoS policy inaugurated by Simpson in 2014, we briefly introduce the WiderMos project (Wide Interoperability and New Governance for Freight Exchange Linking Regions through Multimodal maritime based cOrridorS). Launched in 2014 by a consortium of 16 partners from 4 countries of the Union, it was born with the intention of further implementing the strategy TEN-T related to the Motorways of the Sea. The purpose is precisely to improve and enhance the inter-modality between the Sea Motorways and the rest of the TEN-T network on the continent, favouring rail connections according to the port-ship-train model, and filling existing gaps on the European corridors. The project, co-ordinated by Italy, heads the Port Authority of La Spezia, provides 3 types of outputs: the first group consists of 5 pilot projects for the creation of an IT Corridor Information Pipeline “acting as a unique logistics window” (Logistic Single Window) for the integration into the logistics chain of sea-based transport services, considering all types of freight operations, in order to allow seamless shipments management and full communication between all actors in the chain”²². The second is the drafting of a MoS perspective study up to 2020 and beyond aimed at “defining options and opportunities for the future development of Sea Motorways and assessing its potential for sea-based TEN-T as the 10th Corridor in the Network”. Finally, the third product consists of “an in-depth analysis of 4 topics (customs procedures, logistics processes, core and complete networks and green corridors) linked to the distribution of the future governance model of central network corridors”²³.

²²
For the project description see: <http://www.widermos.eu/FinalConference>

²³
See: <http://www.widermos.eu/vpage/10/The-Project>

During these 20 years, the TEN-T strategy confirmed the validity of its intuitions by favouring and improving the quality and efficiency of the inter-modal freight and passenger transport system through constant monitoring of network operation and, consequently, a continuous updating of targets. However, the realization of the infrastructural works set up under the program was not without strong delays and obstacles due to the emergence

of important opposition by local populations. The progressive shift of the discussion about the great works from local and regional to state and community spheres had the contraindication of creating interventions perceived as “foreign bodies” rather than connecting elements. The exclusion of local actors and the programmatic negation of the transcalar dialogue between the various levels of territorial administration on the strategic choices linked to the infrastructure has progressively crashed the representation system, undermining the trust in institutions by the citizens, thus pushing in creating new bodies to identify with. These dynamics are the basis of widespread birth and can be said to be widespread throughout Europe by the Territorial Defense Associations and Platforms, located just where there was an important infrastructure project. For example, considering the Environmental Justice Atlas²³, the Environmental Atlas of Environmental Conflicts in Action on the International Landscape launched by the Environmental Justice Organizations, Liabilities and Trade (EJOLT) project in 2014, although it is not exhaustive and updated in real time, we can detect the high correlation of the phenomenon of conflicts arising from major infrastructure projects.

²³ See: <<https://ejatlas.org/>>

The experience of the last 50 years has taught that without the a priori involvement of local populations the likelihood of developing from below an opposing movement to intervention is extremely high. Therefore it becomes crucial to relate relationships with local realities and rather establish with them a virtuous growth process. In pointing out the clutches which, as we have seen, are created between Community policies and the needs of individual local communities as individual projects seem to lose their ethical and strategic rationale as they move away from Brussels and enter the territory, we will have to ask whether a contribution to better structured and communicated infrastructure policies can also come from disciplines that are not necessarily those of economy, marketing and transport engineering. So Simpson’s “call to work” could in this case stimulate a scientific commitment to other disciplines capable of offering an unusual and fertile angular vision such as one that could undoubtedly derive from landscape science.

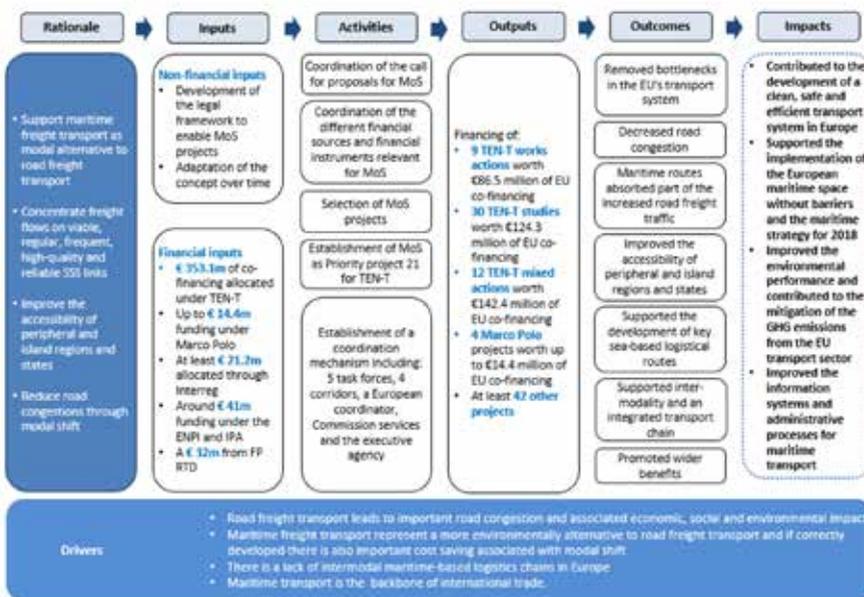


Fig. 91 Intervention logic for Motorways of the Sea. Source: European Commission, 2017, *Motorways of the Sea: An ex post evaluation on the development of the concept from 2001 and possible ways forward*.



1.5 The governance of contemporary ports

Deprived of the status of places by maximizing their efficiency as pieces of a much larger gear, ports became mechanisms of a system that had expanded its horizons far beyond the visible boundaries of the city with striking acceleration.

Mediterranean ports in the 1980s and 1990s had to respond quickly to global market demands, without any questions, without delay or relying on other prevailing reasons than those of economic profit. The pursuit of formal and cultural dialogue with the territory, the protection of the environment and the demands of citizenship were distant thoughts and in any case would have limited port expansion. Obstructing the port activity and losing their role would have resulted in some ways the death of those particular Mediterranean cities which, on the dense network of exchanges and relations that made them global cities far ahead of globalization (Alberini, 2006), had built their own *genius loci* and their fortune. The management and administration of ports evolved with them trying to protect and maximize their development and unconstrained growth, free from the legacies of the urban planning whose rhythms and principles were very distant from that of these mega companies of the sea. The port governance, however, has always taken a special character, both within the same country and in more complex international scene. Each country has opted for different forms of organization models that can be summarized in four main models: the “public service port”, which till the late 80s used to be the dominant model and where a public port authority owns and operates all equipment; the “tool port”, where a public port authority owns all equipment which is operated by labour employed by private firms; the “landlord port” that became the dominant model and is characterized by the Separation between public port authority (not involved in port operations) and private operators (generally concessionaires); and the “private service port”, which is for example the British current model (mainly in the U.K. and New Zealand) where a private port authority owns and operates all equipment (Turpin, 2013).

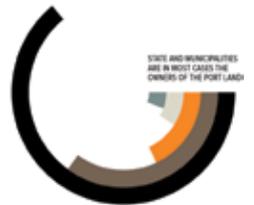
In Europe most Port Authorities (PAs) follow the landlord²⁴ port model (World Bank, 2007) as it is the EU’s suggested one (Carvalho and Marques, 2007), and it ensures to Governments the maintenance of all governing functions, by directly controlling strategic port activities and supervising commercial operations. Notwithstanding this common dominant model, each European country has opted for a port governance in line with its infrastructure policy. The first great difference is about an attitude for centralization, which is characteristic of Mediterranean countries such as Italy, France, Portugal that has State-governed ports, decentralization that is a Northern Europe common model such as for the Dutch ports and results in Municipal-governed ports, and finally there is the Anglo-Saxon model of Self Governed Ports, which sees ports operated by private individuals.

In the first model it is up to national governments the assignment of tasks to individual PAs taking in charge also the strategic planning and the allocation of economical resources. This approach has fueled significant distance between the local community and the ports over time, as the key strategic decisions on these infrastructures are taken without taking due account of the needs of the local scale. This phenomenon, for example, is characteristic of all Italian port cities but is also found in France.

The decentralized landlord model instead is historically characteristic

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There is a landlord model when “the port authority owns only the basic infrastructure, leasing it out to operators, mostly on a long-term concession basis, while retaining all regulatory functions. Port operations are carried out by private companies, which provide and maintain their own superstructure, including buildings and cargo-handling equipment at the terminals. In landlord ports, dock labour is managed by private terminal operators, although in some ports it may be provided through a port-wide labour pool system (see below). Most EU ports are landlord ports. Examples include Hamburg, Rotterdam and Antwerp” (Katsarova, 2013). The following scheme belong to a statistic study by ESPO and PORTOPIA, *Trends In Eu Ports Governance 2016*.



(CO-)OWNERS OF THE PORT LAND

- 64% State
- 35% Municipality
- 18% Private sector
- 9% Other
- 6% Region

Fig. 92 Port of Reykjavik
Photo by ESPO in *ESPO Code of Societal Integration* (2016).

of the Anseatic ports, it sees a pre-eminent role of the City in taking charge of all the strategic decision concerning the port. The Northern ports follows mostly a semi-public model in which the major shareholder is the local government as it happens for instance in Rotterdam, Amsterdam, Hamburg, Helsinki and Oslo. The Central Government still plays an important but not determinant role, being in some cases present in the shareholding and, in most countries with this system, taking charge of the national coordination of these key infrastructures. Local communities benefit more from this kind of model since they are more represented in the port policy.

Another decisive factor is the ownership of the land on which the port insists. In the EU there are three main cases: the areas of the port belong directly to the port authority (in the case of Oslo and the French ports as a result of the 2008 port reform), the areas belong to the city that gives concession to PAs (as it happens in Helsinki) areas are property of the state and are administered according to specific concessions and agreements (Italy).

→
Fig. 93 Port of Liverpool.
Photo by ESPO in ESPO Code
of Societal Integration (2016).

25
Law n2008-660 4th
of July 2008

1.5.1 The reforms' wave

Ten years ago, the idea that it was necessary to resume the interrupted dialogue between the city and the port in the attempt to combine economic development and safeguarding the sites was matured. The operational proposals in this regard saw as a prerequisite the launching of a process of reviewing the governance tools for port infrastructures, with the aim of stimulating greater involvement of local administrations and local authorities in discussing the transformations to be implemented in the ports. A wave of port reforms had taken place around the globe in the 1990s and early 2000s, each of them having different characteristics but all generated by a common context dominated by a emphasized globalization of production and consumption that determined a fast growth in maritime trade and then a booming demand for container transport and its supporting infrastructure provided by container ports and terminal operators (Brooks, Cullinane, Pallis, 2017). As Brooks and Pallis argued in 2008 the governance model has direct influence on port performance. This implies that a good reform must be preceded by a prior investigation of the effects of the previous policy.

Brook, Cullinane and Pallis work "Revisiting port governance and port reform: A multi-country examination", published by the PortEconomics magazine in 2017, highlights the common features of the various port reforms that took place at the beginning of the 21st century and the common critical points, referring to many specific studies conducted by other experts on national cases.

Compared to the port reforms of the early 1990s, dominated by a driving and transversal theme (such as "devolution" or "opening the market to private terminal operators"), in the contemporary world dominated by complexity and liquidity, the themes emerging from the 2.0 reforms are many and all are applied to political contexts different from each other. While it is still possible to trace common features and common challenges, in general, a situation of uncertainty dominates, to such an extent that the first important result of this multi-country study is the apparent impossibility of running comparisons as there is generally no evidence base on best practices in port governance (Brooks, Cullinane, Pallis, 2017).

26
An interesting summary has been provided by the Table 1: "Date and purpose of most recent port reform by country" contained in the article by Brook, Cullinane and Pallis pp. 4-5-6, even if it does not offer a real comparison.

"In the EU in particular, where harmonization is an oft-heard mantra of the Brussels bureaucrats, every country does port governance differently. For many years, a 'Common Port Policy' failed to emerge; it has only been recently (the autumn of 2016) that a framework has been adopted and even this is limited in application to only some

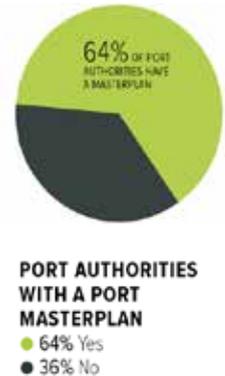


port services within the core European ports. More generally, disagreements prevail across nation states, interest groups and stakeholders and there is precious little evidence of a concerted effort being made to collect the required data on port performance evaluation and to relate this to national circumstances vis à vis the economic situation and port governance model applied” (Brooks, Cullinane, Pallis, 2017).

The common features identified by the authors of the review are: the pressure for reform from influences beyond the port sector, the influence of politics, culture and institutional arrangements, the incremental implementation and elongated time lines, the demise of full privatisation and the dominance of the landlord concept, the “size effect” and the treatment of secondary ports, the changing nature of the port authority role and the presence of additional public institutions. On the face of the main problems identified, however, they put in evidence the absence of an evidence base, the limitations of market structure, the lack of long-term investments and investments planning, the lack in coordination of logistics and supply chains, the jurisdictional tensions and conflicts and contracts issues between different subjects and in the negotiation process in general. If we compose all these features in a single framework they might suggest the interpretation that the common general trend which all port reforms are trying to resolve is the current split between the global dimension of the port system, which has emerged as the preferred way world-wide trading and underwent the strong pressures of the capitalist economy for ever greater performance, speed and efficiency, and the national dimension, or better, the stronger local and urban dimension with which every single port has to deal with. This conflict between Global and Local is quite heavy. What has been evidenced by Brooks, Cullinane and Pallis, collecting the results of many other colleagues, talks about the attempts made by various nations to implement the Space of Flows but in a way that attenuates the contrasts with the Space of Places or rather tries to recalibrate and to base its strength and specificity on it. Each of the common features of the reforms indicates the effort to adapt the port development strategies to the local context, which translates, for example, into the first major attribution of institutional competences and responsibilities to local authorities. It can be noted that in general all port reforms have gone in the direction of progressive devolution, privatization and commercialization, which, in the intentions of national governments, had to contribute to greater efficiency and productivity on the one hand and their environmental and social sustainability on the other.

While port governance has to be more focused on local instances in order to be able to extract the major profits from the context, on the other hand port operations must abide by the rhythm imposed by global traffic and by a demand that exceeds the exact size of the single port or country. This issue has always been at the centre of the debate on centralization of port responsibilities or devolution. In Italy, for instance, there are still strong resistances to give autonomy to individual port authorities and the State maintains central control over the choices concerning the deployment of logistics systems.

As a consequence this process has substantially changed the role of the port authorities, which, from being entrusted with all port operations, from planning to direct co-ordination of port activities, have progressively delegated responsibility by taking over the role of mediators and infrastructure managers, according to a major implementation of the landlord model. Additionally, even as a result of the 2008 economic crisis, states have had to downsize public spending and strengthen the landlord model. Albeit with huge differences in application from state to state, it has become the favourite port governance model among European countries and also in the international context. This process on the one hand was necessary to boost the economic activity and competitiveness of each port and at the same time



This scheme belong to a statistic study by ESPO and PORTOPIA, Trends In Eu Ports Governance 2016.

it saw PAs shifting the focus even out of the fence of the ports, towards the care of relationships at different levels: local and international. Today PAs are continuing to undergo an evolution process that sees in the way of cooperation between neighbouring ports or their fusion into a single legal entity, the preferred way. There are cases of cooperation between ports of different nations, such as between Spain and Portugal, or the feeder-hub relationship that exists between Honk Kong port and some Chinese ports (Cullinane et al., 2004), to the most burdensome cases of associations such as the Portuguese Association of Port Authorities (Caldeirinha, 2016; Parola et al., 2017), The Flemish Ports Association, the creation of French inter-port authorities (Debie et al, 2017) and finally the most advanced example of the Port System's Authorities created in Italy in the light of the latest 2016 reform. In Italy, for example, there has been an emblematic experience of this process, that of the Middle Tyrrhenian Coordination, which took place when the debate on port reform was still lit and on which it is useful to develop a reasoning as it has tackled common problems in the European and international context.

The strong participatory connotation that has taken on this proposal reveals his interest mainly for its consequences, as it shifts the issue from the state central decision-making to the local level, contrary to what then was done in the effective by the Italian Reform of the Ports (2016), to give local authorities a protagonist role they had never had before.

*“Such actions could be moments of developing new processes of governance of territorial transformations, whereby local actors, by interpreting the changes taking place at the global scale, in a bottom-up scheme, would be required to develop an organic system of interventions, for which (in the specific case of port infrastructure) the territorializing effects of the proposed solutions would be greater than those which possibly could be determined on the basis of decisions developed over local areas, apart from the comparison with local authorities”*²⁷ (Alberini, 2006. pp 109- 110).

To implement transformation processes that take into account the identity of the place, the specific needs of citizens and of course to the specific interests of a port realities of its present functional cluster and its implementation possibilities, you need a transcalar design approach that cannot disregard an in-depth analysis and diagnosis at the local scale and not just in the macro scale. Alberini proposes a roll-over of the top-down planning of major works and assumes a new *modus operandi* that encourages the formation of proposals directly from the local context which, in the context of a careful analysis of global scale scenarios, “is identified as the new subject capable of making knowledge and designing skills, which is considered necessary to better contextualize the great works” (Alberini, 2006 p. 16).

The “leap of scale” of Alberini’s proposal is a result of the experience of the Middle Tyrrhenian Coordination that offered a laboratory case to test an innovative application of strategic planning to the port infrastructure, to construct works no longer designed to meet strictly local interests or, conversely, regardless of any relationship with the contexts concerned, but initiatives aimed at the developing a whole territorial system. According to this new approach, the port infrastructure goes from being a cumbersome and hostile object to the city, whose development perspective does not collide or perhaps much more hinder the sustainable development of host cities, to be the engine of the economic revival of entire territories which transcends the urban dimension to reach the regional and interregional level.

*“Seven ports, two cruise terminals, three maritime stations, four airports - one of which is an intercontinental -, an uncontaminated nature and the presence of Rome and its hinterland in an area of 140 miles: the network of these features represents a logistic system and port that can only compete with another territory such as the Eastern Mediterranean and not with a single port reality”*²⁸ (Moscherini, 2002).

27

Original Text: *“Tali azioni potrebbero rappresentare momenti di messa a punto di nuovi processi di governo delle trasformazioni territoriali, dove i soggetti locali, interpretando le trasformazioni in atto alla scala globale, secondo uno schema di tipo bottom-up, sarebbero portati sviluppare un sistema organico di interventi, per i quali (nel caso specifico delle infrastrutture portuali) gli effetti territorializzanti delle soluzioni proposte sarebbero maggiori rispetto a quelli che, eventualmente, potrebbero determinarsi sulla base di decisioni sviluppate in ambiti sovra locali, prescindendo dal confronto con gli enti territoriali.”*

28

Original Text: *“Sette porti, due terminal crociere, tre stazioni marittime, quattro aeroporti - di cui uno intercontinentale -, una natura incontaminata e la presenza di Roma e del suo hinterland in un'area di 140 miglia: la rete di queste caratteristiche rappresenta un sistema logistico e portuale che può entrare in concorrenza soltanto con un altro territorio come il Mediterraneo Orientale e non con una singola realtà portuale.”*

As stated Giovanni Moscherini, president of the Port Authority of Rome and Lazio, the creation of a complex system that no longer separates infrastructure from their environment and landscape, in 2002 allowed the Middle Tyrrhenian Coordination to become the most important integrated port system of the Western Mediterranean with the highest number of passengers handled. According to the National Observatory of the Cruise in the Mediterranean, the numbers totalized by Civitavecchia and the Consortium in 2010 have even bounced Barcelona from the undisputed primacy in the Mediterranean, albeit for a short time. Today, although the Catalan capital has reaffirmed its primacy, these two cities continue to head to head in 2016, respectively, 2,683,594 passengers (Barcelona) and 2,333,676 (Civitavecchia), marking a 3% increase over the past year .

According to its statute, the Consortium, an autonomous entity both from a legal and financial point of view, plans to take care of “the development of maritime cabotage and short sea shipping of its ports, its aspects and impacts with the economy of related territories and an intermodal vision of the transport chain”, the launch of “research on transport policies and related territories, on maritime economy and development opportunities”, the “promotion of the tourist and transport supply of the Middle Tyrrhenian Sea”, in addition to a “joint research at national and European level (...) of funding for the construction of infrastructure works related to the development of the mentioned ports”. The Strategic Coordination Plan, an essential reference framework for each project developed, provided for a specialization of network ports in a sector of activity calibrated according to the geographic characteristics of the ports, their current functional clusters and the dynamics of the use of related territorial systems. Besides the economic benefits to the increase of trade, enhanced efficiency and abolition of the competition, coordination offered a land revitalization perspective through transformation projects and urban regenerations aimed at improving the quality of the places. The specialization of port functions in the cities involved had the positive consequence of rationalizing the port spaces, finally freeing portions of coastline that could return to the city.

In 2002, the Coordination presented the “White Coordination Book” to the Ministry of Infrastructure and Transport, i.e. collecting all necessary infrastructural interventions in each port involved, with detailed projects. The experience of the Coordination of the Middle Tyrrhenian Sea is characterized by a strong innovation compared to the Italian practice of port infrastructure management. The first structural innovation lays in the awareness that further development of the port activity for a renewed centrality of the Mediterranean on the international scene is possible only by proposing a new model of alternative portuality. This must consider the specificity of the Mediterranean area, reject the multi-polar model that promotes in each port the concentration of a large cluster of functions generating extensive exploitation of the shoreline, and opt for a more compact and networked Land Port model. The second innovation is of an administrative political nature and is inverting the usual top-down approach to design major infrastructures with a bottom-up planning model, which promotes the development of proposals that are a direct expression of know-how and local aspirations, once interpreted the dynamics and getting aware of strategies to operate at a global scale. Ultimately, the transition from a regulatory planning approach to a strategic approach to infrastructure projects is another aspect of innovation of the co-ordination. Precisely on the basis of the latter two reflections derived from the experience of the Middle Tyrrhenian, Alberini comes to the formalization of a good practice aimed at being exportable and replicable in other contexts through a set of guidelines describing the governance processes of the development process for major infrastructures.



Fig. 94 Port of Rhodes. Photo by ESPO in *ESPO Code of Societal Integration* (2016).



Projects such as this have encouraged the development of decision-making processes geared to the definition of “strategies” rather than the preparation of “documents” such as canonical regulatory plans (Alberini, 2006). “This desire for cooperation is often motivated by a port’s regionalization strategies, as well as by logistical advantages that may accrue” (Brooks, Cullinane, Pallis, 2017). This tension to seek identity and legitimacy at the institutional level may perhaps be interpreted as trying to find an adequate and intermediate location that takes ports out of the conflict between their global DNA and their local corporeality. Although in contrast to the high competition that often there is between neighbouring ports, the phenomenon of co-operation between ports seems necessary in order to join forces, both with respect to the obstacles to development imposed from outside as a result of the most severe impacts of ports on territory and environment, both with respect to the challenge of implementing the logistical and infrastructural system on a large scale because of a truly common and higher-level interest. Another sign of greater integration with the territory lies in the differentiation of the governance model adopted according to the size of ports within individual countries. Different models of governance can coexist in the same country, depending on the size and hierarchy of ports. This shows the need to adapt the model of government to the specific territorial context, to the potentialities and specificities of each port and also to their cultural context.

Furthermore, being harbours a core part of the infrastructure of each country, port governance is directly affected by policy change. Reforms are heavily affected by the cultural context, by fields beyond the port sector and also by changes in national policies, such as the latest Italian (Parola et al., 2017) and Greek reforms (Pallis and Vaggelas, 2016) that show similar shifts following electoral results and highly politicised processes lasting about a decade to conclude (Italy 2006-2016, Greece 2008 – present). Finally, all port reforms have been characterized by a slow process of realization, due to different reasons and the different circumstances for each country (Delmas and Tokat, 2005; Galvao et al. 2017; Parola et al. 2017; Pallis and Vaggelas 2016; Wilmsmeier and Sanchez, 2017; Brooks 2016). It took on average 10 years for Italy, Greece, Turkey, Mexico, Japan, Tanzania, Korea, Panama, Chile, Portugal, Belgium and a full 20 years or more for Brazil (Galvao et al. 2017), Australia, Canada, Cyprus and Kenya.

Even if on the one hand, reform efforts seek to integrate with the territory as the key to better performance, on the level of cold global efficiency there are still many critical issues. As highlighted by the study of Brooks et alii, the main problem is the implementation of the global scale logistics network so that it runs smoothly and offers fast, secure, no frictions “highways” to supply chains. The need for greater implementation of inter-modality in fact goes hand in hand with the need to coordinate with supply chains trying to limit trade barriers and customs barriers. Therefore, this objective involves both the material aspect of infrastructure transformations (relevant aspect in the national contexts of Netherlands and Italy, for example), both jurisdictional (because of the arising conflicts especially in Europe and Asia where the level of geopolitical devolution is high) and financial aspects (as there is a general lack of long-term investment in the port sector which adversely affects the strategic development of ports, as is the case with Italy, Turkey, England and Portugal mentioned by Brooks et alii).

Given the enormous cultural, political and social differences between the actors in the field, the task seems anything but easy to solve. The “blue side” of the Space of Flows is also a battlefield for the affirmation of power.

1.5.2 The Port Governance in Italy

According to many urban planners, geographers and economists, the current port reforms cannot be explained in the light of the notion of path dependence²⁹ (Hall, 2003; Ng and Pallis, 2010; Parola et alii, 2017), which is too weak to account for the social, cultural, economic and political dynamics that affect the evolution of the maritime transport system towards new forms of organization and consequently the relationship between ports and territory (Dobry, 2000). The impacts of a port reform can be fully understood only in the light of the institutional and economic framework in which ports are integrated. According to Notteboom et al. (2013) the PAs are ‘place-dependent’, it means that, they are deeply embedded in the social and historical context of which they are part and in which they trigger an economic process at a multi-scalar level. *“This means that international port reform patterns have to deal with various sources of ‘embeddedness’ at a national and regional scale, including economic dependence on natural resources, sunk costs of assets and infrastructure, and agglomeration externalities that fuel industrial clusters”* (Parola et alii, 2017; Storper, 1997; Martin and Sunley, 2006). Therefore, de-contextualization precludes the possibility of knowing the territorial effects of such reforms (Olivier and Slack, 2006) and of making it useful to rethink the port model in an appropriate way to the current needs. According to this reading, port reforms can be seen as the different way of responding of each port reality to the path dependence drives at global scale. From the multidisciplinary reflection (2013) by Jean Debrie, urbanist, Valerie Lavaud-Letilleul, geographer, and Francesco Parola, economist, derives a classification of four different types of “attitudes” respect to it: ‘path follower ports’, ‘path adaptor ports’, ‘path resistant ports’ and ‘path leader/pioneer ports’, which embody top-down and bottom-up attitudes. To understand which of these three types corresponds to the Italian reform and assess its actual relevance to the problems that the alleged “logistics platform of the Mediterranean” places, it becomes therefore necessary to retrace the main stages in the institutional history of Italian port system.

In Italy, *“the abscond of urban planning towards ports is to be found in the rooted fracture that has so far been characterized by infrastructure policies and more urban and territorial policies”* (Assoport, 2004). In the *“Bel Paese”*, in fact, the ambiguity with which the relationship between port planning and urban planning has been faced in time is clearly outlined by the absence of a unified and shared definition of the “port concept”, missing in national order until the 2003. Before that year it was certain that the port belonged to the State’s natural property and therefore it appeared, without further specification, in the list of state-owned property (Article 822 of the Italian Civil Code) as it was a work of public interest, and more so in that of the goods of the marine state property (Article 28a of the Code of Navigation) together with other natural goods, such as the lido, the beach, the roadstead, the lagoons, the rivers and the navigable canals. For a precise definition it was not until the Community framework contribution, with the transposition of Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and residues which defines the Port as “a place or geographical area to which improvements have been made and equipment added to permit the mooring of ships, including fishing vessels and pleasure craft”. However, with the Legislative Decree of 2003, it remained an obsolete concept of the port, still identified as a natural asset and therefore administered according to a conservative logic (Nerli, 2008) which attributed exclusive competence to the State. From the second post-war to today, as we have seen, the character of such places has changed significantly

29

The first formulation of the concept of Path dependence is due to Brian Arthur, a scholar of complexity sciences, who defines “path dependence” as how the set of decisions one faces for any given circumstance is limited by the decisions one has made in the past, even though past circumstances may no longer be relevant. The concept was then expanded by Paul David who developed a true “theory of dependence on the path”. See: David, P. A. (2007), Path dependence: a foundational concept for historical social science, in “Cliometrica”, 1(2), pp. 91-114.

in favour of an increasingly artificial morphology, which is clearly out of the original geomorphology of the places and the form of settlements around to acquire the infrastructure status tout court.

It was therefore necessary to update that definition and to adopt an approach more oriented to transformations that would recognize this fundamental “infrastructure soul” and the essential strategic role of ports in satisfying ever-wider social and economic development interests. An explicit answer to this lack of correspondence between the new image and its legal definition, it was only with the law of 27 December 2006 n. Article 296 which defined ‘port’ “every mooring structure, such as docks, piers, docks, platforms, buoys, towers and mooring points, in whatever way it was made”, and affirmed substantially its assimilation to an infrastructure. Implicitly instead, the autonomous and different functioning of the port in comparison with the city and the rest of the territory has been recognized long ago.

Given the need to optimize the integration between the single sea port and the territory on which it insists (in Italy, above all urban areas), on the other hand, to manage logistical logic nodes operating in logic of market economy (Nerli, 2008), took over the difficulty to govern these areas through the same urban planning tools. Therefore, in the decade of greatest expansion of port facilities, as we know them today, Italy opted for a *ad hoc* legal organization, compared to the one dedicated to the rest of the territory, described by law 28 January 1994 n. 84.

The Law on “Reorganizing Port Law” aimed at giving a unified and coordinated vision for the administration of national ports and for this purpose created the Port Regulatory Plans (PRPs) and established Port Authorities (PAs) as non-public entities responsible for the administration of the major ports in the national territory. According to Art. 6, 18 PAs laid down the rules of operation of the port, coordinated various activities such as maintenance, planning and construction of port infrastructures, coordinated other public administrations operating in port, controlled the subjects exerting (with a license or permit) service management and operation of seaports, relied on business subjects the performance of port operations and other economic activities of the port phase. The PRP became the planning tool that defined “the scope and overall structure of the port, including areas destined for industrial production, shipbuilding and road and rail infrastructure” (Art.5.1). It was not limited to the port area and its piers only, but also includes the infrastructure connecting the port with the territory, such as rail and road networks. This law marked the shift from public model to the Land Lord model, that is, the privatization of port activities of landing, embarkation of goods handling, which may be entrusted by the port authority to authorized persons or holders of a concession (always issued by the PA) thus inducing a regime competition not only between different ports but also within the single port. Therefore, if the law has stimulated considerably Italian portuality by marking a considerable growth in terms of trade and birth of companies and new Italian terminalists, on the one of the planning and programming of the port area there was an opposite phenomenon, especially in regard to the construction of infrastructure (Nerli, 2008).

When times prompted the port authorities for a leap of agility forward, showing their entrepreneurship they instead revealed a certain static nature also due to the inability to invest according to the centralized redistribution mechanism (Carbone and Munari, 2006). “The bureaucratic vision embedded in the port reform” emerged (Parola et al., 2017). The poor outcomes of the reform are due to the lack of consideration of the necessary transformations on ground infrastructures, totally inadequate to an advanced logistics system. In 2000, the port authorities increased to a number of 24 increasing a phenomenon of fragmentation.



Fig. 95 Port of Livorno, Photo by ESPO in ESPO Code of Societal Integration (2016).



Aimed at simplifying the bureaucratic apparatus for the realization of the major works necessary for the development of the country, “in 2002 it was announced the promulgation of the Objective Law” on strategic infrastructures and production facilities and other interventions for the relaunch of production activities³⁰, now almost completely repealed by the new Procurement Code (D.lgs 18 April 2016, No. 50).

The ‘Objective Law’, once again emphasizing the decision-making power at the Ministry of Infrastructure and Transport, had the first effect of creating uncertainties regarding the attribution of competence to the Regions implemented by the reform of Title V of the Constitution and secondly inhibiting local subjects from getting a positive dialogue on strategic decisions concerning the major projects so as to constitute a “complete denial of relevant social issues and also the institutional representatives of the territory” (Ziparo, 2015). *“The assumptions up to now have provided that port planning, especially in its operational parts, prevails over that of the city and that the coordination of port city-planning coordination is only done in limited contact points and not on the entire limes, and yet that the development of infrastructure interconnection channels take on greater and prevalent relevance to compatibility with the urbanized fabric”* (Alberini, 2006 p.112). Then a long discussion period, in which reform was first hampered by political instability and then by the financial crisis, occurred. We had to wait until 2014 when a special article within law n. 164/2014 Asked for a detailed report on Port system condition to a special committee of experts, but it had no concrete results until June 2016 (Parola et al. 2016). Meanwhile, the two-thirds of PAs were submitted to a commissioner: Manfredonia (since ever), Catania (December 2012), Naples (March 2013), Piombino (July 2013), Olbia (September 2013), Cagliari (November 2013), Augusta (June 2015), Civitavecchia (June 2015), Brindisi (July 2015), Taranto (July 2015), Gioia Tauro (May 2014), Trieste (February 2015), Livorno (April 2015), Golfo Aranci and Porto Torres), Bari (July 2015), Genoa (November 2015).

The aspirations for a renewed approach to the Italian port infrastructure policy, for example in the experiment of the Middle Tyrrhenian Coordination, were unfortunately betrayed with the final approval of the 2016 port system reform. The aptitude for the accentuation of decision-making responsibilities blurred with Law No 443 of 2001, were basically confirmed by the provisions of Decree August 4th 2016, n. 169. *“The ongoing reform process is still partially inadequate to capture some urgent requirements as expressed several times by different port communities and stakeholders. The lack of a bottom-up perspective and local adaptation may constitute a dangerous drawback of the new governance framework”* (Parola, Ferrari, Tei, Satta, Musso, 2017).

The analysis conducted by Francesco Parola and colleagues highlights the importance of conjugate global challenges with local claims since, as will be discussed in the third chapter of this research, the strong pushes currently exercised by local communities joint with rigid institutional frameworks are likely to jeopardize the very existence of ports. The participation of local communities, therefore, does not turn out to be an external factor for port development, but a core actor in an evolutionary process that can be modelled as a complex system. Parola and colleagues face the study of the port as a complex system and speak about a multi-scalar embeddedness of the contemporary Italian port, both on global and local scale, which is investigated through the use of two fundamental theoretical constructs, that of ‘institutional plasticity’ (Strambach, 2010) and that of the ‘intended and emerging strategy’ (Ansoff, 1965, and Mintzberg and Waters, 1985). This latest concept, transposed in a more general way, indicates the marked difference between the top-down port vision of the legislator, the planner or who deals with the issue of the port transformation and its governance from the exterior or from the top of a map, and the bottom-up one of those who instead live the

³⁰
Legge n. 443 del
2001 (legge obiettivo) “in
materia di infrastrutture
ed insediamenti produttivi
strategici ed altri interventi
per il rilancio delle attività
produttive”.

harbour from the inside. The contrast between the planner's and stakeholders' views of the port is not a new fact in literature. It is something that Brian Hoyle, for instance, had already made known through a survey conducted through questionnaires and interviews with members of port authorities, urban planners and operators of the industry in 1991.

To the institutional plasticity Parola et alii entrust the task to provide for the emergence of an “evolutionary process that conjugates the ‘intended’ reform conceived by central government with a number of emerging reform claims that are expression of local stakeholder interests”. This is a process that denies the ‘path dependence’ in favour of a ‘constructive season’ of port policy that can be called ‘path creation’ claiming the active role of local communities in the reshaping the institutional frameworks and also attracting the attention of many scholars (Notteboom et al., 2013; Debie et al., 2013, Ng and Pallis, 2010). *“The lack of plasticity and adaptation capability might drive to progressive institutional rifts between local and governmental institutions during both the approval and the implementation phases of the governance reform”* (Parola, Ferrari, Tei, Satta, Musso, 2017 p.2). This passage is not to be understood as a break with the past, but an evolution in the very interest of port development. The “institutional plasticity” theorized by Strambach calls into question the concept of flexibility and leads to the possibility, not calculated before, to be able to modify the system from the bottom without causing tears but leading to win-win conditions.

In a country characterized by a strong and multifaceted embeddedness at various scales (local, provincial, regional, etc) such as Italy, where there is also a great diversity and difference between the individual local contexts of ports, the ‘institutional plasticity’ must be able to mediate between the need for renewal imposed by the global market and the internal pushing by offering a “hybridization of governance models in order to create a differentiated institutional puzzle” (Parola, Ferrari, Tei, Satta, Musso, 2017). Not always in reality our actions generate exactly the effects we are expecting. So it happens with the reforms. Not always a reform is the exact outcome of what the legislator had in mind or did exactly give the expected outcomes. Parola et al. in the process of elaboration and complex synthesis attributed to policy makers and legislators, introduce the concept of uncertainty. This uncertainty originates from the non-deterministic synthesis process between reform ‘understood’ by the legislator and the ‘expected’ or ‘requested’ reform by the stakeholders. The reform therefore takes hold of the encounter of these two forces and is rare that totally corresponds to one or the other voice in the field. The transposed literature of this concept is the theory called ‘intended versus emerging corporate strategy in private firms’ and is based on the studies of Ansoff (1965) and Mintzberg and Waters (1985). This concept applied to that of institutional plasticity tends to explain port system reforms as the product of a circular process that does not correspond to the reforms themselves, but also considers the transformative contribution that comes from the local context in receiving the reform and requires to be addressed in its whole circuit (Ng and Pallis, 2010).

Of this institutional plasticity in the new reform there is no trace, and paradoxically, the legislator is much more insensitive and unprepared to understand and interpret the needs of the sector on a global and national level than the local stakeholders and port administrators.

“The reason for that is – most likely – that the “local” claims of top ports and port communities are more in tune with the international trends, so that the path dependence is tightly related to the (local) embeddedness. But the national reform process appears to be ruled by political negotiation, which gives more space to other goals and other players. Therefore, the ‘apparently’ nationally-driven issues are mostly the collection of local-driven political pressures” (Parola et al. 2017).

Parola et al's analysis does not spare the heavy criticisms that emerge as a result of the failure to reform over crucial issues for the national port system such as, first and foremost, the financial autonomy of PSAs and their effective economic development opportunities. The reform devotes great attention to changing the head of the harbour system and thus the management apparatus, according to a rational of general power centring in the hands of the state. The Port Authority pass from 24 to the number of 15 Port System Authorities³¹ (PSAs) grouping neighbouring ports for historical affinity, political pressures, port characteristics and hinterland profile. The elections of the presidents of the port authorities are made directly by the Ministry. PSA Presidents have the overall system coordination role, while directors of individual ports (PDs) are in charge of the current PA tasks and duties. The ministry also establishes a special department that is responsible for managing all the investments and major financial issues of PSAs.

In the reform, PSAs are still public entities that cannot start economic activities. This setting denies the possibility, as Parola, Ferrari, Satta, Musso and Tei say to undertake hinterland transport strategies and marketing strategies. The PSAs, deprived of the possibility to reach any economic objective, cannot pursue the entrepreneurial momentum that instead the National Logistics Plan would presuppose with the aim to "enlarge Italian ports' hinterland and capture additional cargo flows beyond the Alps". This is a contradiction that Parola et al also fails to emphasize.

Furthermore, the reform attention is not given, for example, to issues such as marine services, labour pools, investments and concession agreements (Parola et al. 2017).

According to Parola et al, some of the central issues that have not been answered are: the complexity of planning procedures, that are considered obsolete and too rigid to meet the pressing need and dynamicity of the sector, without taking into account the fact that not only has it caused a serious delay in the infrastructure of ports, affecting their operational capacity, but has also reduced the responsiveness of public and private actors involved in port activities. There is then the 'spatial scale of PA intervention', which continues to not consider the contemporary port as a "logistics node" and does not allow to implement the infrastructure network properly. This involves carrying out the same function with many more efforts and sacrifices of the surrounding (almost always urban) territory that unconditionally suffers from the hypocrisy of a system that is incapable of assuming the territorial responsibilities of its infrastructure policy and of combining it with the other instances on the territory. A recent ESPO survey on the needs of ports in terms of infrastructure conducted by Portopia in 2014 showed that EU ports³² would need over €9.8 billion to spend on infrastructure projects during the period 2014–2020. 42% of the projects relate to major improvements into port facilities while 24% concern rail, road and inland waterways links to and from the ports (ESPO, 2015).

Another aspect concerns port service providers, which in Italy has for years been seeing a monopoly that has attracted the grievances of both the port operators and the companies themselves who were looking for far less costly solutions in economic terms. The theme was only touched marginally by intervening to incentive competitive public bids (Parola et al. 2017).

Reform in general fails to take account of emerging and urgent issues at regional and local level, causing a gap between the 'intended reform' by legislator and 'emerging reform' claimed by stakeholders.

"The central government was resistant to the claims of differentiated governance solutions emerging in key port Regions and continues to pursue its reform design, regardless of clear international trends heading towards the hybridization of models (e.g., Germany, The Netherlands, Greece, France, etc.)" (Parola et al. 2017).

³¹ The Port System Authorities are: PA of Western Ligurian Sea, PA of Eastern Ligurian Sea, PA of Northern Tyrrhenian Sea, PA of Central-Northern Tyrrhenian Sea, PA of Central Tyrrhenian Sea, PA of Central Southern Sea and Strait, PA of the Sea of Sardinia, PA of Western Sicilian Sea, PA of Eastern Sicilian Sea, PA of Southern Adriatic Sea, PA of Ionian Sea, PA of Central Adriatic Sea, PA of Central-Northern Adriatic Sea, PA of Northern Adriatic Sea, PA of Eastern Adriatic Sea.

³² The Ports mentioned are those who participated in the research conducted by Portopia. See: Infrastructure investment and financing needs of the core seaports 2014-2020 (Portopia).

The opportunity to adopt effective “hybridization of governance models” failed by neglecting to recognize the different strategic relevance of ports. The general risk is that this strong divergence and the enormous distance between the vision of the state and that of the local realities and the stakeholders that paradoxically are much more aligned with the global trend, can create a great institutional divergence. Returning to the classification of ports proposed by Debie et al. (2013), we could affirm that most of the Italian ports, the big ones perhaps, could act as ‘path adaptor’ or ‘path resistant ports’ (Parola et al. 2017).

From this timely analysis of Parola et al, which has the advantage of having the wrist of the international panorama of port governance, clearly emerges the crucial role that local contexts have for the success of any port reform. Even more, however, it shows the centrality of the system of relations that binds the ports to local, regional and global levels. Reform should focus on the relationship system, which is called “embeddedness” because it can extract the most information and the real “forces” to build new development routes. Reading this study in the light of these considerations, on the one hand it confirms that the importance of the relationships that structure a particular landscape (social, cultural, economic, environmental, political relationships) in determining the future development of the port is a well known and shared aspect disciplines of the transport economy and, secondly, the absolute opportunity to start a reflection on this subject from the special angle of landscape architecture.



Fig 96 Gabriele Basilio, *Bord de mer* (1985)



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Chapter 2

EMERGING LANDSCAPES.

The social percep- tion of Mediter- ranean port city' landscape



2.1 Emerging Landscapes.

“The sky above the port was the colour of television, tuned to a dead channel.”
William Gibson, *Naueromancer*.

There are many places that in the last century, and with greater vigour after the last world conflict, have gradually lost the sharpness of their contours. Of the ancient boundaries between cities and the countryside, they have remained rare vestiges and the same cities have not been able to give their rapid expansion the degree of urbanity, understood as the virtuous union of *urbs* and *civitas*, which makes simple portions of the territory, recognized and recognizable places. The civilization model that for centuries chiselled the Mediterranean giving us the landscape that has become the emblem of these latitudes (Sereni, 1961) has been subverted and replaced by a global model that ushered a territorial form in which we cannot (or we do not want) to recognize ourselves. Instead it looks like the ‘solvent’ of the previous horizons of meaning, those signs that unmistakably described the functioning of places for man and nature.

Literature is full of philosophical, sociological and anthropological studies and research that have provided interesting interpretations of the transformation of the social and territorial structure of the world by focusing on different aspects: from the collapse of the causalist historical interpretations of the world (Marramao, 2013), to the condition of people’s bewilderment (Deleuze, Guattari, 2006), from the turn of the places to the emptiness of “*non-lieux*” (Augé, 1992) to the overbearing forefront of cyberspace (Levy, 1996), everything seems lull us, oblivious and immersed in what has been termed the liquid modernity. Polish sociologist Zigmunt Bauman saw in the state of “loneliness of the global citizen” (Bauman, 1999), i.e., in the embittering gap within people between “*individual de iure*” and “*individual de facto*”, the reasons of the city’s crisis as we knew it, since this conflict within society is systematically affecting and destroying public space. However, this is not a one-way process, quite the contrary, the public space thus transformed, even in form of denial, reflects on our perception in an ongoing cyclical process. Increasing entropy.

In the occurring convulsive change due to deterioration, stretch marks and expansion, these cities today have no strategy to modulate their limit and in particular the ones with the big ports. This feeling of acceleration in trajectories not concretely defined, is experienced by the people in a state of “blackout of the sensitivity” where often it’s not even fully understandable the paradigm shift that seems to have taken the urban space, contributing to the spread sense of “disorientation”. In social and cultural terms, this translates into the habit to the condition of isolation, as a condition of natural exercise and protection of own privacy, and heterotopia “in the terms in which the individual of super-modernity experiences the territory through transit rather than with the presence”.

New waterfronts, squares, large shopping malls ... most of the public spaces designed according to top down canonical practices, if they cannot wreck it even before being completed (in Italy above all), are disparate fragments, characterized by an unusual calm, almost a stasis compared to the swirling traffic of steps and wheels that invests the rest of the city. So sharp and so ethereal.

The city we move every day instead has remained out of focus. That of the fast streams of goods, information, people, the one that distraction has



←
Previous pages

Fig.1 *Sir intent on fishing in the port of Istanbul*. 2013 (Photo: Stefano Visconti)

Cover of the chapter
Map by Fabio Lucchesi. **Anecdotal topography: Florence** (September 2006 / March 2007).

The map shows seven months of real movements of its author, registered through a GPS device. In *Ri-vista Research for landscape design*. Digital semi-annual scientific journal University of Florence second series, no 01-2014.



←
Fig. 2 *Something about Livorno*. In the harbor of Livorno, old sailors talking. Stolen shot, 2008. (Photo: Giorgio Verdiani).

made dense, where they have accumulated insignia, containers, wrecks, free condos, mini-stores, gasoline. They are the spaces forced to support our fast moving and our commuter living, that over time have learned to accompany them, offering the rotting wad of their incongruous materials to the lonely flow of our thoughts. Opacity and contrasts contribute to their constant background noise where we immerse ourselves without apparent care, in automatic compensation.

“Junkspace is what remains after modernization has run its course, or, more precisely, what coagulates while modernization is in progress, its fallout. Modernization had a rational program: to share the blessings of science, universally. Junkspace is its apotheosis, or meltdown... (...) Architecture disappeared in the twentieth century; we have been reading a footnote under a microscope hoping it would turn into a novel; our concern for the masses has blinded us to People’s Architecture” (Koolhaas, 2002).

In the face of the overflow of this “additive, layered, and lightweight” space, “not articulated in different parts but subdivided, quartered”, to which Koolhaas’s fierce criticism goes, we can only bitterly detect the crisis of architecture and urbanism where the one “is far from the public interest, it has little or no effect on the improvement of people’s lives and sometimes even worse the living conditions” (La Cecla, 2008), while the other “continues to be anachronistically tied to architecture, with its formalist and spectacular obsessions” (La Cecla, 2015). Cities are organisms that have exponentially increased their complexity and dynamism while in the meantime, urban planning is still prisoner of an obsolete vision that “mythicize the passivity at the expense of the needs of reality”.

The places in which the community historically built up, turned to host “fake plastic trees” and benches without knowing how to satisfy the demand for free public spaces that is manifested in major square events, from Gezi Park to Occupy Wall Street (La Cecla, 2015). The failure and degeneration of those disciplines that had claimed to shape suitable spaces for the society of the future is evident and reflects on a space where our glance bounces without fixing memory.

Among the blurred spaces of the city, linear theatres of the paradox between connectivity and fragmentation, there are certainly the ports. The great commercial ports in the Mediterranean, and the whole range of adjacent spaces, have remained in the midst of urban and port transitions, suspended. Although ports in the past centuries have always offered to the city places capable of producing emotions, places recognized by the people as highly significant and dear ones, in the contemporary port city such places have been progressively reduced, erased, decoded (Bruno, 2006) and then replaced with other ones incapable of producing such a link with the city. This situation bears the clear message that economic interest and civic interest can not communicate except through walls and ruptures, because when the territorial transformations are justified by strong economic interests beyond the local scale, as with the ports, then wrongdoers and prevail over every other territorial and landscape aspect. This fact is also confirmed by the still current port regulations in Italy that sees “*the planning of the port, especially in its operational parts, (...) prevalent to that of the city (...) and yet the development of the port infrastructural interconnection channels with greater relevance and prevalence than compatibility with the urbanized fabric*” (Alberini, 2006). The resulting landscapes are under the eyes of all, or rather, those inside the port fence are concealed in the eyes of everyone while only the fringes are exposed.

To compose this ‘geography of separation’ we encounter access to the port, infrastructural bays of roads and railway stations dedicated to freight with their subways and sky-ways, long wiped and fences planted on small green

1
“Fake Plastic Three” is the title of a song by Radiohead written by Philip James Selway, Edward John O’Brien, Jonathan Richard Guy Greenwood, Thomas Edward Yorke, Colin Charles Greenwood and recorded in 1995. The song has been written thinking about the world of commerce and mass consumerism and poses a strong criticism to the lifestyles of the twentieth century.

“The importance (of the Project) is to take out the weight (of Landscape), to extract the sense of a process”

Teresa Galí-Izard

fringes (Gibelli, 2003), third landscape (Clement, 2005) hesitant spaces (Clément, 2005, Tortori, Pini, Santolini, 2009), limit landscapes (Valentini, 2005), Actual Territories (Stalker, 1995) whatever is the name with which today we try to identify them, they remain in a state of uncertainty, of indeterminacy due to the fact that they have been treated simply as the substrate of anthropic functions, residual components of a zoning, transit areas whose natural ecological values are completely unknown. Yet, even for these spaces, time does not stop and with it biological processes continue, despite everything, despite the brutal condition of annihilation of their original geomorphological and ecological characteristics. Nature tries to make its course here taking up space and this gives them that gypsy character that fascinates and repels.

“There are some strange folds everywhere in the big cities, but especially in the cities of the Mediterranean, where the repeated overlapping of margins allows the course of time to settle there heterogeneous fragments of spaces and times different from those that the city itself would like to succeed, fragments elsewhere that over time become humus, territorialize, guaranteed by marginalization and by poor control, give birth to congenital forms of diversity. These are often areas of waste, close to the city’s gates, to ports for seaside towns, and to stations in more recent times.” (Stalker, 1999)

If we look at them, then, in the perspective of living tissues, even when it seems to be in stasis, we find that abandonment, desolation, accumulation and deterioration are only natural phases of a much wider process, and as such, are therefore worthy of consideration and study because, much more than other conditions, they can speak of the intimate character of places and about their resilient ability. Teresa Galí Izard, Catalan agronomist and landscaper of fine intelligence, in a beautiful interview by Daniela Colafranceschi defines the abandonment precisely in these terms:

“If a place is abandoned, there are events for which you are able to perfectly interpret this condition. How much man intervenes, more or less, in later times ... the territory explains all these passages. If you can interpret it, you can discover a lot of things from reading it, even just by its own image” (Colafranceschi, 2017).

The abandonment, according to Galí Izard, is a typical feature of the Mediterranean landscape that contributes to its distinctive figure, while in common practice the total indifference opposes to the instantaneous replacement of these ‘dormant’ phases with others who speak explicitly of a business and productivity that meets the purely human needs. The abandonment therefore loses its negative semantic charge to return fully into the

strips or directly on the asphalt, crammed watercourses or hard embankments, sheds in series, spaces for energy production, desolate parking places, interstitial flowerbeds in a triumph of curbs at the boundaries of the roadways ... all neglected spaces, which remain at the margin of the city perceived with distrust and detachment.

The scientific community has spent over the last few years in finding adjectives, definitions for this category of spaces that have lost their character of places, turning almost surely to the “non-place” (Augé, 1992): urban margins, junkspace (Koolhaas, 2002), urban

²
“Spazi indecisi” (hesitant spaces) is also the name of the cultural association born in 2009 and founded by a group of professionals, architects, engineers, designers, translators and educators whose aim is to “react to the implacable consumption of land to enhance the abandoned spaces, triggering light urban regeneration processes through interventions that span and hybridize the various contemporary languages. These cultural devices transform abandoned places into a field of inquiry and research for artists, photographers, architects, urbanists, landscapers and citizens, linking past, present and future and producing contemporary reflection that the arts (in their wide) can generate “
<<http://www.spaziindecisi.it>>



maieutic process of listening and observing the territory as a powerful tool, so much so as to represent “the maximum form of a cure for that which has developed outside human will and plan” (Stalker, 1996). The extended invitation to return to look at these spaces, rediscover their natural, ecological and aesthetic value, which in the apparent bare back emerges, is certainly one of the greatest merits of the *Third Landscape Manifesto* by Gilles Clément, which it turns to people “making it accept the assumption that these spaces have their own code that can remain indecipherable”.

Clément emphasizes the importance of these residual spaces, which are also added to areas that are very different from those we are dealing here, ecologically as “places where diversity is sheltered” (Clément, 2005) and therefore must be left free to evolve without any form of protection or regulation, raising the “non-action, or minimal action, as a possible form of respect for the times and ways of growth that belong to the various entities that make up the complex biodiversity mosaic”.

It is an ecological and non-patrimonial conception of the territory, which is highly provocative as it gives positive value to elements such as instability, contiguity, unproductiveness, biological nomadism to scare the dominant reading of the landscape “understood as a non neutral control instrument of the movement of space models, operated through an instrumental selection of the elements of the territory - natural and anthropic forms, social groups and local identities, indigenous and homogeneous species”.

The angular vision that Clément provides of these spaces is the most important aspect of his Manifesto, much more than the solutions he proposes in the immediate future, as it triggers a capacity to observe the territory that pierces the surface of the ground, contemplates the action of wind, water, temperature ... and only then does it relate to anthropic action in a systemic and procedural way. This paradigm shift from understanding the transformation of the landscape into an almost anthropocentric key to a renewed centrality of Nature in the urban sphere raises interesting prospects for the Landscape Project, not as a form of imposition and control of nature but as a trigger device of new processes of evolution, especially in the areas we are dealing with.

In densely layered contexts which were then ground for conflict, as we have seen, between very different ideas of cities, we rediscover the value of the urban fringes' fallow rather than their Clemenciana “wild drift”. This image intentionally invokes the agricultural tradition that, with its rich heritage of knowledge and techniques, comes to our rescue as an emblem of the sensitivity necessary for a conscious transformation of these territories that uses a sophisticated ‘listening’ and interpretation of the landscape. This attitude informs the projects of many illustrious architects of the contemporary landscape such as Teresa Galí Izard, Enric Batlle and Joan Roig, Kongjiang Yu, to name just a few, who are increasingly experimenting with the use of “agriculture as technology” regenerate public space (Marinero, 2015). This is a possible interpretation, one of the possible tools to address the project of these hesitant spaces according to the new approach we have described.

However, an issue remains central, the one linked to the people, to the social perception of these landscapes in order to anticipate possible futures. We find ourselves in front of spaces that have become inaccessible and hostile (the port's hardware) that have created around them such as opaque diaphragms, repellent filters to sociality, integration. It would appear that more ports tune into the rhythms and the dictates of the Space of Flows (Castells, 1989), the more their fringes are jagged and bristling against the city, which instead maintains another step. Ports generate spaces that are hard to code and focus, the clear signal of a broken relationship, marked by long silences and many left-handed shoots.

³
See: <http://paesaggi-mutanti.it/>.

⁴
Ibidem

⁵
Ibidem

←
Fig. 3 Port city landscape in La Spezia. The Port seen from the new civic library. June, 2017 (photo: L. Marinero)

Thus, along the wounds that have arisen in these particular urban tissues, which were the fruit of a millennial dialogue between earth and sea, the ancient ecological continuity and the once-unified visions of the citizens have multiplied and dispersed as in many simultaneous Babel. The port landscape comes out crumbling, like a puzzle that has lost many daggers. There is no longer a collective, shared vision of these spaces, since there is not a single and cohesive audience. There are so many “harbour landscapes” as are the glances that lie on it, the concrete experiences that populate it, inside and outside its fence. They overlap without encountering, or better, ‘constructing’, as each one remains incomplete and isolated in its own way and therefore unable to produce a shared landscape consciousness. They are partial consciousness of a detached territory, whose constant envelope sweeps away the intermediate bonds and causes their waste to accumulate along the margins, which we have seen to be reticulated grounds of neglect. Not for this, however, they are not worthy of consideration and indeed are the only current interface with the landscape of the harbour, the only windows that open on it from which we can hope to see its dormant unity.

Since the landscape has often been defined as “system of systems” (Holling, 1973; Forman, 1995; Forman and Godron, 1986; Amadio, 2003; Ingegnoli, 2002, 2011; Walker, Holling, Carpenter, Kinzig, 2004; Opdam, 2007. And many others), both in landscape ecology as in the cultural scope, we might read the present condition such as a degeneration of the urban port system in a set of which these particular consciousness are just subsystems. According to system theory, a system is an entity established when there are elements interacting with each other in a consistent manner to such an extent that it has new properties, not deductible from those of the single parts, such as an electrical circuit whose operation is different from that of its individual non-interfering components as only the circuit produces electric energy. The transition from a set of components to a system in fact takes place during and not as a result of interaction. Landscape, however, is a different type of system. It is not built as the electric circuit since it consists of natural and social systems, i.e. natural and social phenomena that can be ‘modelled’ as system by the observer (Von Bertalanffy, 1968). The role of the observer in the production of such systems is therefore essential. The observer is not the occasional participant, the mere spectator of the landscape, but as the same Italian geographer Eugenio Turri stated the man is contemporaneously spectator and actor (Turri, 2006) thus, his modelling is constitutive of the integrity of the whole system. Maurice Merleau-Ponty in a conference held at the Société Française de la Philosophie in Paris in 1946, argued that “*the perceived world constituted the background always assumed by every rationality, from every value and existence. Such a concept does not destroy either rationality or absolute. Try to get them down to earth*” (Merleau-Ponty, 1946). This psychological and philosophical position surpasses all attempts by the science of bringing us in front of the Cartesian dichotomy between Subject and Object, I and the World, and restores a relational reality as the assumption of every conscience.

“Think to see what is objectively present (that is, independently of the observer, not just a detector but a creator of cognitive reality) is like thinking of working with an empty model without a cognitive model, which is impossible for the cognitive activity of the living systems and so much more for man, whose cognitive system has more complexity” (Minati, 2009).

The perspective goes from being a phenomenological one to a constructivist one that we find, for example, in the thought of philosophers and thinkers such as Giambattista Vico, Edmund Husserl, Martin Heidegger, Henri Bergson, Jean Paul Sartre and many more.

6

“An system of ecosystem that is repeated in space with similar and recognizable forms and structures” (Forman and Godron, 1986); “A mosaic where a cluster of local ecosystems is repeated in similar form over a kilometer wide area” (Forman, 1995).

“Complexity is a word-problem, not a world-solution” Edgar Morin

Furthermore, living systems work differently than artificial ones as they evolve autonomously and dynamically. It means that they not only possess properties that the individual parts alone do not possess but are also able to acquire new ones (Minati, 2009), which is one of the basic principles of the evolution theory. That attitude is what increase the complexity of the system itself and thus makes the landscape namely a ‘complex system’. The root of complexity had been sensed already in the classical age, by the same Aristotle, when he stated that “The whole is greater than the sum of the parts”, a concept that has been retraced by von Bertalanffy, one of the most illustrious members of the Vienna Circle and founder of system theory, and from the Epistemological School of Gestalt in the early twentieth century. Such complexity is mainly due to a continuous interaction of the parts, that is, the incessant establishment of mutual relations between the individual elements that turn a banal group into a system. By patting on the etymological meaning of the word complexity, which derives from the Latin verb “complexor” that means to ‘cuddle together’, ‘embrace’, ‘comprehend’, the Theory of Complexity represents today a way to cope with the knowledge of the world, to keep the pieces together when the previous order appears to be irretrievably collapsed, “*in each of the scales in which we consider the Universe, the macro-cosmic scale, the micro-physical scale, the scale of our ‘middle zone’ physic, warns the Disorder to boldly claim the throne that occupied the Order*” (Morin, 2001). Faced with the disintegration of the previous sense order Complexity induces a reform of thought that leads to seeing the world no longer split between Mind and Nature, but as “an interdependent, interactive and inter-retroactive fabric between the parts and the whole and between the whole and the parts” (Morin, 1999). The complexity, Morin warns, however, is not to be understood as a “word-solution” as much as a “word-problem” that puts us in front of a constant challenge. Understanding the landscape according to the paradigm of complexity therefore means accepting this challenge by overcoming the contrast between human sciences and natural sciences, which have been contending for more than a century the domain of the landscape, towards a systemic, constructive and, we may argue, cybernetic approach. This leads first to investigate the manner in which the system-landscape is, so to speak, ‘built’, as systems can essentially be formed in two ways: through explicit organization, rules, and procedures, as is the case with artificially created man-made systems, or through a self-organization process. Considering not only the definition provided by the ELC but also those coming from landscape ecology and the definitions found in American landscape literature⁸, landscape cannot be conceived as an artificial product, it instead falls in the second type system as it is always conceived as the ‘spontaneous product’ of a dynamic interaction of biological and cognitive systems. This means that the process of organization, that is the acquisition of new properties, of such a complex system occurs autonomously, in an unexpected and non-repetitive way which is not deductible to external stimuli or to their collective activity. The way in which the landscape’s new properties are given to our perceptions “emerges” every time from the continuous and dynamic interaction of its subsystems. The process for which complex systems acquire new properties takes properly the technical name of emergency (Minati, 2008a, Minati and Pessa, 2006).

The concept of emergency finds a rich description in literature in Goldstein’s studies (1999), Corning (2002), through the whole scientific production of systemic scholars such as Ceruti (1986), Heinz von Foerster, Minati

7
Complexity. From the Latin ‘complexus’, past participle of the verb ‘complexor’ = ‘cuddle together’, ‘embrace’, ‘comprehend’. It is composed of the particle com = cum and plecto, from the Greek Pleko = interlace. Source Francesco Bonomi - Vocabolario Etimologico della Lingua Italiana.



Fig. 4 The cranes of the Chinese seen from Montjuic. November, 2015 (photo: L. Marinaro)





(2002, 2007; 2008; 2011; etc), Pessa (2006, 2007), Collen (2011; 2008), but also the search for philosophers such as Edgar Morin. Between 1874 and 1879 the English philosopher George Henry Lewes, better known as George Eliot, in its books “Problems of Life and Mind” introduces the concept of emergence by contrast with the common practice of vectorial composition of forces and so by the common way to interpret physic phenomena and properties.

“Every resultant is either a sum or a difference of the cooperative forces; their sum, when their directions are the same – their difference, when their directions are contrary. Further, every resultant is clearly traceable in its components, because these are homogeneous and commensurable ... It is otherwise with emergence, when, instead of adding measurable motion to measurable motion, or things of one kind to other individuals of their kind, there is cooperation of things of unlike kinds... The emergent is unlike its components in so far as these are incommensurable, and it cannot be reduced to their sum or their difference” (Lewes, 1877).

The emergency, therefore, is the way in which it is sensed and then conceived the not organized, non-linear, non-predictable interaction, which derives from processes that we do not know.

Transposed to our research field the emergence process can effectively represent the way in which the landscape evolves incessantly, is the way it “comes to us” and the way in which our contribution is reflected in it.

This particular system (Landscape), according to the definition given by the ELC, can, however, be further interpreted by another model defined by Minati and Pessa that of “Collective Being”, which is a particular case of what they define Multiple System. The Collective Being is a system whose components, besides establishing “successive or simultaneous different systems”, are also “autonomous agents able to decide autonomously to interact in a multiple way” (Minati, Pessa 2007, Minati, 2011). The authors suggest that the concept of Collective Being could be of particular interest to model human social systems as they “*consist of the human beings, their interactions, the environment (other objects and topography), cultural processes of self-observation and modeling (e.g., artistic, political, and religious), and its architecture (organizational structure)*” (Minati, Collen, 2009). If we add the living beings in general and not only human beings to what Minati and Collen define social human system, we get that Collective Beings can be a suitable model to think the Landscape. Thus, conceived as a complex system, the landscape is characterized by a continuous evolution of emergency phenomena that give rise to the continuous acquisition of different emerging properties. From this perspective, the design activity, and in particular the landscape design is a process that dialogue with the emergency at every step. It receives it as an input, elaborates it and becomes itself a new emergency creation device, which will be as virtuous as the new configuration will be able to acquire autonomously new properties that are congenial to the existence-subsistence of the system and its elements. Clarifying this relationship to which design constantly measures itself with the emergency brings us to a first assumption whose scope is fundamental to understand and reconsider the same concept and functioning of the design process and the use we make of it: the project has constantly to deal with uncertainty. Such uncertainty does not relates to probabilistic uncertainty of events but it is ‘structural’ as it is connected to the act of perceiving, i.e. it concerns the management of the strategies by which the processes of acquiring the emerging properties themselves are translated into cognitive models by the observers.

“Uncertainty concerns the process of acquisition of properties, management of its own dynamics, modelling, structural variability, and coherence (Mikhailov and Calenbuhr, 2002), namely the emergency process” (Minati, 2009).

Therefore, in spite of the overarching control and regulation claim that often it has, the design process must accept uncertainty as a constitutive condition, as inherent factor to its own unfolding.

Pretending to establish fixed or repetitive formulas for Landscape Design and Landscape Character Assessment is illusory and fallacious as the same process of building a landscape system happens in a non-repetitive and unpredictable manner. The most elementary and most common approach to problems, in this case, the management of emergency phenomena and uncertainties related to them, is instead believe them to be solvable, moreover in a repetitive way (Minati, 2009). This, says Minati, is only possible for simple systems or, at most, complicated i.e. *“regulated by a parametric evolution and not from a conceptual evolution, that means, where they change the parameters of the problem and not the problem properties. Complex systems, on the other hand, evolve, generating unceasingly new properties, as happens in the cognitive and learning process. This difference is, for example, the basis of the distinction between cybernetics of first order, that of the “observed systems” and cybernetics of second order, that of the “observant systems”.* While classic cybernetics “studied analogies between control and communication systems in machines and living systems, second order cybernetics, initiated by Heinz von Foerster and other scientists and researchers in the 1970s, “relates to living systems capable of looking at themselves and observing their own observations”⁸. The diagram that exemplifies this difference is shown in Fig. 7.

“The emerging processes of the complexity are such that they are not manageable -or readable (author note)- with only one model and the search for the one, optimum, turns out to be a losing strategy” (Minati, 2009).

⁸ See: “Heinz Von Foerster” by Jacopo Agnesina and Diego Fusaro. <http://www.filosofico.net/foerster.htm>



Fig.5 Last day in Girne, 2014. Day and night, chaotic double exposure. Mapping (e) motion (photo: G. Verdiani).

Fig.6 Last day in Girne, 2014. Sunset on the harbour. Mapping (e) motion. (photo: G. Verdiani)



That means that landscape and its emerging properties cannot be envisaged, in a reductionist manner, starting only from the knowledge of the basic elements of the system by their composition or regulation, and likewise can not be read and understood by retracing the simple concatenation of supposed inputs -output, since at each step of the process there is an increase in complexity that changes the properties of the system itself. As landscape is the collective product of human perception mostly, i.e. of the constructive interaction between complex cognitive systems, it is always an evolutionary process. The internal coherence of the complex system is not given by a “fixed structure which is a functional and parametrized specification of an organization” but by the “coherent variation of the structure” by the coherent sequences of systems, structures consisting of the same elements interacting different (Minati, 2011). Furthermore, these emerging properties cannot be modelled using only the same models that interpret the behaviours and properties of the individual ‘elements’ that compose the whole system (Minati, 2011). The approach that persists in the reductive attempt to treat the ‘complex system-landscape’ as a simple system ends up not having any useful use in the understanding and management of emergency phenomena (I.E. landscape characterization and design).

This takes us to assert that the process of knowledge and interpretation of the landscape before even Landscape design can not happen for “deconstruction” of its entirety in space-time but must always take place for “building” through approaches that preserve the complexity of the system. The process of deconstruction, fragmentation, dismemberment into parts will never reveal the characteristics and the particular properties of a landscape, because they emerge only in the interaction.

Understanding and managing the acquisition of property through emergence processes is the one of the main concern of Systemics as many researches and approaches have been developed for example by Anderson & Stein (1985), Baas (1994), Beckermann, Flohr, & Kim (1992), Cariani (1992), Cruchfield (1994), Forrest (1990), Haken (1987), Holland (1998), Huberman & Hogg (1993), and Minati & Pessa (2006). The latter one conducted by the Italian Systems Society and its founder and president Gianfranco Minati developed modelling processes of emergence by defining a “Dynamic Usage of Models” called DYSAM (Minati and Brahms, 2002; Minati and Pessa, 2006). Such approach models the same dynamics of the emergency, taking into account the fundamental role of the observer. “It is not about recognizing in the emergency what to expect but to rebuild the emergency process in plausible ways with available and constructive models. Upgrading considerable models is a creation and discovery task” (Minati, 2009). The general approach to the use dynamic description of the models is exemplified by the authors in 5 components that are represented by the reconstructed diagram in Fig. 8.

Component A of the approach consists of a “database consisting of symbolic and non-symbolic, deterministic and non deterministic, dynamic and non-dynamic, context and non context, sensitive etc... models”; Component B concerns all the contextual information about the System or the Phenomenon that has to be modelled; Component C represents a core phase of the approach as it is the processing phase in which the interaction among models takes place by “using cross-results, giving meaning to errors and to different results depending on memory about the usage of models (context, interaction, consequences) and learning processes”.

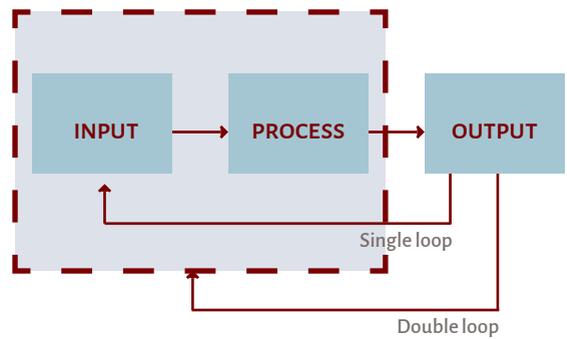


Fig. 7 Conceptual scheme of the “double loop” in the second order cybernetics. Elaboration of the author on the basis of an original scheme by Minati, 2009. L. Marinaro (2017).

It represent therefore a dynamic processing of models aimed at producing coherence but also to realize new properties (Minati, Collen, 2009) as it is the stage in which the constructivist and cybernetic role of the observer can be observed in its full development. Component D correspond to the representation of the case to be modelled which is suitable to be processed by using models; Component E finally sees the use of models “to simulate, to decide and to manage” and, we can properly argue, to design. This approach becomes particularly useful in the case of managing highly complex systems such as the Collective Beings, i.e. such as landscape, in which system elements (in this case agents) assume multiple roles dynamically and their interaction triggers the creation of emergency processes by establishing cybernetic loops of communication between levels.

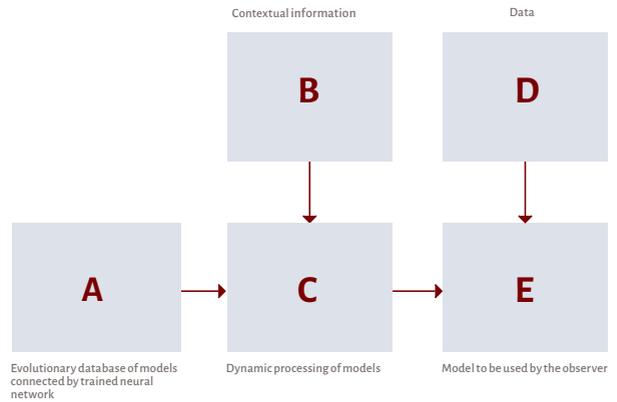


Fig. 8 Scheme of the DYSAM general approach. Author's elaboration on the source of the original scheme by Minati and Pessa, 2012, (p. 44)

Systemic research by Minati and colleagues in the approach to understand and manage systemic properties in emergency processes has recently led to an interesting application in the field of architecture. This application is of particular interest as it lead to a further investigation of the landscape design approach that is developed steadily under track throughout this research. Following Minati and Collen's reasoning the design process can be interpreted as a second-order cybernetic process which is able to induce emergence phenomena by setting some necessary boundary condition which are defined as “the degrees of freedom or constraints respected by interacting agents establishing collective behaviour” (Minati & Collen, 2009, p.8). As a consequence architecture is seen as “the self-design by a social system of boundary conditions suitable to keep or make emergent what are considered important aspects by the social system itself”(Minati & Collen, 2009, p.12). According to this vision “Architects have the power and responsibility to (...) provide a major input to the process of representing and elaborating the space for others to inhabit” (Minati & Collen, 2009, p.12). Therefore, the design process generates a highly complex, multi-layered cybernetic system because it consists of two levels of description that interact continuously by generating continuous emergency processes as in a second-order cybernetic conceptual framework. “On one level, the system is physical, defined by its structural and functional aspects. On another level, the models of the physical system are represented by the architect, inhabitants, and other observers”(Minati & Collen, 2009, p.13). Minati and Collen call this complex system generated by the architecture “A-Multiple System”, being it a Multiple System. The design process that lead to the current A-Multiple Systems seems mostly voted for the sole purpose of organizing the functional aspects of the social system⁹, therefore it remains often free from the problems that the authors see represented by what they call new Human Knowing that includes “concerns regarding human health, safety, happiness, service to others, ecological sustainability, and personal fulfilment” (Minati & Collen, 2009, p.18). It is interesting to note that among the examples of such A-Multiple System in their dissertation appears just the example of the port city as a special case of crushing between two A-Multiple Systems in the same space-time condition.

“The town is an A-Multiple System in the sense that it has a structure that is continuously redefined and modified by different usages in time, such as parking places, marketing centres, new houses, and facilities. People aggregate in corresponding

⁹ “Design research deals with the cybernetic combination of functional aspects, the complex role of the designer (the architect) as the agent of design, and emergent acquired properties. These matters also deal with the necessity of standardization by allowing sets of non equivalent choices and industrial constraints” (Minati, Collen, 2009).

ways and induce changes when they aggregate in different ways. The port is also an A-Multiple System in the sense that it has a structure that is continuously redefined and modified by different usages in time in the forms of the daily, weekly and monthly flows of goods and energy transportation, and tourist traffic. When two A-Multiple Systems interact, the services of one can be redefined into services of the other, such as we see in banking, tourist, and transportation activities” (Minati, Collen, 2009).

But now that we have finally come to the question they ask “To what extent is there to be a global ethic for architecture?” (Minati, Collen, 2009), we could argue why they did not foresee: “In Landscape”?

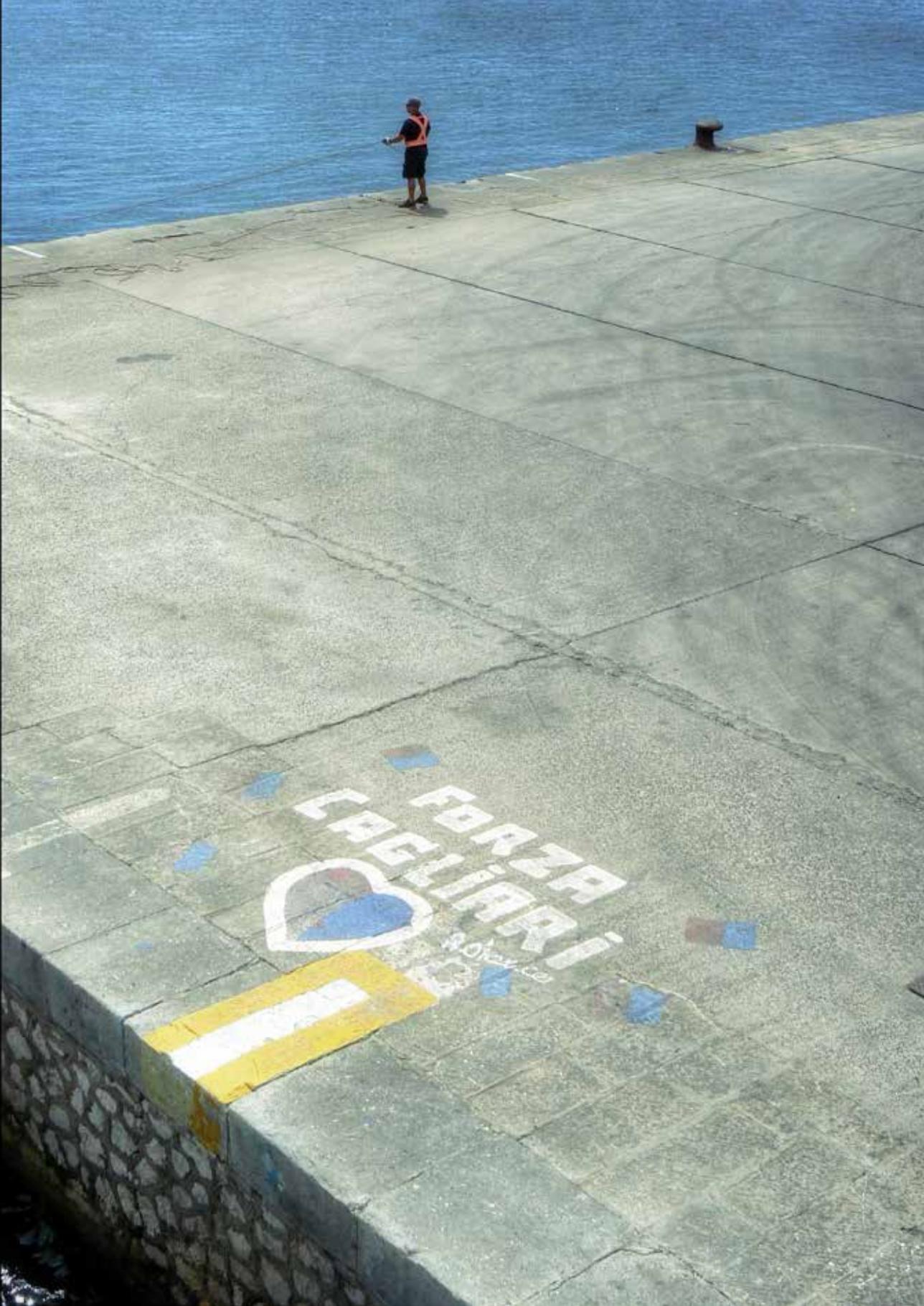
To create a bridge between architecture and ethical and social reason, which our contemporary cities and metropolis makes us seem totally disconnected, it is sufficient to introduce the concept of landscape in the light of the definition provided by the ELC, without bothering to disturb theories such as the Environmental psychology, as the authors do. The landscape, being it a collective dynamic product according to the ELC definition, is an ethical reality because “it is the reservoir of the culture of an entire people (...) It is the mirror of history, which in its style and architecture indicates the culture that promoted it” (Venturi Ferriolo, 2002); “Overall scene of life meant in the peculiar meaning of ‘project of the human world’, which starts from afar, since man has begun to transform his natural environment to create places of living, modelled with the hand and with the spirit” (Venturi Ferriolo, 2004).

The answer to this systemic question is in the fundamental notion of the systemic itself. The reconciliation between the ethical and architectural/design/formal dimension can not be achieved through standards, formulas, constraints and guidelines to be imposed on architecture to create contingent conditions that induce ethical behaviours. With poor effectiveness it can be designed top-down. This reconciliation, instead, happens in an emerging manner and precisely can be interpreted as the emergent property that comes from thinking the “World as Mind” and the unit of survival of the species no longer with the single organism but with the “organism-in-his-environment”, concepts introduced by one of the systemic thinking fathers, Gregory Bateson, which we will deepen in the course of the third chapter. The landscape approach to design blends the aesthetic and ethical dimension into one, starting from the knowledge of the landscape itself, its emerging properties to best serve the observer’s constructive cybernetic role. What then the authors call “a vital global ethics of architecture” that “would not allow replacement of its diversity with any kind of uniformity but would ensure its richness in perpetuity”, is in all effects a landscape approach to design.

On the basis of the DYSAM that could be interpreted as a coherent exemplification of a systemic and cybernetic approach, it is therefore necessary to refocus a new approach to landscape knowledge and thus to landscape design, capable of using such a multiple models dynamically and simultaneously in dealing with the emerging landscapes that are springing up incessantly in the frantic and frenetic evolution of our liquid modernity. Emergency phenomena in the contemporary global city mirror the incessant but tired interactions of a bewildered society in a fragmented territory. They crystallize in emerging landscapes that cannot overcome the critical threshold of solipsism and cannot come to fusion in a single collective consciousness. The Mediterranean global port city is an even more an emblematic case of these dynamics. In it the unity of the port city landscape, meant to be a ‘Collective Being’, is latent but always betrayed. Instead, “to be able to see” and interpret these “emerging landscapes”, which means approaching the study and transformation of the territory as spectator-actors in the light of a new landscape epistemology, is the first step to rewrite the future of these cities.



Fig.9 Forza Cagliari
Cagliari, 2009. A man is fishing
from the docks of the port.
(photo: Giorgio Verdiani)



FORZA
CAGLIARI



Who assumed a perspective of indisputable creativity and initiative with respect to this task was, for example, Diana Balmori. Her Landscape Manifesto is an illustrious testimony in the landscape architecture literature of using the phrase “emerging landscape”, which is employed to talk about the ecological transformation of human made forms at the beginning of Part 2. Emerging landscapes for Balmori are just related to the creative activity of landscape architect, they are the mature fruit of a process that is articulated in three phases: “registering the transformation -or the cultural shift from the past-, creating a vocabulary and the creating a new form for it” (Balmori, 2010). Landscapes emerging from this process of decoding a new vocabulary (suitable for transmitting the values of our time and simultaneously communicating the universal language that passes through history) and rewriting are able to establish connections with living systems without rejection. They are “grafts” themselves capable of generating new processes, new life. However, Balmori’s concept of emerging landscape does not encompass people in the genesis of these landscapes. These ‘emerging landscapes’ are in fact the pure result of a design process, we can say, of the constructive and cybernetic activity of the landscape architect alone, as there is no mention to a similar and simultaneous constructiveness of the users. “We are inventing new structures that are closer to living ones. They are constructed systems which, while they take their cues from natural processes, do not emulate pre-existing form of nature” (Balmori, 2010). Another concept binds to ‘emerging landscapes’ that Balmori defines and presents in the manifesto, or rather two: the regeneration and the scale. These landscapes are for Diana Balmori the testimony of a change of address, of that paradigm shift that is described in the first part of the Manifesto and becomes the theoretical and ethical assumption of the activity of her studio, of every good landscape architect. They are the Arab phoenix who rises from the ashes of an industrial past, places of redemption and revenge of nature thanks to the wise and far-sighted hand of the designer-farmer as old canals and railroad that becomes linear parks, underground drainage infrastructures that become storm-water parks, asphalt rooftop turned into green ones, parking lots disaggregating into rain-gardens, floating heavy docks in rivers transmuting into weight public structures. They are all middle scale landscapes. The scale of all these intervention is that of our everyday life, the one that we can reach with a glimpse, which accompanies our footsteps during a walk, the scale “that achieve the balance of concreteness and contextuality” (Balmori, 2010 p.28) that is mostly absent by international landscape exegeses. These features make these emerging landscapes, very close to people, as regenerated theatres to offer rich and healthy scenes to people’s daily lives. They are created for people. The emergent landscapes on which we are focusing on our attention instead are created by people, they are a spontaneous product of collective cybernetic action.

The emerging landscapes are now those who are spontaneously forming in the consciousness of their users, exempt from an explicit project that foretells their unified, unanimous, collective and in some way specialized vision, those in which the dynamics of present time are not still stratified but show during the process that will then lead them to leave marks on the territory. The conventional urban analysis, cartography and tools are often useless to catch the soul of these places, to interpret their characters and dynamics. A phenomenological approach can otherwise consider aspect that are usually neglected and trace alternatives logical sequences of interpretation of social and territorial phenomena. The morphology of these landscapes is a condition of continuous hybridization, an iron arm between the territorial effects of the human activities (and inactivities) that affect them (which for ports are calibrated on global scale systems outside the Genius loci and hence often



Fig.10-11 Little survey in Landscape Literary. *A Landscape Manifesto* (2010) by Diana Balmori; *Reptes en la cartografia del paisatge. Dinàmiques territorials i valors intangibles* (2013), Observatori del Paisatge de Catalunya. Book Covers.

“Emerging landscapes portray the beatings of Man-Nature relationship”

careless of the territorial form they determine) and the recolonization made by Nature under various forms. Nonetheless, these spaces are recovering an affective dimension in the daily experience of restricted public groups whose permanence and use vary considerably from each other. This occurs since they are linked to a double thread to a lifetime. Whoever works at the port, who lives it from the inside, either from the dockside or from the window of the executive offices, has a vivid perception of it as a ‘place’ whose physiognomy is rich in meaning. For these population groups the port represents the “Landscape of labour” and has its own order that is internalized and constantly reproduced by those who live in this perspective. Who arrives in the harbour from the cruise sees its lights light up in the evening with the work of the city, lands in the harbour to get on a bus ready for a ‘typical’ tourist itinerary, has, in other words, another perception, living it with more detachment. However also in that case the harbour is a place, whose features are predisposed to accommodate and direct the travel experience that those who pass through it legitimate. Those who live close to the harbour, just beyond the curtain of its enclosures, suffer it: its presence becomes more cumbersome and very often affects the quality of everyday life. Even as a hostile element in this case, the port is an indispensable part of the landscape. There are also those who see it jumping at 100km/h from his window every day as a background of their commute living, a reference that some may indicate “I’m almost at home” or that still becomes an important landmark.

These and even others are emerging landscapes in the contemporary port city, each of which contains only a part of the soul of these places, but each one indispensable for recomposing the faceted image of the port city in the global era. These are relational textures whose accurate observation and decoding is the indispensable basis to calibrate port-city’s reconciliation projects. So how can we map these landscapes today and approach them?

Rediscover and above all to accept willingly and without fear the priority of our perception in the construction of the meaning of our landscapes, it is fundamental in addressing this new project. The rationalist obsession has no reason to override the emotion cognitive contribution. Since emotion, as can be understood through the exploration of its etymological root, concern first of all a the motion in the space. It is a tactile and spatial, physical and mental crossing. According to Giuliana Bruno, “public spaces, trains, galleries, museums and installations are the new sources of contemporary emotion, because they create ‘transport’ in every sense” (Bruno, 2007) and more so are the ports. The proof is in Hugues Fontaine’s pictures and in the words of Michel Corajoud when he states “*by the generosity of the voids that their function induces, the port spaces are the havens that compensate me, ... the calm places of a breath where I like to wander. My pleasure will be short-lived because I know that the mechanisms that govern the development of the ports show different symptoms but participate in the same degeneration*” (Corajoud, 1993).

Emotion suddenly becomes transport, in the true sense of the word, that allows us to make our own space, to grow with it, to imprint it in our memory. Memory in circle, allows us to create the ‘maps’ with which we know the world, which permit us to orient ourselves, to return.

Thus, cartography has to do with memory. Quintilian in the second half of the first century AD, who was perhaps the first to propose an architectural conception of memory construction, inevitably binds memory to “a narrative, mobile and architectural space experience” (Bruno, 2002).



↑
Fig. 12 Poster made for installation *Fenomeni quotidiani* for the Festival “*Accordi di Luce*”, Roma. April-May 1996. Public project. “The buses in Rome are covered by thousands of calls asking citizens to report to an answering machine the place, time and conditions (rain, sunset, passing a train ...) where you can see strange and interesting effects produced by natural or artificial light. Anyone can discover and unveil a luminous phenomenon assuming, as a reviser-author, artistic paternity. The promise to create a map with indications to assist with the phenomena collected is not maintained”.

He finds out how much “*There is (...) need of places, imaginary or real, of mnemonic figures and representations, which must absolutely be shaped (...), as Cicero states, places like wax*” (Quintiliano, 1968). The port city with its elusive facade offers a too malleable wax to its adventurers. Its open spaces, rough and glorious sometimes mutilated, are moulded by them over and over again, are shaped into infinite possibilities that never reach the level of urbanity able to fix them, to make them places, recognizable as they once were. “*Distances are constantly changing, permanence is never asserted, people and things are always fleeting*” (Corajoud, 1993).

Pere Sala, now Joan Nogué’s successor to the direction of the Catalan Landscape Observatory, in his “*Cartografiar els paisatges d’avui i els que vénen*” 2013 essay, speaks of emerging landscapes by defining them as landscapes that “announce transformations that will be more significant in the future

**“Words, maps or even pictures do not represent things, but shared ideas of things”
Stephen Boyd Davis**

landscape than the present ones”^o and poses, more than anything else, the contingent problem of interpretation and representation of these landscapes. How to represent the ceaseless mutation and these spaces? Which place they occupy in the imagination of its inhabitants? Come to mind unconventional researches and exploration methods, such as Debordian psycho-geography, which aimed at studying “the precise laws and specific effects of the geographical environment, consciously organized or not, on the emotions and behaviour of individuals” (Debord, 1957) and had also a consequent ethic-political effect as “*the production of psycho-geographic maps, or even the introduction of alterations such as more or less arbitrarily transposing maps of two different regions, can contribute to ... complete insubordination of habitual influences*” (Debord, 1955). Experiments

such as those conducted by Lawrence and Anna Halprin, with their notation of the movement, ‘Motation’, blend the experience of the space of dance and architecture, revolutionizing the way in which public space architecture is conceived and experienced, whilst the urban derives by Stalker¹¹ on the outskirts of GRA¹², where “who loses time, gains space” (Careri, 2014) let a new Rome emerge from silence.

“*Stalker experiments on the urban agglomerate as if it were a grand cognitive map that is updated continuously through each crossing. The city’s stain-like shape finds analogies to representations of the human mind. The human mind is neither a unity, nor a structure organized according to a given hierarchy; it is an ensemble of separate capacities, frequently localized in specific regions of the brain (G. Jervis). It is interesting to observe how these images have in common a problem with the patterns of localization of different realities that live separately by different conditions, of which the links and the connections are created by routes. To gather these realities presupposes measuring oneself within a dynamic mode in movement. A movement capable of sectioning the design of this “landscape” in thousands of possible routes each of them different from another, without every passing through the center*”³ (Stalker, 1996)

In its 23 years of activity, Stalker has conducted an innovative experimentation of reinventing forms of representation-revealing the Actual Territories, tracing maps first of all in space and memory, in the manner of Richard Long. Research experience, creative experience, aesthetic experience, political act, maieutic experience, are all structural components of Stalker,

¹⁰ Original text: “*paisatges emergents, que anuncien transformacions futures en un paisatge que seran més significatives que les actuals*” in Sala, P. (2013).

¹¹ Stalker, the collective of architects, urban art workshop, was founded in 1995 “Stalker, is a collective subject that engages research and actions within the landscape with particular attention to the areas around the city’s margins and forgotten urban space, and abandoned areas or regions under transformation” <<http://www.osservatorionomade.net/tarkowsky/manifesto/manifesting.htm>>

¹² Acronym for the “*Grande Raccordo Anulare*” the Largest ring road in Rome.

¹³ This is an extract from the Manifesto, written and distributed in photocopy during the exhibition “Maps”, curated by Emanuela de Cecco. Young Artists Documentation Center / Care-Of Gallery. Milan January 1996 - published in Italian, French, English, Spanish and Turkish in various publications.

which, for the same definition of its proponents, “emerges” so to speak from the synaesthesia of these territorialized experiences, becomes, “takes place” thanks to the conscious “being present” in the territory. Stalker’s nibs are first Stalker’s multiple body, that implement the process of transliteration of ‘space’ in ‘place’. The second phase of this ‘signification of space’ (the process that gives meaning and traces signs) let the maps emerge. The cartography that portrays Stalker and his emerging landscapes, as the fractal maps of Rome, Paris, Milan, Orléans, is also part of a cybernetic process that returns to itself and is essential to build a collective consciousness of the landscape, according to the firm belief that “tracing a map of the emerging social territory is a moral necessity, and those who produce knowledge must contribute humbly to this task” (Melucci, 2000).

Another interesting experience in innovative unconventional cartography is the research led by Christian Nold, which translated into several projects such as the “Emotional Cartography” and the “Sensory Deprivation Map”. The first project, realized in 2009, was aimed at exploring “the political, social and cultural implications of visualising intimate biometric data and emotional experiences -in the city (author note)- using technology” (Nold, 2009). Through a Bio-Mapping⁴ The variation of the emotional intensity that a given place generates in the user is ‘measured’ on the basis of the changes in the sweat level of the wearers’ skin, according to the assumption that these two phenomena are correlated. Thanks to an integrated GPS system each ‘emotional’ change assumes a geographical location so that the data can be visualised in geographical mapping software such as Google Earth. “The result is that the wearer’s journey becomes viewable as a visual track on a map, whose height indicates the level of physiological arousal at that particular moment” (Nold, 2009).

14

The Bio Mapping project “investigates the implications of creating technologies that can record, visualise and share with each other our intimate body-states” (Nold, 2009). The Bio Mapping device, invented by Nold, comes from the polygraph and consists in a “portable and wearable tool recording data from two technologies: a simple biometric sensor measuring Galvanic Skin Response and a Global Positioning System (GPS)” (Nold, 2009).



Fractal Maps

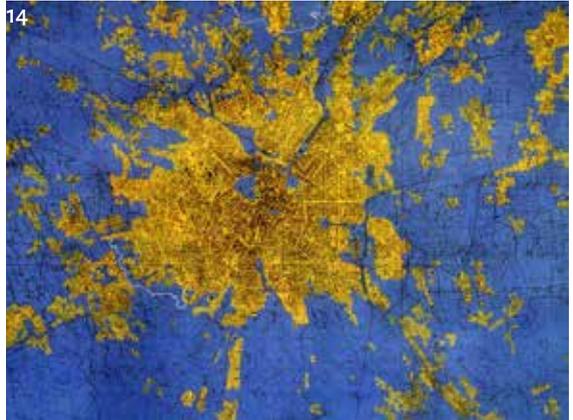
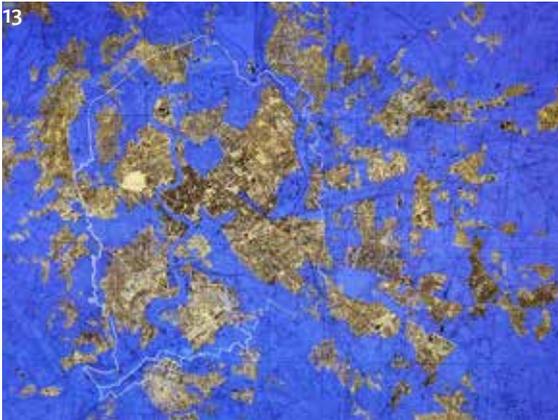
From right top

Fig.13 Roma, *Stalker Attraverso i territori attuali*, October 5th-8th 1995.

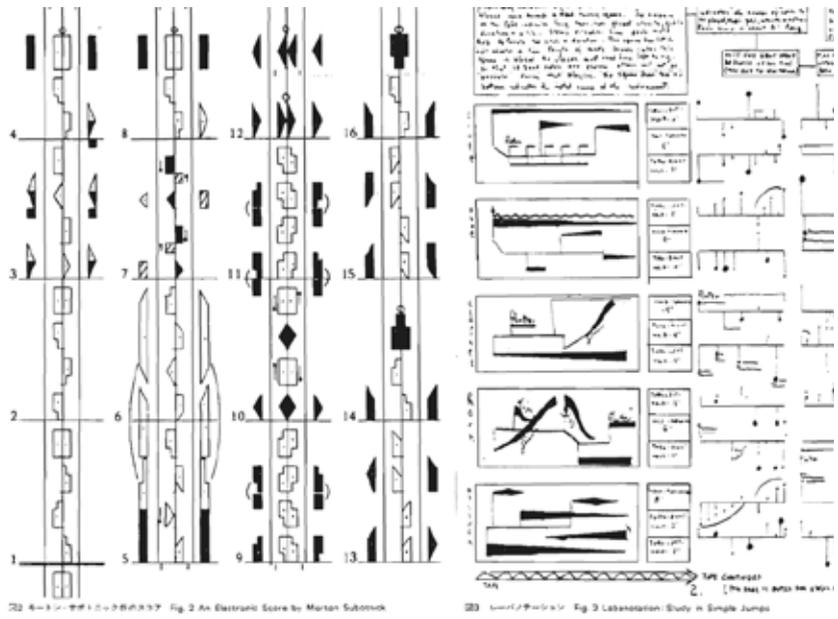
Fig.14 Milano, *Rotte d'abbandono attraverso l'arcipelago milanese*. January 12th-13th 1996

Fig.15 *Sortir de Paris* Stalker (Careri F., Innocenzi A., Ottaviani R., Romito L.) con P.Y.Argeant, S.Carbone and *Architecture Urbaine*. Paris, March 15th 1997.

Fig.16 *Arcipelago Orléans*, Stalker, 1997.



An example of such an emotional mapping is visible in the San Francisco Emotional Map, realized in 2007, which combine the different experiences of 98 participant to Nold's workshop collected during 5 weeks in the Mission District in San Francisco. The district is just behind the central Waterfront of San Francisco, thus not far from the port, but unfortunately the workshop did not involve any liminal space. After the Bio-mapping process, participants were called to interpretate their own emotional changes, explaining and discussing them in relation to the context. The colour of the dots represent the combined emotional data where red correspond to high arousals and black to low ones; the density of the dots and annotations indicate hotspot of communal arousal.



The Sensory Deprivation Map, instead records city experience in the light of just three senses: smell, touch and taste (even if the contribution of taste is small in reality) and an experiment has been made in Newham with 36 art students from Newham Sixth Form College in May 2007.

Emerging cartography seems to have to repurchase the human body as a sacrosanct nib.

Port platform's with its extended vacuity, on which no preference is traced, offers itself as an opportunity to trigger virtuous circles and propose a program of sustainable interventions at various levels (formal, cultural, environmental, etc.), enabling hypothesis of a project at different speeds that look for an overall vision and performs an emotional archaeology. This requires a phenomenological approach, which recalls, on the one hand, the contribute of the five senses to predict and decipher the signs that will be drawn in the landscape and, on the other, the involvement of the population in order to direct a harmonic writing process. This mode of observation and "mapping" is thus an important means of transforming the imagery of port landscapes that directly affects the behaviour of users and their way of using space through simple motion since as André Breton said "the imaginary is that which tends to become real" (Breton,1993, p.90).

From this type of observation, arise the Emerging Landscapes, that human daily experiences, literature, art, photography, poetry, may portray in their incessant appearing and fading in the Mediterranean port cities. The awareness of the new emerging landscapes may be the first step towards the redefinition of a dynamic *status quo* suitable to meet the brittle character of these places, and to abandon the inert role of viewers from outside the walls or from above of the maps, thus inviting us to resume the part of the actors (Turri, 2006) and, if necessary, to a healthy body-to-body.

↑
Fig. 17 Example of the "Motation" system (movement + notation) developed by Lawrence Halprin in the 1960's; his theories on the experience of the bodied environment elucidated the capacity for movement of bodies, not merely static space or forms, to create landscapes.

→
Fig. 18 "San Francisco Emotion Map, 2007". Emotional Map of Mission District in San Francisco. (Map: Christian Nold) Christian Nold (Ed.), 2009, *Emotional Cartography Technologies of the Self*, < <http://www.emotionalcartography.net/>>





2.2 Anthology of the perceived landscapes in the global port city.

“Ports make men unfaithful and democratic”
Plato

This little anthology has no claim of exhaustiveness or completeness. It is instead an open project, ever-changing, dynamic, capable and curious to welcome, of course, the emergence. Those landscapes, whose contours the anthology wants to outline, represent the preferred dimensions in which the relationship between city and harbour is experienced and are the result of an immersive analysis since I, in the first place, live in a Mediterranean port-city, being at the same time observer-creator of many of these landscapes. Citizens and guests of these particular cities can simultaneously contribute to the emergence of more than one of these landscapes. During a lifetime they can help building them all. To resume the vocabulary coined by a systemic and cybernetic reading of the landscape, these landscapes can be interpreted as complex systems, and in particular as Multiple Systems which is “formed when the same elements establish successive or simultaneous different systems” according to the definition provided by Minati (Minati, 2011). These systems, however, fail to come together to build a coherent system of higher order, that of the port landscape seen in its entirety, probably because the boundary conditions, including the tangible and intangible landscape architecture, do not allow it. Along with the possibility of recompensing an even higher degree of complexity, it is necessary to highlight another distinctive aspect of these systems: a structural incompleteness. These landscapes are in a current state of quasi-systems, in which incompleteness is the quid that allows to host emergence processes and maintain consistency, that generates their unceasing movement and ‘becoming’ in search of equilibrium.

“Theoretical incompleteness, the inability of complete modelability, that is, not exhausted by individual models, processes and phenomena, should be explored as a conceptual coexistence of different approaches, not so much to exhaust but to conceptually represent the structural dynamics of becoming, already present at the base, for example, of the principles of indeterminacy and complementarity in physics, without reference to quantum physics here. Examples of this dynamics characterize ecosystems, collective behaviours, social systems and polypathologies” (Minati et al, 2009).

“It is about developing knowledge for the current knowledge (or information) or post-industrial society. Many of the approaches used today are still those of the industrial society where it was possible to speak, for example, of planning, forecasting and adjustment”(Minati, Abrhams, Pessa, 2009).

Those landscape therefore emerges dynamically through cybernetic processes of the second order that are possible only by the presence of complex cognitive systems such as human ones. In this sense, we will be able to better understand the ELC landscape definition that could at first appear to be markedly anthropocentric. The fact that the human mind plays a constructivist and cybernetic role in establishing coherence and the continuous model processing of the system should not be interpreted as hierarchical preeminence and does not take away the importance of other contributions of simpler cognitive systems, also generators of emergency and variety.



Fig. 19 Informal uses in the port of Gothenburg (photo source: ESPO, 2016, *Code of Practice for Cruise and Ferry ports*, Ryckbost I., Schautteet L. and Vancompernelle H., European Sea Ports Organisation Eds., ESPO)

2.2.1 Speedscapes

Speedscapes emerge from the hectic pace we perceive the theatres of our everyday life, the average one, common in the global city, in the metropolis. They are landscapes perceived through means of transport that approach the speed of our motion to that of the succession of the events of the liquid society. The perception varies with the variation of our stay in the territory and therefore depends from the variation in the speed with which we travel. Speedscapes are formed by accumulation, by stratification. They are the result of a constant sedimentation of moments, fragments, slipstreams at speeds above 50 km/h, of the stasis frames that fix distractedly in our memory while waiting in the traffic. The landscape perceived through the fast movement of the car, the train, the bus acquires different connotations than when we live it immersed in it. Speed allows the perception to transcend the real scale of the territory as we perceive and create new landscape units. The landscape unit is given by the very size of the journey, or portions of it. In the Speedscapes perception, the landscape unit is decoded by the space-time unit of the travel and it not necessarily matches with any other coded unit, whether it is administrative, geographical, territorial, ecc...

The process leading to the emergence of Speedscapes is deeply influenced by the conditions in which we travel, starting with our new features as observers, that is, the new properties/capabilities we acquire through the car, train, bus etc. To contribute to our perception and then to our knowledge of the landscape there is not only our organism, but the set of 'body-car-street-music' or even 'body-motorcycle-road-wind-noise' interacting in a system that modifies, implements, changes our perception of the landscape,



Fig.20 Marseille, 2017. Railways and streets separating the city and the port. (photo: Google Earth pro).



Fig.21 View of Napoli passing through the port. June, 2016 (photo: L. Marinaro)

Fig.22 Napoli, 2016. Rain cranes. View from the car. P. Bosso. Source: <<http://www.thetowner.com/it/il-porto-di-napoli-e-bloccato/>>





as it allows us to travel space at a higher speed, to make it repaired or not by weather agents and with suitable temperature conditions, perhaps listening to music or in the company of someone else.

The cooperation and the stimulation of more sensory systems change our perception of the place, so it happens when we travel exposed to air and the sounds of the traffic or inside the capsule of the car. Even the presence or absence of “traveling companions” changes the experience and changes our perception. It is very different from the landscape we perceive from the window of our car, alone, from what we perceive from the window of the train or even a bus, within which we are part of a larger system that not only includes us, but other human beings.

The ports are surrounded by infrastructural systems, more or less dense but always present, as tracks and roads are the outer ring of the largest global logistics network. Roads and railway lines with their signs and structures constitute the boundary conditions of the ports, mark the interface now hosting the traffic of citizens now that of goods.

The relationship between the port and the city seen through the perspective of speedscapes is of mutual stealthiness. In speedscape the user knows that the one they runs is a “Middle-earth”, rather than actually ‘shared’ we can say ‘disputed’ between port and city. The observers that potentially contribute to the emergence of this landscape are all citizens and visitors who arrive, travel, move to the city through its fast running arteries. It is perhaps the simplest and most common way in which many ports fix in the memory of the people which does not imply that they go in search of a relationship



Fig.23 Rotterdam, 2015. The port lights up coming back from the Maasvlakte 2. (Photo: L. Marinaro)



with it intentionally, through a direct visit, through a commitment to work or through a vacation. It is just sufficient to brush its contours.

Port SpeedScape emerges precisely along the boundary between port and city, the subtle space the conflict between these two A-Multiple Systems has upset, making it a limbo. is precisely from these limbo territories, where time seems to stop due to the clash between completely different rhythms (that of urban flows and that of the flow of goods) that begin the experiences of port speedscapes. They emerge from limbo crossed at high speed, in automatic mode, by the multiplying effect of our distraction. In this form, the harbour is considered only by the informal succession of its apparatus flattened and shaded under the bristle of the fences. At a physical level of description, port-city's speedscapes are mixed landscapes. They are spaces in which the urban growth and the implementation of infrastructure has produced clashes, waking up with a landscapes of uncertain characters, asleep, resigned, which today lost any clear connotation. It is a diaphragmatic landscape. The diaphragm, the net, the trellis, the crane are the prince elements of this landscape, a forest of punctual elements that in the port speedscapes fades, merges indistinguishably into a single opacifying filter making a constant background noise. Port speedscapes blurs, offering poor points of reference, with the exception of those historical pre-existences, rare vestiges of the past that have incorporated. However speedscape is also that particular perspective that still allows the city to get around the harbour, to extend its range and to overthrow it, to return to it the dimension of a mere episode in a much larger story.



Fig.24 "Welcome to Emerald" Nobody but machines and artificial presences reaching the Maaslavakte 2. Rotterdam, 2015. (Photo: L. Marinaro).



Fig.25 Speedscape, passing fast through the sea inCuba. 2017 (Photo:S. Visconti) ITACAfreelance.







2.2.2 Yardscapes

*“E ‘nt’a barca du vin ghe naveghiemu ‘nsc’i scheuggi
emigranti du rìe cu’i cìoi ‘nt’i euggi
finché u matin crescià da puèilu rechéugge
frè di ganeuffeni e dè figge
bacan d’a corda marsa d’aegua e de sà
che a ne liga e a ne porta ‘nte ‘na creuza de mä”¹⁵*

Fabrizio De André
Creuza de mä
1983

Compared to the landscapes sung by De André, however harsh and raw but still the expression of a common culture of the sea, the yardscapes that we want to deal with here are those of division and diversion. Of living on the port they represent perhaps only one side of the coin, but certainly the heavier one. Enclave, walled up landscapes. These are the landscapes that originate where the residence brush with the boundaries of the harbour in a stubborn and hard face to face. In the Mediterranean, where the spaces are often disputed and scant, cities expose not only the fringes, but entire neighbourhoods, densely populated landscapes of everyday life. It is large portions of cities that have undergone the voracious expansion of the port, seeing pro-

15
Text extracted from the song by the Italian songwriter Fabrizio De André, written in 1983. English translation from Genoese by the author: “And in the boat of wine we will fly on the rocks - laughing emigrants with nails in the eyes - until morning it will grow to be able to collect it - brother of carnations and girls - rope owner, water spoiled by the water and salt - which binds us and takes us to a sea mule track”.

↓
Fig.26 From the window, a cruise ship in the living room. Ancona, 2017.



gressively erasing their original horizons, first of all the maritime one.

This are places in which almost everything is denied, landscapes of inaccessibility in which it is impossible for a citizen to reach the sea. The name, "Yardscapes", indicates the context within which this particular perception of the city-port originates and at the same time makes explicit the degree of exposure of the domestic dimension to the bulky presence of the harbour.

In the yardscape of the port city the denial, the harassment, the tampering of the former order of the territory have acquired a material thickness, which is legible and clear from the first impact. They have a memory as here the signs that we can read on the territory leave no doubt about the course of events, on the transformations suffered by the inhabited bands of urban coasts. The Yardscapes are the degenerative effect of the top-down planning and of the prevalence of port plan over urban plans. They show the evident non communicability between planning levels that assumed paradoxical proportions in the Mediterranean city.

The Yardscapes are now apparently disconnected fragments of an urban fabric that was once continuous. Just living in and watching how the people in them move and live you can realize that they continue to be living fabrics, in spite of everything.

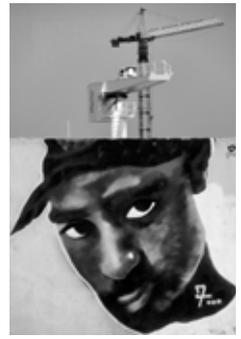


Fig.27 *The port seen from the Benimaclet neighbourhood. Valencia, 2011. (photo: G. Verdiani).*



Fig.28 *Here we move like crabs. Cranes in the Yard. Roads back ground noise. Genova, 2017. Picture taken from the top of the city hall. (Photo: L. Marinaro).*



Their unadorned and often crumbling image, crime and poverty rates are not attractive factors so that they are often considered dangerous places to be avoided or are targeted by almost total reconfiguration projects, which deliberately ignores their original character, as for example in the north-west Marseilles neighbourhoods with *Eurroméditerranée 2* project.

Their morphological configuration speaks of an unconditional port expansion, overwhelming, which has only taken into account the territory in terms of 'expansion area' by deleting any pre-existence, any peculiar geographical connotation. The lack of accessibility and non-permeability are structural features among the ones that influence more strongly the perception these particular landscapes. In them the possibility of movement is limited, their use is carried out for obliged trajectories to such an extent that the perception of them is often equivalent to that of linear landscapes. They are dominated by the obstacle and the barrier so much that any view from them implies a look through, overtaking.

From the courtyard of the houses the port assumes a totalizing proportion, its presence is cumbersome, weighs on the free use of the territory and on the relationship with the city and the sea. In the *Yardscapes*, perception is at zero speed, it is built day by day from the window, from the terrace, from the street and from the courtyard. Among the emerging landscapes that make up the port city, the *Yardscape* is the one where the port makes its negative effects more noticeable, since are the places where its effects on the



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Fig. 29 Le Panier neighbourhood. Marseille, 2017. (photo: L. Marinaro).

↓
Fig. 30 *reaching the port through the alleys in Genova.* June, 2017 (photo: Giorgio Verdiani)





environment, air quality, sound environment, density of the urban traffic are greatest. The emerging properties of this system are such as to generate new conflicts. Compared to Speedscapes these landscapes emerge from the interaction of tighter systems of people, usually those who live in these places or those who work there, such as in an office or on a business. They are therefore owned by a smaller share of citizenship than Speedscapes but unlike the latter are capable of much more profound effect on the consciousness of the port city landscape. From the perspective of Yardscape, the city-port relationship is experienced in a markedly conflicting way almost homogeneous by all the people involved.

“The sense of the story that emerges from the port landscape is a peculiar sense rooted in the transformations of the modern and contemporary period, in the objects and in the ways of industrial and machinist production, with its own rhythm of innovation and obsolescence; a pace closer to us than that of the city, which seems to detach the periods before the end of the nineteenth century by relegating them to a sort of “port archaeology” recoverable only through surviving fragments and documents. The life of the trade has resulted in the replacement of the activities and artefacts that host them much more than the urban life, whose continuity crystallized, together with traumas and cancellations, the permanence and transformation of the medieval city, and of all the cities that have gone up to us” (Genoa Port Plan, 2001).



Previous page
Fig. 31 Something about Livorno: 13. Inside the ancient harbour, the town face the sea and its ships. 2008. (photo: G.Verdiani)



Fig. 32 Marina di Carrara Pier, under the strong summer sun. 2009 (photo: G.Verdiani)

2.2.3 Tourismscapes

Even during the most recent economic crisis, cruise ship remains a booming business ranking as one of the most expanding sectors in the world. In the Mediterranean forecasts for 2018 are those of 10.8 million passengers (Italian Cruise Watch, 2017). Since the Nineties this sector has changed encountering more and more tourist demand of the working class making accessible also for families what was considered a luxury holiday, as it is the case with the 'fun ship concept', and becoming today one of the major components of mass tourism. Cruise tourism is also a way of putting a port city on the map. Although the direct economic effects for the port itself may be limited, the revenue for the city, both direct and indirect is very significant (ESPO, 2016). As the importance of displaying on maps increases day by day and is a reason for competition among cities (Nogué, 2017) cruise tourism has become also a way to reinforce the port-city identity.

However, over the last 15 years cruise alongside the further phenomenon of commodification of the Mediterranean urban coasts, this rampant phenomenon has had the advantage of being an important access key for those territories that seemed to be inaccessible, unbreakable, completely off-limits for citizens. Through the cruise phenomenon ports have returned to be the gateways to the cities, not only for goods but also for passengers, moreover the main gate for many tourists, visitors, foreigners arriving in the city for the first time by the sea, just as it did in the past.

The port-city experience lived by the cruise ship makes emerge a new



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Fig.33 *Something about Livorno*. 2007. (photo: G. Verdiani)

↓
Fig.34 *Arriving in the Harbour*. Sardinia, 2008. (photo: G. Verdiani)

→
Fig.35 *Cruise ship in Rhodes*. (photo source: ESPO, 2016)





landscape. This is one of the few cases where the preferential direction of urban space experience is overturned with the usual one because it starts off from the sea. This time it is the city to be seen from afar, from the roadstead, from the docks. It is the destination to be reached, “the outside” with respect to an “inside” whose centre of gravity floats on the waves.

The port is not an obstacle this time, but a gate, the device through which the city opens in front of the eyes of the visitors. This is one of the few cases in which the three components of the ancient urban system (city-port-sea) interact, each of which plays an important role in the success of the urban space experience for the users, even if for a short temporary period. The time of this interaction reverberates, however, in a completely different way on the perception of the port city of the cruiser and of the citizen.

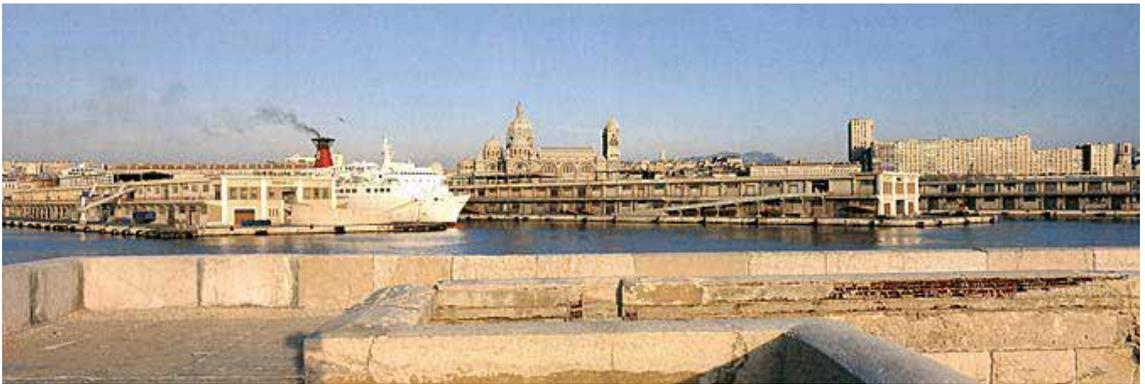
The cruiser will remember his experience in the city where he landed, assuming the interaction and the openness between the city and the port as a given and asserted fact, whilst we know it is not so for the citizen, for whom this interaction is not visible. The prospect of holiday and travel changes the perception of places by focusing visitors’ attention on loisir-related aspects, cultural entertainment, relaxation, sports, and local culture.

The port plays a role as a facilitator of travel, it is as if it was reacquiring the ancient sense of refuge that it had in the past. However, the port does not offer more than that, a place of transit, a short stop if we consider the spaces dedicated to the cruise terminal.

On the total cruise ports currently active in the Mediterranean, few are the cases where the port itself offers attractions in its territory. Barcelona, Genoa, Marseilles and Valencia recently offer spaces dedicated to loisir con-



Fig.36-37 Cruise ship in Marseille, 1993. Photography belonging to the series *Portuaires*. Le Havre, Éditions Association Internationale Villes et Ports (AIVP) (photo: Hugues Fontaine).



centrated on the waterfront, in general however we can say the port carries only the role of gateway of the city, when it's not the whole port-city to become gateway for other destinations. This is the case, for example, as the port of Civitavecchia, today second cruise port of the Mediterranean, which is the maritime port of Rome, the port of La Spezia from where to reach Florence or the Five Lands.

The cruise experience also includes hiking trails, additional hiking packages and small guided tours in the capitals of European culture or seaside resorts. Often the free experience of the port-city is occluded and the perceived landscapes of some port cities goes directly from Turismscape to Speedscape or better we could talk

about an unique hybrid Speedscape between land and sea. The port city relationship that gives rise to these emerging landscapes is cooperative, for reasons of economic interest, generating strong emerging properties on the city, for example in the implementation of the tertiary sector and of the commercial one. However, this particular complex system establishes a conflictual relationship with the identity of the places that today are considered increasingly undermined and consumed by mass tourism.

The tourismscapes are imposed with as much grace as the off-scale of passenger ships. The majesty of ships, especially in those ports where cruise terminals arrive a few dozen meters from houses or public spaces, make the landscape dwarf, substantiating the unsolved paradox between space of places and space of flows.



↑
Fig.38 Floating Building. One SNAV ship in the Olbia Harbour, last summer. A shot from ship to ship. 2010 (photo: G. Verdiani)

↓
Fig.39 Arriving in the port of Messina, 2017. (Photo: anonym tourist)



The clash between two worlds, defined on opposite scales, is progressively internalized by passengers as well as by citizens, who greet departures and arrivals in the shadow of the hulls, so it is made to digest by indifference rather than by the project.

While positive impacts of cruises is typically dispersed over a broad geographic space, negative ones concentrate in the city as crowded streets, congested roads, etc. (Satta et al., 2017). The turismscapes of actors-spectators are many, it is the emerging landscape which quantitatively sum up the largest number of contributions in terms of perceptions. On a global scale, it is the way in which the widest and most varied target of the population comes to know some city-ports by experiencing it through the relationship that the city triggers with its harbour, that is not obvious. Reaching Barcelona from the sea implies a relationship with its port that might not even trigger if we reach it through a low-cost flight.

“The view of the port and the city from the sea is truly magnificent. One can still see the same town walls, church spires and red tiled rooftops that were seen by wanderers and merchants centuries ago”.

Mr. and Mrs. G. Sidney Waits Jr.
Cruise passengers



Fig.40 A man staring at the sea. Stolen shot on the Ferry, going from Civitavecchia to Cagliari, 2010 (photo: G. Verdiani)



Fig.41 Ferry waitin in the port of Olbia(photo: G. Verdiani)



“Arriving in the harbour of Ancona with the cruise, the sensation was intense but short: the size of the cruise ship, it passed behind like a shadow (or perhaps projected a true shadow? Yes. It was morning.), and this not-seen apparition ‘nanified’, would say a dear friend, the Vanvitelli lazzaretto, the harbour and the panorama. It was shocking, the cruise ship with its mastodontic size had sent everything out of scale!”

G. Corsani. Urban planner
Cruise passenger

“The appreciation of landscape is more personal and longer lasting when it is mixed with the memory of human incidents. It also endures beyond the fleeting when aesthetic pleasure is combined with scientific curiosity”

Yi Fu Tuan, 1990

The landscape that emerges from the eyes and the experiences of the tourists is, however, the most fleeting and volatile. With its continuous becoming and breaking away as if it were so many ‘Leonia’ that alternate one after the other, it finds its balance in this incessant production of images that multiply uninterruptedly through cell phones and maybe even some camera of tourists. Their “itinerant eye” it is not often capable of hitting the surface, reading the structure of the landscape, permanently fixing it in memory, it is an occasional gloomy look that, most often, does not produce a true encounter with the place as is more a market phenomenon, “Tourism has social uses and it benefits the economy, but it does not enjoin man and nature” (Yi Fu Tuan, 1990)

“In Marseille, as soon as we linger a little bit to lift the red carpet rolled out in the footsteps of cruise passengers (400,000 in 2007, 700,000 planned for 2009, 1 million expected for 2010) - well we find, a a hell of a lot of people ... who work (or try), live (or try) and, for many, are poor and know it well”.

Travailleurs sans papiers, 2015.



↑
Fig. 42 Natural born tired. Piombino, 2017.

↑
Fig. 43 Matching scales in Turku. View of the Harbour. May, 2017.

2.2.4 Workspaces

The labour is able to create new scenarios by changing the point of view of the landscape in which people works, transforming them into dear or hated spaces. This kind of landscapes survive in memory also when the areas change function, they leave traces on the territory and they are able to produce identity or neglect.

The “know how” that complex knowledge derived from the sensory experience of the “craft” and not of the experimental method, claims its importance in the first place as a fundamental tool for knowing the world and for maturing in it its experience; secondly, as an act that produces “landscape consciousness” since the progressive practice and progression of a technique (*τεχνη*) allow that experimental synthesis between the generating idea and the created form that stimulates the design ability and generates a feeling of recognition not only with the realized work but even with the whole territory where it is produced. In landscape design this idea is not new, one of the main supporters of this thesis was Michel Corajoud, one of the most illustrious members of the French Landscape School.

He, who considered himself a “*maître d’atelier*” rather than an artist, saw in recognition of the “*savoir-faire*” one of the fundamental keys to understanding the Mediterranean archetypal landscape, both the rural and the urban one (Padoa Schioppa, 2016).

Work has always been a cohesion element for the community, which has led to the development of class consciousness. The cohesive dynamics of work is one of the cornerstones of the harmony of agricultural landscapes, but also, in the case of analysis, of port landscapes, since work triggers this



Fig. 44 Workspaces, An operator shines the bridges of the ship (photo: anonymous tourist).



process of attributing positive or negative value to a given territory, because the individuals, thanks to it, can find satisfaction with their own needs and aspirations. An emblematic case of the class consciousness of port workers is surely that of the “Camalli Company” of the Port of Genoa.

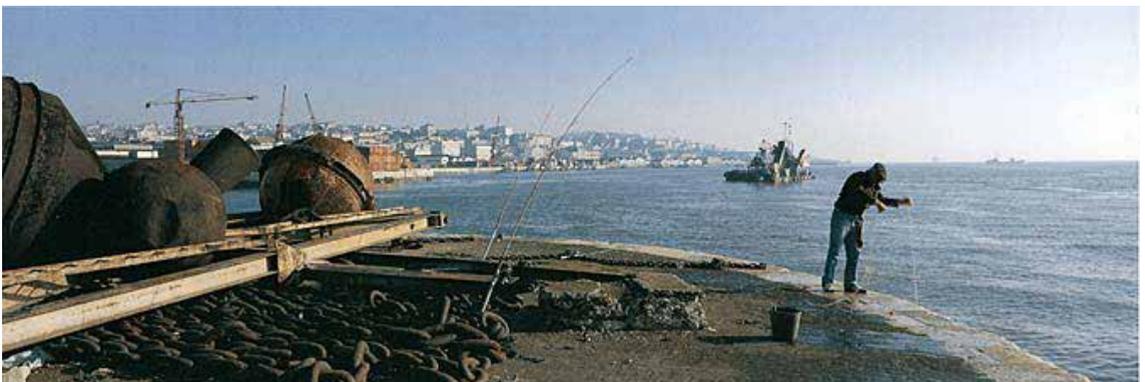
Being able to see this work, being able to perceive it every day, also allows the rest of the population to evaluate and develop with respect to it and to the space that hosts it a critical conscience. For a long time the hard work that took place in the port coincided with the images of “On the Waterfront”, the film of the 50 that characterized the work on the dock as exploitation, illegal hiring and subservience to shift mafia. Today, that portrait of port work no longer reflects the efficient image of modern ports. The port labour has evolved and today the type of boat, the frequency of arrivals and departures, and the variety of moving goods, in fact, determine the modalities, the intensity and the continuity of the performance of the port workers within individual stays. Technological innovation has changed the quality and intensity of labour in the harbour, but has not eliminated or even less reduced the bone, the need for specialists to handle the handling of goods. A wide-range of professionals are active in the port.

They are dockers, stevedores, terminal operators, shipowners, ship agents, ship brokers, shippers, traders, freight forwarders, warehouse staff, harbour masters, port authority staff, tugboat operators, pilots, boatmen, ship builders, ship repairers, dredgers, bunkering agents, waste collectors,



↑
Fig. 45 Camalli in the port of Genoa. Ancient photo.

↓
Fig. 46-47 Worksapes, 1993. Photography belonging to the series *Portuaires*. Le Havre, *Éditions Association Internationale Villes et Ports (AIVP)* (photo: Hugues Fontaine).



port state control officers, customs authorities, port police, bankers, insurers, maritime lawyers etc. Over the centuries, the port and its people have overcome major turning points of social, economic and political. It was complex and harsh steps, whose voltages have risked, in more than one occasion, to crush the port system. Today, there is a very curious phenomenon that sees the Mediterranean port authorities engaged in awareness-raising campaigns and the physical opening of the port to the territory, in an attempt to digest their presence and encompass positive values in terms of job opportunities, of technological excellence of image relaunch that these structures offer or could offer.

Jean-Claude Izzo, (2006) *La trilogie Fabio Montale*, Total Kheops, Edition Gallimard. cit., p. 32.

“When I was six years old, my father regularly took me to the port. That’s how I became fascinated about it and later I absolutely wanted to work there”

Leo Van Looy, Chief crane driver, Antwerp Port Authority, Belgium

“The ferry to Ajaccio left the dock 2. The Monte-d’Oro. The only advantage of my miserable office at the central commissariat is to have a window on the port of Joliette. Ferries are more or less everything left of the activity of the harbour, ferries to Ajaccio, Bastia, Algiers, some steamboats, cruise ships, and cargo, Marseille is the third port in Europe, much more important than Genoa, its rival. At the end of the pier Léon Gousset, loads of bananas and pineapples from the Ivory Coast appeared to me signs of hope for Marseille. The last” (Izzo, 2006, p.32) .

Fabio Montale gives voice to Izzo’s regret for the crisis conditions of the port of Marseille, for his progressive disuse and inactivity, which in his vision jeopardized the fate and identity of the whole city. Observers contributing to the emergence of this landscape are all those who work directly in



Fig. 48 Workspaces, the port of Amsterdam. April, 2015 (photo: L. Marinaro).



the harbour or whose work is closely related to it. Both those who perform operational tasks and manpower, that those who held administrative, managerial, organizational roles. Each of these professions, so distinctly different from one another, contributes to the creation of a particular link with the place and induces a perception of the port in direct continuity with the city, as is the case in their everyday life, an accessible place of work. The harbour not only becomes an accessible, viable, daily place, but it also forms a fundamental part of the emotional geography of its regular users. The port city relationship view from the perspective of the Labourscape is synergistic, the port plays an indispensable role in the economy of the city and in the lives of the subjects involved. Even when work in the harbour or the harbour itself is hated by those working inside it, it is still a resource, at least, of subsistence.

“The significance for the city of the port landscape is wider than the only opening to the free paths of citizens, and is rather variable vision, from the many points and the different heights of houses, streets and squares of Genoa, of an inaccessible, altering space; in which the value of perception is increased by distance, somewhat like that of the most valuable agricultural land. It is also seen from the outside, recognizing at the same time its proximity and presence of artefacts, people and machines that follow the necessity of uses and behaviours dictated by their own rules; in the agrarian territories as in the harbour territories you can perceive the “living” labour, which is present, and the “dead” labour, the outcomes deposited in works and things of what happened in the past” (Genoa Port Plan, 2001).



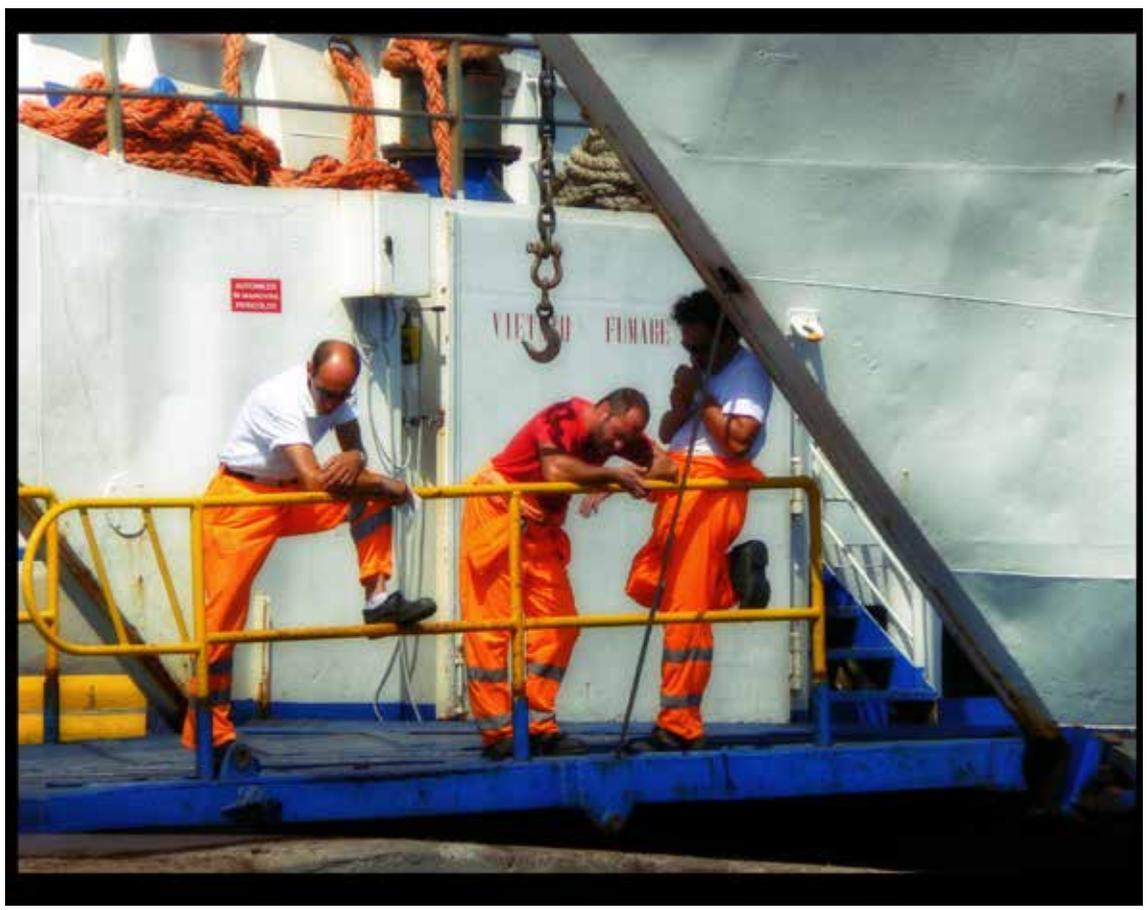
Fig.51 (next page)
View of the Port of Valencia, 2016. (photo: Pere Sala)

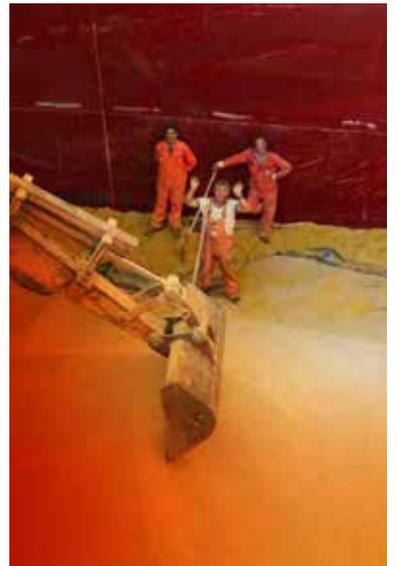
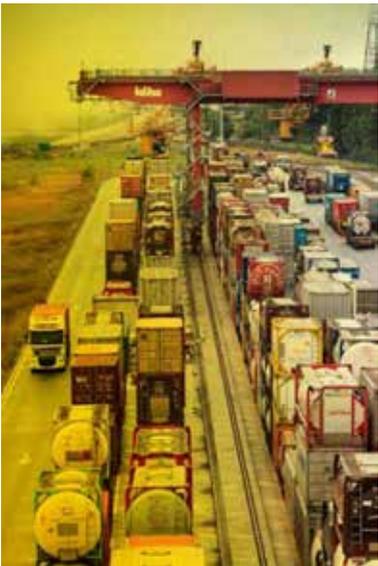
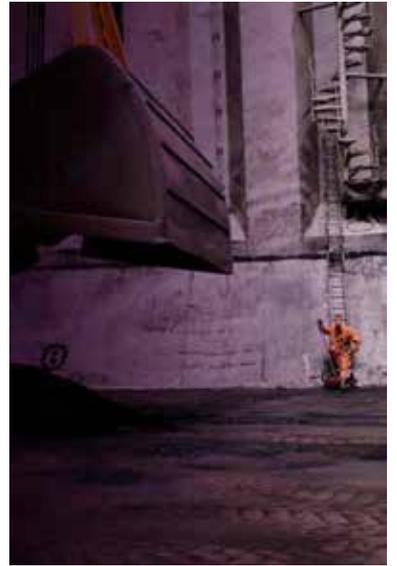


Fig.50 Workscapes, work on docks, bridges and cranes, sailors, workers, carpenters, engineers, crew of the global era. Collage of shots taken in many ports (photo: ESPO, 2016).



Fig.49 Sailormen of one of the ferry taking a pause after the docking. (photo: G. Verdiani).









2.2.5 Planningscapes

There is then the port seen through the maps, that written, transcribed, regulated by the regulatory plans, that of the planning and forecasting workmen. From the zenith perspective of the plan, the port still has another face, and what emerges from it, unlike what is happening in the other emerging landscapes described, remains impressed. From the lens through which the port is observed and from the hand that rewrites its contours and destinies, a complete and farseeing synthesis is expected. This synthesis is often loaded with expectations and assumes responsible, slick and highfalutin tones of who is offering, finally, a solution. Before that the port reforms at the beginning of the century required the change of focal and lenses, the main signs photographed from the ports maps were the poly-line of the docks, the loading and unloading yards, the tracks of freeway trains and the road junctions, determined from needs whose only local aspect was the interests of shipping companies or shipyards. The port plan expressed a very partial and narrow minded view, forgetting all the characteristics of the territory and of the social fabric that were not directly functional to the implementation of the trade and to the maximization of profit. The maps are cold, dominated by the asphalt of roads and squares, marked by the cranes and tracks and nothing more. The landscapes that emerge are segments of infrastructure, whose completeness is always latent, always to imagine beyond the sea to be substantiated in the increase of the go of the ships. The more the expectation of ships grows the more the harbour is planted on the coast almost to hold its thrust. Despite the firm control intent and the sharpness of their gaunt geometries, these maps always contain a random element that blurs in the wake of the ships. These emerging landscapes are always incomplete mechanisms, the sense that regulates their morphology transcends them constantly, by definition.

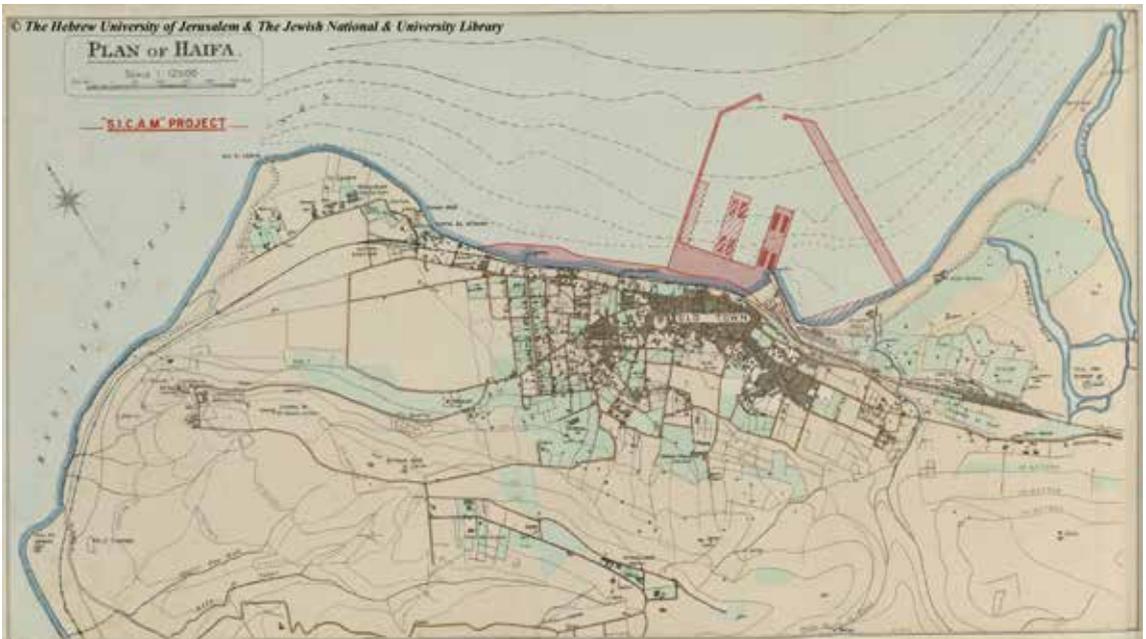


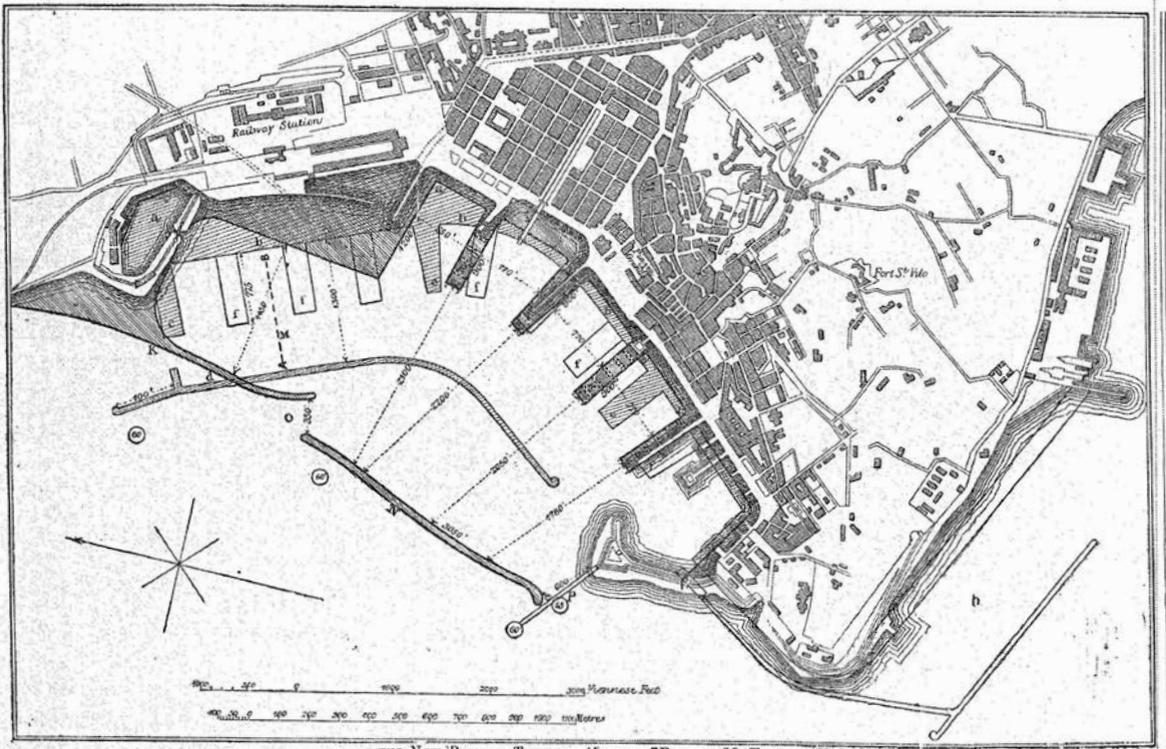
From top
Fig.54 Plan of the port
of Trieste by M. Talaro, 1875.
Journal of the Society of
Arts.

Fig.55 Plan of the Port
of Genoa

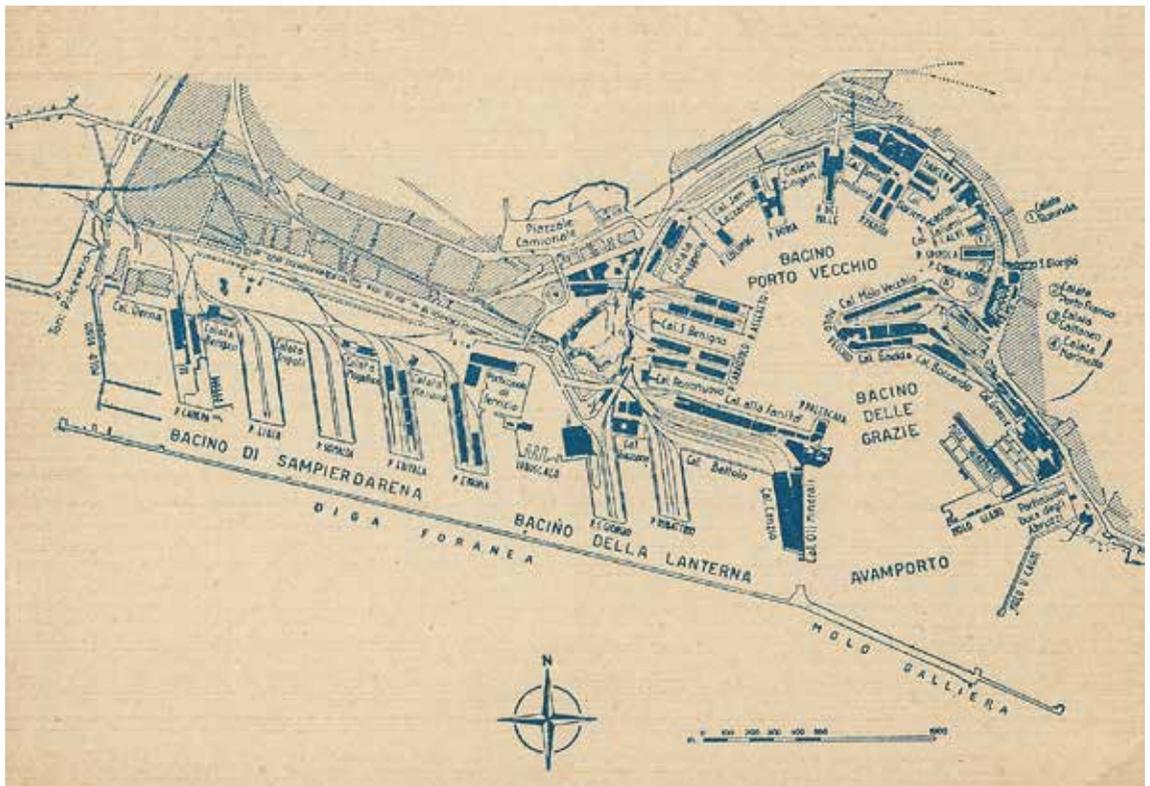


Fig.53 Plan of the Port
Of Haifa.





THE NEW PORT OF TRAUSER.—MODIFIED PLAN OF M. TALAMO.



After a season of marked closure and monodisciplinarity resulted in the pure overlapping on the coastal territory, port plans opens today to a greater integration of perspectives that come not only from the sea. If before we could exchange a port for another, now they reappear, albeit feeble, the contours of the territory in the wake of natural and human geography that shapes them. In the dark rooms of contemporary ports, maps emerge enriched by the development bath. Observers involved in building this emerging landscape are perhaps the smallest percentage among all those who feed the emerging landscapes we have described in the port city. They are job designers, port authority planning engineers and other external consultants who are in charge of consulting, administrators and managers in port authorities, and finally all people involved in planning and evaluating plans at different administrative levels. This is an elitist perspective, reserved for a few. The relationship between port and city seen through the plans is a compromise relationship. The plan provides a control perspective to regulate the functional and logistical interdependence of these entities, provides co-existence rules, establishes so-called boundary conditions so that they become binding in addressing emergence phenomena.

“The position war between the city of Genoa and its harbour was not obviously irrelevant even from the point of view of urban planning: it left a sequence of “spaces of nobody” inherited: abandoned, squatted and erased containers that well synthesize, in their residual connotation, the harbour’s habit of managing the coast-line by “ignoring” the city and, at the same time, the strong and recurrent pushes of the city to urbanize, with alternate fortunes, parts of the port”
 (Genoa Port Plan, 2001).

Fig.56 Railway Plan of the Port Of Genoa.



2.3 The economic value of the Landscape.

With the revolution introduced by ELC, the utter submission of the value of urban space to the primacy of economic interest has failed. “The landscape (...) has an important public interest role in the cultural, ecological, environmental and social fields, and constitutes a resource that favours economic activity and whose protection, management and planning can contribute to job creation” (Preamble, ELC 2000). This aspect gains considerable importance and urgency in the transformation agendas of the Mediterranean territory due to the lack of space and the multi-stratification of the coastal landscapes of the entire basin that always hosts the most densely populated areas of the planet (Braudel, 1987), which therefore present a natural, cultural and natural heritage of extraordinary wealth. Here protected areas, archaeological sites, beaches, ports and production areas coexist elbow-elbow, generating dense, multicultural landscapes of high complexity, so a planning response that proceeds with alternative logic and mono functionalism has revealed over time its total ineffectiveness, also risking obliterating parts of the immense landscape heritage. The progressive growth of the economic value of the Landscape as defined by the Convention makes it therefore necessary to compare the various transformation scenarios.

The modern port, responding to logic that has long been outside the local dynamics, would tend to impose a standard territorial organization that needs ever-growing spaces and fixed requirements. Those will inevitably clash with the many souls of urban landscapes in which port engage and with the very desires of civil society, whose dissatisfaction often led to initiatives that hampered the PRP's approval and hence obstructed the development of the port, as normally understood by one unconditional growth scenario.

The seaports must develop new strategies and new relationships with the territory to ensure its development. As main industrial areas, ports to date, in an attempt to strike a balance between development and territorial integration have been subjected mostly to rules and regulations regarding their environmental impact. Rightly their development and growth has undergone in the last 30 years increasingly stringent directives in terms of ecological impact, energy efficiency, emissions, pollution etc, contributing to the development of a “green” trend of port development, more or less truthful, with “Ecoports” phenomenon (ESPO, GREENPORT. Balancing environmental challenges with economic demands). This increased attention to the environment and a growing propensity to the interaction with the territory in the context of European ports, certainly has positive reverberations but there is still a glaring omission in this field: the Landscape. Something begins to move in this direction. Many are the port authorities who are beginning to prove more sensitive to these issues albeit with approaches still not systematically addressed and fully aware of the significance of the landscape as it comes out in the European Convention. Another example is the decalogue of principles for the sustainable development defined in occasion of the EXPO 2000 World Exhibition in Hannover. Also for this reason, this research offers itself as a useful tool for guiding the new design and planning of the ports with the cities.

[let's take a step back](#)

2.2.6 E-scapes

At a wider reading, really capable of crossing cultural boundaries and courtyard visions, there is another emerging landscape, very important but

often hidden. In this case the emergency takes on even stronger meaning, because, never like now, it is a way of seeing the coasts and living the Mediterranean, unfortunately common to many men, women, children, from the perspective of escape, of the unknown, of fear. From this perspective every strip of coastline can become a port, fate changes the notion of geography of each one of these land sailors, but the landscape that opens up to refugees, immigrants does not return the same gratitude of those who kiss the shores. As citizens, but above all as designers, we are called not to close our eyes to this emerging landscape, which needs urgent answers, not of “*substance*” but of “*form*”.





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Chapter 3

**ASKING FOR SEA
SEEKING FOR UN-
DERSTANDING.
THE ARM WRES-
TLING BETWEEN
PORT AND CITY**



3.1 The impact of the port on the global city

Ports today play an irreplaceable role within the global economic mechanism. As strategic nodes in the global logistics network they generate important benefits but are also a major source of trouble especially for their large environmental impact. The study published in 2014 by the Organisation for Economic Co-operation and Development (OECD), led by Olaf Merk and joined by the greatest scholars of port-city relationship, provides a comprehensive picture of the *pros* and *cons* generated by the ports today. Far from wishing to retrace the treatment made by Merk and colleagues, it is useful to present the data collected in the form of a scheme to provide a quick overview of the situation useful to support the reasoning proposed later.

Reading the diagram shown in Figure 1 it is clear that the positive effects of the port spread throughout the region but the negative externalities very often remain in the urban core (Merk, 2013, 2014; Ircha, 2013) so while ports become real drivers of global economic development contributing to the progress of today's informational society, on the small scale, that of the local urban community, they have a disastrous and violent impact which is well



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Fig. 1 The arrive of the Ship. Barbados. (Photo: S. Visconti).

Cover of the chapter *Fishing in the port* (photo: F. Veronesi)



Fig. 2 Dunkerque. By Gabriele Basilico, *Bord de Mer* (1985). Detail.



Fig. 3 Scheme of the Pros and the Cons of Global Ports. Elaboration of the author on the basis of the data collected in OECD (2014) "The competitiveness of Global Port Cities" OECD-publishing.

THE IMPACT OF GLOBAL PORTS

BENEFITS

- PORT ARE FACILITATOR OF TRADE
- RELATION BETWEEN TRADE AND TRANSPORT DEPENDS ON TIME, VOLUMES, COUNTRY POSITION, PRODUCTS.
- PORT EFFICIENCY DETERMINE TRANSPORT COST
- VALUE ADDED AND PORT-RELATED INDUSTRIES
- DIRECT. JOB AND INCOME GENERATED BY THE CONSTRUCTION AND OPERATION OF A PORT
- INDIRECT EMPLOYMENT AND IMPACT OF THE SUPPLIERS OF GOOD AND SERVICES
- INDUCED SPENDING OF INCOME CREATED BY THE DIRECT AND INDIRECT IMPACT
- CATALYTIC PRODUCTIVITY GROWTH AND ATTRACTOR OF NEW FIRMS
- PORT RELATED EMPLOYMENT
- DIRECT JOBS CREATED IN THE PORT
- INDIRECT EMPLOYMENT GENERATED BY PORT-ATTRACTED INDUSTRIES
- PORTS AND INNOVATION
- PORT-RELATED PATENT
- PORT-RELATED RESEARCH
- UNIVERSITY COURSES AND MARITIME BUSINESS EDUCATION PROGRAMMES.

NEGATIVE IMPACTS

- ENVIRONMENTAL IMPACTS
- AIR EMISSIONS (SO₂, CO₂, CO, BC, NO_x, PM₁₀, PM_{2.5}, PM₅, PM₁₀)
- WATER QUALITY
- SOIL POLLUTION
- WASTE
- BIODIVERSITY DEGRADATION
- NOISE IMPACT
- HEALTH IMPACT
- LAND USE IMPACT
- TRAFFIC IMPACT
- VISUAL IMPACT
- ODOUR
- DUST
- SOCIAL IMPACT
- SECURITY ISSUES

Source: OECD, (2014) The Competitiveness of Global Port Cities. OECDpublishing <<http://dx.doi.org/10.1787/9789264205277-en>>

summarized by the adage “Global change, local pain” coined by McCall in 1999. Ports have a key role to play in facilitating trade and commerce, their success depends not only on the geographic position they occupy, indeed the more the port is big, competitive, and the more efficient the more it becomes the preferred and convenient destination as the transport costs drop. The efficiency of a port also depends on its structural features, for example the degree of port infrastructure development, the congestion level of the port, an aspect that can increase transport costs and the port’s centrality in liner shipping network.

Ports contribute to a remarkable creation of added value. “Most of the port-related value added is still created in port-cities” (OECD, 2014). The more the port is big, the more the added value increases. Cesar Ducruet’s studies have shown that port traffic is under the direct influence of the local economy. In a metropolitan region with a vibrant tertiary sector, there is a high di-

“Global change, local pain” R. Mc Call

versification of trafficked goods, while agricultural and industrial regions are heavily specialized in bulk traffic. The port generates considerable backward linkages that often exceed the national dimension, in fact, the study shows that they are the farthest regions that can benefit more. The positive impacts at regional level are noteworthy, as the number of linkages found is concentrated here, e.g. Ile de France for the ports of La Havre and Marseille. A similar dynamics follows the level of employment as a result of shifting logis-

tics management outside the ports allowed by technological advances. Port’s presence also stimulates the vitality of the industrial sector with the creation of industries necessary to the port, others that are attracted by the presence of the harbour and others that have expanded their market through it.

The aspect of creating jobs in the port is marginal in the counting of benefits, as today with the containerization and automation of many operations, port operation and cargo are increasingly capital and land intensive and decreasingly labour-intensive (OECD, 2014). The proportional between the size of the port and the employment generated estimated by the OECD 2014 study is of 800 jobs for one million tonnes of port throughput. Instead, jobs generated by the concentration of industries attracted by the port represent up to 10% of employment and 16% of added value in the main regions of North East Europe (OECD, 2014). At the regional level, however, it was found that every increase of one million tonnes of throughput corresponds to an increase in use of 0,0003% (Ferrari et al, 2012; OECD, 2014).

In spite of what happens to the positive aspects of ports, from which entire regions even beyond the national boundaries of the port benefit, the negative factors has a concentrated impact and is almost all in the port city, exception made for the global negative effect on the sea pollution. The OECD study clearly shows the severity of the impact of ports on the city that hosts it, “so that large port-cities can be considered Environmental hot spot” as Merk affirms “according to our estimates, the largest 25 port cities in the world account for around half of the shipping emissions in all the World’s ports” (Merk, 2012). The damages that port areas create are tangible because they concern the consumption of spatial resources, air, water and soil pollution related to the amount of emissions produced by transport operations, the production of waste from industrial processes that take place in the harbours, in addition to the light, sound and olfactory pollution that they generate in the immediate surroundings and beyond.

Despite shipping being the most efficient transport system in terms of environmental impact, the frequency and intensity of maritime traffic generates a huge impact on air quality. According to a study carried out in 2007,

¹
From the title of the article ‘Global change, local pain: intermodal seaport terminals and their service areas’, Mc Calla R. (1999) Journal of Transport Geography, 7: 247–254

as about 70% of these emissions affect a coastline for about 400 km, shipping causes about 60000 premature deaths each year in Europe, East and South Asia (Corbet et al. 2007, OECD, 2014). The port city is the place most affected by these emissions, especially from thin particles and nitrogen oxides that are difficult to mitigate and cause various respiratory tract disorders. Air pollution also has consequences on the visibility which, in the case of strong concentrations and stagnation, is reduced. If there are partial information on air emissions due to measurement methods very different from port to port, even more uncertainty there is about water pollution. Oil spill is the main source of water pollution and according to the OECD report, normal shipping operations account for about 70% of the oil concentration in the sea, while 80% of the oil spill occurs in ports (Miola, 2009). To this are added the pollutants derived from the swirling of ballast water and residual chemical products. The discharge of oils and chemicals is also the main source of soil pollution combined with acid rain which is a consequence of the high concentration of SO_x and NO_x in air. The presence of ports also favours and increases the erosion of the coasts.

Waste represents the major source of impact of cruise traffic, which is in charge of about the 25% of the total, due to the need to dispose of glass, plastic, paper, cardboard, steel cans, kitchen grease, kitchen waste and food waste (Miola, 2009). However, waste is one of the biggest challenges and poses the urgent need to recycle.

The activity of the big ports also causes biodiversity loss and ecosystem impairment, due in particular to the introduction of non native naturally occurring species in water through ballast water swelling but also to acidification of soil due to rains, without forgetting the great impact on fauna, both marine and bird-life.

The berthed ships also generate a considerable noise pollution, which often finds no solution since the engine decibel noise exceeds the permitted limit thresholds for residential centres, such as in Danish ports (Lloyd's register ODS, 2010). It is no coincidence that noise pollution has been at the centre of the concerns of European ports over the past 10 years, beginning with the creation of many Strategic Noise Maps (ESPO, 2013). Strong traffic volumes are added to the list of impacts on urban centres, complicating air pollution framework and causing inconvenience and delays to local mobility.

The above-mentioned impacts compromise the health of local populations, as it is documented by many studies and research (Quaranta et al, 2014; Miola et al, 2009; Sharma, 2006; Moretta Iacopini and Dolinich, 2008), by causing bronchitic symptoms, cancer, mesothelioma, asthma, respiratory disease, premature deaths, premature births, depression all due to air pollution; high blood pressure and heart disease due to noise pollution; intoxications, skin and neurological health problem due to water pollution; etc... to name just a few (OECD, 2014).

Other kinds of impacts, the importance of which is not negligible, concern visual, olfactory, social, and security issues. The visual impact of the ports is huge, they brutally break the continuity of the coast inserting shapes and completely unrelated languages, they interrupt the visual unity that coastal cities have always had with the sea erecting barriers which are supposed to be ephemeral but in fact are permanent, let's think about containers walls. Such abrupt interruption greatly influenced the perception of citizens, undermining the historical relationship of symbiosis with the sea and thus their sense of place. Visual penalties coupled with strong traffic congestion and high pollution values, turn the neighbourhoods close to the port into areas of social conflict. From these neighbourhoods, which are often in poor conditions and especially in the past have had high crime rates, in recent times more and more high rise the cries of protest. On them, and in general

on the city, weigh strong risks due to possible accidents and explosions that could occur in port having regard to the high concentration of oil refineries, fuel tanks, chemical plants, pipelines, ecc.

However, ports are sensitive to climate change, to the impact of tides, heavy storms, floods and winds. The progressive rise in sea level, estimated at about half a meter by 2050, will set serious conditions to many ports' existence and especially the risk of leaching contaminants (OECD, 2014).

To a careful analysis, the criticality of the impact on the territory and on the environment does not concern their function in themselves or their role, given their absolute strategic importance to the current socio-economic model. It is rather attributed to the "way" in which they perform their functions, the way they integrate themselves in the territory, the quality of the relationships that they engender with society and the territory, the model of exploitation of the natural resources that they put into practice. If it could seem an obvious and trivial consideration, in fact it is the root of the problem, since when the meaning and need of an activity are saved, one can find the best and most consistent way to its sustainable development, or to use a proverb "we can work on the form, as long as there is the substance". It is good, however, not to create misunderstandings since the relationship between form and substance is a complex philosophical problem that engages from the Pythagorean school, to Aristoteles, till to contemporary sociologists and anthropologists. Form should not be understood according to the empty contemporary interpretation that has reduced this category to "appearance," superficiality or aesthetics. According to Aristotle, form was "the rational scheme of matter configuration". The anthropologist Gregory Bateson, for instance, clearly sees the need for a paradigm shift in the way of knowing and interpreting the world, an approach that ultimately refuses the dichotomy between Subject and Object, between In and Out, between Form and Matter, and rather includes the systemic nature of the world, the ecology of mind. In his testament book *"Mind and Nature. A Necessary Unity"* he insists on the importance of thinking in a systemic way that involves the world around us. It is therefore necessary to replace the conception of individual as single "organism" with the one of "organism-in-its-environment" (Bateson, 1977).

The description of the relationship that the ports bring with the territory, the environment, and the society that opened this chapter clearly reveals an epistemology based on the absolute centrality and primacy of the Subject conceived as an independent 'organism'. *"When we assume the right to possess the whole Mind, the whole world ends up appearing without mind and, consequently, without the right to moral or ethical considerations. According to this logic (non eco-logical), 'we self-legitimize' whenever we make thoughts and actions to exploit the environment, every time we put ourselves in opposition to other social unions, other races, other animals, and other plants. This kind of epistemology combined with a progressive technique leaves us, says Bateson, a likelihood of survival equal to that of a snowball in hell"* (Demozzi, 2012).

This is precisely what is happening with this way of "doing ports" as "if a set of individuals/organisms only 'pursues' its survival, its progress inevitably ends in destroying its environment" (Bateson, 1977, p. 491). In the specific field of landscape architecture, this vision was certainly not new, not at least for example for Roberto Burle Marx, who often said "the destruction of nature demonstrates the lack of a cultural basis" (Rizzo, 2009). The argued comparison between benefits and impacts generated by contemporary ports raises in the OECD study a spontaneous and urgent question: "How to ensure that the port create value for the city and that negative impacts are mitigated? How to formulate a new balance of benefits and impacts?" (OECD, 2014). This question is central also to the present research with a little but fundamental difference which will be argued during the chapter.

3.2 The overall framework of rising consciousness

*“In the port of Amsterdam there’s a sailor who sings
Of the dreams that he brings from the wide open sea
In the port of Amsterdam there’s a sailor who sleeps
While the river bank weeps to the old willow tree
(...)
In the port of Amsterdam where the sailors all meet
There’s a sailor who eats only fish heads and tails
And he’ll show you his teeth that have rotted too soon
That can haul up the sails that can swallow the moon”*

Dans le port d’Amsterdam, Jacques Brel

The first sign of change in the almost unconditional condescending attitude that from the postwar period the cities had maintained towards their ports was the awakening of a greater social and environmental consciousness dictated by the embitterment of problems caused by anthropic activity. The 1990s in fact, marked a great turning point both in the general plan of the development model and as a consequence in the specific history of the port system, as ports play a key role in the global trade system of the capitalist economy.

In 1992 the United Nations Conference on Environment and Development (UNCED), also known as Rio de Janeiro Earth Summit², saw the commitment by 172 countries in trying to achieve Sustainable Development. The two-week Earth Summit represented a “historic moment for humanity” as Maurice Strong, the Conference Secretary-General, affirmed and “it was the climax of a process, begun in December 1989, of planning, education and negotiations among all Member States of the United Nations, leading to the adoption of Agenda 21, a wide-ranging blueprint for action to achieve sustainable development worldwide” (UN,1997).

²

The Earth Summit influenced all subsequent UN conferences that examined the relationship between human rights, population, social development, women and human settlements, and the need for environmentally sustainable development. The World Conference on Human Rights, held in Vienna in 1993, underscored the right of people to a healthy environment and the right to development, controversial demands that had met with resistance from some Member States until Rio (UN,1997). Major outcomes of the conference include the United Nations Framework Convention on Climate Change (UNFCCC), a climate-change agreement that led to the Kyoto Protocol, Agenda 21, the United Nations Convention on Biological Diversity (CBD) and the United Nations Convention to Combat Desertification (UNCCD). It also created new international institutions, among them the Commission on Sustainable Development, tasked with the follow-up to the Rio Conference and led to the reform of the Global Environnt Facility.



Fig.4 The 17 Sustainable Development Goals (SDGs). Source: Transforming our world: the 2030 Agenda for Sustainable Development. UN, 2017.

According to Strong the Agenda 21, in fact, was the most comprehensive and, if implemented, effective programme of action ever sanctioned by the international community. The efforts to ensure its proper implementation continued with the UN General Assembly in June 1997, also known as Rio+5 and what the subsequent Rio+10 or World Summit on Sustainable Development (WSSD) held in Johannesburg in 2002, both having the task of implementing the objectives and updating the new development model proposed. The WSSD led to the determination of the Millennium Development Goals³, while the Rio+20 Conference, also known as United Nations Conference on Sustainable Development (UNCSD), resulted in the non binding document, “*The Future We Want*”⁴ and in the adoption of the Sustainable Development Goals (SDGs) which are the successors of the Millennium Development Goals. The SDGs, included in the Post 2015 Development Agenda⁵, is a set of 17 “Global Goals” with 169 targets between them that is commonly known as “Transforming our world: the 2030 Agenda for Sustainable Development”, whose importance can be clearly resumed in the quote of Ban Ki-moon, the United Nations Secretary-General from 2007 to 2016, who said “we don’t have plan B because there is no planet B”⁶.

³ The Millennium Development Goals (MDGs) were the eight international development goals for the year 2015 that had been established following both the Millennium Summit of the United Nations in 2000 and the adoption of the United Nations Millennium Declaration. All 191 United Nations member states at that time, and at least 22 international organizations, committed to help achieve the such Millennium Development Goals by 2015.

⁴ UN Resolution A/RES/66/288 This document constitutes In it, the heads of state of the 192 governments in attendance renewed their political commitment to sustainable development and declared their commitment to the promotion of a sustainable future. The document largely reaffirms previous action plans like Agenda 21.

⁵ United Nations Resolution A/RES/70/1 of 25 September 2015.

⁶ “Secretary-General’s remarks to the press at COP22”. UN. 15 November 2016. Retrieved 20 March 2017 Source: <<https://www.un.org/sustainabledevelopment/blog/2016/11/secretary-generals-remarks-to-the-press-at-cop22/>>

Sustainable Development Goals

1. End poverty in all its forms everywhere
2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture
3. Ensure healthy lives and promote well-being for all at all ages
4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
5. Achieve gender equality and empower all women and girls
6. Ensure availability and sustainable management of water and sanitation for all
7. Ensure access to affordable, reliable, sustainable and modern energy for all
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
10. Reduce inequality within and among countries
11. Make cities and human settlements inclusive, safe, resilient and sustainable
12. Ensure sustainable consumption and production patterns
13. Take urgent action to combat climate change and its impacts*
14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development
15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
17. Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development

International attention and commitment to Sustainable Development, which has grown exponentially over the last 25 years, started then with the first Earth Summit in which governments recognized the need to redirect international and national plans and policies to ensure that all economic decisions fully took into account any environmental impact. Thanks to the work of the Organization for Economic Cooperation and Development (OECD), an intergovernmental organization that had contributed to the birth of UNCED, were developed sustainable development indicators⁷ (UN, 1992) as a monitoring and evaluation tool of national policies in relation to the engagement taken (Vallega, 2008). The Agenda 21 provisions on this were clear:

“Indicators of sustainable development need to be developed to provide solid bases for decision-making at all levels and to contribute to a self-regulating sustainability of integrated environment and development systems”⁸ (UN, 1992).

On the practical level, these tools could allow to measure and control the impact of the anthropic activity and the state of the environment and “should therefore be regarded as an expression of the best knowledge available” (OECD, 1993, p.5). The Sustainable Development Indicators, approved by the Commission on Sustainable Development (CSD) in 1995, has been published first in 1996, then in 2001 and arrived at the third set composed of 50 indicators in 2007. They are the result of irrepressible scientific enthusiasm for the cause of environmental respect that was implicitly used speciously to sanction and confirm the absolute domain of Science on Nature. While the indicators of Sustainable Development have contributed to fuelling a deterministic and causalistic approach to the Man-Nature relationship, leading to the belief that the material and immaterial quality of a living environment can be controlled, determined and measured in every aspect, they also contributed to a general increase in awareness of the negative impacts of human activity on the quality of the natural (air, water, soils, the general rise in temperature, etc...) and the social environment and consequently contributed to re-evaluating over time the attitude of total laxity towards the big industries and therefore also the ports.

1992 was also the year when Europe adopted the Habitats Directive (the Council Directive 92/43/EEC of 21 May 1992) on the conservation of natural habitats and of wild fauna and flora, that together with the Birds Directive, formed the cornerstone of Europe’s nature conservation policy and established the EU wide Natura 2000 ecological network of protected areas, safeguarded against potentially damaging developments. By considering the economic, social, cultural and regional requirements these Directives created new expectations of what ports, as industries in all respects, should do.

In Europe, one of the first subjects to take charge of Rio’s legacy in the port industry was the European Sea Ports Organisation (ESPO) born in 1993 as an evolution of the Port Working Group, which consisted of port authority representatives from Europe’s major ports set up in 1974 by the European Commission. The Brussels based network of European port authorities, port administrations and port associations aims to ensure the ports’ representation in the European Union and “influence public policy in the European Union in order to achieve a safe, efficient and environmentally sustainable European port sector, operating as a key element of a transport industry where free and undistorted market conditions prevail, as far as practicable”⁹. In this regard, the first major initiative undertaken by the ESPO was dedicated to encourage ports to be proactive in protecting the environment, (which is one of the key objectives of the network). Facing the difficulty to take over the plethora of Directives and Regulations that begun to appear from international, EU and national initiatives, ESPO assumed the role of “mediator” through the first edition of

⁷ Agenda 21 – Chapter 40 Information For Decision-Making. UN, 1992.

⁸ Ibidem Paragraph 40.4

⁹ ESPO represents the common interests and promotes the common views and values of its members to the European institutions and its policy makers. The membership structure is organised on national level and finds its reflection in the General Assembly of the organisation, while the Executive Committee is the daily policy-making body of the organisation. Members of ESPO: Bulgarian Ports Infrastructure Company, Croatian Ports Association, Cyprus Ports Authority, Danish Ports, Finnish Port Association, Union des Ports de France (UPF), Hellenic Ports Association (ELIME), Irish Ports Association, Associazione Porti Italiani (Assoporti), Transport Malta, Norwegian Ports, Association Ports of Portugal (APP), Administrația Porturilor Maritime S.A. Constanța, Puertos del Estado, Ports of Sweden, British Ports Association / UK Major Ports Group. The following port associations and port administrations are observer at ESPO: Associated Icelandic Ports and Israel Ports Company (AIP). The following members countries are represented by their ports directly: Belgium, Estonia, Germany, Latvia, Lithuania, Netherlands, Poland and Slovenia. Source: <<https://www.espo.be/organisation.>>

¹⁰ See: <<https://www.espo.be/organisation.>>

the famous Environmental Code of Practice in 1994. Responding to the growing interest in effective environmental management in the maritime sector to meet the challenges of increasingly stringent regulations, the code provided a set of precise recommendations to integrate international environmental protection measures in all activities relating to ports. It also reflected the development of standards for environmental management systems (ISO 14000 and the European Eco-Management and Audit System, EMAS). The firm intention of achieving the goal of an environmentally compatible portuality prompted ESPO to carry out a questionnaire survey of port authorities concerning the effective implementation of the code (1996) and consequently to evaluate the impact of Birds and Habitat Directives on port development (2002). 2003 was the year of publication of the second version of the code, which marked major breakthroughs in the field of environmental protection in the industry. The code has the advantage of acting at the same time as a

guide, setting 10 goals that the EU port sector should aim to achieve (Environmental Policy Code - Part I) and as a testimony of the commitment of European ports in achieving sustainable development in its three components: the social, the economic and the environmental one (Environmental Port Policy Background - Part II). The third Part of the code was dedicated to the Handbook of recommended environmental

practices, which provided an overview of current and coming environmental legislation. All the information and results that the code offers will not be achieved without the essential contribution of the EcoPorts project, whose overarching principle was (and still continues to be) “to raise awareness on environmental protection through cooperation and sharing of knowledge between ports and improve environmental management”.

In those years of intense work on the review of the first code, resulted in the Environmental Review of 2001, the importance of collaboration and exchange of information and experiences between the various ports was evident, so as to become one of the most profound concepts of ESPO’s policy: “ports-help-ports by the free exchange of knowledge and experience” together with a ‘top-down, bottom-up’ approach “as the only effective way to integrate the best interest of individual ports with the overall strategic governance of the sector as a whole” (Wooldridge, 2017). These concepts were the basis of a project launched in 1994 and transposed on several occasions which in 1997 was formalized and funded under the name ECO-Information in European ports under Transport RTD Program of the 4th Framework of the European Commission. This biennial project had to develop and test a dedicated information system for all types of ports and port authorities designed to facilitate port environmental management. It provided some important tools such as an audit tool (Self-Diagnosis Method – SDM 98), an information engine (Database and Methodological Guide) and a communication platform (website www.ecoport.com). More importantly, the project developed an extended network of port administrations; more than 60 European port administrations participated in the test-run of all these tools. The SDM consists in a check-list of the main components that would reasonably be expected in any credible Environmental Management System and “can be used widely by individual ports, to regularly assess the environmental situation and to be able to set priorities”. The SDM became a widely used and easy-to-use way for many port authorities constituting the first step for the ambitious project

¹¹
“Validity of scientific criteria for environmental auditing of port and harbour operations: EPSRC, UK Government’s Office of science and Technology, GR/J67703, 1995”. Source: “The Story of EcoPorts. Building a worldwide network for sharing experience in port environmental management” https://www.ecoport.com/laravel-filemanager/files/common/brochures/The_Story_of_EcoPorts-v8-with_pictures.pdf

¹²
Source: <<https://www.ecoport.com/>>

¹³
Project coordinated by the Port of Amsterdam. Prime partners: British Ports Association, Port of Barcelona, Port of Antwerp, Port of Gothenburg, Port of Rotterdam and Port of Genoa. Source: <http://cordis.europa.eu/project/rcn/37925_en.html>

¹⁴
See: <http://cordis.europa.eu/project/rcn/37925_en.html>

to create a real certification system dedicated to the port sector that included the main general requirements of recognized environmental management standards eg. ISO 14001 and combined them with the specificity of the ports, the internationally recognized PERS (Port Environmental Review System), which was implemented from the EcoPorts project itself. “The participants in ECO-information inspired not only a culture of change toward a proactive approach to the port environment, but port authorities demonstrated their willingness to freely exchange knowledge and experience and to submit their procedures for SWOT and gap analysis through the Self Diagnosis Methodology” (Wooldridge, 2017). In 1999 the project resulted in a final report, “ECO-information in European Ports – Sharing knowledge towards environmental self-regulation in port-city areas” and in the same year the EcoPorts Foundation (EPF) was established. In 2002 another three year project was funded, ECOPORTS, aimed at exchange information and pursue impact assessment for enhanced environmental conscious operations in European ports and terminals. During the three years the project led to the full development of the certification system, the Port Environmental Review System (PERS), in cooperation with Lloyds Register. Since 2011 EcoPorts became integral part of ESPO with the launch of a renewed web portal and SDM and PERS have been updated and re-launched as part of the services that ESPO offers to its members. SDM questionnaires has been also the main source to draw the last ESPO/EcoPorts Port Environmental Review 2016 that shows the top 10 environmental priorities of European ports.

This review is consistent with the environmental policy of ESPO, which has been updated in the meanwhile with the “ESPO Green Guide; Towards excellence in port environmental management and sustainability” formally adopted by the Executive Committee of ESPO in June 2012 to revise and replace the Environmental Code of Practice of 2003.

¹⁵
The Port Environmental Review System (PERS) builds upon the policy recommendations of ESPO and gives ports clear objectives to aim for. Its implementation is independently reviewed by Lloyd’s Register.

¹⁶
The Guide is available on line at <<https://www.espo.be/publications/espo-green-guide-towards-excellence-in-port-enviro>>

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Fig.5 Top 10 environmental priorities of European ports for 2017. Postcard. Source: ESPO and Eco Ports. <<https://www.ecoport.com/publications/top-10-environmental-priorities-of-eu-ports-2017>>



The 2016 Environmental Review clearly shows that the “big majority of European ports have implemented an Environmental Policy (92%), maintain actual inventories of applicable environmental legislation (90%) and of their significant environmental aspects (89%), define objectives and targets for environmental improvement (89%), have documented environmental responsibilities of key personnel (85%) and monitor their environmental impact (82%)” (ESPO, 2016b).

An Index of Environmental Management (EMI) developed by PORTOPIA, indicates the trend of environmental policies in the ports involved and an additional survey highlights the environmental issues that ports actually monitor. These preliminary operations contribute to identify, year after year, the high priority environmental issues on which ports are working and sets the framework for guidance and initiatives to be taken by ESPO and EcoPorts. The document thus contributes to monitoring the results of environmental policies undertaken by the individual port authorities, highlighting the various issues addressed and their flux over time, exchanging information and best practices, and providing a picture of the overall performance of European ports in relation to the targets set and the current legislation. This continuous monitoring and comparison activity allows ESPO to build an increasingly calibrated strategy on the specificities of the European port system to reduce the environmental impact of ports.

An interesting table (Fig. 4) provided by the EcoPorts’ Sustainability Report 2017 shows the change in time of the port’s intervention priorities in their environmental policies, providing a framework of evolution useful also to reconstruct the history of the relationship between the single port and the territorial and environmental context of which it is part.

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“PORTOPIA aims to contribute to a resource efficient port system, by developing innovative approaches within the different perspectives of port performance”. <<http://www.portopia.eu/>>



Fig. 6 Top environmental priorities of the ports over years. (1996-2017). Source: <https://www.ecoport.com/laravel-filemanager/files/common/publications/2017_11_08_Sustainability_report_2017_Review_final.pdf>

	1996	2004	2009	2013	2016	2017
1	Port Development (water)	Garbage Port waste	Noise	Air quality	Air quality	Air Quality
2	Water quality	Dredging: operations	Air quality	Garbage/ Port waste	Energy Consumption	Energy Consumption
3	Dredging disposal	Dredging disposal	Garbage Port waste	Energy Consumption	Noise	Noise
4	Dredging: operations	Dust	Dredging: operations	Noise	Relationship with local community	Water quality
5	Dust	Noise	Dredging: disposal	Ship waste	Garbage/ Port waste	Dredging: operations
6	Port Development (land)	Air quality	Relationship with local community	Relationship with local community	Ship waste	Garbage/ Port waste
7	Contaminated land	Hazardous cargo	Energy consumption	Dredging: operations	Port development (land related)	Port development (land related)
8	Habitat loss / degradation	Bunkering	Dust	Dust	Water quality	Relationship with local community
9	Traffic volume	Port Development (land)	Port Development (water)	Port development (land)	Dust	Ship waste
10	Industrial effluent	Ship discharge (bilge)	Port Development (land)	Water quality	Dredging: operations	Climate change

Rebuilding the history of the port's environmental commitment through ESPO's actions has allowed us to provide a sufficiently comprehensive picture of achieving an environmental awareness of ports in the turn of the century. There have been many steps forward compared to the condition of unconditional exploitation and depletion of environmental resources and landscapes pursued by ports previously, however the attitude towards the environment remains a defensive and compensatory one, which tends to contain and limit the negative consequences of a predetermined model of exploitation and use of the territory without acting directly on the causes.

This *modus operandi* toward the environment and the environment protection can be considered as the "conventional mode", as it can result from saying: "We do like this because we have always done so", according to the practice of common 'traditional' use. Following traditions is a rapid way to achieve tangible results and it do not need any specification, or prescription, or promise as it became such a terse know-how, implicit and initiatory that must achieve satisfactory results (Manzini, 2015). The latter one is a fundamental precondition: achieving satisfactory results. The conventional mode toward environment protection has largely revealed its ineffectiveness in meeting the needs of not only contemporary society but of the entire ecosystem and has exhausted its life cycle, placing the urgent issue of its evolution.

Today, ports are still a very important item in the environmental impacts report as can be seen from the diagram in Fig. 1. The awakening of the environmental consciousness has united an awakening of the civic sense of the population. While until 1970 the seaport policy had an in-discussed primacy over the decision-making process, 1980s and 90s saw the spread of movements, associations and platforms in defence of the environment and the territory and the social wrights. It is not just the typical conflicts that the Americans baptised with the acronym NIMBY (not in my back yard). "*We are facing a kind of resistance that, like it or not, has much to do with large-scale social processes. Contemporary territorial conflict greatly reflects the fear and loss of one's sense of the place. (...) The background to this has more to do with the recovery of local identity as an indispensable element in the quality of life*" (Nogué, 2017).

This phenomenon also involved ports extensively. Is the case of the port of Granadilla in Tenerife, Canarian Islands for example, which is also reported in the online Atlas of Environmental Conflicts . The port expansion project has a very controversial and pitiful story since the Canary Government even modified the lists of protected species to allow its implementation, being on an area subject to the Habitats Directive. The opposition to the Granadilla Port is still very active. Thousands of people have joined the protests, by gathering more than 56,000 signatures to bring a Popular Legislative Initiative in order to protect the Granadilla coast. They organised at least 4 huge demonstrations with thousands of people (between 20,000 - 50,000 people each time). Since 2013, the harbour project is stationary for lack of funds.

Among the other campaigners we remember the one conducted in La Spezia against the port expansion (contained in the current PRP) at the expense of two ancient marinas, the only sea fronts remaining for the ancient boroughs of Canaletto and Fossamastra, now reduced to mortified quarters, the flemish case of the protest against new container docks that threaten the tiny village of Doel in Antwerp, whose motto was "Stop the Madness" (Fig.5). In this period the growth of the population sensitivity to the social and ecological impacts caused by the present system of production and consumption, correspond to a progressive loss of confidence in all institutions.

That ports had always been seen as political and moral corruption centres was not new even in Greece of the 5th century BC.

18
See: <https://ejatlas.org/>

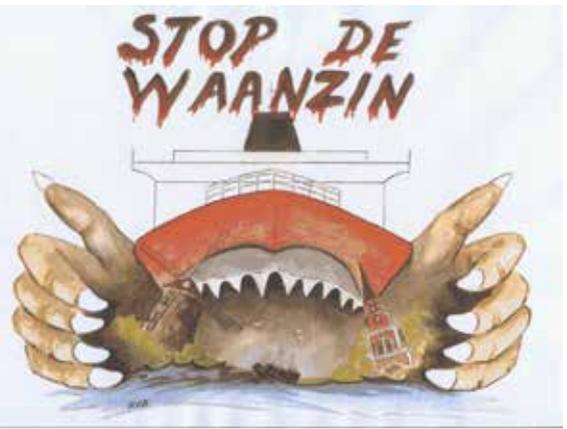
However their image worsened with time as the dynamic growth during the 1990s -a voracious expansion that followed the five-stage degenerative model illustrated by Bird in 1963- led to the materialization of an increasingly strong friction with society, which sees ports as detractors of well being, health and beauty of the cities they are part of. Until 15 years ago it would have been unthinkable not only unwise to choose Marseille as a holiday resort maybe venturing into the Panier, the same was in Genoa or Rotterdam or any other city with a large port. They was considered the hotbeds of maritime Mafia business, vehicles of illicit traffics, centres for smuggling as well as in general instruments of globalization. Large port expansion projects for the last twenty years have also raised many criticisms since they have been configured as true natural destroyers, as it happened in Antwerp with the construction of the lock for the Deurganck dock in 2012 or with the colossal Maasvlakte (1960s) and Maasvlakte 2 (September 2008 and May 2013) project which ripped off the North Sea for another 2,000 acres of surface for the Rotterdam harbour. Other emblematic examples are Vuosaari harbour in Helsinki, Kudema Port in Estonia, the port of Monfalcone in Italy, the port of Sheerness in UK.

Ports are often associated with industrial or power plants, oil refineries, steel manufactures, chemical plants that thrust into the air and water a huge amount of pollutants affecting also people who live nearby. In conclusion, the ports, spatially and mentally detached for long in the urban relations system, turned into foreign bodies in the collective imagination, a source of both marine and land pollution, origin of traffic congestion, ugly industrial areas made in drab concrete and very cause of the loss of biodiversity, landscape identity and natural beauty.

“More than anything else, though, the protestation of port projects contributes to the generalisation of the negative image of seaports. The continuous negativism of the public is undermining political support for seaport projects, which ultimately compromise those seaports’ functioning. In other words, growing societal antagonism is becoming a life-threatening, existential problem to seaports” (Van Hooydonk, 2009).

The lack of consensus on the part of the public led to a number of important consequences such as: the lack of confidence in the ports sector, a lower priority in national and local decision-making processes, the lack of public funding, an ever tougher environmental and other requirements, a slow and uncertain decision-making processes, unattractiveness for private investors, unemployment, unattractiveness of port city to tourists.

The way that the port authorities were facing up to a decade ago to this growing rejection from the community have proved equally ineffective (Van Hooydonk, 2007; Bruttomesso, 2009; Russo, 2016; etc). The new development or expansion plans continued to be justified only on the basis of the economic profit, by measuring the efficiency and importance of the port in terms of TEU or employment figures. The arguments brought by the port authorities were cold, dry, so much that they seemed to speak a language very different from that of the city since “alternative values” were not taken into account. This state of tension and incomprehensibility fomented a widespread practice of shifting and relocating ports or most impacting port activities outside urban centres. This practice, as we shall see, was one of the attempts made by the port authorities to solve the critical relationship between the port and



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Fig.7 Stop the Madness. The voracity of Antwerp port in a Drawing by Rudi Van Buel, watercolour.

the city, failed to deliver the expected results in terms of civil society's loyalty. According to the law professor of the University of Antwerp, PAs insisted on the wrong elements, trapped in a narrow vision of development under the mono-disciplinary domain of the transport economy. Among the negative factors that led to total disenfranchisement on the part of the citizens there is the loss of all those values that shaped the port and maritime culture of these particular port cities and which, in large part, stemmed from the continuous hybridization of the spaces of the ports, from the mix of functions of the ancient "emporium harbour" and from the continuous interaction with the city that was thus identified in its port. An Italian songwriter in 1973 sang "Freedom is not laying over a tree | it is not even a gesture or an invention | freedom is not a free space | freedom is participation". So the key is not only to free space but rather to fill it with new values, or better, values that need to be rediscovered and cultivated. The message that came out of the Rio conference came insistently like a mantra: "it is necessary to change our development paradigm".

In this regard, the proposal of Eric Van Hooydonk, professor of law at the university of Antwerp, is contained in its Soft Values Theory for Seaports (2007), a vision which reveals profound relevance to the principles of the European Landscape Convention, both on the geoseological and methodological level. The "Soft Values" are intended as "the dormant capital of port authorities and the port companies" (Van Hooydonk, 2007) including all the non socio-economic values of seaports. Soft Values are both material and immaterial, thus concerning on the first hand the role of port during history, the maritime culture it contributed to promote, its heritage of arts and crafts related to the sea, to boating, to trade, and on the other hand the architectural port heritage, (ancient lighthouses, sightseeing towers, customs houses, docks, but also ships and vessels, historical wharves) its tourist attractiveness, its role as an ecotone threshold and place for loisir.

On the semantic level, this theory seems to apply the principles contained in the preamble of ELC through a holistic and strategic approach to the theme of the port city. The soft value theory is based on the conviction that "even ports are landscapes", or even more, unique and dynamic man-made landscapes, ranking the port cities among the most beautiful cities in the world. As landscapes, ports must be protected, that means maintain their dynamic character by enhancing furthers developments. Furthermore, the ports are indivisible from their cities, they represent a unique landscape with them, whose unit must be rebuilt in order to allow people to play an active role in it.

On the methodological level, Van Hooydonk's innovative approach is in making this vision a true codified management approach that responds, in its intent, to the question the PAs had so far failed to do: How to restore the public image of the ports?

This *modus operandi*, able to offer an operational tool that can initiate a transformation process as wholly as possible, has an important echo also in the world of corporate management and more specifically in the field of Corporate Social Responsibility (CSR) policies among which, as we will see, from there to a few years there is one focusing on the concept of "Shared Values".

The new comprehensive approach, that takes the name of Soft Values Management for Seaports (SVMS), covers a threefold function by restoring the public support, promoting commercial ports and becoming an instrument for city marketing and tourist promotion. It yields an economic return since it allows to further develop the port in compliance with the community's will and environmental respect, and on the other hand it has also the merit to enlarge the target of port related activities, diversifying services and jobs according to a sort of gradient from more specialized and heavy activities that can not mix with the public (in compliance with ISPS regulations)

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Gaber Giorgio "La Libertà" (The freedom) recorded in 1972/1973 part of the album "Dialogo tra un impegnato e un non sò". Translation of the author.

to those directly addressed to the “local market”, to citizens. In other words “SVMS can generate a new economy”. This method and the underlying vision work an important revolution in the way social, environmental and cultural issues are addressed by freeing the defence of Soft Values from the monopoly of small population groups such as the environmental movement. The degeneration of these movements, which assume the right to be the only spokesperson for certain instances, has led to the further devaluation of what the President of the “European Institute of Transport Law” defines Soft Values, occulting their profound bond with the production of wealth, understood in its wider meaning without forgetting the economic one. This mechanism, which in contemporary times has seen a crystallization of the “bad” roles for ports (and large corporations in general) and “good” for the aforementioned movements, associations, public bodies does not favour a real dialectics, on the contrary it fuels a response from the companies always crushed by the “guilt” and translates into a designing attitude that goes for compensation and mitigation, as we have already commented on in the previous paragraph. Instead, “ports have excellent soft arguments to defend their case and to enter into a real dialogue with environmentalists” (Van Hooydonk, 2010) and the SVMS method offers a way to prove it.

The method proposal is articulated through plans, SVMS plans that affect the whole port city. In the book published in 2007, Van Hooydonk explains what might be the step needed to create such plans summarizing them in a list. In the Soft Values theory there is another interesting concept, that of the Port icon. A city is called “port icon” if it is “a location with a symbolic identity, significance, fame and appeal as a port city” (Van Hooydonk, 2009).

²⁰
This quote is extracted from a presentation that Prof. Van Hooydonk made during a Port Safari in Amsterdam on January 25, 2010.



Fig. 8 List of suitable elements to define a Soft Values Management for Seaports Plan. Source: Van Hooydonk, 2007.

LIST OF ELEMENTS FOR SVMS PLANS

- DRAWING UP AN INVENTORY OF THE SOFT VALUES OF SEAPORTS;
- PUBLIC RELATIONS DEVELOPMENT AND THE ORGANISATION OF EVENTS;
- TELLING THE STORY OF THE PORT IN EVERY IMAGINABLE WAY;
- ESTABLISHING A PORT MUSEUM;
- MANAGING THE PORT LANDSCAPE AND PORT HERITAGE SITES IN THE CITY CENTRE;
- ATTRACTING PORT ACTIVITY AND SEAGOING VESSELS TO THE CITY CENTRE;
- RESTORING THE CITY'S PORT ATMOSPHERE;
- ENHANCING THE ORIGINAL SEAPORT CHARACTER IN THE REDEVELOPMENT OF OLD PORT AREAS;
- REINTEGRATING PORT ACTIVITIES INTO CITY LIFE AND URBAN PLANNING;
- MANAGING BUILT PORT HERITAGE IN THE ACTIVE PORT AREA;
- MANAGING OF LANDSCAPES AND ARCHITECTURE IN THE ACTIVE PORT AREA;
- OPENING THE PORT AREA TO TOURISM AND RECREATION;
- INVOLVING PORT AUTHORITIES IN PORT-RELATED CULTURAL INITIATIVES;
- INTEGRATING ECOLOGICAL OBJECTIVES AND PROJECTS IN THE OVERALL MANAGEMENT OF SOFT VALUES OF SEAPORTS;
- INTEGRATING SVMS IN DAILY PORT MANAGERIAL PRACTICE;
- COOPERATION BY PORT AUTHORITIES WITH HERITAGE FOUNDATIONS IN SHIPPING AND INDUSTRY;
- REKINDLING OF PORT MAECENATISM;
- INTEGRATING SVMS INTO THE ACTIVITIES OF MARITIME CLUSTER ASSOCIATIONS;
- APPOINTING AN SVMS OR PORT CULTURAL OFFICER WITHIN THE PORT AUTHORITY;
- EXCHANGING PRACTICAL EXPERIENCES WITH OTHER PORT AUTHORITIES.

The status of port icon does not consist only of the economic and productive sphere but also and largely of all those social and cultural values that are distinctive of a port city. Port city is a 'port icon' when it is equally represented by Hard Values (Competitiveness, Productivity Efficiency, Operations etc ...) and Soft Values. The introduction of this definition as well as providing a fair and balanced set of parameters with which a port city has to be read, interpreted and evaluated, provides almost 250 recommendations to raise the port icon status of cities denouncing an intelligent practical end, which Hooydonk itself makes us point out. "From this perspective, soft values management has the potential to enhance not just the level of public support and image of a seaport in the eyes of local residents, but also the national and international appeal of both city and port. This way, the Soft Values theory becomes a tool for a better preparation, substantiation and coordination of local communication, tourist propaganda city marketing and commercial port promotion" (Van Hooydonk, 2009). One year after the publication of the book Van Hooydonk applied this conceptual approach concretely to his home town Antwerp, proposing a strategy to raise its port icon status which consisted of 250 recommendations resting on four pillars: the rebuilding of the port city, the telling of the port story, breaking through the port boundaries and a broadening of the port community's perspective.

The same approach was applied to Helsinki, which in 2008 shifted heavy port functions on Vuosaari Harbour outside the city centre, to avoid that it would lose its port identity as a result of this major transformation. The experience of this book as well as all protests born around the world are the clear testimony of how mature even in the social field the "demand for sea" by citizenship is. The awareness of this demand, however, is not an element of novelty. What emerges from the contribution of Van Hooydonk and that supports the thesis of this research is that such "demand for sea" can take on the value of a more articulated demand for "maritime identity" that does not exclude the port. This imply rethink the port-city relationship on new basis.

In order to complete the picture of the factors that over the last 20 years has played an important role in changing the relationship between the port and the city by fomenting the "sea demand" has been the advent of global tourism. If tourism was previously an elitist phenomenon, with the economic boom after World War II the opportunity to travel extended to the entire middle class of the West. It was mass tourism. Since then, following the accelerations triggered by the Internet and the phenomenon of low-cost flights, it had an impressive growth to such an extent that today tourism is one of the largest industry of the planet. Mediterranean is the first tourism destination in the world, its amount of international arrivals correspond to one third of the world's international tourism (MedTrends, 2017). The reasons for this success are to be found in the immense richness of its historical, artistic, natural, cultural and food heritage that have made the Mediterranean landscape a world-class wellness icon. The tourist arriving in the Mediterranean looks for that picture. The coastal tourism has been identified as one of the five priorities of the EU Blue Growth Strategy, and it's expected to keep growing in the future, although at a slower pace.

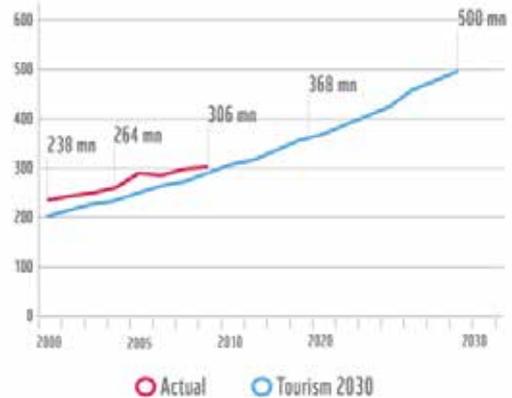
At the same time, the recent economic crisis in the western countries, the transformation of the labour market, the revival of a travel culture, the advent of the internet and the speed of transports are all factors that led the tourists to change their way of traveling, changing also the tourist reception model. Today, in fact, the sharing economy has potentially transformed every citizen into a "host". In a time when the beauty, healthiness and cultural identity become a direct source of wealth and prestige, the presence of ports cluttering large portions of coast becomes increasingly unpleasant.

Ports with their fences, bays, ugly buildings, bad smells, high cranes and stacks of containers occupy very valuable coast portions for cities, prevent access to the sea as well as bring with it many nuisances, as witnessed in Fig. 1.

Their presence contributed to the depreciation of real estate because there is a big difference between a sea-view apartment and a harbour view one, given that the presence of a port may also generate traffic problems, congested highways and limited access to the waterfront. The perception of the economic impact of a contemporary port on the city is far inferior to that of its negative effects, so as Mc Calla's adage confirm. As a gear of a global scale system, it is difficult to read its positive effects on local territory, especially when compared to the effects of tourism, which are instead directed at the local reality and in the eyes of all. Only through the phenomenon of cruising this friction between port and tourist vocation seems to have slipped and this is not always true. Since the 90's, the cruise has taken the field as a mass travel mode and today the cruise industry is experiencing steady growth. After the Caribbean, the Mediterranean is the second destination to record more cruise visits a year, so that the appetibility of a market with such strong growth has been decisive in the choices of public opening, modernization and transformation of many Mediterranean ports.



Expected trends of international tourist arrivals in the Mediterranean region (in millions)



The emergence of the “demand for sea” in Mediterranean European countries surely benefited also from the a renewed landscape culture that after years of uncertainty has finally marked its entry into the international scene even without the press honours. The European Landscape Convention, whose preparations began in 1994 and which now has been ratified by 38 EU countries, it can be said that it has received universal welcome, it has been widely accepted in the scientific field but we cannot say that it has been equally put into practice in the territorial governance and planning by the signatory States, consequently not even known by the majority of citizenship. In this so felt demand, thus a landscape consciousness is still implicit, as it has not yet reached the degree of maturity and completeness advocated and described by ELC. The nature of this demand for sea is perceptive and it actually affects the quality of the landscape. The relationship with the sea in fact globally involves all the senses and is highly significant to corroborate the identity of such particular cities as Mediterranean are. The quality of the network of public spaces in a seaside city can no longer ignore this relationship and should offer the opportunity to see, reach, hear, use and enjoy the sea. Therefore, nowadays two important phenomena characterize the social dynamics of Mediterranean port-city landscape: on the one hand this “demand for sea” from the citizens, on the other hand the search for understanding and openness to dialogue with the territory by ports.

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Fig.9-10 Increasing Tourism in the Mediterranean. Source: MEDTRENDS Project, 2015. <<http://medtrends.org/sectors.php?sector=tourism>>

3.3 The turn of Ports: liquid responses for the liquid city

“An apparent paradox thus emerges: the image of a port can be enhanced if people physically experience what a port is, but at the same time the negative externalities generated by port activities can deteriorate that image”
ESPO, 2011

Faced with this situation that on the one hand saw severe restrictions on the unconstrained growth posed by environmental legislation, on the other a hostile attitude by administrations and citizenship, the attitude of the ports underwent a radical change.

Some important inputs and directives come from the community dimension: at the end of 2007 both the European Commission's Ports Policy Communication and its Maritime Policy Blue Paper highlighted the need to establish a better dialogue between ports and cities and to ensure a qualified labour force in ports as priority areas.

Port authorities had to completely revise their growth and communication strategy to continue to ensure their licence to operate, which is the “community's perceptions of the acceptability of a company and its local operations” (Thomson and Boutilier, 2011) or in this specific case the social acceptance of port activities by local communities.

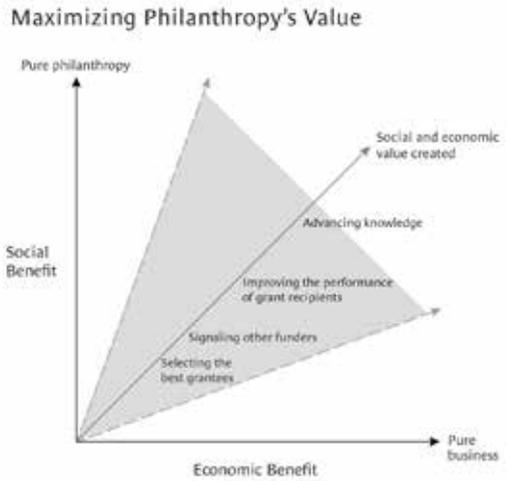
“A social license is based on the beliefs, perceptions and opinions of local community; it is granted by the community (in other words, a network of stakeholders) and is intangible, dynamic and non-permanent a social license is subject to change as new information is acquired. Essentially, a social license has to be earned by a port and maintained through constant vigilance and community involvement. (...) In other words, the community often wants to participate in port's development” (Ircha, 2013).

The concern for SLO began more and more important since it is one of the four core components²¹ that compete to a Company to achieve a full Corporate Social Responsibility²² (CSR). Since contemporary ports are undoubtedly the most important business for the cities that host them (Marinero, 2016c), whose prosperity is linked to the city's compliance, working on CSR becomes an inevitable imperative. According to Michael Porter, full professor at Harvard Business School where he leads the Institute for Strategy and Competitiveness, and his collaborator Mark Kramer, CSR Initiative senior fellow at Harvard's John f. Kennedy School of Government of Cambridge, the current ways in which companies face corporate social responsibility and business strategy put them always in a non-win situation, since it result in a hodge-podge of uncoordinated CSR and philanthropic activities disconnected from the company's strategy (Porter, Kramer, 2006). They criticise the disconnection that is punctually found in many companies' policies between the marketing and business strategy and the philanthropic commitment, which are conceived as two totally separate activities, so that CSR often is delegated to public relations departments or the staff of a corporate foundation and the same investment areas have no connection to the precise expertise of the financing company. The distance created between the expertise field and CSR practice prevents a virtuous cycle both for the company's image and society as it does not link the companies' investments to areas that can develop their long-term competitive potential and on the other hand, the companies'

²¹ The other components are moral obligation, sustainability and reputation (Porter, Kramer, 2006).

²² Given that there is no an agreed definition of Corporate Social Responsibility, according to the EU Commission [(2002) 347 final:5] “...CSR is a concept whereby companies integrate social and environmental concerns in their business operations and in their interaction with their stakeholders on a voluntary basis.” It is a company's sense of responsibility toward the community and the environment (both social and ecological) in which it operates.

specific strength and experience to corroborate the social and economic values created with philanthropy. This attitude is the legacy of an outdated, narrow approach to value creation and a conception that still sees social and environmental commitment as an imposed activity that is carried out in a compensatory and mitigating approach with respect to the impact, which often continues to be negative, of their work. They instead suggest a context-focused philanthropy, where “the CEO must lead the entire management team through a disciplined process to identify and implement a corporate giving strategy focused on improving context. Business units, in particular, must play central roles in identifying areas for contextual investment” (Porter, Kramer, 2006). In this way CSR passes from being a marginal activity to become one of the main goals of the mission of each company. This structural change of approach to business is theorized by the two founders of Boston’s Center of Effective Philanthropy as “Creating Shared Values”, from the title of an article published by them in 2011 in the Harvard Business Review that same year won the McKinsey Award. Creating shared value is the practice of creating economic value in a way that also creates value for society by addressing its needs and challenges and can be pursued mostly in three distinct ways, which are illustrated and deeply argued by Porter and Kramer: by “re-conceiving products and markets, redefining productivity in the value chain, and building supportive industry clusters at the company’s locations” (Porter, Kramer, 2011).



↑
Fig. 11 Maximising Philanthropy value. Source: Harvard Business Review by Michael E. Porter and Mark R. Kramer

“If systematically pursued in a way that maximises the value created, context-focused philanthropy can offer companies a new set of competitive tools that well justifies the Investment of resources. At the same time, it can unlock a vastly more powerful way to make the world a better place” (Porter, Kramer, 2006).

It reveals a particular consonance with the ELC message and even more gives us an exemplary model of how the landscape (what Porter and Kramer point to with “context”) can become an essential engine for creating economic value. This way of understanding the business, which in the intentions of its advocates has the ambition of “reshape capitalism and its relationship with society,” has influenced yet the practice of many multinational corporations, many known for their hard-nosed approach to business-including GE, Wal-Mart, Nestlé, Johnson & Johnson, and Unilever. The Shared Value approach is nothing else but a strategy to face complex problems by building the coalition needed to solve them so as the companies become a sort of “collective subjects” involved in the continuous redefining of their own identity. In the words of Manzini, it means that organizations and companies are becoming design-driven, as they rely on design thinking.

What was thought to be a waterproof world at the principles of sustainability and participation through the clever and far-sighted design strategy developed by the two American academics could be the Trojan horse to inaugurate a new relationship between economic interest and social interest. Creating shared value could thus become a modus operandi at the core of the ports’ business strategy too, especially given the importance and urgency that social and environmental issues today represent for these particular companies. If not yet fully understood, the “Shared Value” revolutionary ap-



STAKEHOLDERS INVOLVED IN CORPORATE SOCIAL RESPONSIBILITY INITIATIVES

- 93% Employees
- 76% Local communities
- 56% Clients
- 37% Providers
- 34% Tenants
- 27% Region and beyond

This scheme belongs to a statistic study by ESPO and PORTOPIA, Trends In Eu Ports Governance 2016.

“The acid test for good corporate philanthropy is not whether a cause is worthy but whether it represents an opportunity to create shared value, that is a meaningful benefit for society that is also valuable to the business.”

Porter & Kramer

proach is influencing the policies of many ports and may prove to be even more profitable over time.

The guiding principles of the Shared Value, as well as those of the Soft Value Theory for example, have profoundly influenced the activities of ESPO which at that time felt increasingly clear the need to pay attention to social issues and incorporated this message in drafting its second “international code”, the Espo Code Of Practice On Societal Integration Of Ports (2010). The code is the resulting document of “People

around the port”, an European cooperation project promoted by the Port of Rotterdam that involved also the port authorities of Amsterdam, Antwerp, Cartagena, Constantza, Gijón, Hamburg, Helsinki, Klaipėda, Le Havre, Livorno, Marseilles, Stockholm and Valencia. Taking into account the main Community directives on the regeneration of port areas and the most relevant researches and studies promoted both in the Community and in international affairs, the code offers a set of 10 concrete guidelines to foster the integration of social issue in port governance. In 2010 with this code, as was the case with the one dedicated to the environment, ESPO sanctioned the importance and the absolute necessity for ports to respond to the pressures of civil society and to take charge of its widespread dissatisfaction.

To promote the efforts made by different European ports to enhance the city-port relations through innovative projects, ESPO decided in 2009 to give out an annual ESPO Award²³ on Societal Integration of Ports. After the two first editions, it was decided to focus each year on one different aspect of societal integration. The winner is selected by an independent jury of international experts. More than 150 port projects have been submitted to compete for the ESPO Award on societal integration of ports since its establishment in 2009. As evidenced by the ‘numbers’ of the ESPO Award, in recent years many Port Authorities finally ushered in a policy of greater openness, trying to initiate a positive dialogue with local realities on the wave of a simple message: “the port is not a damage for the city”, “we are not bad”, launched through pioneering initiatives and different tools. From the initial stipulation of agreements with the city administrations with direct financing of cultural initiatives, events or simple days of port opening to schools and citizenship, to the creation of special “relations offices with the territory” to get finally to the most modern concept of Port Center. It started an intense marketing activity of the port image, which soon resulted in the creation of professional ad hoc profiles, hosted by university cities historically linked to harbour activities such as Genoa, La Havre, Valencia and many more. “Often port authorities can play mediation roles in order to safeguard the interest of all parties and the overall interest of the port” (ESPO, 2010). Port authorities have increasingly begun to play a role as mediators and facilitators (de Langen, 2004a, 2004b) in addition to the canonical function of planning and regulatory body (Parola et al., 2013), by promoting the commitment in hinterland development (Van den Berg and de Langen, 2011), “co-operative strategy” at various scales (Slack et al., 2009) and internationalization strategies (Verhoeven, 2010; Dooms et al., 2013). In this task of promoting the image and the culture of the Port but also the competitiveness of the sector, took part the international associations of ports and port cities arisen in the



23

Previous winners of the Award are the Port of Gijón (2009), the Port of Helsinki (2010), the Ports of Stockholm (2011), The Port of Genoa (2012), the Port of Antwerp (2013), the Port of Koper (2014), the Port of Gdansk (2015)



early 90's as the aforementioned ESPO, the International Association of Ports and Harbours (IAPH), the American Association of Port Authorities (AAPA), Assoport (Italian Seaports Association), RETE the Association for the Collaboration between Ports and Cities, Puertos del Estado (National Spanish port organization) and the Association internationale villes et ports (AIVP).

Founded officially in 1988 in La Havre, five years before the official birth of ESPO, the International Association Cities and Ports (IACP), otherwise known as Association internationale villes et ports (AIVP) was designed to “bring together the urban and port stakeholders in the development of cities and ports”²⁴. Today AIVP is self-defined as “The Worldwide Network of Port cities” bringing together more than 120 port cities and a membership that includes elected representatives of cities and other local maritime and river organisations, port administrations and national authorities, urban and port operators, businesses established in port cities, service providers for port-city projects, architects, landscape architects, urban planners, universities and research institutes. The AIVP with intense dissemination activity through its web platform, numerous publications and above all the organization of international events that have become an essential meeting for stakeholders in the renewal and the development of port cities, bears witness to the changes underway in cities and ports over the world; fosters the implementation of new strategies that allow port cities to more effectively face up to the changes that affect economic, social and environmental development, as urban-port integration, global reorganisation of economic routes, the challenge of societal integration, the climate change, the energy transition, the development of the cruise industry, etc. It therefore plays an essential role in mediating, aggregating and archiving of all experiences, good practices, initiatives undertaken by individual members, and also offers a consultancy service that provided thanks to a network of experts and affiliated professionals. To AIVP with three other founding members who are the Genoa Port Centre and the Havencentrum Lillo (Antwerp) we owe the creation of the international network of Port Centres²⁵, which aims precisely to gather all port centre on the international scene by facilitating the exchange of experiences to propose an ideal and advanced model of Port Centre itself. It is important to cite this initiative because the development of this network and even before the “Missions Charter of a Port Centre” published for the first time in 2013 can be considered as one of the highlights and culminating results of the current marketing strategies of the port images. In the AIVP idea, the Port Centre becomes an essential tool for dialogue between the port and the city, the physical and real meeting point between citizenship and the port world, which has remained for many years on the margins of everyday city life. The concept of Port Centre presented in the mission charter has matured from the experience of some of the most prestigious port centres, such as Genoa (born in October 2009) and Antwerp, which was also the first to be built in 1988. “By presenting the diversity of port activities, their economic benefits for the territory and the potential in terms of jobs for young people, the role of the Port Centre is to explain, to educate the port community and the city's inhabitants, and to give them a sense of shared interests. (...) This combination of an exhibition in a fixed home and site visits allows the city inhabitant to re-assume ownership of his port” (Ghiara, Demoulin, Marini, 2014). While the first generation Port Centres such as those of Antwerp and Rotterdam “specifically targeting schoolchildren with the aim of preparing future generations of port workers”, second-generation ports such as Genoa, open up to a wider targeting population and “allow people to discover an area that is normally inaccessible in an entertaining way, encouraging a more sensitive and less serious approach to the port” (Ghiara, Demoulin, Marini, 2014).

²⁴
See: <<http://www.aivp.org>>

²⁵
See: <<http://www.aivp.org/portcenternet-work/>>



INITIATIVES LED BY THE PORT AUTHORITY AIMED AT IMPROVING SOCIETAL INTEGRATION OF PORT ACTIVITIES

- 81% Initiatives to establish cohabitation with local communities in and around the port area
- 80% Initiatives to make society experience and understand the port
- 36% Initiatives to attract young people to work in the port
- 18% Other societal integration initiatives
- 10% None

This scheme belong to a statistic study by ESPO and PORTOPIA, *Trends In Eu Ports Governance* 2016.

The mission charter, based on the Port Centre concept implemented by J.M. Sanchez (2016), has the task of illustrating a model to be exported and replicated in various contexts.

It has the benefit of creating a network of “sisters” structures that speak the same language among themselves, are animated by the same goals and work in synergy to improve the relationship between ports and cities. The integrity of the model is based on the implementation of the ten key actions a Port Centre has to undertake and which are listed in the Charter.

Each port city that intends to join the initiative by signing the Charter will be able to adapt this model to its specifics and needs. To date 13 cities²⁶ have joined the Port Centres networks adopting the proposed model for the development of their port centres and the ten Mission Charter’s objectives have been approved by all major international ports associations. It can not be denied that port centres represent a positive note for improving the city-port relationship. They formalize the intentions of the port industry to dialogue with citizenship, offer a real meeting place that has so far lacked and promote the transparency of port activities towards citizens.

However, they retain the characteristics of devices for captatio benevolentiae, more similar to showcases adapted to sell a particular image of the port, being shamelessly biased, do not reflect the actual complexity of the issue. In order to increase their effectiveness in the construction of a genuine maritime culture “they should go even further, developing the port’s identity present in all the port cities (...) and allowing the emotional appropriation of the port by the citizens” (Sanchez, 2016). In essence, port centres could be compared to “oilers” capable of acting on those parts of the large logistics machine where the major clutches are concerned. Therefore entrust to them the task of “remedying this break by opening up a process of rediscovery of port activity and developing a universally shared maritime and port culture” (Ghiara, Demoulin, Marini, 2014) it seems to be a simplistic act intended to reveal its ineffectiveness as this fracture did not grow in time only because of the “ignorance of maritime and port activities increases among the population” (Marini et al., 2014) but is due to causes and factors of a much higher complexity. Port Centers alone can not be enough, this initiative in the field of communication, marketing and education for new generations must be accompanied by a program of broader spectrum transformation initiatives and actions directly involving the spatial dimension of port city interface.

²⁶ Anvers Havencentrum Lillo, Belgium; Genoa Port Center, Italy; Port Center du Havre, France; Ashdod Visitor Center, Israel; Livorno Port Center, Italy; Port and City of Dublin, Ireland; Port and City of Montreal, Canada; Transnet National Ports Authority, South Africa; Port of Guadeloupe and its port city community, France; The Port City of Lorient, France; The Port of Quebec, Canada; The Port of Vancouver; The Port and Port Community of Brussels. Source <<http://www.aivp.org/portcenternetwork/port-center-concept/the-missions-charter-of-a-port-center/>>



Fig. 12 The port of Genova, 1997. By Gabriele Basilico.





3.4 ‘Reshaping the port city’ as a spatial issue

Ports and cities have lived and still experience a phase of conflict characterized by a strong physicality. The push of the ports in their rapid gain ground at the expense of the public spaces on the sea, was palpable, it was clearly perceivable along the railway margins of freight trains, in the awkward reaching out of the new docks. The city, on the other hand, faced this frantic excitement of the docks, maintained its position, scratched, depleted but in fact ready to contain this thrust. This conflict was played under our eyes, leaving a large trace of its trenches, bareness gypsy areas that today make up the ecotonal puzzle of the third landscape. Therefore, the improvement of the relationship between city and port can not ignore the reconfiguration of its spatiality. The two things are not distinct or distinguishable, since our same existence is necessarily spatialized and the evolution of our own way of thinking depends on the continuous interaction with space.

Since philosophy, sociology, human and social sciences in general have devoted their attention to space by subtracting it from the domain of scientific technical disciplines, the notion of space experienced a radical change and with it our relationship with it. After centuries where we have undergone the undisputed primacy of History and Time as fundamental categories for interpreting the world today, as more than 40 years ago Foucault had said, *“the present epoch will perhaps be above all the epoch of space. We are in the epoch of simultaneity: we are in the epoch of juxtaposition, the epoch of the near and far, of the side-by-side, of the dispersed. We are at a moment, I believe, when our experience of the world is less that of a long life developing through time than that of a network that connects points and intersects with its own skein”* (Foucault, 1986).

These claims of prophetic flavour, with the emergence of the Internet in 1989 day after day have merely revealed their validity, making Foucault a forerunner and his thought a model. Faced with the high complexity of the contemporary world, which has grown exponentially over the last 50 years, philosophers and scientists had to combine weapons. Failed the attempts of reductionism and idealism, this challenge ask us to “think in a complex way”. The thought of Morin, Parisian philosopher and sociologist, suggested a new method, ie a new path, through which face the complex world that even and especially the design should take. The hologram principle theorized by Monsieur Morin through this evocative image lends itself to exemplifying the transcalary and transdisciplinary relationship capacity that Design has to have in the complex world. It is nothing but the *“overcoming of the illusion of keeping us untied from the chain of life, the overcoming of the illusion of being the dominant of the object, of a Res Extensa extraneous to the investigator, just like in a hologram, parts live the entirety of the whole, the man must never lose awareness to bring in themselves the story of the entire universe”* (Morin, 2017).

Today Design requires the ability to understand, manage and reshape the emerging proprieties of Landscape. To do so it is to recover also the ability to dialogue, interpret and make the most of all systemic properties of Space. The design of the port city space instead has always been partially addressed.

In Italy until 2004, for example, there were various regional laws that, at times, analytically, addressed the articulation, content and elements of the municipal regulatory plan, however, no law examined the specificity of the urban plans of the port cities (Assoport, 2004). The port plans have so

far focused essentially on the areas inside the port fence providing to their functional organization that was dictated only by functionalist logic. In the guidelines for the preparation of port plans of 2004 it was stated that “*Considering the port as an autonomous machine without interference with the outside, as a sectoral and specialized infrastructure, it is still the predominant orientation in port planning, which sees the surrounding territory and city as simple crossing spaces for the necessary connections with the other transport nodes*” (Assoport, 2004).

Assimilated to infrastructures or to industrial areas, they have been designed in contemporary times, according to standardized models and entrusted to the almost exclusive competence of transport engineering. Narrow harbour planning has never considered maintaining any kind of relationship of the backyard city with the sea, saturating as much of the coastline as possible. The zoning, with its heritage of increasingly specialized and fenced territories, denied a positive participation of ports in the creation of the city’s image. This approach has delegated to urban standards the task of ensuring the quality of life in urban areas, as if it could result from the fulfilment of quantitative parameters and as if the control and management of the territory were only ‘surface issues’. The intimate complexity of the territory has been brutally crushed in two dimensions without considering the geomorphological and ecological functioning of the territory and without contemplating the dynamism of the landscape, whose constant evolution depends predominantly on human perception (Di Grazia, Marinaro, 2015).

It is a common belief that this approach has simplified the administration of land until now, while it has in fact favoured its fragmentation, increased the available range of more or less permeable urban barriers, including nets, gates, sheets and walls, and favouring the alienation of entire parts of the city. In the specific case of the Mediterranean city, we think of the large portions of the coast dedicated to shipyards, industries, container storage areas, so as not to go into the theme of private marinas. The cities have turned their shoulders to the sea acting a programmatic division from it (both in terms of accessibility and visual enjoyment), denying in fact the knowledge of the territory in its original unitary geography.

Today, 13 years after the drafting of those guidelines, the port system has evolved exponentially and with it has changed the needs and fortunately also the planning strategies. The new guidelines for the drafting of Port System Regulators Plans (PRdSP), as a result of the 2016 Port Reform, make many changes especially in the planning process, seeking greater integration with territorial policies and borrowing from local and regional urban planning tools and strategies. Planning seems to be no longer introverted, but it also opens up to consider “the grafts and the overlooks between the port and the city” (Ministero delle Infrastrutture e dei Trasporti, 2017) as another area of intervention. In the management of port hardware, it tries to overcome the rigid and obsolete concept of zoning with the introduction of the Flexibility principle, which is “in identifying the prevailing functional destination of each sub-area (...) to a family of compatible functions” and in its performance and not already design characterization. In the sub-area devoted to port and city interaction, the guidelines for the first time talk about “reaching a physical interaction”, increasing the permeability of the port platform “in port areas more compatible with city flows and activities” and a visual interaction instead where the city interfaces to port harvest, impenetrable for security reasons by ISPS code. This is undoubtedly an innovation that has no precedent in the history of Italian harbour planning, at least in declared and explicit form. However, there is still no clarity as to how these goals should be pursued, and the ‘landscape compatibility’ approaches continue to be vague and unspecified.

About the reception of the principles of the European Landscape Convention, ratified by Italy in 2006 and therefore, in all respects, in force, there is no mention. To date, these are only guidelines that can be tested with the first generation PrdSP. Another attempt made to solve the city port report was to decentralize ports, ie to move them to more peripheral areas, thus freeing the historic urban waterfront as it happened in Siviglia for example. Professor Van Hooydonk was among the first to denounce the gravity of this phenomenon, which became common, both on the material plane, for the economic and environmental impact of such transplants as well as on the immaterial one concerning the identity of port cities. "As we have previously pointed out, from the perspective of the port there is a danger that public support will dwindle ('Out of sight, out of mind'); the already weak identification of residents with the city's port is eroded further. Moreover, the substituting greenfield port projects outside the city may in turn meet with environmental concerns, or require prohibitively expensive mitigation and compensation measures, so that the port is still left out in the cold. The city, for its part, risks losing its maritime feel as sea vessels and port activities are banished: docks and rivers may become lifeless pools of water, quays may be rendered meaningless, port heritage may be demolished mercilessly" (Van Hooydonk, 2009).

According to him, relocation was nothing more than moving the problem. Despite the relocation of the most intrusive port activities from the Old Town, certainly gave way to historic centres, it was a new erosion of urban peripheries and, above all, of precious milieux as the coastal ones, thus increasing land consumption, urbanization as well as the financial commitment of ports. So the message that was implicitly contained in this operation continued to be a mandatory option: "or the harbour, or the city".

It was taken for granted that the productivity of the port could not be reconciled with its beauty, healthiness and representativeness of urban identity. By paraphrasing Van Hooydonk, this binding choice also denotes some hypocrisy, that of disowning a form (also intended as morphological configuration) of exploitation of the territory of which we are fully responsible and that we continue to feed day by day with the our lifestyle. We must not forget that ports are a key node for the supply chains, the network of services and information, which are the lifeblood of the contemporary consumption society. Therefore, since, as we have previously argued, the presence of the port is a determining factor for the economic dynamism of these cities and is equally constitutive of their *genus loci*, the fundamental node of the problem lies in how to address the design of this coexistence.

3.5 The season of the great urban re-generations

There were also cases where the move of the harbour away from the city was not quite possible, as in Genoa, for example, in Barcelona, Marseille, Valencia, Atene etc. In short, it was a problem common to all Mediterranean port cities. A new season in the relationship with the sea was thus inaugurated with the phenomenon of waterfronts regeneration, often witnessed in conjunction with the reception of major events that have made it a means of reinvigorating the image of the city, aiming at its repositioning in the economic, cultural and international tourism landscape (Chalkley, Essex, 1999; Bobbio, Guala, 2002; Guala, 2007). The waterfront regeneration projects has been aimed at providing a concrete answer to the “sea demand” in the form of a true reconquest of the “abandoned threshold” (Hall, 1992) partially freed from hard port functions. This phenomenon focused more on the spaces of ancient ports, the historical sites of port activities directly in front of the heart of the city (once integral part of them). According to Bird’s prophecy, these spaces were no longer able to meet the needs of global market and provide adequate performance, especially for reasons of obvious incompatibility of the functions to be exercised with proximity to the historic city centre.

The need to allocate these functions to more consonant areas that would also guarantee greater freedom and safety conditions, coupled with the desire to meet the city’s wishes to return to the sea with representative public spaces, gave way to this processes of transformation of the urban littoral. In the early 1990s, the programming of two big international events required spaces to host them thus becoming the pretext for launching the first two major regeneration experiments of ancient ports. It was the Olympic games for Barcelona and the Specialized International Expo “*Cristoforo Colombo: the ship and the sea*” to celebrate the 500th anniversary of the discovery of America also known as “*Colombiadi*” for Genoa, both taking place in 1992.

The transformations associated with these two major events changed the face of these port cities that for a long time had turned their shoulders to the sea and made school all over the world, inaugurating a long series of transformations such as that of Athens as a result of the 2004 Olympic Games and that of Valencia as a result of America’s Cup.

Genoa launched this process of transformation and openness to the public at the very moment in which the port on the jurisdictional plan was implementing the reverse process, passing to the landlord governance model that confirmed the auspices of the European community. The progressive privatization of port activities lasting a decade (’84 -’94) occurred as a result of a severe crisis for the Ligurian port, which also echoed the Financial Times when Alan Friedman wrote on February 8, 1984: “Apathetic Genoa drifts into obscurity”. Genoa had to fully review its governance system in a sort of self-reform and with it the organization of its internal areas.

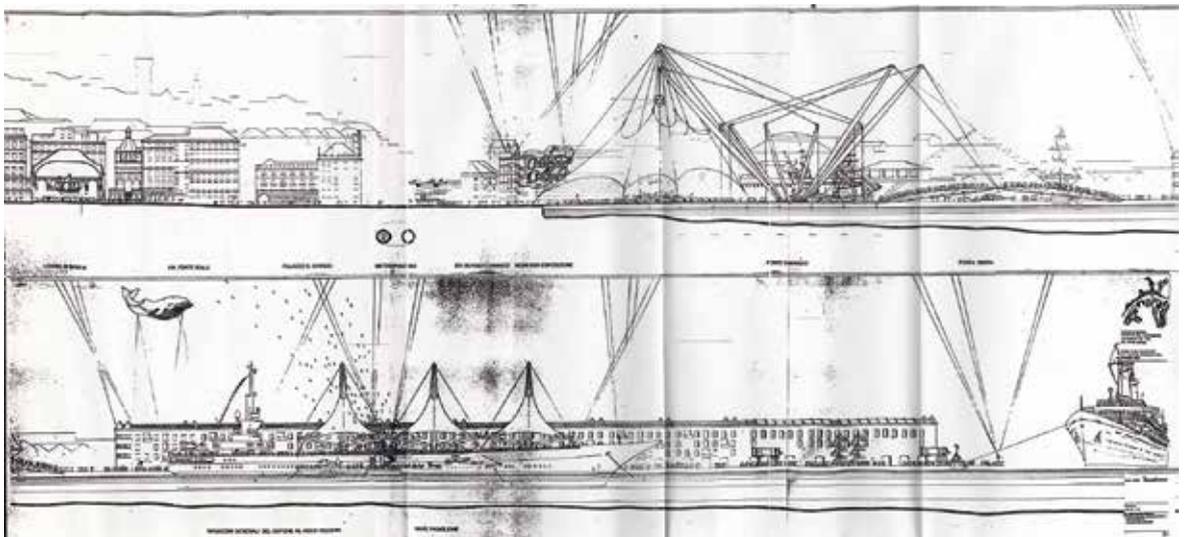
The structural lack of space forced Genoa to work on the density and distribution of the port’s internal functions to allow a more functional disposition and at the same time to achieve an important objective already stated in the “blue book” of the then President of the Autonomous Consortium of the Port, Roberto D’Alessandro, a few months after his establishment, at the assembly of 31 May 1984: “from Molo Vecchio Ponente to Ponte Parodi: area for tourist and cultural activities, open to the city”.

Genoa thus accelerated the times by establishing since 1984 its firm intention to reopen the port to the city. The operation starts after the sale of the Old Port area to the city in 1995 and in the same year it was entrusted the Renzo Piano Studio (RPBW) to study a general Plan for the Colombian Events of 1992. The RPBW was immediately determined to make this exhibition an opportunity for relaunch the city, and not yet another “fair of vanity” that works a temporary disguise. It was also immediately apparent with the Bureau Internationale des Exposition (B.I.E), both for financial and space issues, that a tailor-made project was needed for the city, without temporary pavilions or ephemeral architectures. Instead, the operation was focused on the public space and the conversion of existing buildings, already thinking about how the spaces would be used once the exposure was completed. So, the plan of RPBW was immediately distinguished by far-sightedness and ability to handle the complexity of the theme, which was not just about exposure, much the most.

The Colombians were just a pick-lock to unhinge the gates of the harbour and to connect the urban structure to the port. This project also did not stop at the design of the physical space that would welcome the show. Some elements of the project automatically implied the planning of events, spectacular and cultural events that would fill in those days the imaginary of Genoa and of many distant cities put in communication with the Expo site through videos. The project occupied an area of 5 hectares but took into consideration the whole urban relations system, by developing on four dimensions: that of the public space of the docks, that of the interior of historic port facilities, that of the water, through the Ship and the Bigo, and the telematic one, that was particularly impressive as it was able to evoke the role of connector that the port has historically always had.

The project saw the renovation of numerous historical buildings of the port fence, including Cotton Warehouses, the demolition of other obsolete buildings, the creation of a large square covered in the Ponte Embriaco, the creation of the great structure of Bigo, an icon of the event performed both a sculptural and at the same time a practice one of supporting the Ponte Embriaco roof tensile structure, supporting the movement of the Via del Mare catwalk and a panoramic view through two lifts.

↓
Fig. 13 Prospects of the new waterfront of Genoa seen from the water. Original drawings RPBW, 1987



All this was accomplished using a nautical, never rhetorical, modern and genuine language, inspired by the technique and the simplicity typical of marine culture. The project united to the spectacularity of the event, the return of the city to the sea in a real meeting with the place. The project thus became an opportunity to retrieve the unitary perception of the Porto Antico and of the entire Genoese urban landscape from multiple points of view, returning to the city some visual denied for many years and thus corroborating a sense of identity and belonging. From the reading of the accompanying report to the 1987 project, it emerges that the study of accessibility to the area and the exhibition and the offer of accommodation (which saw the involvement of the two rivieras as an important point of strength) did not put system only the city but the entire coastal and inland territory, putting all the geographic, infrastructural and asset resources of an entire macro region into fruition. Transcalar and transdisciplinary attitudes make this project indisputably a project that has the landscape as an inspiring principle.

The Renzo Piano project for the Genoa exhibition is an emblematic example of Design Mode, an inventive freshness that rejects any design dogma imposed by tradition and is capable of translating, resolving, re-signifying places with a gesture that is not never excessive or free. This project has been able to speak of the Sea never in direct or deferred way but through a series of underlying themes that evoke it and that have structured the past and present maritime culture of Genoa: technology, ubiquity, permeability, density, heritage, and arrangement. Piano for the first time provides a revolutionary new idea of urban park coining the “port urban park” or a public space which replaces the collective stereotyped idea of the Green Park, which in this particular case and the context would have been *“infeasible over that out of place, while there are other values such as the proximity to water and the large size of free spaces that are extremely varied according to different climatic conditions and are equally important in creating conditions for people’s well-being”* (Piano, 1987).

The transformation of 1992 was none other than a first step in the direction of pacification between the port and the city. This process of transformation is still underway, a sign of the intrinsic dynamism of this particular port city that can in all respects be called a “port icon” in Van Hooydonk’s interpretation.

The process of transformation of the port-city interface undertaken by the Catalan capital, Barcelona, had a lot of contact with that of “La Superba”²⁷, even if the whole urban regeneration had a far greater dimension. During its history, Barcelona had a development that alternated with peaks of intensity at stagnation moments (Novoa, 1998) and the end of the 20th century was one of the fastest growing moments. The experience of the transformation of the Port Vell²⁸ has marked a turning point in the history of the port city’s relationship, so much so that the so-called “Barcelona model” influenced all the seafront transformations in Europe and beyond. However, this profound transformation of the Catalan seafront would not have been possible without a profound transformation an equally impressive growth of the harbour that saturated the coast pushing even the delta of the Llobregat River 2.5 km further south and, from 1956 to today, passed from occupying 98.9 ha to 1300 ha (Port de Barcelona, 2015) with a huge environmental impact. The reasons of such a development date back 1962, when the World Bank published a report entitled “Spain’s economic development” giving particular attention to the transport sector and highlighting the backwardness of Spanish ports. In the same years in the city, there was growing debate about the opportunity to recover a relationship with the sea that was completely cut out of town life. Through a convention signed in September 65, the same World Bank provided significant financial assistance for the implementation of works in the

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Name with which historically the city of Genoa has been called.

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Given the vast bibliography on the regeneration of Port Vell in Barcelona, it was decided to describe this experience starting from a perspective usually not explored by the architecture and landscape literature. The perspective of the Port of Barcelona. To this end, in October of 2015 it was realized an interview, in conjunction with a guided tour of the port, to Xavier Solera Medrano, Director of Corporate Image and Communication of the Port de Barcelona. The charts and diagrams presented in this paragraph are the result of the author’s data processing provided directly by the Barcelona Port.

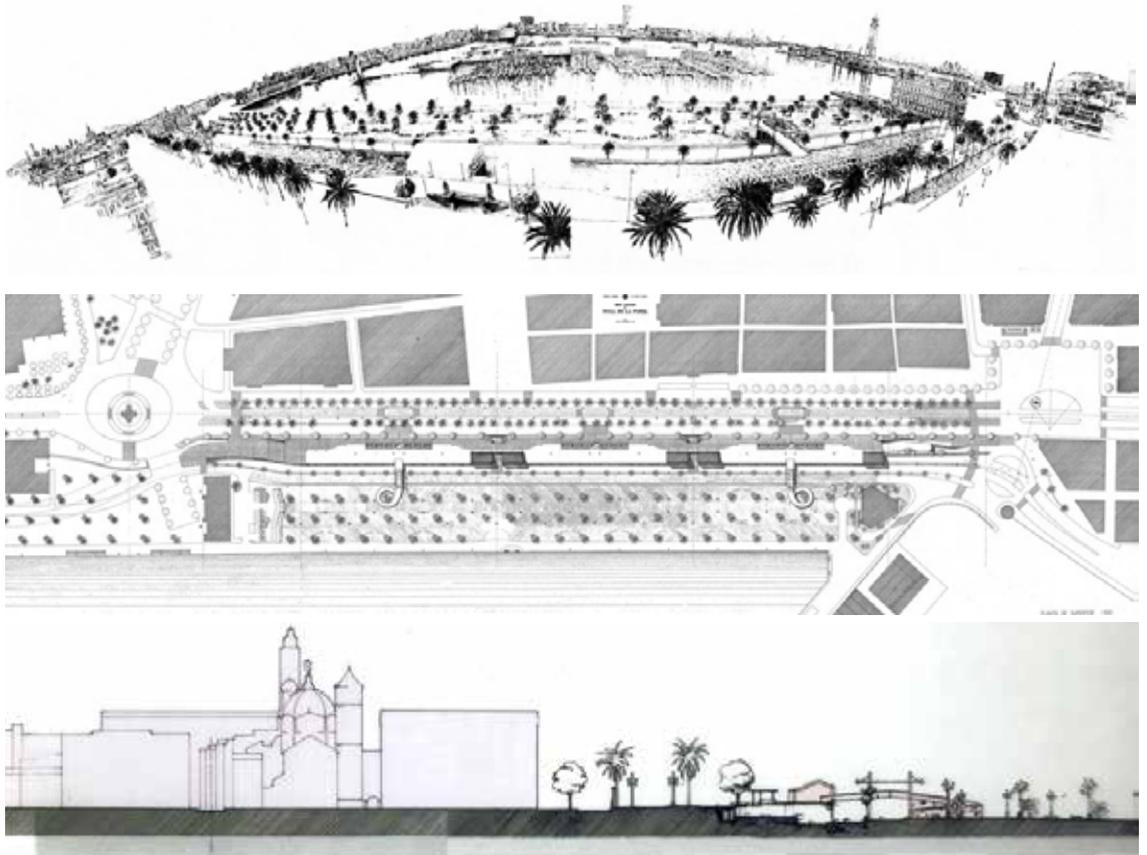
Spanish ports of Barcelona, Huelva, La Luz and Las Palmas and Pasajes. In Barcelona, these funds contributed to the great enlargement of 1968, as well as to bring about substantial changes in the organizational and financial system of the Port. At the same time, containerization contributed to change the appearance and operation of all ports. With Franco's death and the advent of democracy, a new era for Barcelona opened. In 1976, the new Metropolitan General Plan (Plan General Metropolitano de Ordenación Urbana PGMOU) was approved, written by Joan Antoni Solans, it represented an attempt to curb speculation and rehabilitate the most degraded urban spaces, placing special emphasis on social, welfare and cultural facilities. The will of the new democratic government was to give urbanism and architecture an essential role in promoting the city's image, reason why conferred the delegation to urbanism at Oriol Bohigas. The plan, in spite of a great deal of influence on subsequent transformations, was considered too ambitious and was severely challenged to such an extent that the Corporación Metropolitana de Barcelona²⁹ in charge of its implementation was dissolved in 1985 (Roig, 1995).

In 1978 the Port acquired the status of autonomous port, in line with what had been set by the World Bank's 60s report, and a year later, by the ministerial order of M.O.T.U, Spanish autonomous ports were formed as special urban entities with skills for drafting urban plans within the public property of the port. In the meantime, the aim of improving the relationship between the city and the sea had given rise to two successive plans: the "*Plan de Ordenació de la Costa de Lavante de Barcelona*" of 1975 and the "*Plan de especial de infraestructuras de las playas de Barcelona*" of 1983 which, however, had little effect.

²⁹ Supramunicipal entity created in 1974 to manage the 26 municipalities that were part of the Metropolitan Municipal Entity of Barcelona (EMMB).



Fig. 14-15-16 Overall view, general Plan and section of the Moll de la Fusta, Barcelona. Original Drawings Manuel de Solà Morales, 1981. Source: <http://manueldesola-morales.com/proys/Moll_de_la_Fusta_eng.htm>



In the early 1980s, the increase in the size of container ships and the progressive trend towards the specialization of terminals made provision of more suitable spaces for new requirements, both in terms of larger berths and quays, and of machinery and modern structures. This led to the gradual abandonment of the northernmost parts of the port, closer to the city centre, whose configuration and installations were obsolete for performance that trades required. The Port Vell soon became an abandoned area, full of warehouses and falling factories, which however continued to be separated from the city as a waterproof and now useless barrier to the sea. Facing this desolating scenario increased the city's pressure, increasingly determined to regain the long-neglected space. In 1981, the Management Board of the then Autonomous Port of Barcelona entered into an agreement with the Ayuntamiento de Barcelona to open to the public the esplanade of the Muelle de Bosch i Alsina the area that occupied the port of the ancient Barcino of Roman times through a conversion project of the dock in the new public space. Part of the wall surrounding the harbour was demolished and what was popularly known as *Moll de La Fusta*³⁰, with an area of about 4 hectares, had been restored on the first Maritime and Urban Promenade of the city inaugurated in 1987. The project that opened up the historic city to the sea presented some important challenges and issues as *"the 130 metres of the Passeig de Colom were subject to a convergence of multiple demands in terms of infrastructure and civic uses: the Ronda Litoral ring road (4 lanes), the Passeig de Colom (6+2 lanes at ground level), a public car park, pedestrian access to the seafront and the need for a substantial amount of public space"* (de Solà Morales, 1982).

³⁰
The pier was called after its function that was to collect wood. The "wood wharf" is the translation from Catalan.

↓
Fig. 17 Moll De La Fusta. View from the sea. Source: Source: <http://manueldesola-morales.com/proys/Moll_de_la_Fusta_eng.htm>



The masterplan for the Moll de la Fusta (1981-1984) was thus commissioned to Manuel De Solà Morales, Catalan architect and urban planner of renowned international fame which had a huge influence on the whole process of regeneration of the sea front.

The new Moll de la Fusta takes its references to the three key monuments of the Barcelona coast: Mercé, Medinaceli Square and Colombo statue. Through the relationship with them, Solà Morales casts the foundations of a public space that integrates with the spirit of the place, as the natural development of the urban fabric to the sea. Once the project is anchored to the site, it begins a real musical composition of the space in which every single element follows an inner, numerical and geometrical law.

The terrace and the “*esplanada*” are the main areas of entertainment and entertainment, the first offers a wide view of the Port Vell dock and the esplanada reinforcing the urban character of these places while the pergolas mark its longitudinal development at the most significant crossroads axes of the city centre. *Esplanada* maintains a port character, both for the genuineness of materials and for “the great formal ambiguity that suggests a fancy of multiple uses” (Clos,1988). The terrace serves as a supporting axle and a space device that hosts a parking, this way protected and away from sight, that delimits and overcome the metropolitan axes of Ronda Litoral and a service road to the harbour and that links all the ground altitude difference. The Ronda Litoral in this way does not suffer any interference with urban traffic being placed on a road that falls from the public space plan. This solution orchestrates the space, distributes and gives hierarchy of traffic flows, assembles all sub-services in a single structure, acts as a wing of a theatre stage that on the one hand remembers the previous demarcation between the port and the city on the other hand overwhelms, dominates, makes it inhabited.

“The true expression of space is the accumulation of functional meanings that the project highlights and links. More than formal options the true protagonist of space is its use” (Clos,1988).

This first project paved the way for the establishment of the Port Vell Commission in 1985 with the aim of assessing the possible uses of this space and initiating a negotiation process with the city administration. Given the failure of the PGMOU, in 1987, the Barcelona City Council changed strategy and developed the concept of a more polycentric and better connected city that resulted in the document Areas of New Centrality, which studied areas that, due to their situation, could become new centres of activity hitherto untapped (Sierra & Martorell, 2012). One of the areas described basically coincided with the Port Vell area, and the document was decisive for the transformation project as it emphasized the municipal will to recover the area for citizen use. This positioning by the City Council, coinciding with that of the port, later served to smooth out the logical and implicit difficulties involved in drafting the first urban planning carried out by an Autonomous Port, namely the Port Vell Special Plan.



Fig.18-19 Moll De La Fusta. The Terraces and the Ronda Litoral. Source: http://manueldesola-morales.com/proys/Moll_de_la_Fusta_eng.htm

So in 1988 was created the “Gerencia Urbanística Port 2000”³¹, a body responsible for managing these spaces and their subsequent development. Based on the work carried out by the Port Vell Commission, the Port 2000 Town Planning Office drafted the Port Vell Special Plan, which, after a process of negotiations between the different administrations with planning competencies, was consensual, approved in its final version and published in the Official Gazette of the Generalitat de Catalunya, No. 1153, on June 9, 1989 (Port de Barcelona, 2015).

The Port Vell project benefit of the conjunction of four fundamental conditions: a strong commitment and leadership of the port of Barcelona; the negotiations between the Spanish state, the Catalan government, the municipal government and the port of Barcelona and the consequent achievement of a political agreement that served as institutional support; the availability of economic resources to finance essential actuaciones and finally the occasion to start planning and to capitalize on synergies. That occasion materialized in 1986 when Barcelona awarded the nomination for the organization of the Olympic Games of 92. Therefore, the city needed adequate urban infrastructures to receive an event of such international size and that was the right time to materialize the will to open the port to city and reverse the trend of this to live with the shoulders to the sea. 1989 was the year of the definition of the Port Vell Special Plan, that feeling the influence of the Plan Macia suggestions, operated a general reorganization of spaces, determined the responsibilities for managing the intervention program, indicated the characteristics, functions and uses of the areas, and finally established a financial plan of the project. The 89th plan laid the regeneration of 55.6 ha of waterfront according to 5 main intervention: the Muelles de Deposito and Barceloneta, the Muelle de Espana, the Muelle de Barcelona, the urban front and the sea front. The whole project needed financing of around 600 million euro, of which 160 were public investment and 440 of private investment.

The Muelles de Deposito and Barceloneta were converted into a large public space, a maritime promenade in direct continuity with the city's old town, which also hosted a sports marina, underground parking and the Palau de Mar, obtained from the renovation of the ancient warehouses of commerce built in 1877. On this peninsular pier was concentrated the whole recreational, cultural and commercial complex. the Imax cinema, the aquarium, the cinemas and the Maremagnum shopping centre joined the existing Maritime and Naval Clubs to define a unique entertainment centre for Barcelona. In addition, a mobile bridge connected La Rambla with the extremity of the Molo as its natural extension, the “Rambla del Mar”. The cruise functions were located on the Muelle de Barcelona, where the World Trade Centre Barcelona, the building that currently accommodates the port authority, and a luxury hotel were built. The Urban Front, on the other hand, developed along the Bosch Alsina and Atarazanas wharfs, fully pedestrianized, which became spaces for temporary fairs, exhibitions and other activities of cultural interest for the city. The Maritime Front was instead that space located at the end of Barceloneta where a Technical Repair Area was set up. The project developed into three main phases. The first phase (1988-1992) saw the preparation of the contests for the concessions provided for in the special plan, the drafting of infrastructure and open spaces projects and the launch of construction sites. At the time of the Olympics, the World Trade Centre and the mall were under construction while the Muelle de la Barceloneta was over. The lack of adequate accommodation for the event required the use of 15 cruises in the harbour that functioned as real floating hotels. It was an illuminating idea that at the same time made it clear the great potential of the port in terms of cruising reception, a sector that today in Barcelona generates a total bill of almost 800 million euro and nearly 7,000 jobs (Port de

³¹
The Port 2000 Town Planning Office, Ancestor of the Euroméditerranée, it was a specially established institution for the management of the Port Vell Special Plan and responsible for managing all the works and activities that did not relate to the traditional skills of the Port. Gerencia's board of directors included the president, five representatives and the managing director and was subject to the port's board of directors. It was divided into four sectors: the economic one, the administrative one, the ones of projects and works, and the legal one, which played essential roles for the evolution of the whole project. Today, the Economics section has been replaced by a marketing section in accordance with the current promotion and communication criteria, while the project section is now the technical are for heritage protection and maintenance.

Barcelona, University of Barcelona 2015). In 1993 at the end of the Olympic Games a strong economic crisis marked a halt of the works. The project paralyzed while only those works financed directly by the Port were continued (The elimination of physical barriers, the channeling of the collectors, the internment of the road axis and the regeneration of beaches, the rail removal, etc). In the years 1994-1995 the Port confirmed his faith in the project by taking over directly the most expensive public works at risk of being unrealized such as La Rambla del Mar, inaugurated in 1994, for which the port invested a sum of € 6000000. The normal program of interventions started again with the launch of the yards for the missing works and the closure of the yard of the Maremagnum, inaugurated in 2001.

In 1995, were opened public buildings on the Muelle de Espana, which over the next ten years continued to be the scene of transformations and new interventions on the spaces that the 1989 plan had not touched. Other important transformations were the result of the forecasts contained in the port plan (1989). It provided for another entry for container ships, Bocana Nova, so as to improve the conditions of the waters and to permanently separate the commercial functions to the urban ones. The south shift to the new entrance on the one hand generated a new availability of space (around 6 acres) for more urban features on the other it required to connect this new island to the rest of the urban routes. The priority between these works was given to the connection with the city that resulted, in 2000, in the construction of the Door of Europe, an adaptive bridge that allowed the ships to pass. 3 years later, the new port entrance was inaugurated. The Bocana Norde, instead, represents the last expansion of Port Vell, still ongoing. With its 6 acres of available mixed-use space it required an ad hoc plan, the Bocana Norte Special Plan, which has been consequently implemented and now hosts an emblematic luxury hotel (The "Hotel Vela" inaugurated in 2009), a building with a commercial destination (Desigual head office, 2013), an area for ship repairs, the Cluster Nautico³² (2012), the fishing pier, and offices in a publicly accessible public space. The Marina Barcelona is instead the last project to be concluded and it will have a surface area in the sea of almost 50,000 square meters, a land area of 18,000 m², 16,500 m² of dry marina and a set of buildings totalling 16,000 m². The Port Vell project has occupied the Barcelona agenda for over twenty years and still does not stop evolving.

³²
It is a grouping of 56 companies and public bodies that aims to make the city the first reference of the nautical sector in the Mediterranean and worldwide.

↓
Fig. 20 Rambla del Mar, Port Vell, Barcelona.



The Port Vell experience became a flag for the Port of Barcelona, a point of pride, exported as an example of regeneration and integration of city and port. However, despite the success of public spaces created, one can not help but read this as a major speculative operation as it is defined by a large number of citizenship. Particularly the most recent interventions, such as *Bocana Norte*, were bitterly opposed by various groups of citizens who lived them as forms of violence on the territory, even for their marked incompatibility with the Law of the Coast³⁵. One of the most controversial issues is that, by being located in an area of ownership and entire port management, they are deliberately violating certain state rules such as the above mentioned law and do not provide any kind of public consultation or involvement of citizenship. The Port Vell operation and its success started to blossom small and large projects on the Barcelona coast between Besos and Llobregat. These are mostly interventions undertaken by private individuals who have little or no public information. This phenomenon, which became intensive since 2012, aroused the interest of some urban planner and architects of the University of Barcelona, which came to be seen in a research project entitled “*Dynamics of transformation of the coast of Barcelona*”³⁶ and in the mapping of ongoing interventions, accessible online. Each point marked on the map corresponds to an in-depth description that highlights the major criticisms of the project under consideration indicated by the authors of the research, the community and the associations involved in the project.

The study reveals some of the critical features of these new projects, such as *“hundreds of hectares with change of use; projects that propose a change of scale and high density of built; loss of the social fabric and life of the neighbourhood due to the imbalance between the resident population and the visitors; public heritage in danger for the transformation of uses and patrimonial buildings for private investments; use of privileged areas of the city for private economic activities”* (Tapia & Tatjer 2013). Moreover, the disconnection between these interventions, that appear to be devoid of systemic logic, exacerbates their impact on the urban landscape whose coherence and peculiarity can be compromised thus involving the community’s sense of belonging.

Both the Porto Antico and the Port Vell experience have been realized through a strong political intent, so as top-down project, and later found fertile ground thanks to the successful bargaining with their respective port authorities and their solid commitment to the ultimate goal. Now the Olympics, now *Colombiadi* has been used as a stimulus, with no excessive formal grandstanding that would only undermine the use and character of these places after them. Because, in both cases, was fundamental the contribution of extremely sensitive designers such as Manuel de Solà Morales and Renzo Piano, who have been able to give the restored urban spaces the essence of humanity and essential democracy to welcome a new civitas and to happily interpret its needs since, in both cases, there was no participation of the population in the project. As demonstrated by the experiences of Genoa and Barcelona, the success of the transformation of port facilities into loisir sites *“does not exhaust the “double push” of port and city, which is more complex, pervasive and thinner than an episode of repossession of land for urban purposes can express”* (La Rocca, 2012). In addition these operations have always taken place in the face of a divestiture from port operations or moving them, confirming the recent dichotomy of the port-city. Instead, according to professor Van Hooydonk, urban planners and landscape architects has a great responsibility to overcome such a dichotomy during the operating of port facilities and contribute to the reconnection of cities and their ports.

“First and foremost, they should abandon the paradigm according to which waterfront locations can only be redeveloped satisfactorily if all port operations are banished from the scene. In other words, the supposed chronology from a living, opera-

³⁵
Llei de Costes
22/1988, de 28 de juliol.

³⁶
“*Dinamica de transformación del litoral de Barcelona*” by Mercè Tatjet and Maricarmen Tapia. Universitat Politècnica de Catalunya. May 2013. <from <http://www.ciutatport.com/>>

tional port to a dead, derelict port that is subsequently revitalised and transformed into a new urban district is fundamentally flawed. Rather than banish port operations from areas undergoing redevelopment, such activities ought to be reintegrated into the fabric of urban life” (Van Hooydonk, 2009).

Alongside these celebrated examples, where the ports’ hardware still face the city, everyday landscapes live a crummy reality. In those context the problem of the relationship between the port and the city remains unsolved putting us in the face of its growing urgency while dealing with spaces that are unable to fully respond to the needs of both parties. Where moving or decommissioning is not possible, in those urban areas that continue to face operational, dynamic and competitive ports, should we give up on the quality of the urban landscape? The question is not rhetorical. Or at least it must cease to be so that this coexistence can be founded on new foundations, especially in a context such as the Mediterranean, where space is a limited resource, gained with sweat, ripped off now to the rock and the sea and immensely rich in history, meanings, values.

*“The Mediterranean is populated more by surprises than by constant ... Ours is a territory (...) of ruthless solutions, of inventive and precious energies, of rich potentials for those who, knowing how to grasp and read, can apply and push them forward in experimentation with a different adaptability”*³⁷ (Colafranceschi, 2007).

When new events emerge and we face problems we have never had before, the urgent demand for rapid solutions overwhelms traditional know-how, the “conventional mode”, weakening the potential of tradition to give satisfactory answers. “The more the tradition is weakened, the more subjects must learn to design” (Manzini, 2015) namely to resort to what man by nature is brought to do by combining the ability to understand the problem, the ability to imagine something that does not exist and finally to recognize feasible ways to get the things to happen. The current situation requires to shift to a “Design mode” that, according to the definition of Design given by Herbert Simon, is understood as a ‘problem solver’ on the practical level as it is suitable for all the intervention scales dealing with concrete phenomena, and a ‘sense maker’ as it concern “how things ought to be in order to create new meaningful entities” (Simon, 1996). The words of Daniela Colafranceschi warn that this design attitude has always been innate to Mediterranean latitudes, being indeed that particular way of seeing that shaped our landscapes. In the face of the incomplete answers provided to date, of partial and unbalanced visions, of the prevalence of particular interests and the imposition of decisions from above, of the demiurgical attitude of the mono-disciplinary approaches, the Design has a very important task. It must shape a new port city landscape, built thanks to the hands and creativity of its community. In a 2010 article that sparked a fervent and open confrontation with other scholars, Franco Zagari states that “a landscape cannot exist without a project” and furthermore he argues that should be realized as a project. The aptitude to be interpreter and translator of the tangible and intangible values expressed by the places, its being a choral and reiterative activity, such as a refrain, its indivisible ethical, aesthetic and know-how content, make this approach, that Zagari sketch out with more brushes in his essay, the key to rediscover our role as designers, the role of the Project in contemporary society. “Realising ‘landscape as a project’ is based on connections and complex territorial systems with a constant attempt at decomposition and re-aggregation of social, economical and cultural factors. The aim of realising landscape as a project is to re-establish, maintain or create *ex novo* some characters in certain context considered strategic, which indeed express the quality we call landscape” (Zagari, 2010). Are there, in the Mediterranean, parts of cities that can be judged more strategic than the industrious thresholds between the tangible city and the countless others beyond the horizon?

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Original Text: “Il Mediterraneo è popolato più da sorprese che da costanti. Il nostro è un territorio (...) di soluzioni argute, di inventiva ed energie preziose, di ricche potenzialità per chi, sapendole cogliere e leggere, le possa applicare e spingere avanti nella sperimentazione ad una adattabilità differente” (Colafranceschi, 2007).

3.6 Shifting to a ‘design mode’

Today that the “prevalence among technicians, managers and more recently policy makers and social entrepreneurs of the idea of adopting the ‘design mode’ indicates a remarkable cultural change” (Manzini, 2015), a phase of great ferment started from the bottom, also from the local realities of each port. The port authorities all over the world, especially the European and American ones, understood the need to act first-hand to positively change the relationship with the city, starting a series of transformation initiatives, both permanent and temporary, aimed at a wide range of topics whose common denominator is Design. Among them there are some who can ‘make landscape as a project’, even without the pretence of giving an answer to everything, even limited to small modest interventions, since even “smaller or temporary projects could play an important role” (Zagari, 2010), but which are capable of triggering “significant relationships in a place giving rise to a semantic unit”. These initiatives, when shared, created a virtuous circle so that the issue of the port city design gained more and more centrality in the international debate. It is no coincidence that in recent years, just over the first decade of the 21st century, all the mayors international associations representing ports, as well as other port-related bodies, have invested time and energy in addressing the issue of the relationship between city and port in a design perspective.

The “Plan the City with the Port” guide is published in 2007 as a result of an international project funded by the European Regional Development Fund Interreg IIIc, the West Zone, which is led by the city of La Havre and sees the involvement of AIVP. This is the first guide where the word “Plan” appears directly and it provides a series of recommendations to undertake the project of the city with the port. (see box n°1).

2010 is the year of release of another important ESPO-signed guide. Following the 2004 “*Environmental Code Of Practice*”³⁸, the European Sea Ports Organization published the *Code for the Social Integration of Ports*. Although it does not present the word design, it is, however, a very important text that reveals the weight of the social issue and provides strategies to address it. In July 2011, the “*Final Report and Good Practices Guide*” of the international project “*CTUR Thematic Network - Cruise Traffic and Urban Regeneration*”³⁹ was published in the framework of the URBACT II European Program, led by the municipality of Naples. Two months after, in September 2011, it is the turn of the Fédération Nationale des Agences d’Urbanisme (FNAU) who publishes the guide “*Innovations Ville-Port. Pour des projets intégrés Ville-Port*”³⁹ (see box n°2), followed in the same year by “*The cool sea waterfront communities project toolkit*” which was also the final report of the Waterfront Communities Project^o, launched by the city of Edinburgh in March, 2007 and involving nine ports of the North Sea. Over the next few years there are many projects and research conducted on the theme, and finally in the summer of 2015 comes the second guide entirely handled by AIVP, which maintains the name of its ancestor but is considerably more articulate and richer. In 2016, however, the last ESPO code issued on the subject of passenger traffic “*Espo Code Of Good Practices For Cruise And Ferry Ports*”.

As representatives of the ports on the international scene, associations as well as autonomous groups of port authorities felt the need to give a more mature and thoughtful response on the subject, i.e. capable of defining if possible a general framework. In addition to the specific interest in the con-

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The guide has been originally published in 1994 and fully revised in 2004.

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On the occasion of the European Gateway Biennial “Gateways” held in Genoa from 14 to 17 September 2011, the FNAU published a report on relations between cities and their ports. Produced by the Maritime Territories Club, the FNAU report analyzes numerous examples of innovations and integrated projects “City / Port” in France and abroad. Seventy French and international initiatives have been inventoried and analysed with the help of AIVP.

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“Waterfront Communities Project”, linking 9 North Sea gateway cities in innovative sustainable waterfront development. Formed to improve approaches to such waterfront development, Waterfront Communities Project (WCP) is a partnership between nine gateway cities around the North Sea: Hamburg in Germany; Oslo in Norway; Aalborg and Odense in Denmark; Schiedam in the Netherlands; Gothenburg in Sweden; and Edinburgh, Gateshead and Kingston upon Hull in the UK. <<http://archive.northsearegion.eu/files/user/File/Project%20Book/1-16-31-7-30-03.pdf>>

tent of each of these researches and in the methodology they have adopted in dealing with the problem of contemporary city port design, it is very interesting that they have produced “guides” and “codes”. Unlike other types of documents these have a clear didactic end and therefore assume that matter is thoroughly investigated and mastered. Concerning the latter aspect, the guides in fact have the task of providing systematization of the matter studied, highlighting the most important elements through their structure and then providing guidelines, indications or a set of precepts that if implemented can lead to the ultimate goal. This implicit statement of full mastery of the theme implies that the contents of the guide are acquired, proven, and even more in the case of guidelines, that they are shared, approved by the body and as a consequence by those whom it represents. Pushing even further reasoning, then the guidance based on a principle of consistency and representation provides us with the views of the Ports on the theme, the level of achieved awareness about certain issues and the way in which they face or are willing to tackle the problems.

Coming back to the didactic purpose, the choice of this type of document is also emblematic of the importance that the design of the port city is acquiring at the international level and above all of the growing interest of the Ports in actively respond to this need. Documents such as the AIVP, “Plan the city with the Port”⁴¹ 2015 have in fact the declared intention of suggesting a range of design strategies with a lot of examples to encourage other port cities to enable these processes. In all of this, the association in question also promotes its consulting role to initiate this process, showing the benefits that its consolidated network can offer. Therefore, to the training intent guides also combine the advertising purpose of promoting the image of the association and the good image and reputation of ports of the networks or those in general that are undertaking virtuous initiatives. They therefore offer an opportunity for ports and port cities to show off and of course to benefit from mutual exchange of information and experiences. Since almost all are based on the exhibit of good practices, these guides offer a rich compendium of the most interesting, ingenious and innovative transformations that are taking place on the international scene. The AIVP Guide of 2015 is certainly the richest since the Norman association can count on a multi-media archive of informations and projects in continuous updating, thanks to its blog⁴², divided in three sections (Port Urbain, Port Citoyen, Port Entrepreneur) and an on-line magazine entitled “*Dock infos*”. It is no coincidence, in fact, that AIVP has contributed to a large number of documents and guides mentioned above. Referring to the pages of these guides and directly to the web platforms of these international associations, it was possible to know and study all the most important initiatives in the major ports of the world that have direct impact on the port city landscape.

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Given its relevance to the discussion in this document, a thematic study is provided in Box No. 1.

42

See: <<http://www.aivp.org/en-direct/>>

3.6.1 The ‘Soft’ Approach

Nowadays the need to transform the city call into question the necessity to recover a “sense of places” and this often become the driving force for many spontaneous initiatives. Beside the canonical top down practices of planning and transformation, the port authorities, the cities and other subjects have promoted a lot of lighter initiatives, which provide limited actions in time and do not involve the physical transformation of places, such as temporary initiative, ephemeral architectures, cultural events, artistic installations, guided visit, and many others. All of these practices are aimed at recovering an interaction with port spaces, to understand their functioning, their role in the city’s economy and to recognize the aesthetic of these productive spaces. They thus become important steps for the transformation of the sociocultural context in these fringe areas, by encouraging the breeding of spaces, stimulating social creativity with activities that involve all the senses (not just sight) and helping people to recover the sense of these places.

“Bringing people back into the port can be done in different ways. The most obvious tool is the port visit, which has a long history going back to the late 18th century when port visits became fixed parts of the first tourist programmes” (ESPO, 2010).

In Trieste, in 2015, the port literally opened its doors to the city, making temporary access to areas that have been forbidden to the public for years, through guided tours during an Open Days cycle. An interesting feature of the experience of the ancient Hapsburg port lies in combining these extraordinary openings to activities that stimulate the direct interaction of the



Fig.22-23 Open Days 2015, Trieste Harbour. Event promoted by the Port Authority of Trieste. Images taken by visitors during the Instameet, visible at <https://www.instagram.com/portoditrieste/>



public, such as the creation of an “Instameet”. It is basically the creation of a digital archive of images through a smart phone app that combines all the shots made within the port by visitors through the simple affixing of the same tag. This simple operation has the effect of make people interacts with the space where it is by triggering a mechanism of repossession of places through photography and stimulating the creation of a new imaginary of the harbour. The resulting digital album, always available on-line on the application page, is the product of the collective perception of this space, from simple details to entire glimpses, which remains visibly accessible in some way even when the port resumes its normal activity. The recovery of the visual perception of these places hidden for years has taken on a role of primary importance for their reintegration into the dynamics of the city of belonging, so even temporary events like these, if repeated over time and integrated into a varied program of interventions, help to re-establish the port’s connection with the city.



↑
 Fig.24 Flyer of the event OPEN DAY 2017 Il mio Porto, Trieste 2017.

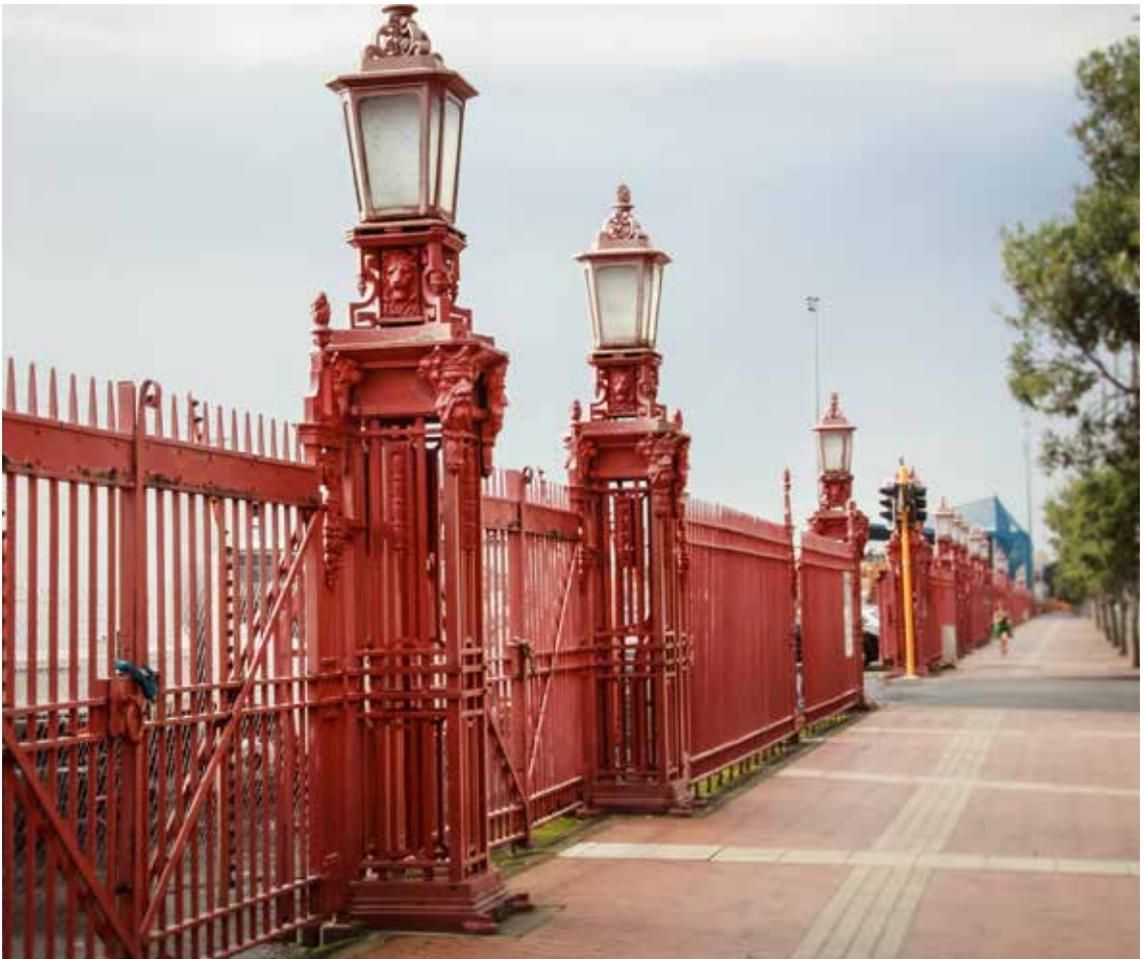


Many other port authorities have organized similar events including Rotterdam with the “*World Harbour Days*” that is an annual port event such as “*the Flemish Day*” held in Antwerp, Zeebrugge, Ghent and Ostend simultaneously every two years. Similar initiatives are those implemented by the city of Melbourne, Helsinki, Marseille, La Rochelle and Livorno that, for instance, holds eight months of “*Porto Aperto*”⁴³ since ten years inviting local students and citizens, above all youngsters, to get to know the main economic driving-force for the city. In 2017, in conjunction with the opening of the first Saturday of the month, the port of Livorno also organized targeted initiatives and thematic open days, with the possibility to visit, upon reservation, the exhibition of historical boats (the Pilade navy and the Marzocco tugboat) hosted at the former FS Warehouse, which forms an integral part of the didactic-exhibition path created by the Port Authority of Livorno.

43
 For further information: <<http://www.livornoportcenter.it>>

Instead, the port of Auckland that of its ancient gates in the harbour made a boon, in 2012 declined the theme of accessibility and discovery in an original way by launching the “*Red Fence Heritage Walk*” in 2012, offering access to the harbour and some inaccessible historic structures and piers. During the year, however, the Auckland Port provides free public boat tours on the Waitemata Harbour, taking visitors to the container terminals where they can see the big cranes and other machinery at work.

↓
Fig 25 Red Fence Heritage Walk. Discovering Auckland’s history. Trail map and photo of the red fence.



The boat tour is also a formula adopted by the port of Houston with the “Sam Houston Boat Tour” active since 1958, and the Port of Rotterdam The latter, together with the Port of Amsterdam and Hamburg, offers also ‘Port Safaris’⁴⁴, making the port’s activities visible and tangible through attractive themes like art, food and architecture, and also open days linked to their history, the Hafengeburtstag in Hamburg being the best and probably oldest example. As we have already commented on, the creation of a port centre is a further step forward in the port image marketing strategy, especially where the intention is to systematically reach a very young user target as indoor halls, exhibition centres and interactive exhibitions are open for school-leavers throughout the entire winter. Confirming the intent of creating greater interaction with the public and increasing their attractiveness, from an initial peripheral location, the modern port centres have moved increasingly into the heart of the city centre. Along with the already mentioned examples of Hamburg and Genoa, there is the “Rotterdam Port Experience” (fig. 24) that opened its doors in May 2009, the “Marin Information Maritime Forum” in Turku and the “Port Information Ring” in Antwerp.

44
 More information about the Rotterdam initiative can be reached here: <<https://www.rppc.nl/en/port-safaris>>



Fig.26 Rotterdam Port Experience. Port Centre in Rotterdam.

Fig.27 “Port Education programme”. Source: *The Competitiveness of global port cities*, OECD, 2014, Table 28.



Port	Programme Title	Target Age Group
Rotterdam	Programmes at EIC	Secondary schools, vocational institutions, up to university students
Melbourne	Port Education Program	Grades 5 and 6, Year 9 and 10
Genoa	Citizens of Port	8-18 Years Old
Antwerp	Jonge Haven (Young Port)	5th and 6th year of primary school, 1st and 3rd year of secondary school
Long Beach	Port of Long Beach Classroom	12th grade, middle school and high school
Los Angeles	School Boat Tour	From 4th grade to college
Barcelona	Around the sea	Not specific
Naples	Port of Naples Meets the Schools	Not specific
Bremen/Bremerhaven	Economics in the Port	Grades 8th – 10th and up
Reykjavik	Faxaports – Port of Reykjavik Youth Programme	11-12 year old, 14-18 year old

Another interesting initiative that combines this educational purpose with cultural exchange without adopting the formula of the Port Centre is that of the port of Cartagena in Spain with the project “Cartagena, Port of Cultures”. The Cartagena Port of Cultures Consortium⁴⁵ offers a place where different regional and local institutions interchange information, develop tourist plans, establish initiatives in order citizens can know and enjoy better the Port and the City. In the same way people can learn about the history of the port through the archaeological remains, and discover the port facilities from the sea in the “*Catamaran Port of Cultures*”.

The Port of Barcelona performs educational activities on board of traditional boats, a Balearic cat-boat build in 1922, stimulating young people to get in touch with the cultural and historical heritage (OECD, 2014). In Naples it is the port that moves. With the event “*The Port of Naples Meets the Schools*”, the President of the Port Authority visits the schools to talk about the role of the port and explain to children the different types of jobs that are performed in the port (Fig. 25, Table 28, OECD, 2014) .

Temporary events are also a powerful tool to bring people to the port, as they can be implemented in compliance with European legislation about port security. Sport events and concerts rank among the more popular initiatives. One of the most spectacular example is the America’s Cup Race held in the Port of Valencia for which part of the old port was transformed.

Other examples are the Volvo Ocean Race in Stockholm, the Naval Academy Trophy (TAN) in Livorno interrupted after 32 editions in 2015 and replaced in 2016 by the “*International Sailing Week*”, The *Tall Ship race*, which since 1973 is held annually in European waters and hosted by several port-city and the *Tour de France* that in 2010, for instance, started in the port of Rotterdam.

⁴⁵ The consortium “Cartagena ports of Col- tures” includes: the Re- gional Commerce Minis- try of Murcia, the Carta- gena Council, The Cham- ber of Commerce, the Em- ployer Confederation of Cartagena, the Technical University of Cartagena and the Port Authority of Cartagena. Source ESPO, 2011.

↓
Fig. 28 Tall Ship Race in
 Lisboa.



For three years, Hamburg has been host to the 3-day Arts and Music Festival, whereby part of the port area is converted into an art exhibition and concert zone. Also the port of Miami hosts great concerts with an assiduous continuity of programming, offering an opportunity for entertainment for both citizens and cruisers. The “Rock on the Dock”, instead, is the annual rock festival of the port of Antwerp, which contributes to the attractiveness of the port (Van Hooydonk, 2003).

Always among the initiatives that do not foresee permanent territorial transformation, there are those that respond to the still different objective of involving citizenship in the collective recreation of a strong maritime identity. These are festivals, biennial events and in general cultural events largely sponsored by port authorities or by partnerships with the City and local authorities, which have as their main theme the sea, port and seamanship in general. For example, is the case of the “Marineria Festival” a two-year cultural event promoted jointly by the port and the city of La Spezia, which saw an interesting programming of cultural events touching various fields all linked to the culture of the sea.

The Port of Las Palmas in the Canary Islands sponsors the event “Puerto de Culturas”, which aims to celebrate and promote the cultural diversity in the Puerto Canteras area and it collaborated also to the International Festival of Theater, Music and Dance of Las Palmas hosting classical concerts in a container terminal in the port, where Symphony Orchestra of Gran Canaria performed Beethoven’s Symphony (OECD, 2014). All these initiatives, which do not foresee a permanent physical transformation of the state of the sites, have the advantage of making the harbour spaces physically accessible to citizenship, even though for a short period of time. Entering physically in the harbour and enjoying these spaces for a recreational purpose contributes to create a positive experience of the harbour itself, instinctively connecting it to a picture of well-being and fun, when it comes to make music or team. A second aspect of interest is the temporary recovery of a new glimpse from which to look at the city. These events, especially those located near the water, offer unexpected views of the city and the surrounding area, thus stimulating the redevelopment of a unique frame of landscape from a visual point of view, which is usually impossible for these cities.



Fig. 28b View of a room inside the Genoa Port Center



3.6.2 Art as a Craft

Art installations also become an effective communication channel with citizenship, especially because this kind of installations and interventions are conceived and perceived as a “gift”. The gift, giving, opens the foundation of reciprocity, stimulating the establishment of a more in-depth, assiduous relationship, corroborating intimacy.

Anyone visiting Maasvlakte Beach in Rotterdam can not fail to notice the work ‘Zandwacht’. Covering a surface of 20 by 40 meters and stretching 12 meters high, this impressive sculpture marks the end of the construction work on Maasvlakte 2. The ‘Zandwacht’ consists of a number of arches made in a special high-strength concrete, which represent how dunes are created, made up of three contours of the same, ever-growing dune. Together, the 92 concrete elements form a three-dimensional drawing that has the same colour as the sand of the Maasvlakte beach. Walking through it, it is possible to see the three stages. A footpath provides easy access to the Zandwacht from the car park, while at the bottom of the sculpture there is a large bench and you can sit in the windows. Developed by Observatorium, the international artists’ collective based in Rotterdam, the artwork, illuminated at night, represents in a visual form how the forces of nature help determine the shape of the Netherlands. *“This is a wonderful asset for the new public space of the Maasvlakte. It is a place where Rotterdam residents and visitors alike will come for some fresh air and will be able to enjoy the space, sun and wind even more”*⁴⁶.

Even in the farthest part of the city, on the new beach lining the last stretch of Europe’s largest harbour, the concern for the quality of public space remains at the heart of Rotterdam’s port, making it a unique example for the will and ability to ensure social integration.

46

Sjarel Ex, director of Museum Boijmans Van Beuningen. Source: press release about artwork the Zandwacht by Observatorium. 4 June 2015.



Fig.30-31 The Zandwacht in Maasvlakte 2, Rotterdam, 2016.



Fig. 29 The Nuit de Docks in Saint Nazaire 1990. Permanent work by artist Yann Kersalé. Collage of images.





Increasing the complexity of the interventions that from being temporary can also become permanent, a number of broader initiatives it is also possible, involving the sphere of art and culture with a winning mix, as happened in Saint Nazaire already in 1990. The fruitful encounter between the renewal needs of far-sighted management and the sensibility of land artist Yann Kersalé has given new life to the whole area of the ancient port docks, long since abandoned to themselves and in a state of degradation, turning literally on them the reflectors of public attention. The “Nuit de docks” inaugurated for “Fêtes de la mer” has been a prestigious light installation that has sparked in the French citizen’s skyline the prospect of a new place for walking, meeting and socializing with a completely different taste from the one that characterizes the common places dedicated to the evening entertainment. The Saint Nazaire experience quickly became clear inspiration to other cities as well as a prelude to the planning interventions of these abandoned areas of the port treated in 1998 by Manuel de Solà-Morales, who won the international competition for the Ville-Port project⁴⁷ and finally subject of visionary incursions of the landscaper Gilles Clement in 2009. The project by De Solà Morales posits a sequence of interventions in the public space (esplanades and squares, a car park) accompanied by urban programmes (cinemas, commercial (a supermarket) and public housing) in order to create visual relationships and physical routes between the centre and the Base. These operations culminated in the appropriation by the town of the “Monstre” (as citizens called the submarine base designed by the Chapuisat brothers) within it, in the form of a large covered square with a programme of leisure facilities and a museum, and of its roof, by way of a ramped street that connects with the public spaces, in the form of a large plaza-cum-observation deck overlooking the harbour and the mouth of the Loire. “These are strategic operations on the sense of the space, in which the fundamental act is the public appropriation of the port and the transformation of the perceived significance of the presence and use of the Submarine Base” (Manuel de Solà-Morales, 1999).



47

The Ville-Port project, has been promoted to overcome the historic lack of a fluid relationship between the town of Saint-Nazaire, its port and shipyards, a separation established by the industrial fabric of Le Maresquier after the massive bombing of WWII. This is a clear example of how the joint initiative of governments and P.As sponsors cultural events and artistic interventions capable of invasive transformations to catalyse public attention, stimulate a new perception of them and recreate interest.



←→

Fig. 32-33 *The Nuit de Docks* in Saint Nazaire 1990. Permanent work by artist Yann Kersalé. Artist’s sketches.

→

Fig. 34-35 *Ciclco*, 2017 port of Pesaro, mural realized by the artist Fabio Schirru, Tellas, on the project of the Municipality of Pesaro called “Portobello”, in collaboration with the Harbor Master’s Office, the designers of the ReUr - *Urban Reperti Association* and the students of the Mengaroni artistic high school, with the contribution of the Bcc of Gradara.



3.6.3 Interwaving or moving beyond.

To the opening days and guided walking tours, the smartest port in the world, as the port of Rotterdam likes to define himself, adds also bicycle tours and dedicated travel guides. “In this 3-hour small group tour you will bike through old, new and redeveloped parts of the harbour”⁴⁸. The “Harbour cycle tour” is a very diverse, informative way to experience the harbour from up close, by going behind the scenes of the hotspot for innovation in the port. This freedom and completeness of exploration are made possible thanks to the solid infrastructural network of the Dutch port. The purpose for a total accessibility, has played a central role in the harbour development logic making it a permanent feature of the port and not a luxury granted only on certain occasions.

“A quality port should look like one” that is the simple vision deployed by the Port of Rotterdam at an early stage. From the Maritime Museum in the centre of Rotterdam to Maasvlakte 2, at a distance of 45 kilometres, the port is accessible by a network of green cycling routes of some 80 kilometres, offering various possible routes to experience the port which can be consulted online on the interactive harbour map. This initiative is just a little part of a wider programme that the Port of Rotterdam set up to enhance the spatial quality of the port. Besides the above mentioned travel guides for bicycle tours, it contains a green plan, the development of new panoramic sites, an annual award for companies that best maintain their site, a plan for new sustainable street lighting, a tourist signing system pointing at panoramic sites and many other initiatives.

48
See: <<http://www.insiderotterdam.com/rotterdam-harbour-bike-tour/>>

↓
Fig.36-37 Diagram and collage of photos of the pedestrian, boat and cycle infrastructure of the port of Rotterdam. A continuous network of accessible spaces.



The system of bicycle connections has been a source of interest for the Port of Hamburg that introduced an extensive network of 45 km of cycle routes from which it is possible to watch the loading and unloading of containers or cross impressive bridges along the routes. It provided also a port cycle route map which is downloadable on Port of Hamburg website.

In Melbourne the PA opted for a more articulated formula linking cycle routes to historical port heritage: it is the “*Port Heritage Trail*”. Through a easily recognizable billboard system the project identifies significant heritage sites and structures located around the port and enables visitors to explore the history of the Port of Melbourne as they walk or cycle along existing trail networks. Acting on the physical permeability of harbour areas requires indeed more design efforts in addition to greater investment, mostly because of the international regulations on port security arisen following 9/11. Whereas the ISPS Code⁴⁹ fenced off individual terminals within a port, the European port security Directive (2005) applied similar security measures to the entire port area. These prescriptions make the issue of accessibility a real challenge for design especially where space is a scarce resource.

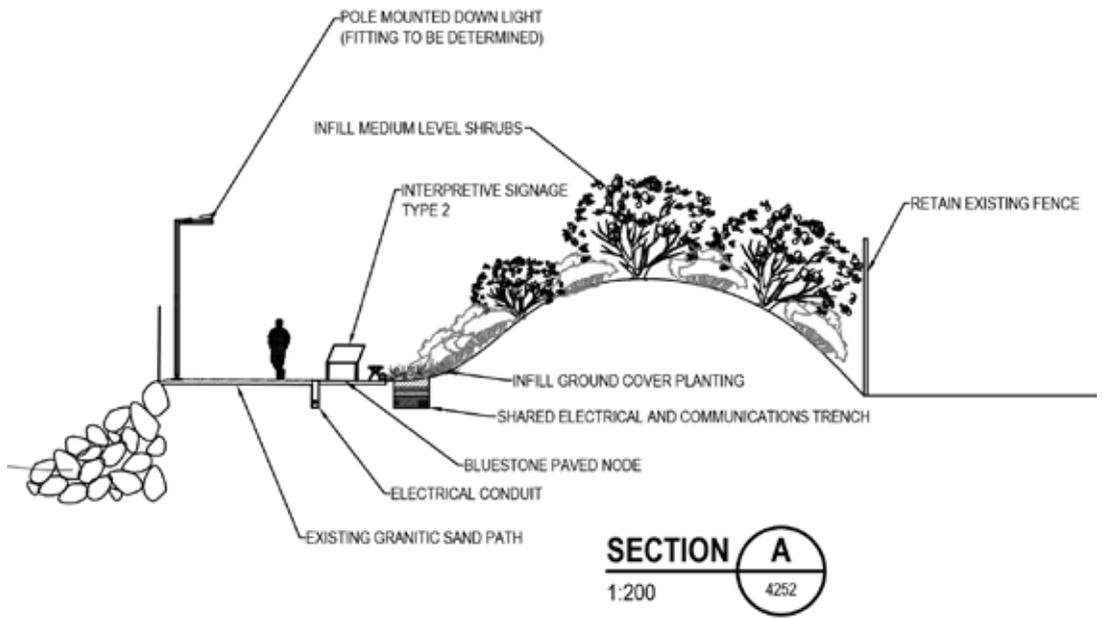
The aim to a full accessibility, however, is a far-sighted policy that some port authorities have decided to undertake with conviction to enable the port to continue to grow as a business by acquiring new areas of expansion. Melbourne’s experience goes in this direction with the implementation of the Webb Dock project within the Port Capacity Project promoted by the Port Authority in 2012. The new terminal area project that comes to a capacity of 1 million TEU per year, has been accompanied by an accurate study of Landscape & Visual Impact Assessment in 2011, which indicated the need to ensure space continuity and accessibility of the coast line to citizens, not to deprive them of a glimpse and itinerary which is now part of the urban circuit. It is not an intervention that stands out for an ambitious architecture, in fact the “Webb Point”, the new bike path and the small, observational observation building keeps a minimal and sober character, but rather because of the firm will of not to interrupt physical and perceptual continuity with the areas now destined for the port.

⁴⁹ The ISPS Code follows the 2002 Maritime Transport Security Act (MTSA). The latter are the rules adopted for security in the United States following the disaster of the Twin Towers in New York. The ISPS code contains 16 prescriptions to be observed regarding ports, ships, port services, and programs to be implemented. It also includes automated identification systems, connection rules with prior acts, penalties for non-compliance, professional updating internships etc. (Cazzaniga Francesetti, 2004)



Fig.38 Melbourne “Webb Dock Point”, Port Capacity Project. Port of Melbourne, 2012. General plan and perspective view.





This areas in a future will eventually return to the city, avoiding the alienation of a considerable part of the coast from the citizens' consciousness. A similar task with the creation of a viewing point and gangway over the gate area, had made it possible for visitors to experience the fascinating thriving of port activities at Vuosaari new harbour in Helsinki. Where accessibility is not possible at the level of the ground, it is necessary to design alternative integration situations that use verticality.

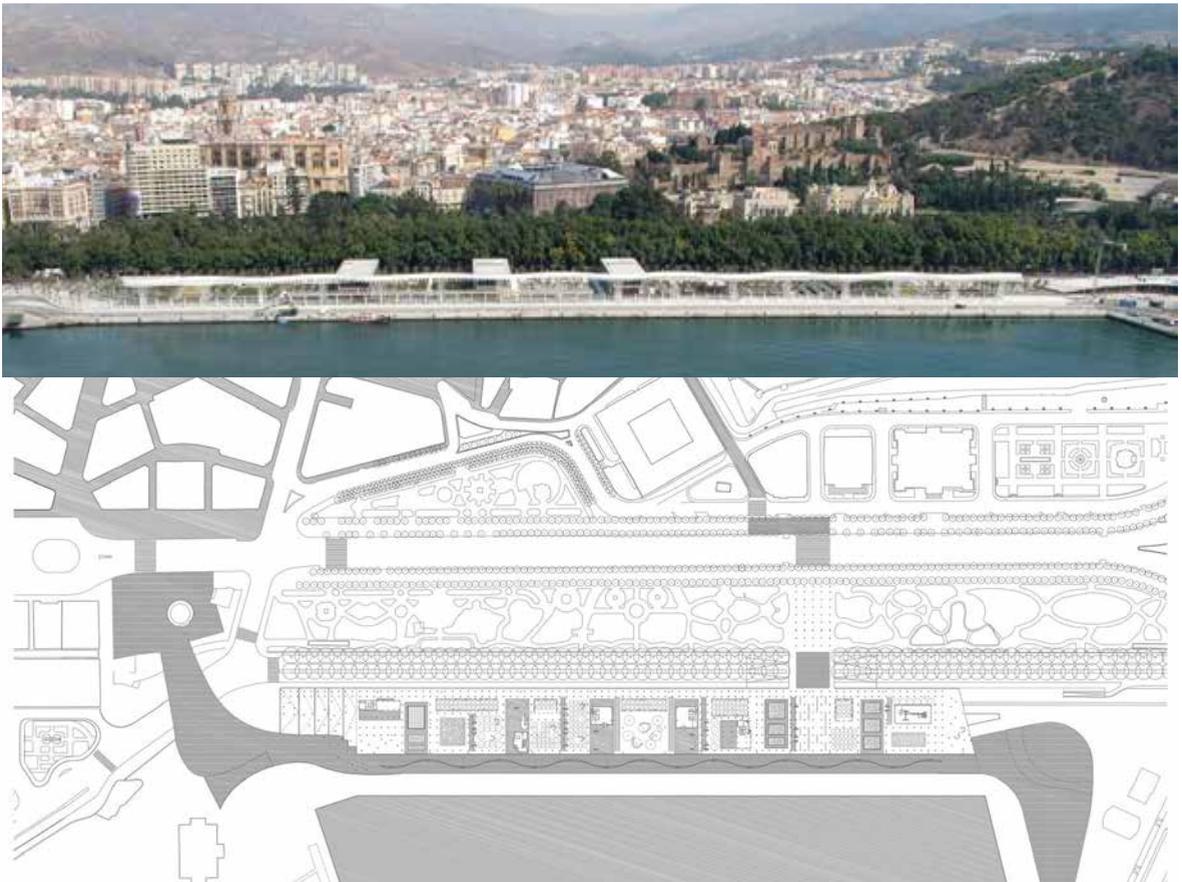
Still different is the experience of Malaga, which to achieve greater cohesion opted for the direct sale of some important areas to the city. In its small size, also Malaga port, in the special Port plan adopted in 1998, focused on the quality of public space, paying particular attention to the continuity of pedestrian and cycle paths. Driven by the purpose of integrating the port into the lives of citizens, the Port of Malaga has given way to create new urban spaces dedicated to recreational and cultural activities by converting some areas to civilian use. Thus, Muelle 1, which runs parallel to Paseo de la Farola, has been allocated 14,000 m2 for commercial exploitation and restoration, and 4,000 m2 for cultural use. In addition, 170 linear meters have been reserved with 24 docking points for large recreational and sports boats up to 30 meters in length. For its part, Muelle 2, parallel to the Paseo de los Curas, has a small Passenger Terminal for the convenience of cruise passengers, who can access on foot to the old town, as it is the area closest to the city, as well as two buildings of cultural-educational use.



Fig. 39-40 The design of the walkway and the cycle track and the small observatory. Image and section of the public path, Melbourne "Webb Dock Point", Port Capacity Project, Port of Melbourne, 2012.



Fig. 41-42 *Las Palmeras de las Sorpresas*, designed by Spanish architect Jerónimo Junquera in 2011, Malaga. Prospect from the sea and General plan.

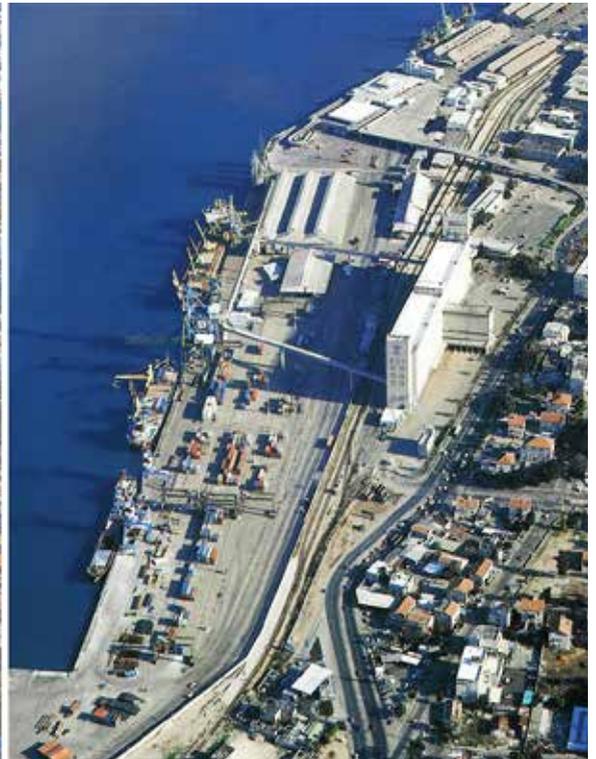


Then permeability and accessibility are not physically possible at the ground level, ensuring the maintenance of some visuals and prospects to the sea is a winning strategy not to brutally break the relationship between the two systems. Cities such as Le Port and Haifa, where extensive reconversion processes are taking place in the areas of the Old Ports, have worked in this direction by opening new perspectives and extending the directions of the main streets of the city centre. A more systematic and scientific approach to the issue of visual relations is the one experimented by the port of Livorno which, thanks to an external collaboration developed a View Management methodology⁵⁰ using 3D GIS model and the geodesign tools (NIJHUIS 2011) “to provide a reference framework for the visual design analyses and for the evaluation of the transformations” (Marinaro, Scamporrino, 2016).

⁵⁰ This methodology has been implemented thanks to a research project by Arch. PhD Matteo Scamporrino, University of Florence (DIDA).



Fig. 43-44 *Port of Haifa, Project for the new waterfront. Rendering of the waterfront and comparison scenarios of transformation. Amir Mann—Ami Shinar Architects and Planners.*



3.6.4 Environment sensitive actions

There are some ports that have instead directed their attention to projects related to environmental sustainability, that is, in most cases, aimed at containing and improving their impact on air, water and soils, such as the Green Port's program in Venice or the project "Beauport 2020" in Port de Québec.

An interesting experience is that of the agreement signed between the port authority of Antwerp and the most influential environmental protection organization of Flanders, Natuurpunt⁵¹. The Charter, signed in 2002, establishes a common vision and strategy for sustainable development, with the establishment of a network of ecological infrastructures within the port area of Antwerp, in the full conviction that there may be peaceful coexistence between port and nature.

Also in the field of environmental initiatives the Dutch colossus, the Port of Rotterdam, once more distinguishes itself with a project that creates a great interaction with the public. Here the environmental monitoring system combines with new technologies and fosters the direct involvement of citizens with the "We-nose" system, a network of more than 150 digital sensors ("e-noses") spread across the adjacent urban area to the port to constantly monitor air quality and to prevent real-time abnormal emissions or malfunctions (Fig. 45-46). This is a network of sensors with which citizens can interact directly, signalling any "odour" that seems out of the ordinary directly to the DCMR Rijnmond Environmental Protection Agency.

⁵¹
See <https://www.natuurpunt.be/>



Fig. 45-46 and 47 (next-page) We Nose project, Port of Rotterdam. System of artificial noses to monitor air quality in the urban environment.



In Rotterdam port and city blend continuously, the port in its growth has engulfed entire neighbourhoods and the air we breathe is obviously the same, for that meet certain requirements to ensure the air quality becomes a priority to ensure a quality life and work environment. This was at the same time an opportunity to raise awareness among citizens about the issue of air quality, thus providing a further service to the community.

One of the most remarkable initiatives in the field of environmental protection and natural heritage conservation is the Natural Heritage Master Plan (SDPN) of the Port of Dunkirk, included in the wider Sustainable Development and Action Plan (PA2D) for the port district. Ranked among the finalist projects of the 8th ESPO Award on Societal Integration of Ports, which theme was “Nature in Ports”, the SDPN is a strategic tool for the conservation and management of biodiversity in a vast port area. Its underlying principle is that of anticipating actions to encourage the development of biodiversity.

Applied to 17 km of coastline and 7000 hectares of land, it reconciles development of economic activities and development of the natural and ecological heritage by prefiguring the green and blue framework of the port territory in its long-term development. Developed jointly with the stakeholders of the port district, the Plan aims to make its new natural areas accessible to the general public in compliance with the ISPS code and the port security plan.

“During the adaptation of the natural areas, all stakeholders have been closely involved in the choice of the areas dedicated to biodiversity, the definition and design of the projects and in the environmental monitoring and management which will take place there. Thanks to cycle paths, supervised tours, eco-landscaping and themed discovery visits, the general public as well as the users of the port can experience the port’s atmosphere in a new way” (ESPO, 2016b).

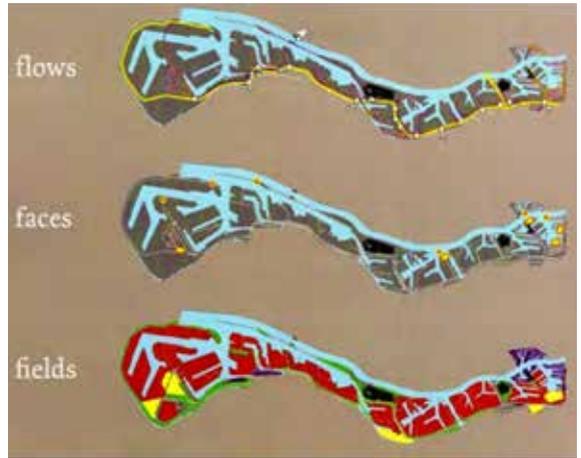
The PA2D has now been approved and sets out the policy framework for scheduled implementation of the 2014 –2018 Strategic Plan in the area of sustainable development. The implementation of the SDPN began in 2011 and the port now claims a 20% achievement of its programme to promote biodiversity on the 1,000 dedicated hectares within its district. The principles of the SDPN were included also in the draft of Local Urban Planning Plan of the Urban Community of Dunkerque. In addition, oneoff events are organised every year to encourage and maintain the links forged with local residents. The port areas nowadays can play also a different role for the city, especially for its metabolism. Inside of them the city can find spaces to energy production. Many ports are attending this strategy, contributing in a different way to the city functioning and to implement its productive landscape.



3.6.5 The landscapers' approach

There were also port cities that led the experiment to a later level by taking over the goal of a radical transformation of the present city port relationship through more ambitious and more articulated projects. For the number of initiatives undertaken and the seriousness with which each individual challenge, from the environmental to the social integration, has been undertaken, the Port of Rotterdam lies among those virtuous realities for whom a positive relationship with citizenship is not just a marketing strategy but a constituent element of its mission. Since 1990s the Port of Rotterdam has engaged in sustained long term planning most recently with Port Vision 2030, joining it with various green port policies⁵² such as the renewable energy production in the port, the cooperation with various universities that result in the Smart Port Centre of the Erasmus University in Rotterdam, the Port Research centre TU Delft and the Rotterdam Mainport University of Applied Technology and some urban redevelopment such as Kop van Zuid area (old port area) and the Stadshavens (city-port area) (Merk, 2014). In this city, port and urban functions are interwoven with each other, so that they are not so different from one another. The city is the harbour and the harbour is the city. The challenge here is to best manage this co-existence through a continuous, healthy, meaningful public space network.

"The Port Visual quality program" was born with this precise aim, launched by the Port of Rotterdam in 2007 with a design contest awarded by West 8 Urban Design and Landscape Architecture. This is not a canonical project, it is rather a design strategy aimed at improving the port image through technical arrangements, design choices, initiatives and practices. The result is contained in two volumes the first is entitled 'Spatial vision – guidelines for open space' and the second consist in a series of guidelines, principles put into practice starting in 2013 entitled 'Handbook – guidelines for open space' in which there is an "inventory of spatial elements and materials that should be compulsory, optional or avoided, depending on their implementation in one of the different port areas" (Port of Rotterdam/ West 8 2012).



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Among the various initiatives there are also the shore power for barges, the environmental shipping index, subsidies for clean tech innovations, greening of vehicles and ships used by the port authority (Merk, 2014).



Fig. 48 Analysis of the Port of Rotterdam' systems. Extract from the 'Spatial vision, guidelines for open space'.



Fig. 49 Design elements of the handbook: special kerbstones to form a continuous harbour ribbon *Havenband*; signage for panoramas Extract from the *Spatial vision guidelines for open space*.



This type of initiative is very interesting for the purpose of this research, on one hand as it provides the example of a port authority that on its own initiative and with conviction asserted that “the port can profile this image further and better” (Port of Rotterdam, 2012), on the other hand as it indicates some concrete design strategies that could be implemented in a port-city contest to improve the landscape visual quality.

As frequently Joan Nogué use to say, landscape can be conceptualized as ‘the face of the territory’. Curiously also this specific WEST 8 project takes the name of ‘The harbour’s face’ (*Het gezicht van de haven*), as it deals with the physiognomy that port landscape has to acquire in order to communicate genuinely and frankly who is and where it wants to go. The designers offer their reading of the port landscape by emphasizing and enhancing those features that can create a common but distinctive language, able to speak about the identity of Rotterdam and its particular way to make the port.

“El paisaje es el rostro del territorio” Joan Nogué

Some of the guide’s recommendations are: “*maintain a low profile in architecture and colour (i.e., no extravagances, but a palette of white, grey and silver), cluster vegetation on the port’s borders and in particular plots inside (i.e., no decorative green, no buffers), discover the panoramas (accompanied by a signage system), accentuate landmarks at night*” (Port of Rotterdam/West 8 2007). In short: let the port use more clearly its port language of today (Dietrich, 2013).

Other cities, for space reasons, had to experiment with the invention of new forms that became devices for new uses, as it happen with the Euro-mediterranée in Marseille (by François Leclercq with Agence Ter, Rémy Marciano, Jacques Sbriglio, SETEC), others found themselves in front of drosscapes to re-envision, recycle and re-signify, as the North Warf Promenade and Silo Park in Auckland (by TCL Landscape architects). In all of these cases, amongst them very different, we find the contribution of landscape architecture, a lowest common multiple capable of connecting places, stories, imagery, a tool to express and reveal their quality.

The regeneration of waterfronts, together with the recovery of dismantled industrial areas, ancient quarries and dumps, works of water re-naturalization, in short, ample and disparate surgical operations helped in any case to affirm the role of landscape architecture, offering the opportunity to this discipline, all in all young, to face a challenge to the height of its abilities. Over the last ten years, the landscape design approach has offered high-quality examples of how to intervene on the thresholds between city and sea and port areas. In addition to those already mentioned, one has to mention the Aalborg waterfront by C.F. Møller and Vibeke Rønnow Landscape Architects, the Ile de Nantes project in Nantes by Alexandre Chemetoff/ Atelier de l’Ile de Nantes, the Tagus Cycle Track through Lisbon’s harbour by Global Arquitectura Paisagista (João Gomes da Silva) and PO6 (Nuno Gusmão, designer), the Right Bank redevelopment in Bordeaux by Landscape Architects Michel Desvigne, the open space plan for Bjørvika Bay in Oslo by SLA with Gehl Architects, the Franklin Wharf by Oculus Landscape Architecture in Tasmania, the Keelung Port by Guallart Architects in Taipei, just as examples.

Sui generis cases, which act rather as a long mosaic of experiences, are the cases of Genoa and Barcelona, in which the “double push” between port and city generates continuous semiotic processes.

In Genoa, the 1992 project and transformations despite the first important step in the direction of a union between the urban fabric and the port fabric left the game still open. In addition, the project, as it had happened in

Barcelona, was concerned with areas handed over from the state property to the municipality and, although articulated, the vision of Piano still could not interest the port hardware.

The “Colombiadi” experience ushered in an intense dialogue between the port and city that in 1999-2000 saw a significant opportunity to debate whose direction was carried out by the Liguria Region. Even more than the Port Plan was entrusted to a multidisciplinary group of internationally renowned designers such as Rem Koolhaas, Manuel de Solà Morales, Bernardo Secchi and Marcel Smets under the co-ordination of Stefano Boeri and Enrico di Bona. Another crucial moment of this process is represented in 2004 by the ‘Fresco’ by Renzo Piano, a project carried out at the express request of the President of the region, Biasotti, which provides for a total and unified accommodation of the entire port area and further changes the image of the city. The ‘Fresco’, however, did not follow the instructions of the Port Plan, anyway, offered a consistent alternative. This is an episode of particular interest as well because it represents a striking case in which a project drafted by a private person is compared to an urban planning tool that has followed an institutional process and triggers an open and real debate. It was a clear sign that the Piano-Project hierarchy had been in crisis for some time.

Through the Project, Piano outlines a transformation hypothesis overcoming the usual ten-year dimension of the Plan and introduces a number of strategic operations in it, according to the distinctive ambitiousness that the city had already known in 1992. In the Fresco, the Port of Genoa gains space to the sea with large burial portions and integrates artificial islands on which the airport is located. “A key part of this strategy was to transfer Genoa airport from its current site to an artificial island, reclaiming the current airport surface area for port use. In this way the existing port, already configured linearly, was extended to the west, doubling its size, at the same time giving the city a new and more efficient airport. This enabled to free up a number of coastal areas, creating a long, green belt that extends from the east to the west side of the city. The project also included changes to the infrastructure of the city at urban, metropolitan, and inter-regional levels, including a connection to the future European high-velocity rail system and a much-needed reorganization of the city’s road infrastructure” (RPBW, 2004). The project’s investment, had been estimated by president of the region at the time in 4,000 mil. €.



Fig. 50 The Fresco by Renzo Piano, RPBW 2004. Source: <<http://www.rpbw.com/project/a-vision-for-genoa-harbour>>



A utopia for many, “a feasible utopia” according to Renzo Piano. The Fresco, however unrealised, is an experience in the panorama of the urban and landscaping debate of the Bel Paese whose degree of visionary attitude, completeness and maturity can align with the experiences of “revolutionary architects” since it is capable of producing in the observer a “strong emotional involvement” that reconstructs at least on the plane of the imaginary the unity of the Genoese landscape.

2015 is the year of a new master-plan request from the region and PA to RPBW. it is again the Project that somehow precedes the Port Plan (dated 2016) to provide the necessary overview (fact that if it is not paradoxical, it is quite curious). Thus it was born the Blueprint, a very resized vision than that of the Fresco (it concern the littoral from Porta Siberia to Punta Vagno) but which also contains a revolutionary charge. The project starts from the need to solve some thorny issues: the reallocation of shipyards and other activities scattered throughout the area and the regeneration of the Fiera district that is undergoing a crisis period and must be resized. As stated in the documentation provided online the project envisaged the development of 11300 m2 of housing, 25 000 m2 of tertiary activities and 12 000 m2 of commerce in the sector focused in the urban regeneration⁵³. The strategy of the entire master-plan is declared in the same name of the project: it is water this time to redraw the geometry of urban spaces. This concept is evident in the iconic image of the project for which Piano wanted to maintain the original colour of the sea to mark its important role. The Blueprint articulates in 10 key-points, which summarizes key actions such as burials, seizures, alterations to area accessibility, infrastructure interventions, and the main uses of the

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See: <<http://www.comune.genova.it/content/ilblueprint-10-punti>>

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Fig 51-52 Masterplan of the Blueprint Project Schemes of burials, seizures and accessibility RPBW 2015



master-plan. Another aspect of interest is that Blueprint is configured as a project open to interaction. The design of the spaces does not go down in detail to allow for a further step of deepening that in the idea of Piano should be entrusted to young architects. This feature of flexibility and the possibility of further in-depth studies through design at the appropriate scale is the common trait of many of the experiences we have analysed in the Mediterranean context for example. This was basically the input that gave rise to the competition held in 2016, announced by. However, the outcome did not satisfy either the commission or Piano himself, and therefore, no winning project.

“Today Genoa rank as the premier maritime gate to Italy, being one of the top southern European gateway ports”. According to many scholars its waterfront redevelopment could be considered a success story thanks to the high level of integration and mixité of the active functions of the port, which has been reconciled with a praiseworthy enhancement of the historic heritage of the Old Port. From the point of view of the further port development the main challenges that the city faces today are directly related to overcome the difficulties imposed by the geomorphology of Liguria which poses obstacles to infrastructure development. The port-related congestion is one of the main issues together with the need to increase hinterland connectivity and the Administrative burdens.

While on the first hand Italian policy on short sea traffic and the modernisation of the infrastructure did not give results, on the other hand the implementation of the third railway line across the Appennines, part of the TEN-T programme should improve the connections to reach new markets in central Europe (Merks, 2014). Merks sees in the Port Reform the possible antidote to these issues, which will only be evaluated over the next two years. It will be necessary to assess whether these challenges can be accepted in the context of a project not only involving the infrastructure but the entire system of the Genoese port landscape.

Another interesting case in the Italian panorama is the experience of the new Masterplan (2006-2007) and then the new Port Plan (2007-2008) of Palermo, aimed at finding new dimensions for the borders between the city and the sea. The bet played by the team of the Port Authority of Palermo joined by the professor Maurizio Carta insists on the proposal of an innovative urban port space, named after ‘Mediterranean cluster’ (Carta, 2007) that goes beyond the narrow boundaries of the urban area to become a strategic area for the large-scale promotion of the “territorial capital” not only in the area port but of all the urban context involved in the process of change (La Rocca, 2010). *“The Port Plan acts simultaneously on two levels: it plans to increase the efficiency of the commercial and cruise port and designs the new” liquid city “by increasing the tourist ports and introducing some city-port interface areas where the urban design will introduce new uses, will bring new languages and will create a new landscape”* (Carta, 2008).

He interprets the port of Palermo by attributing it to a threefold nature that fulfils many different tasks with different degrees of accessibility. There is a “liquid port”, which penetrates inside the urban fabric and here declines its most attractive features related to tourism, nautical and loisir. There is the “permeable port”, which is the one dedicated to the cruise liner and which sees a controlled relationship between the port and the city, and finally there is the “rigid port”, “waterproof to urban contamination” as the professor defines it. The theme of liquidity with its fecund implications becomes a paradigm also here, where however, compared to what happens in Genoa, Project and Plan find immediate synergy in a single proposal but on the other side there are no great morphological inventions. The composure replaces the surprise. The coastline remains in fact unchanged, with the exception of

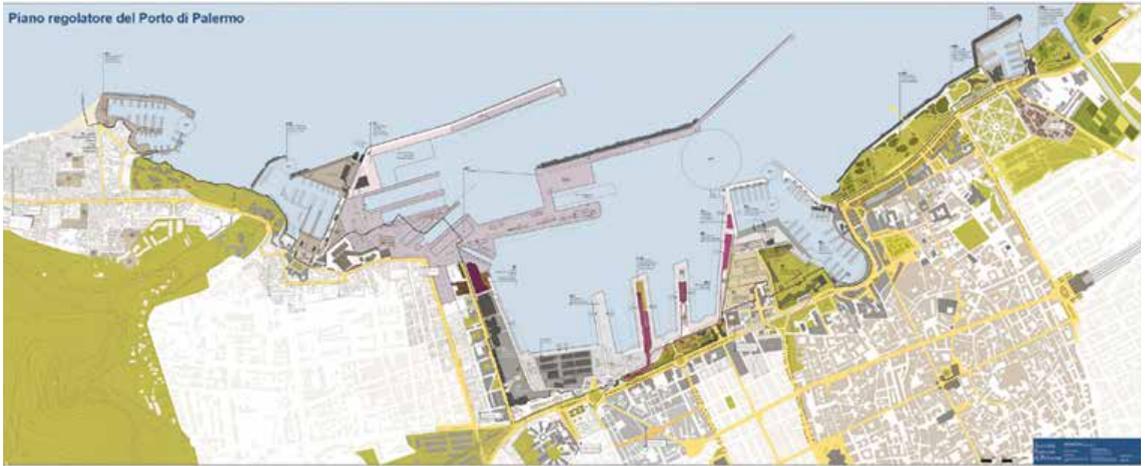
slight changes to the two marinas respectively at the north and south limit, probably due to the direct influence of the port area, which, as we have learned from the Genoese events, is far behind the changes.

“The vision that feeds the image of the creative port city finds in the water a new spark of regeneration of the city”. Is Carta intention to attribute to the urban mixed waterfront the task of triggering a rhizomatic transformation of the whole urban fabric by acting first on the sense of places. However, this potential struggle to emerge from the masterplan where the port hardware is in fact “rigid”. In this regard instead Michelangelo Russo acutely observes:

“Extending the concept of multifunctional landscape” to port waterfronts is a relevant conceptual reference to rethink these areas which, although traditionally destined for productive and sectoral uses, can be considered as parts of a an over-scale landscape system that - in addition to having to be transformed in a sustainable way - must be reconfigured by considering all the materials that bind its identity to larger scale territorial figures (...) The port is potentially landscape and public space: its shape, its location, its history, its relationship with the coast line, its public nature as the city’s extension over water, define the characteristics of social and urban space, nowadays separate enclosure. This dual nature of public space and landscape proposes the ambivalent interpretative key of the harbour as an autonomous machine, governed by laws and devices all within its fence of spaces and skills, both as part of the city, the natural extension of fabrics and spaces that characterize urban morphology.”



Fig. 53-54 Masterplan of Palermo waterfront General and Actual Functions. M. Carta, Palermo Port Authority, 2008.



(...) This can allow us to rethink the infrastructure, the transit and the crossing of the territory, the living conditions of degraded neighbourhoods along and behind the coast line, rethinking the social identity and the relationships between parts that interact as fragments of ecological, environmental, landscape networks” (Russo, 2016).

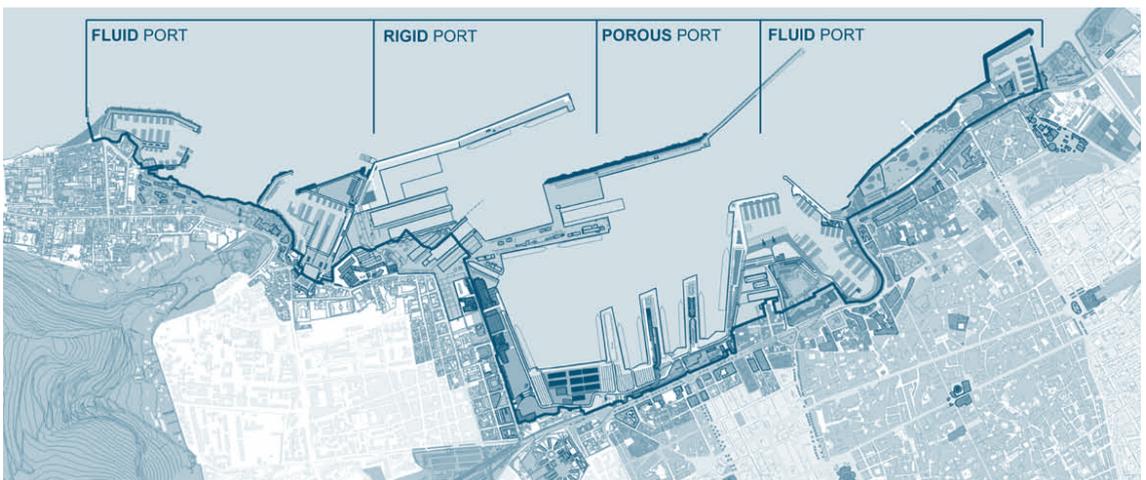
Agreeing with the vision of prof. Russo, the transformation of the city along the harbour can then be conducted without forced clutches, in parallel, with the foresight to put quite an emphasis on the temporal dimension to calibrate the use of space rather than on the assignment of unique vocations. Designing new forms of co-existence of the port areas in their period of activity with the city means set up public spaces that respond to a first prerequisite of flexibility. Starting from that they can ensure the alternate unfolding of different activities, among those considered compatible, without excessively infra-structuring the space with equipment or furnishings that would unequivocally indicate the preponderance of one use on the other. Public spaces become immediately available and open to accommodate the spontaneous uses that citizens make, thus welcoming a whole series of spontaneous and heterogeneous activities that in the project they might have not been contemplated but can emerge during the life cycle and find place.

In other words, what happens with information and communication technologies, it happens to Space: “penetrated in to the society they have been quickly “normalized” (...) Many people adapted them to their needs or invented totally new and unexpected ways of using them. All this has become so evident that many products are now offered to the general public in a openly incomplete version (the “beta version”) in order to be able to harvest the improvements or extensions that are suggested by users (who will therefore become effectively co-designers)” (Manzini, 2015).

According to this view every project is actually a landscape in “beta”, its true face is revealed only thanks to the beings that inhabit it and the events that occur on it. The absence of a hierarchy of unique use implicitly calls for social equality, (since the project does not induce the dichotomous classification in “right” or “wrong” activities) for respect and interaction, (as the rest coexists with the play of children, bicycle transit, light sports activities), and of course for creativity. But the role that surely these new democratic spaces must guarantee and communicate unequivocally is that of constant spatial and perceptual connection, as those between the harbour and the city are spaces arisen by subtraction, captured cuts that, to live, must be connected to the already active and attractive public spaces of the surrounding city.



Fig. 55 Masterplan of Palermo waterfront. M. Carta, Palermo Port Authority, 2008.



Among the experiences traced around the ports of the world, the North Warf Promenade and the Silo Park in the Port of Auckland stand for compliance with this description. Not surprisingly awarded the Rosa Barba Prize 2014, the AILA National Award for Urban Design 2014 and the Washington Waterfront Center Annual Honor Award 2012, this project indicates a viable way to reinvent the port city relationship. Started in 2008 and completed in 2011, it covers an area of 1.8 hectares, the Wynyard Point, that has been freed from port functions which remain active in adjacent areas. The designers, Taylor, Cullity and Lethlean (T.C.L.), intentionally created flexible spaces with a very low degree of infrastructure, so that the same urban furniture could become an opportunity for new creative uses of space rather than a constraint. A landscape in “beta”. When Hooydonk affirmed *“Deliberately or not, they moreover tend to ignore the local historical fabric of the port and city they have undertaken to redesign, and they all too easily recommend stripping redevelopment areas of their built heritage and redundant port equipment”* (Van Hooydonk, 2009) he didn't know this project.



Fig. 56-57-58-59-60
North Warf Promenade and Silo Park, Auckland, New Zealand. Winner of the Rosa Barba 2014 award (Photo: T.C.L. Taylor, Cullity, Lethlean.Landscape architects <www.tcl.net.au>

North Warf Promenade and Silo Park are contemporary spaces, public spaces that do not erase the production memory of the old port and make pre-existences not static vestiges but new elements of a dynamic public space, words of a new language, absolutely different from what other public spaces in the city use and which, for this reason, enhance the identity of the plac-





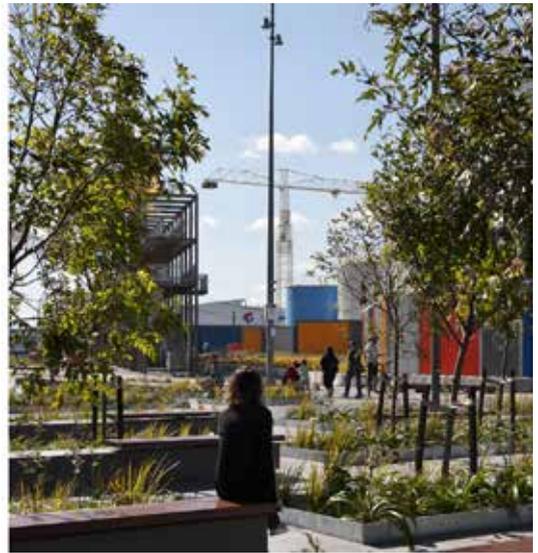




es without disguising or conform them. “Working waterfronts are constantly in flux; crusty, utilitarian, muscular and dissolving, with temporal qualities that engage all of our senses. Yet contemporary waterfront redevelopments are often characterised by the removal of the very qualities that attract us to these places” (T.C.L., 2011).

This intervention, in addition to the critics' success, has met with a tremendous public success, precisely because of the ability to transform both the material and the imaginary part of the landscape systemically and without fractures.

Towards the end of the 1990s, on the example of the nearby Genoa and Barcelona, Marseilles also decided to start a process of regeneration of its port areas, especially considering the deep crisis of the port sector and the shipyards and the extreme deterioration and danger of all the neighbourhoods bordering on the port with disastrous consequences for the image of the city. The harsh conditions in which the second city of France and first port of the country spilled demanded a decisive and joint intervention of the central state and the City in a urban renewal project named after Euroméditerranée which evoked the desire to make Marseille the new capital of the Mediterranean. The Euroméditerranée project immediately acquired the status of “Operation of National Importance” as it is “the largest urban renewal project in southern Europe, it commits to renovating a 480-hectare area in the heart of the City of Marseilles, between the commercial harbour, the Old Port and the TGV station” (Euroméditerranée). This process of renovation began precisely in 1995 on the initiative of the French national government, the City of Marseille, the Marseille Provence Metropolitan Urban Community, the Provence Alpes Cote d’Azur Region and the General Council of the Bouches du Rhone, and took place in two major phases: the first, Euroméditerranée 1 (1995-2001; 2001-2006 ; 2006-2012), that involved 311 hectares of underused area north of the city centre, and the second one, Euroméditerranée 2 (2007-ongoing), that went even further to the north of this first renovation area, for a total of 169 hectares. The operational management of the project was entrusted to the EPAEM Public Development Agency (Etablissement Public d’Aménagement d’Euroméditerranée⁵⁴), set up in 1995, that have also the strategic function to mediate between different stakeholders, the port authority and the city, to define priority development paths and the action plan, to mobilize the funds, to promote the project and ensure its commercialization to economic networks and institutions. The company has no profit, on the contrary, reinvents the money accumulated in the project and proven its efficiency also during the financial crisis without exposing to risky operations for which non-secure stakeholders are concerned. Therefore, Euroméditerranée has been and still is a comprehensive process of urban renewal, which not only involves the waterfront or the port but the entire metropolitan area. Euroméditerranée 1 begins on the wave of the motto: “Building a new city over the city”⁵⁵ according to the principles of sustainable development that, as we have seen, in those years were at the centre of the international debate: social equality, respect for the environment and the economic development. Among the intentions of the project there is no process of gentrification, on the contrary one of the first goals was to ensure the rehabilitation of unhealthy housing, the assistance with the renovation of housing, the production of social housing, the improvement



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Fig. 61 North Warf Promenade and Silo Park, Auckland, New Zealand. (T.C.L. Taylor. Cullity. Lethlean. www.tcl.net.au)

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 The project started thanks to an agreement between the local authorities that led to the establishment of a special Administrative Council consisting of: the central state (50% of the project's financial coverage), the Marseille municipality (25%), the Provence-Alpes-Côte d’Azur Regional Council (10%), the departmental council of Bouches-du-Rhône (10%) and the urban agglomeration Marseille Provence Métropole (5%).

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 See: <<http://www.euromediterraneeact2.fr/de-euromediterranee-1-a-euromediterranee-2/euromediterranee-2/>>

of public spaces, the creation of sports facilities, and the development of local services. The initial compartment was divided into five areas: the waterfront and the representation area of the Cité de la Méditerranée project, the new residential and business center Joliette, the Belle de Mai Cultural Center, realized through the conversion of pre-existing industrial buildings into structures of cultural and media production; Saint Charles, which houses the railway station and its surroundings; and finally Rue de la République, the central street that connects Place de la Joliette with the ancient port and the Canabière. Euroméditerranée 2, further yearn for combat urban sprawl and allow for the conservation of the natural areas overlooking the metropolis, by transforming a neighbourhood deeply marked by the port nuisances, a large railway and industrial infrastructures. A project of this magnitude has been possible since most of the land of the Euroméditerranée was industrial or railway brownfield, exception made for the waterfront area belonging to the GPMM with whom a negotiation was required. The GPMM initially did not welcome Euroméditerranée as a serious threat to its business and productivity. There was a need for long consultation to find an agreement that would accommodate the two parties that arrived in early 2000. The port would have maintained its full activity, independence and ownership of the areas in return had to give way to the passage of the Boulevard du Littoral and a area in the northern area called J4, to compensate for which it would have been able to fill up the water mirror between J2 and J3 piers. The strategic importance of the “maritime ground of the city”, as the port has been defined, has been confirmed in 2013 with the signing of the City-Port Charter⁵⁶.

⁵⁶ The subjects involved in the Charter are: Marseille's major institutions, the GPMM, Euroméditerranée, the City of Marseille, the Urban Community of Marseille Provence Métropole and Marseille-Provence Chamber of Commerce and Industry.



Fig. 62 Bird's eye view of the city of Marseille, delimitation of the areas affected by the Euroméditerranée 1 and 2 project and localization of the projects.



This is a very important document as it is official and set a common vision for the future of Marseille's waterfront. With the advent of global tourism, the cruise industry has grown considerably across the Mediterranean, prompting a demand for new spaces in a short time. This is one of the reasons that led the GPMM to proceed to the agreement by implementing a partial redistribution of port functions to allow the creation of a passenger traffic area that was characterized by greater permeability. The GPMM CEO, Jean-Claude Terrier, explains in this way: "From J4 to Arenc, the focus will be on the idea of a port for passengers. We are moving towards increased connectivity with the city through the creation of a city port with new retail spaces and a neighbourly trading zone with Corsica. J1 and J0 will undergo refurbishment while we think about GPMM Headquarters. From Arenc to Forme 10 dry-dock; the port is sticking to its industrial and commercial activities, with the aim of creating a link with Mediterranean cities by developing ro-ro traffic, yacht repair and a container terminal.

From Forme 10 to the Rove tunnel, activities will involve yachting and coastal tourism⁵⁷. In this new setting fit projects like the Terrasses du Port or Silo of Arenc, inaugurating a stronger connection with the harbours. On such a wide range of interventions each project has put in place its own strategy in interpreting and promoting the relationship of the city with the port and the sea. To analyse how this dialogue has been triggered, two major projects can be considered, varying among them by type of intervention, by extension, site, designers, and of course, design strategy: the new Guide Plan for Euromed 2 by architect François Leclercq, with landscape architects Agence Ter (Paris), architects Rémy Marciano (Marseille), Jacques Sbriglio (Marseille) and SETEC engineers (EPAEM 2010a / 2010b), and indeed the Terrasses du Port Project by 4A Architecture, Kern & Associées Architecture and C Concept Design.

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See: <http://www.marseille.fr/newsletter-eco/jsp/site/Portal.jsp?document_id=153&portlet_id=15>



Fig. 63 The future north cornice (north-south direction) Between the CMA-CGM tower and the Cap Pinède interchange, the A 55 footbridge will be covered by a coastal cornice 15 meters above the railroad tracks and the port, with the sea in panorama. Source: <<http://www.euromediterraneeact2.fr/euromediterranee-2-le-projet/qualite-de-vie/>>



Fig. 64-65 Satellite view of the ancient state of the Euromed 2 areas delimited in blue and General Plan of the project. Agenceter.



The Euromed 2 area delimited by Village of Canet in the East, Grand Port Maritime of Marseille in the West, Bd Capitaine Gèze in the North, and tower CMA-CGM in the South, is a strategic zone in the heart of the metropolis and close to transport infrastructures (A55, A7, métro Bougainville, TER, port). To imagine the development of this complex and nodal territory, an international consultation has been launched in 2009 to design the Guide Plan. In the idea of the EPAEM Administrative Board, this document had to indicate the management strategies in a dynamic way, i.e. open to give the actors of the concertation (the inhabitants, the users, the politicians, the associations and the companies) the opportunity to express their point of view and to modify certain aspects.



The first prize went to the urban development proposal by Paris-based architect François Leclercq and its team including landscape architects Agence Ter. Among the main objectives of the plan was the need to mend the heterogeneous urban puzzle of fragments characterizing the Euromed 2 area and to promote the continuity of public space with a new linear urban park capable of significantly enhancing the urban ecosystem. The second act of Euroméditerranée insists on the northern neighbourhoods, of strategic importance on the infrastructural level, but under conditions of severe degradation, where it intends to concentrate the supply of social housing by creating a real eco-district. This is also the area in contact with the port hardware, that portion where the most intense activities are concentrated and therefore remains impermeable to public transit.

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Fig 66 View of Marseille taken from the Etoile massif. Courtesy Agence TER
Fig 67 Study of the hydrological system of the plain of Marseille. Courtesy Agence TER



In the face of this clear constraint Leclercq team's proposal concentrates its attention on the green-blue texture, enhancing the hydrological heritage of the area and returning to the Ayalades watercourse and its valley a new centrality in the urban space. From the analysis of the preliminary studies carried out by the designers, preparatory sketches and finally from the masterplan proposed, a predominant topographic attitude (Dietrich, 2012) emerges in the composition of this piece of city to rediscover and to reveal the peculiar geomorphology of the places.

Faced with an urban landscape dominated by the massive presence of the infrastructure and the rigid geometry of the rear-port periphery, the interpretation of the natural features of the territory (which have been for almost a century deleted), despite being unusual and bizarre (Dietrich, 2012) reveals a revolutionary strategy for dialogue with the site and re-putting into play its potentialities, bringing different topics from those of urbanity. The port has always played a key role for the city of Marseilles and, in recent centuries, almost exclusive in shaping the urban fabric behind it that by reaction has increased its degree of artificiality by denying other systemic interactions that were not those linked to port flows.

Given the need to regenerate the neighbourhood, to create a new relationship with the port and the sea and, more generally, to enhance the entire metropolitan territory not only in view of the nomination as European Cultural Capital of 2013, set the project starting from the reading of the artificial signs of the area, such as "the existing harsh mineral rail yard", would have probably slipped away from the goal. Such a strategy would have confirmed the role of the port as the main formal generator, endorsing its absolute preeminence over the city as well as determining further artificialization of the areas and a disconnection with respect to the original identity of the territory. Pointing to the rediscovery of the natural signs of the territory, instead, is potentially an intelligent choice as it allows to rebalance the roles of city and port in urban design, to enhance and restore ecological connections and the hydrological system in a coherent way to the entire metropolitan system, to create new urban episodes that can evolve, increase the biodiversity and trigger different uses of public spaces. However, territorial signs lend themselves to multiple interpretations, take on meaning through the process of interaction. Our sensory receptors choose certain facts that then become information, ideas, among infinite possibilities of objects. This "skimming" operation of perception of fact makes the claimed objectivity of knowledge a pure ideal. Territory, the "thing in itself" never goes on stage, because it completely escapes our way of perceiving and classifying reality. For us there is a map and shared transformation rules so that we can read it correctly (Bateson, 1977; Armenia, 2004). Therefore, reading a design process deterministically provides just partial knowledge since it is not in this logic that the project arises. The causative principle is unable to grasp the true nature of the design process, which is complex and would rather require a "hologrammatic principle" as Morin defined.

The Ayalades river park project, that constitutes the centrepiece of the neighbourhood, has been conceived as a green-blue infrastructure, with the function of decreasing the heat's island effect and draining the storm-water from the whole Ayalades catchment area.

"In the continuity of the François Billoux park, the new Ayalades park begins on the Boulevard du Capitaine Gèze and extends to the sea by the creation of a very tree-lined course on the Rue d'Anthoine. A vast area of nature, walks along the water, fun and sporting activities, this park must become the vegetal link between Euroméditerranée 2 and the neighbouring districts (the Canet, the Crottes...), while playing the role of retention basin capable of controlling the rise of the creek during the episodes of torrential rains" (Leclercq, 2011).



Fig.58-59 View of the Ayalades river park in the dry configuration and in the flooded one. (Image courtesy: AGENCETER)

Fig.70 (next page) General Masterplan of Euroméditerranée 2. Aerial Perspective (Image courtesy: AGENCETER)







Its construction provides a massive intervention with the entire removal of the railway track, large excavation and backfilling and finally the creation of the park. In addition, normal precipitation conditions and the current flow of the river may reveal an oversized work that in many people's eyes would be unjustified (Dietrich, 2012). On the other hand, however, it is true that in recent years in the Mediterranean many examples of disastrous floods have been reported. Watercourses that had been considered as harmless exploded due to exceptional rainfall in heavily urbanized areas and therefore unable to contain such volumes, such as in Genoa with the Bisagno flood in 2014. Therefore, on the scale plate, there are many and varied arguments in favour of this design choice.

In addition to the Aygaldes Park, the plan includes several interventions aimed at the ecosustainability of the neighbourhood such as: the "thalassothermic loop", a project that rely on an industrial process, of 100% renewable origin, that must develop a network of production of cold and heat on the scale of the northern seafront; the urban multi-modal pole Capitaine Gèze and the public transport network; the shared land decontamination platform which will process on site the soil before re-use on site and a A "control district": which allows, on an intermediate scale (land holdings of 2.4 ha) to undertake an experimental and innovative approach to the development of a reproducible sustainable Mediterranean habitat model (Leclercq, 2011).

If a superficial reading of the Euroméditerranée 2 Guide Plan could confirm a separateness from the harbour and the sea as it focuses attention on the inner axis of the urban linear park, there is, in my opinion, in this proposal an innovative strategy in recalibrate the relationship between city and port, a strategy perfectly in line with the overall goals of relaunching Marseille-Provence metropolis and calibrated for current urban heritage. The Euroméditerranée 2 Guide Plan could be an example of how it is possible to affect the city-port relationship acting not only on the physical edges of the harbour perimeter, through a strategy capable of interpreting the potential of the site. In the process of reconciliation between port and city this marks an starting point, while the port's "maritime ground" will continue to separate the city's "super-ground" from the water, the port platform J4 is divested to the city hosting today the state museum for European civilisation MuCEM (Musée des Civilisations de l'Europe et de la Méditerranée, by arch. Rudy Ricciotti) and the regional centre of the Mediterranean CeReM (Centre Régional de la Méditerranée, arch. Stefano Boeri) (EPAEM 2010a) the both implemented before 2013, the year of Marseille-Provence cultural capital of Europe.

A different strategy for port city integration was instead employed in the Cité de la Méditerranée with the project Terrasses du Port, a complex shopping and leisure of 61 000 m² that from the Quai du Maroc look out onto the cruise port. "All its activities will be aimed at the 400 000 passengers who pass through the port of Marseille, to more than 2 million passengers to destination of Corsica and Maghreb, and more widely to all the Marseillais"⁵⁸ (4a Architects, 2014).

This multi-storey shopping mall is set as a link between the city and the cruise port, in the heart of Euroméditerranée 1, which has transformed a harbour area into a business and cultural district. It offers a chance for meeting and leisure to mixed users between tourists and citizens. Following a long-term management agreement with the Grand Port Maritime de Marseille (GPMM), the Hammerson group that funded the project has entrusted the design to A4 studio under the direction of architect Michel Pétauud Létang. The yard has officially started in 2010 and completed in four years. This original building (6 levels of underground car parks and a two-storey shopping centre) has a footprint of only 1.5 ha, the entrance to the shopping

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Project description on the agency web site source: <<http://www.4a-architectes.com/en/projet/the-terrasses-du-port/>>

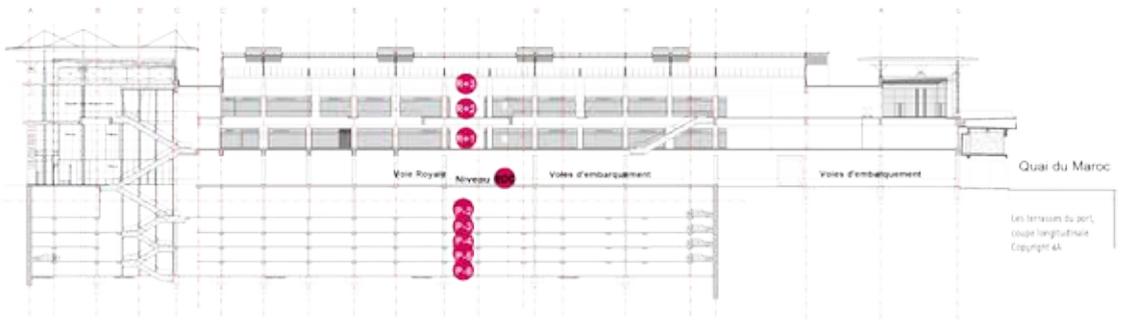
mall coexists with various port functions, and it also has a 260m exterior promenade overlooking the Marseilles road-stead and port activities. Terrasses du Port allows to retrieve the visual relationship with the sea as well as contact with the port area by acting on vertical differentiation of accessibility levels. An accurate study of the routes allows the building to carry out some roles related to passenger reception such as passenger boarding areas, vehicle storage, etc located on the ground floor, with commercial functions and refreshments open to the whole city. In this case, the architecture becomes an infrastructure, having a dual role of connector, as an integral part of a path that continues from the city to the sea, and as a landmark reference point, highly attractive and representative of the identity of the city.

These two approaches describe two different ways in which the urban design, from public space to architecture, has been able to respond to the “double thrust” between port and city but are but a part of the many strategies the GPMM has put in recent years, to improve the port-city relationship and to start synergic growth. As has been shown in the examples previously treated also the port of Marseille Fos performs open day, instructional and educational programs, environmental projects such as the Climeport and the month of August 2017 signed the Port Center Mission Charter of AIVP to implement a new Port Center on this model.



↑
Fig. 71 Opening day of Les Terrasses du Port, Marseille, 2014.

↓
Fig. 72-73 Longitudinal Section of the building “Terrasses du Port” and Perspective view from the sea. Marseille.



The success of Marseille's experience has to be primarily a strong political choice, since the operation has been wanted and financed by half with state funds, but also speaks of close co-operation and concertation between different agents and their constancy, meticulousness and consistency over time. In Marseilles the Plan, the project and the private initiative have found a happy marriage with the achievement in a short time with amazing results.

Year after year the strategies and initiatives to foster the urban transformation are renewed and differentiated, a sign that the work carried out so far could have awakened a sense of belonging and identity. But what is the real opinion of people on such a huge transformation? What are the reactions? "Soft governance measures, such as more transparent information and external communication policies, has been little explored in Marseille, but could help to mitigate conflictual situations" (Merks, 2014).

The analysis conducted by Merks finds this aspect of the main issues and challenges that the Port of Marseille has to deal with, not surprisingly, concerning the Euroméditerranée project indeed the initial reaction has been a widespread scepticisms that saw in this project the latest episode of mere real estate speculation. The writer Jean Claude Izzo, who loved his city, had this definite opinion, and in his works as well as his characters celebrate the sights, the identity and atmosphere of the Phocian city, they also have the task of narrating the author's dissatisfaction with these transformations, which at the time of writing they were still paper projects.

"We walked along the sea. Up to the tip of the Joliette outer harbour. Facing the Sainte-Marie lighthouse. Yes, like me, she loved the place where the ferries and cargoes came in and out. Like me, all port-related projects worried her. A single word filled the mouth of politicians and technocrats. Euro Mediterranean. Everyone, even those who were born here, like the current mayor⁵⁹, had their eyes on Europe. North Europe, of course. Capital, Brussels" (Izzo, 1998).

As always, transformations of this reach generate a strong social impact especially where they directly affect the interests and the sensibility of the people. Izzo reads this great transformation from within, offering the prospect of a citizen tied to his city and 'thus', as he would say, thus to its port, since Marseilles is a port. If a cultural revolution was needed in Marseilles, it could only start from the traditional activities of the harbour, "With the feet in the water, first of all" (Izzo, 1996). This was the opinion of one of the greater cantors of Marseilles, able to bring out from its descriptions all the vividness and light of the Marseilles days, its smells, the warmth of the streets towards the Calagues, the damp of Panier alleys. According to Izzo, the rebirth would have to depart from the very harbor itself, from its activity not from the port quays stripped of their history.

"The port was very interesting for real estate companies. Two hundred hectares to build, a real puddle. They imagined transferring the port to Fos and building a new Marseille by the sea. Architects were already there, and the projects were well-developed. But I could not imagine Marseille without the docks, the old hangars, the boats [...] They would pitch the hangars on the floor. The J3. The J4. They would redesign quays. Open tunnel. Raised building. Squares. The whole urbanization and habitat, from place Joliette to Saint-Charles station, would be redesigned. And would have remodelled the maritime landscape. This was the last great idea. The new big priority. The maritime landscape" (Izzo, 1996).

Testimonies like these are among the most valuable we can meet as designers. Because they force us to reflect on the true meaning of the transformation that we want to lead, question the same assumption of the project,

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At the time of the drafting of Solea, the mayor of Marseilles was Jean-Claude Gaudin, in office from 25/06/1995 to 25/03/2001, when it was re-confirmed in the role he still hires after being re-elected in 2008 and 2014. (Marchiori, 2017)

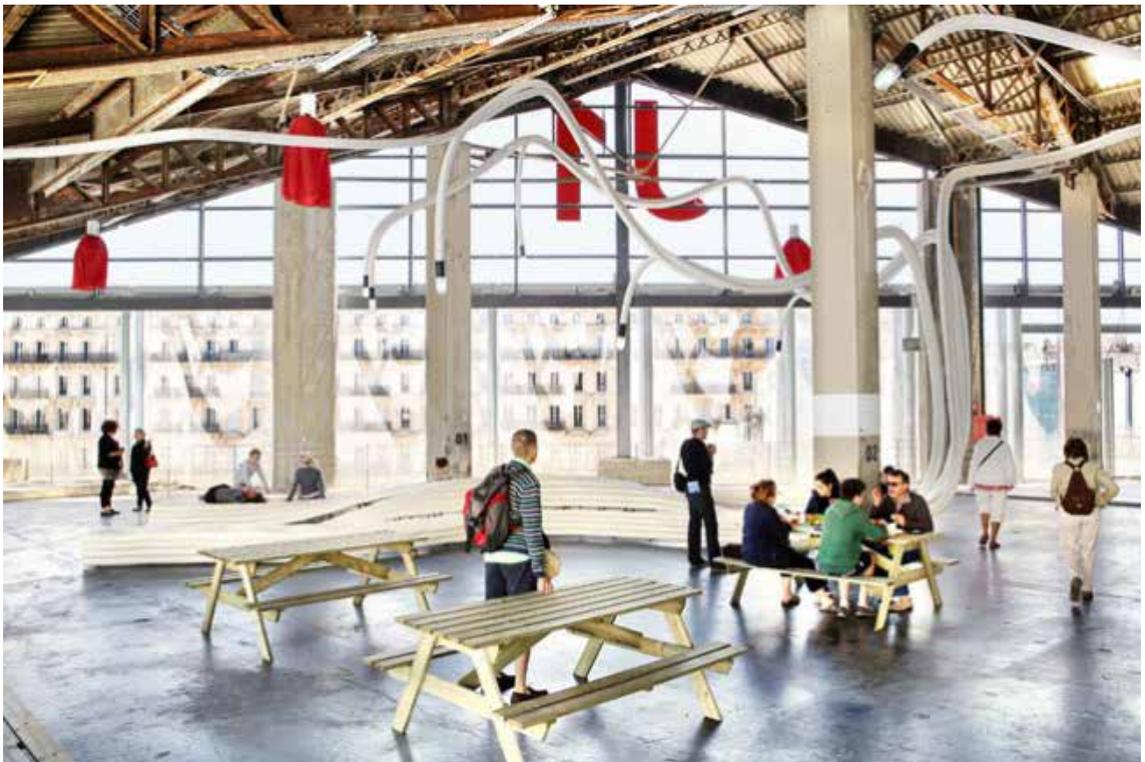
reveal a reality that we did not consider, mock our flagged truth, make us roll up the sleeves and look for comparison, they make emerge the 'other', the unexpected, the different. The true essence of Landscape.

"I drifted toward the coast. Along those bad metal walkways that the landscape advisors of Euroméditerranée wanted to destroy. - Maybe it was just about Michel Desvigne! (Author note)- In that article in the Marseille magazine, they spoke of "a cold repulsion towards that universe of machines, tar and metallic structures nailed to the sun." What a fuck! The harbor was magnificent at that point. It could come into your eyes. Quays. Cargo. The cranes. Ferries. The sea. The If Castle and the Frioul Islands in the distance. Everything was beautiful to see" (Izzo, 1998, p.97).

Often, on the other hand, almost always, citizen interests, visions, sensitivity are retreating with harshness or bypassed trying to evade them without creating excessive noise. So it also happened with EuroMéditerranée. Strong opposition to speculative operations imposed from above rose at first with the GPM before the deal, and worse happened with the inhabitants of the North Quarter concerned by the second batch of Euroméditerranée. Resistance to the project is formalized in 2011 at a Citizens' Committee of Les Crottes, Oddo, Le Canet neighbourhoods, with the emblematic name "On se laisse pas faire!"⁶⁰. The resistance and concern about the Euromed 2 project, was mainly due to the expropriation plan and a review of the commercial plan, which had to judge the compatibility of existing business with the new eco-district. Citizens saw the project Euromed 2 as an operation of gentrification that would compromise the identity of places, so many were the meeting of the Committee and the protests.

⁶⁰ For example the Collectif "On se laisse pas faire!". See: <<http://onse-laissepasfaire.eklablog.com/>>

↓
Fig. 74 View of the Hangar Joliette 1, well known as J1, in his recent rehabilitation as an exhibition place.



Pourquoi sommes-nous en désaccord au lieu de nous réjouir de l'arrivée de copieux capitaux pour la spéculation immobilière et des emplois high tech? C'est que leur but une fois de plus est le profit, dans ces quartiers comme Arenc ou les Crottes qui respirent la misère. Ce qu'ils veulent, c'est déplacer le centre ville vers ces quartiers en les transformant de quartiers populaires, pauvres et sans services, en des quartiers pour de nouvelles couches de population, les classes moyennes, rendant le vie impossible en terme d'emplois et de montant des loyers, aux personnes qui actuellement y vivent et y travaillent. Cela s'appelle la gentrification, qui a vidé le coeur populaire de tant de villes en France (Paris, Lille, Nantes, Bordeaux, Montpellier...) et dans le monde entier. On les voit venir, avec leurs appétits de promoteurs...

(...)

Alors, nous le disons, avec les habitants et salariés du quartier avec qui nous participons à un collectif de lutte contre Euroméd, oui, il faut améliorer l'habitat, les entreprises et les commerces locaux, mais pour les utilisateurs du quartier et du marché, pas en fermant les entreprises actuelles et en expulsant les habitants à la périphérie de Marseille. La CGT s'opposera à la mutation du quartier en un quartier bobo où nous ne pourrons plus vivre ni travailler.

(...)

Car ce qui est en jeu, c'est l'identité même de Marseille, une ville de tourisme et de sièges sociaux, au service des profits, ou une ville de mélanges et de fraternité, où les travailleurs ont leur place et la possibilité de vivre et travailler ?

Intervention de l'UL des quartiers nord de Marseille
au Congrès départemental de la CGT13 (4 février 2016)



Fig.75 View of the Docks de la Joliette in its recent state, deprived by heavy port function. On the Background in the background the shopping center and the Terrasses du Port while on the right the warehouses Le Docks, recently renovated and used as a shopping center.



“The restoration of rue de la République, it is finished” said the public authorities in 2007. The Municipality of Marseilles, that many times tried to “clean” the center of the city from their “poors”, will this time come out from its opacity and engage towards politics that will respect their own population? The town hall of Marseilles must produce a local and financial balance sheet of this operation and put it on the table to set out again on new bases. For a Centre Town For All, the public authorities - and in particular the State, the municipality and the all urban conglomerate of Marseille - must take the responsibilities against the defective plans of these speculative investors.

They have tools to do that (capacity of negotiation the right price and possibly use, as municipality, priority aquisition rights) to reclaim this part of the city as common and public use”⁶¹.

⁶¹
Source: <http://www.habitants.org>

Marseille, 14 octobre 2008
Patrick Lacoste, Antoine Richard

Taking note of this state of tension, that for Instance Lisa Dietrich had been able to observe in the exploration campaign of the city she did for her thesis, it may be said that perhaps Euroméditerranée did not give the right weight to the participation process at the initial stage of the project, so that it would directly inform the call for the Guide plan and take greater account of the wishes and fears of the population. History teaches that every great transformation has its price, but when it comes to cultural, maritime and Mediterranean identity a flag can not possibly neglect the thought and the reasons of who built this identity day by day.



3.7 Towards a shared landscape approach

As well as Auckland, Barcelona, Genoa, Marseilles, Valencia, etc... In the Mediterranean there are many cities that have embarked on the challenge of a more radical transformation of the port city relationship by launching large-scale projects involving large sections of territory. The transformation experiences of the ports of Genoa, Barcelona, Marseille that, as we have seen, changed face to those cities, have witnessed the sharp reversal of the nexus Plan-Project. This trend is expressed explicitly by Oriol Bohigas, one of the major architects of the Barcelona renewal in the nineties, which during the experience of the Salerno Regulatory Plan, affirmed that the experiences accrued in Europe in the last twenty years have made it clear the limits of the Plan “built on illusions and time uncertainty, consisting only of quantifications and regulations” (Bohigas et al., 1994). According to Bohigas, on the contrary, it is necessary to have “a strategic urbanism that is realized from those concrete points chosen so well that alone can start transformations from the most general consequences” (Bohigas et al., 1994). In line with this, also the city of Tangier is undergoing a major process of transformation called Tanger Metropole project and launched in March 2010, with the creation of the SAPT Société d’Aménagement pour la Reconversion de la Zone Portuaire de Tanger⁶² using a *modus operandi* borrowed from the “Barcelona Model”. The same occurs with the city of Haifa, that also intended to convert the western part of the port areas in a new public space to allow the city to emerge again on the sea, a possibility that was denied it from the construction of the modern commercial port in 1933. The project has engaged the Amir Mann / Amir Shinar Architects and Planners LTD based in Tel Aviv for two years and was approved by the Israel National Planning Council in 2013, without however meeting the favour of the Port of Haifa⁶³, being in contrast with the current port plan.

The ineffective success of plans has been overcome through the new strategic operational tool of the “Great Urban Project” resulting from the synergistic convergence of the interest of the various territorial actors. It is the project, rather than the plan, to be an interpreter of contemporary needs, to translate them in signs in the territory and to shape the city. It streamlines the bureaucratic process being a ductile tool that through its images and visions also acts as a powerful communication mean, capable of creating suggestions in people and stimulating their involvement. Projects indeed often perform a first important transformation on the level of the landscape imagery of the city, by prefiguring possible futures and scenarios. However, this trend raises doubts. With the use of the single project as the predominant operating tool, those experiences, starting from Port Vell, can have institutionalized the exception as a *modus operandi*?

“From a general dynamics, the following mechanism prevails: the proposal and marketing of the project; a location within protected urban or autonomous areas of urban regulation; and the modification of the existing regulations to allow the development of such project” (Tapia, 2012). Instead, the project, especially when it represents a large-scale regeneration, should not be understood as a short-cut, as has often been done, as a pick lock to coerce the law, or as a means of exclusion. Barcelona’s recent experience of projects such as Bocana Norte, for instance, resulted in the tenth wave of protests with the creation of the movement *Defensem El Port Vell de Barcelona* since works that act on a space of such representativeness, centrality

62.

Société Anonyme with an initial share capital of 600 million dirham, SAPT has for its main shareholders, the State and the Hassan II Fund. The City of Tangier, the National Agency of the Ports and the Agency for the Promotion and Economic and Social Development of the Northern Provinces (APDN) are also present in the capital. Its Chairman and Chief Executive Officer is Mr. Mohammed Ouanaya. Source: <http://www.sapt.ma>

63.

Based on a explicit declaration of one of the architects of the design team: “How to convince the Port Company to implement the plan remains our next challenge.” Amir Mann–Ami Shinar 2013. Source: <http://www.archdaily.com/398514/new-haifa-waterfront-plan-proposal-mann-shinar>.

and importance that has enormous effect on the citizen perception, should provide for a public information and consultation phase. Furthermore, urban waterfront, should be rethought and redesigned as a 'common goods' (Donadieu, 2014; Settis, 2013) and then as "the place par excellence of public policies" (Savino, 2010). Instead, since the land on which it takes place is owned by the port, the project is exempt from any public information and consultation process. This was the case in Marseilles with the promotion of the second act of Euroméditerranée, whose public participation process was only promoted late in 2011-2012, assuming rather the traits of advocacy planning. "The speed with which the legal acceptance process, the permanent disinformation, the lack of corrective mechanisms of these projects on the part of those affected - the citizens - and the skilful treatment of the means of communication to omit the divergences and criticisms to the projects happens, are some of the most worrying elements in terms of the exercise of citizens' rights, considering that each of these projects imply strong public investments for its urbanization, the construction of infrastructures and a maintenance cost also charged to public expenditure" (Tapia, 2012).

This unscrupulous use must not, however, result in the demonisation of the use of the project as a valid means of triggering positive and rapid urban regeneration processes. These projects need to be informed by the desires and expectations of the community, of those who inhabit the places that are directly affected by their transformation. It is therefore not intelligent to deny or reject the profitable results achieved by these public-private partnership initiatives or direct initiative of ports, but it is urgent to address them so that they embark on the road suggested, for example, by Porter and Kramer, that of creating "Shared Values", because these projects combine the interests of the whole community and not just of a few clusters.

Furthermore, in each of the projects described in this chapter, the imprint of landscape architecture has been a sensible innovation, a sign that this discipline has affirmed its leadership in the field of waterfront regeneration freeing itself from being confined to the design of parks and gardens that last until the 1980s. Landscape architecture has made a major contribution to these renewal processes, as the centrality of the system of relationship has been able to give these public spaces such a distinctive figure and success that other waterfront regenerations do not have. Instead, the interventions that have entrusted to architecture or urban furnishing the task of redeeming parts of the coast to a new public use without understanding and interpreting the ecological and social processes that distinguish the sites, have failed their purpose, whether it be big and challenging interventions, such as the experience of the Salerno waterfront, or very small projects, such as the construction of the new mega-yacht harbour named Porto Mirabello in La Spezia, to cite Italian cases. In the first case the ambitious unitary project originally conceived in Bohigas's plan⁶⁴ (1994-2003) over a long run has faded away, defeating the principles of mixité, density and enhancement of the territorial identity so much urged by the Catalan architect and ending to focus exclusively on profit driven urbanization (Iovino, 2016). Since 2003, when Bohigas leaves the scene, to 2006, the plan is distorted, and assumes a marked speculative connotation. What was to be the harmonious encounter of several illuminated initiatives instead becomes a collage of self-referential interventions, out of the place and strongly opposed. Just remember the fierce campaign of opposition to the "Crescent" of Bofill, now realized, which even saw the mobilization of 50 Italian intellectuals which define the project as "*a speculative intervention of enormous proportions that, by bending to the logic of profit the goods and peculiarities that should never be subjected to, has already caused serious damage to the protected heritage*"⁶⁵ (in Iovino, 2016).

In the category of small interventions, the experience of Porto Mirabel-

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In 1994, the new mayor of Salerno, impressed by the Catalan experience of 1992, decided to make Salerno the "Barcelona of the Low Tyrrhenian" and for this he commissioned Oriol Bohigas, one of the architects and urban planners who had most contributed to the success of that regeneration, to develop the new City Regulatory Plan. Even in the case of the plan of Salerno, the main method innovation is the central role entrusted to the urban project rather than to the plan as a set of rules and parameters.

65

letter addressed to the Minister of Culture and Cultural Affairs and tourism Dario Franceschini in May of 2014. Source: <<http://www.italianostra.org/wp-content/uploads/Appello-Crescent-15-maggio.pdf>>

lo in La Spezia, whose commercial port is the third in the 2016 Italian cargo handling category (Assoporti, 2016), has wasted the opportunity to create a new public space for the city, creating a new enclave. In this sense is emblematic the same graphic representation of the port map that excludes any relationship with the city which is not even represented (Fig. 65). The orientation of the structures and the square and the system of pedestrian and cycling routes deny in fact a dialogue with the city that even the recent construction of the Thaon de Revel pedestrian bridge, inaugurated in 2013, cannot adequately restore since it faces the car park (Fig. 66). Thus the operation is added to a long series of myopic projects of which the gulf is sadly dotted.

“It is to change the waterfront development paradigm. In order to come to genuine win-win solutions, waterfront projects should ideally combine residential urban functions with port activities. This would not only bring the genuine feeling of a port-city, but may also offer logistics solutions for both passenger and goods traffic in the city as explained further. Water is not just meant to look at, it should also be actively used” (ESPO, 2011). The contemporary port system is a complex and extensive intermodal network in the area, whose nodes live a constant redefinition process that is substantially conditioned by the social, geomorphological, environmental and ecological capital of the urban territorial contexts of which they are part. Acting on these particular infrastructures, which by their nature create strong repercussions both on the maritime coastal system and on the city’s mainland urban system, means having the opportunity to act directly on the metabolism of these particular cities and rethink their shape.

To the exhortation by Ian Mc Harg, “Design with Nature” that simply revolutionized the basics of landscape design since the 70s, the E.L.C has added an important element: People. Nowadays design the landscapes it means design relational spaces and therefore encourage citizens to reclaim their places allowing to reach them and be present. Among the various design specialties, Landscape Design is perhaps the one that has best understood the 21st century mantra of human geography: “Thinking space relationally” (Geografiska Annaler, 2004). The “relational” aspect of the landscape project, together with the centrality of the factors of time and movement, emphasize some contextual values: the geographical and historical-cultural ones (the relationship with the places and the territorial identities), those of temporal variability (seasonal changes, relations with the climate), those dynamics and kinematics (the spatiality read according to the movements of the observer-user). To deal with this complex system of contemporary values the design process can not only concern the physical transformation of space or just the communication strategy, it must follow Morin’s ‘hologrammatic principle’ and be complemented by the patient construction of a new imaginary of landscape. Although there are considerable differences between those projects that have succeeded in triggering the processes of repossessing the city shores by the citizens and those who have not been able to do so, this success has not yet been brought back and acknowledged by the specific contribution of landscape architecture or more generally (and perhaps more explicitly) the merit of a new approach to the landscape design. This new *forma mentis*, instead, conceives landscape design as a dynamic and continuous process, rather than as an Intervention ending with the inauguration of the work; as a means of revealing the potential of the natural and social capital that is present and must be pulled out as happens in agriculture (Batlle, 2015), as a gift “a reinforcing or generating device of proximity ties” (Lambertini, 2014).

To date, the success of these operations has been implicitly entrusted to the sensitivity of designers, to their visionary ability, which is precisely that ability to know how to prefigure performing and sustainable scenarios from the community. Designer whose international prestige is based on a prov-

en attitude to being interpreters and precursors of his own time, and in this perfectly contemporaries, in the sense that Agamben in his famous article has given to this term. Renzo Piano, Adrian Geuze, Kate Cullity, Perry Lethlean, Kevin Taylor, Michel Desvigne, Alexandre Chemetoff, Henri Bava, Manuel de Solà Morales to cite just some of those directly involved in the project presented in the previous pages. This happens a bit always, mind you, there is always someone who makes a difference. However, the urgency and relevance of the issue of the relationship between ports and cities, given the number of problems it is currently generating and the increasing importance that ports have to do in the capitalist economy, requires a more open and manifest landscape approach. An approach that is not entrusted to the sensibility of the designer alone but is matured and adopted by the entire community: designers, citizens, administrators and stakeholders. This is true everywhere in any port city, but with greater emphasis on the Mediterranean, where the most urban ports are concentrated and where they live elbow with an architectural, urban, natural and artistic heritage of immense value for all humanity. So it is necessary to make the landscape approach to the port city relationship and thus to port-city Design explicit. This does not mean that it should be codified or standardized, as the design process is always site specific and time specific, it is always unique because it depends on a system of unrepeatable relationships. We study the realized projects and we learn from them, as well as we generally learn from past experience, but one can not expect to give a scientific recipe for a landscape design process that has a general validity. Instead, it is important to expose a project trigger mechanism, a tool that can induce active involvement of all those who will be the true actors of its life cycle, and the creation of a solid landscape consciousness. Today the theme of the project of the global Mediterranean port city can not be said to be an unexplored field for landscape architecture, indeed it is an area where it has revealed enormous potentialities. What is missing is a collective and unanimous approach to the landscape that is applied not only when port functions cease, not just where there is room for real estate speculation, but also and above all, where the port remains and its presence is cumbersome, where space is little, tight, and it is therefore necessary for the project to re-invent this coexistence on new foundations. Currently the transition is sharply marked by margins with zero permeability that emphasize the conflict of interest between places of citizens and places of production.

The European Landscape Convention states in its preamble that even degraded territories, even ordinary ones, are landscapes and as such they must be “treated”, that is, as we shall see in the following chapter, actively protected and designed while preserving their particular identity ie their function and their aesthetic. Since fallen off the conception according to which a productive landscape can not be a landscape of quality, capable of producing economy, identity and well-being. This put in evidence the necessity of recovering the relationship City - Port - Sea at the time of port's activity. This is the current challenge we must undertake. In order to improve the quality of port landscapes, we could implement the change of the whole theoretical and methodological system of the nexus plan-project by promoting the use of new tools able to make people's desires and necessities a structural element of the projects and create a bridge between the currently existing planning instruments. What this research is about to do is far from giving answers or truths, but instead goes on asking a few questions:

How can we design a new port city according to a landscapes approach? Through which instruments can it embrace the complexity of the theme without contradictions? Are we ready to experiment with a proposal?



Fig. 76 The port of Napoli (Photo: < <http://www.thetowner.com/it/il-porto-di-napoli-e-bloccato/>>)

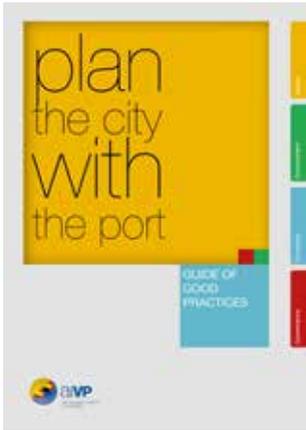




BOX 1

Plan the city with the Port The AIVP's good practices guide, 2015.

The AIVP guide highlighted some key issues concerning the port-city relationship both inside and outside the Mediterranean that have already been screened under the planning profile and, most importantly, already approved by the scientific committee of the association representing all the members of the association. Following the example of the guide written by the fnau, to which the AIVP made a contribution, the association has



catalogued the problems found in four major categories, distinguishing spatial problems, environmental issues, problems affecting the sphere of economy and finally governance issues, for a total amount of 13 main issues. Even if the hierarchy changed from the FNAU guide, posing at first place spatial issues rather than economic ones, the choice of categories and the structure of the guide, which is somewhat stiffened by a disciplinary division, testify that the design approach to the city-port problem is still influenced by sectoral logics which precisely distinguish tasks entrusted to urban planning by those of the governance etc. This approach, which still largely characterizes the territorial policies of many cities and territories through the old plans, is only being subverted today by some projects, which are still isolated cases, but which are very successful. Today, the projects make the difference. The fact that the guide mentions some of them, in its example gallery, attempting to squander them in this or that category is emblematic of the

difficulty of changing the way of thinking of the territorial transformation project into a necessarily systemic conception. The landscape approach instead is transdisciplinary and is intended to set up projects capable of acting simultaneously on multiple scales and scopes.

This need for greater interaction between the port and the city and between different disciplines for economic and social innovations fuelled by new technologies, innovative businesses and new planning strategies, has been, for instance, the core theme of AIVP 15th World Conference held in Rotterdam from 5 to 7 October 2016. The conference has touched on some key issues such as: circular economy, innovative business, smart technologies, joint planning strategies, climate resilience and social innovation, affirming that there must be a necessary interaction between them. Therefore, there is a renewed sensitivity and awareness for the issues of sustainability, dialogue with the citizens, technological innovation but unfortunately lacks, as well as lacking in the guide, a landscape culture and a true culture of design. However, the AIVP guide provides important feedback on the perception and awareness of issues by stakeholders, administrators, port authorities, shipping companies etc.

Starting from the spatial category, one of the most felt problems is identified with the lack of space or poor availability of areas to ensure the free expansion of both the city and the port. The clear separation between city and port has forced both to have to deal with a finite amount of space, which, as is often the case, is not enough. On the one hand, there is a lack of space for leisure on the coast, on the other the lack of spaces for new docks, for new freight deposits, etc..., all in a steady iron arm.

Separation has brought with it two other important consequences: the “materialization of the limit” and the need to have a dual connection system, one dedicated to the port and the other to the urban traffic. The boundaries between ports and cities, as we have

seen in the second chapter, have become nobody's land. They are a point of extreme fragility, which need to be rethought. The guide insists on the design of buffer zones, trying to work on the different types of diaphragms to be interposed between the port and the city, whether it be simple linear barriers such as gates and fences, or more articulated and large areas that are able to accommodate vegetation and small architectures or landmarks. The strategy used by one side accentuates these areas of passage emphasizing their formal characterization on the other hand tries to increase their visual permeability, however longitudinal relation systems prevail in them rather than transversal ones to the port and city.

This prevalence of the longitudinal axes on is due to the presence of infrastructural port corridors that today are the major barriers to the port and the sea. Given that it is absolutely essential for ports to rely on a well-integrated infrastructure system and to ensure the maximum flow of traffic, the issue is of prime importance. Problems such as congestion, transportation and accessibility require a complete re-formulation of the connection system that has to be diversified, enabling the possibility of linking sea-based communication systems and making less impact with the aid of technology and environment friendly public transport system. The guide stresses the importance to conceive an integrated transport system between port and city where the need of ports for new infrastructures can result in the creation of new spaces. But this must be translated in the creation of new public spaces and nor in new isolated port districts that just shift the problem somewhere else, In the belief that there are A-series landscapes and B-series landscapes. The ELC clarified this aspect once for all (ELC, Preamble, 2000). Therefore the example of Valparaiso port showed in the guide is not suitable according to the approach pursued by this research, which finds in the project of El nou de la Trinidad, by Batlle i Roig architects a better example of integration between infrastructures and public spaces in an urban environment.

After decades in which these cities have turned their backs on the sea, today is the question of how to reconstruct a living relationship of citizenship with the spaces that are being released from port functions or those awaiting a new function. This task is not banal when one of the manifest demands is to preserve the historical memory of these places of commerce and production. The guide in fact shows a certain sensibility to what we could call industrial archaeology, because it represents the material sign of a port identity that has to be preserved and fed. This sensitivity to historical heritage which until a few decades was unthinkable especially in an industrial environment, is also indicative of greater attention to environmental impacts that port activities and land transformation generate.

"A new approach to waterfront planning is gradually emerging, which could see the development of pioneering solutions, not just to protect the environment but as an opportunity to create new spaces". As outlined in the general description of the guide, the approach to the environmental issue must also be renewed shifting from the culture of mitigation to a new culture of resilience. Mitigation measures that fight short-term symptoms, are not enough to deal with the effects of climate change. Long-term investments in adaptation are extremely important. Therefore, is the project in itself that must address these tasks taking into account the main environmental issues summed up by the guide in four categories: pollution caused by harbour activities, energy consumption, biodiversity conservation and sea level variation resulting in the risk of submerging and erosion of the coast. This section of the guide presents very accurate projects that integrate environmental care with other social, cultural, or even logistics and energy efficiency instances. This is the case of Auckland waterfront, the We nose project promoted by the Port of Rotterdam, the Hafen city Project in Hamburg, the Climeport project (2009-2012) that involves the ports of Algeciras, Koper, Livorno, Marseilles, Piraeus and many other projects, that are very different one by the other but testify the attention to the issue of the correlated port authorities. Generally speaking, a growing focus is on the theme, driven by increasingly stringent EU and international legislation on pollution and energy consumption.

Increasing the competitiveness of the port and attracting new investments are the two main issues that make up the economy section. "The economic potential of city port territories goes well beyond cruise business alone. It is now based around the development of

new traditional or highly innovative activities, driven by the specific features of city/port interfaces. Alongside fishing, boating, etc., the creation of a more comprehensive range of tourist attractions and services is a driving factor in the area's economic development, attracting both local visitors and tourists from further afield. In addition, to providing an opportune location for creating cultural clusters, port-city territories are also well suited to the creation of economic clusters built around maritime businesses – such as offshore wind power, recreational sailing, etc. – which currently occupy a dominant place in many port cities. However, in order to succeed these projects require strategies to make them possible and profitable over the long period needed to realise them". In the global city the port can no longer be identified with the single commercial freight or passenger freight, this is not and may not be the only economic entry it can generate.

Focusing on the aspects of competitiveness and attractiveness, the one that one would like to propose is a new idea of port, which includes different, complementary activities and is capable of covering a vast target of users and services. These considerations confirm the goal of making the port the decisive driving activity of the economies of its cities, which must be echoed in targeted governance strategies. Ensuring that the port contributes significantly to the dynamism and economic viability of the city is of paramount importance for influencing policy choices and consequently for conditioning the planning and government of the territory.

"Housing development strategies or plans to fill in dock basins can pose an irreversible threat to the future of existing port activities. One way to avoid such pitfalls involves clearly identifying the port's current footprint and the ways in which it is likely to be altered under various port development scenarios. The findings can then be used to examine compatibilities – and incompatibilities – between port expansion or redevelopment projects on the one hand, and urban development projects on the other. This example alone illustrates the need to consider the range of options available for urban and port (re)development, and to ensure adequate means of dialogue and consultation are in place. However, the challenge is to secure the engagement of civil society, ensuring that the population properly understands and supports projects as they progress".

In this regard, the guide underlines the need for a strong policy of cooperation and dialogue between the city and the port, which constitutes the basic prerequisite to enhance sustainable projects. The main strategies that make up the last section of the guide are concentrated in creating agreements between port authorities and cities, as it happened in Durban with the "Transnet e Thekwini Municipality Planning Initiative" (TEMPI) in 2006, promoting port-days and port-weeks initiatives, where ports open their doors to citizens and above all creating port-centres to help a continuous interaction between the port and the city authorities. The AIVP puts a lot of emphasis on the creation of port centres, in fact in addition to the "Mission Charter of Port Centres" recently has produced a further document called "*The Port Center: Step-by-Step Operational Guide*" published in June 2016, and it set up a dedicated network on its website to encourage the exchange of experiences between the port centres in the world. The concept of port centre certainly has elements of interest, however, is the opinion of the author, that they are more often the territorial marketing agencies of the ports rather than the bodies in which the real intention to create a new alliance between port and city takes place. To set up new governance models the action cannot be limited to the creation of information and dissemination centres also because it is not through the creation of pseudo-museums that today's society can incorporate such a change of paradigm in land use and management, or rather not only.

The proposals of the AIVP guide are surely useful but still too affected by the logic of company promotion of the ports and little oriented towards a full integration of the expectations of the citizen.

BOX 2

Innovation Villes-Port (FNAU, 2011)

The Guide edited in 2011 by the French Fédération nationale des agences d'urbanisme (FNAU) aims at collecting the most remarkable national and international practices concerning the city-port relationships in order to offer concrete examples to technicians and designers involved in those projects. However, it does not provide design criteria or goals, but a series of examples of initiatives undertaken by the various port authorities, each aiming to improve the port's relationship with the city under four thematic profiles: economy, environment, urban planning and governance. Therefore, while holding that



the purpose of the document is clearly pedagogical, we could better define it as a catalogue rather than a guide. For each category, it sets up a matrix in which one or more subcategories are associated with all the projects examined to provide a comprehensive picture of the impact of projects on the current economic, environmental, urban or political sphere. It is the identification of the subcategories to provide us with a more precise reading of the FNAU's proposed action lines to improve the port city relationship, and these subcategories represent strategies used to face the current challenges in each field.

The strategies mentioned in the “economy” category are geared to implement the development of ports, giving a greater emphasis to their crucial function in the Space of Flux. The port, according to the FNAU catalogue, can and must attract new investments by diversifying its services in relation to a wider range of activities that can take place in the port city.

Not only does commercial activities become important in the ports economy, but as we have also seen the tourism related to the cruise market and all other series of initiatives that can work on the maritime culture of the city, on fishing and on nautical can be important economic revenue. Ports, according to this optic, become privileged experimentation fields of innovative solutions and therefore subjects strongly interested in investing in research and technological innovation.

The FNAU highlights the capacity of ports to create new jobs by creating integrated services and reach a wider target of users, from which both the city and the port can benefit. In essence, the vision of the port that is to be promoted is no longer that of the specialized industrial area, but of a large incubator of research, ideas and experiments in the economic, urban and governance fields.

The category called “environment” collects a whole series of experiences shared by the same strategic goal: contain the negative impact of port activities on the environment and promote a different approach to the exploitation of resources that is more geared towards reuse and recycling, in other words toward the concept of resilience. In the introductory part of the case studies, the FNAU speaks of the enhancement of natural resources and those of the port heritage as core actions to achieve a more sustainable relationship with the environment. First these actions necessarily pass for a prior identification, mapping and study of natural, ecological but also historical and cultural features of the considered port cities, which can stimulate a renewed awareness of the territory by the stakeholders. Secondly, they stimulate technological innovation and the creation of new patterns of resource use that can also create new forms in the territory.

Under the category of urban planning the FNAU mentions 5 strategies that are able to act on the core elements of the port-city fabric: the boundary of port areas, the infrastructural framework and the coastlines. The approach proposed here by the Federation of French planners emphasizes the need to recover a greater integration both from a functional perspective, promoting a mixité of uses that you can switch over time, both in terms of transport systems, they can find a better synergy by trying to generally download road traffic. Temporariness is recognized as a special value as it becomes an effective tool to promote the reconquest of harbour spaces by the city through cultural events, sporting events and various kinds of initiatives jointly promoted by port and city. What emerges is an attitude aimed to erase the division between city and port areas through projects that stimulate the continuity of material and immaterial flows from the sea and land, be they economic, cultural and social.

The time of total autonomy is over, and above all on governance field, where political initiative must transcend the boundaries of port areas by finding support and help around it. Co-operation, integrated resource management, listening and participation of other authorities on the territory and civil society are needed to ensure a future prosperity to ports as a driving force for the economy of these cities. In this section, furthermore, Fnau's attention is drawn to the perception of citizenship relating to ports, which is considered to be of primary importance for re-establishing the port-city relationship. The promotion of maritime culture becomes an important action for ports to become part of the city's imagination and of citizens' life.

THE FNAU RECOMMENDATIONS (2011)

ECONOMY: LOCAL ECONOMIC INTEGRATION; CITY-PORT INNOVATION AND EXCELLENCE NETWORKS; COORDINATED EMPLOYMENT FORECASTING; URBAN DEVELOPMENT OF PORT ACTIVITIES; COORDINATED DEVELOPMENT OF LARGE HARBOUR COMPLEXES, OPTIMIZATION AND RENOVATION OF THE PORT AREAS AND PORT FACILITIES.

ENVIRONMENT: SHARED STRATEGIES AND METHODS TO REDUCE NUISANCE, SUSTAINABLE DESIGN OF ECONOMIC PROJECTS; ENHANCEMENT OF THE NATURAL ENVIRONMENTS OF ECONOMIC SPACES; DEVELOPMENT OF RENEWABLE COASTAL RESOURCES; DEVELOPMENT OF THE PORT HERITAGE.

URBAN PLANNING: URBAN RECAPTURE OF PORT AND CITY-PORT INTERFACE; POROSITIES BETWEEN CITY AND PORT; INTEGRATED DEVELOPMENT OF CITY AND PORT; THE PORT, SUPPORT FOR EMBLEMATIC EVENTS; OPTIMIZATION OF FLOWS AND SERVICES.

GOVERNANCE: COORDINATED AGREEMENTS, PROGRAMMING AND PLANNING; CULTURE OF PORT PLACE; COLLABORATIVE PROJECT DESIGN; CITY-PORT PROMOTION; REGIONAL PORT COOPERATION; COLLABORATIVE PROJECT DESIGN; CITY PORT PROMOTION.



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Chapter 4

EMERGING KNOWLEDGE. BUILDING LAND- SCAPE QUALI- TY WITHIN THE FRAMEWORK OF THE ELC



4 Emerging knowledge

γνώμη σεαυτόν
Oracle of Delphi

When Socrates stated, “I know only this thing: to know nothing” (Plato, *Apology*) he once again laid the foundations for a conciliation between reason and experience, pointing out again to Western philosophy the way to building a real knowledge, a way at that time lost in the rampaging theories of the sophists (Severino, 1988). Today we seem to be again lost in a ‘round of slaps’ of new sophisms since the promises made by ‘classical science’ that led us to think that “we would have brought the story to completion, that our science would have acquired the essence of its principles and its results, that our reason was finally in the process, that industrial society would stabilize its course, that the underdeveloped would have developed, that the developed ones would not be underdeveloped” (Morin, 1993), are betrayed.

The crisis of the Cartesian and Newtonian model and the decline of “rationalization pathology” occurs paradoxically from the inside when the particle physics on one side “reveals the interdependent nature of subject and object” and involves “the de-reification of matter”, on the other the general theory of relativity sanctions the union of space and time into one entity and breaks all our concepts as soon as they were dragged beyond the speed of light” (Morin, 1993).

In the fierce critic that Morin work towards that sophistic construction of knowledge, he points out that this “blind intelligence” has created a “simplifying” thinking through the severance of the elements that are the subject of knowledge and the reduction of the complexity of reality to the simplicity of a few universal laws and models. The disjunctive and reductive attitude of classical science has led to a widespread fragmentation of knowledge and to the removal of humanistic disciplines (Husserl, 1970; Marramao, 2005, 2013; Morin, 1993 and alii), which determines the ineptitude to read the interconnections between the disciplines. Moreover, this has given rise to a state of exasperated loneliness of men in relation to others and to the world (Morin, 1993; Bauman, 2011), “developing a reality within which a technical-scientific” development “and a “moral and social barbarism” in a contradictory way co-exist and let us be disoriented and without means to face a reality we do not recognize and seem to overwhelm us.

What is clear today is that at the turn of the new century in front of a landscape that had liquefied its contours, European population realized that it was “having an adverse effect on the quality of its everyday life”. The only effective therapy to recover the ability to trace horizons of meaning in the contemporary world implies starting from the Socratic consciousness and embrace the complexity of the world through a polisensory approach. So the first step to affect the quality of our landscapes lies in the “transformation of the way we look at the world and build it in a meaningful dynamic” (Morin, 1993), or in our specific case, the direct response to the question left open in the previous chapter, is “first, being aware of landscape complexity”, which is not so far from following the precept carved on the pediment of the Apollo’s temple in Delfi.

The first successful attempt to refocus this awareness is that built by the Council of Europe, which following the explicit request of the Standing Conference of Local and Regional Authorities of Europe, since 1994 devoted itself to elaborate a “Framework Convention on Management and Conservation



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Fig. 1 Naxos. Ancient Mediterranean ruins, 2017. (photo: Flavia Veronesi) IT-ACAfreelance

Cover of the chapter

Mappamundi imprinted in the head of a madman. this beautiful engraving dated 1580 c.a and remained anonymous would be attributed to Ortelius Abraham.



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Fig. 2 Bord De mer, by Gabriele Basilico (1984-1985).

1

Council of Europe. Explanatory Report to the European Landscape Convention. II. Aims and structure of the Convention. paragraph 21.

2

Predecessor organ of the Council of Europe’s Congress of Local and Regional Authorities (CL-RAE).

of the natural and cultural Landscape all over Europe” then resulted in the European Landscape Convention. Strongly advocated by the Congress, the ELC was meant to respond to an increasingly pressing demand of the people wanted the “policies and instruments affecting national territory to take account of their wishes regarding the quality of their surroundings” and also that “*Landscape must become a mainstream political concern, since it plays an important role in the well-being of Europeans who are no longer prepared to tolerate the alteration of their surroundings by technical and economic developments in which they have had no say. Landscape is the concern of all and lends itself to democratic treatment, particularly at local and regional level*”.

After five years of intense work, which was first devoted to a specific working group of the Council of Europe by submitting the draft Convention to numerous consultations and examinations, then devoted to the Committee of Experts nominated directly by the Council of Ministers in 1998, the European Landscape Convention has been adopted on 19 July 2000 and opened to signature on October 20th 2000 in Florence.

It is the first time ever that the landscape is made subject to an international treaty and even more universally recognized as a “common good”. Focusing on the subjective dimension of the landscape, the ELC redeems the gneoseological role of collective perception and, as a consequence, marks a turning point in western landscape design culture.

Another novelty, in fact, is that “when a State decides to adhere to the Convention, it is obliged to attribute a landscape significance to the entire dimension of its territory” (Priore, 2005) and to interpret its continuous systemic implications as the ELC clearly “expresses a concern to achieve sustainable development based on a balanced and harmonious relationship between social needs, economic activity and the environment” (Déjeant-Pons, 2013).

Therefore, when we are called upon to adopt a landscape approach the ELC is not only a useful reference but even indispensable on the conceptual, legal and even design field as it fosters and emerging knowledge, such as we will argue in this chapter. To explore the potentialities and consequences of the changes that the ELC determines on landscape design even on the operational and methodological field, it is necessary first to deepen the revolution it operates on the epistemological and gneoseological level. Understanding this revolution is the first step towards a full and mature landscape approach.

³
Ibidem.

⁴
The working group has been created in September 1994 by the CLRAE. It was “composed of members of the CLRAE’s Chamber of Local Authorities and Chamber of Regions. This group met for the first time in November 1994. In accordance with the principle of consultation and participation, several international, national and regional bodies and programmes were invited to take part in the group’s work. Among these were the Parliamentary Assembly and the Cultural Heritage Committee of the Council of Europe (CCPAT), the Committee for the activities of the Council of Europe in the field of biological and landscape diversity (CO-DBP), the Unesco World Heritage Committee, the IUCN, the Committee of Regions and the Commission of the European Union, and the Bureau for the Pan-European Biological and Landscape Diversity Strategy and the regions of Andalusia (Spain), Languedoc-Roussillon (France) and Tuscany (Italy)”. Council of Europe. European Treaty Series - No. 176. Explanatory Report to the European Landscape Convention. Florence, 20.X.2000.



Fig. 3 Photo of the serie *Portuaire* by Hugues Fontaine (1993).



4.1 The paradigm shift of the ELC

The first cardinal operation performed by the European Landscape Convention is the definition of landscape itself, which is as simple as revolutionary as it lays the foundations for a new epistemology of the landscape. Through this definition the ELC, in fact, performs a synthesis between the previous tendencies of naturalism, which regarded the landscape as a purely natural product, and idealism that identified it as a purely cultural product. “Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors;” (Art.1a, ELC, 2000). Members of the Council of Europe therefore claim that landscape is not only the result of interrelation between natural elements, biological and ecological processes, but also of human actions. Its existence is inherent to the human act of perceiving and recognizing it. This means that landscape combines in an indissoluble intersection the material sphere of Aristotelian *χώρα* with the immaterial sphere of the *νοῦς*. It results in the relationship between subject and object, so that we can define it as the material and immaterial form with which the relationship between living beings, space and time becomes expressive.

We live in the Anthropocene, so we know that we live in a world where the human presence is predominant. This means that the “surrealities” created by human languages and cultures symbiotically influence the physical and biological structure of the planet. The symmetric relationship between biological world and human culture is reversed. In the past it was the natural observation and knowledge that would enrich the human understating of ecology, yet today the landscape project is defined by the impact of human knowledge on reality. The centrality of human perception as condition of existence of the landscape, as can be seen from the above-mentioned definition, constitutes one of the basic principles of the convention, which has important consequences beyond the discipline of landscape architecture.

First, it gives the community a fundamental role in landscape transformation in every sense, from the protection, to management and creation of new landscapes. People have always had this role over the centuries but it has never been explicitly recognized above all in a legal framework, such as the ELC. Therefore, this structural relationship between landscape and people does not produce one-way consequences: It produces a feedback loop between people subjectivity and landscape transformations.

This concept is clearly expressed in the preamble of ELC, when it states *“the landscape contributes to the formation of local cultures and that it is a basic component of the European natural and cultural heritage, contributing to human well-being and consolidation of the European identity; (...) the landscape is an important part of the quality of life for people everywhere: in urban areas and in the countryside, in degraded areas as well as in areas of high quality, in areas recognised as being of outstanding beauty as well as everyday areas; (...) the landscape is a key element of individual and social well-being and that its protection, management and planning entail rights and responsibilities for everyone”* (ELC, 2000).

On the basis of the conceptual scope and the legal meaning of the convention, the landscape express the type and the quality of the relationship between community and territory, which may vary considerably from place to place. Consequently, Riccardo Priore, environmental lawyer, member of the Council of Europe and first director of RECEP-ENELC (2006-2010), states, “the Convention does not allow public decisions regarding the landscape dimension of the territory to be adopted in function of predetermined values,

abstracting from the opinion of those who contribute to its existence. Every decision concerning the form and the character of the territory must be taken in consideration of the aspirations expressed by the populations which, through their perceptive capacities, must be regarded as the creators of the landscape” (Priore, 2000). For this reason, people’s participation cannot be considered as an optional and accessory act for the implementation of effective landscape policies. “No People, No Landscape.” Priore’s slogan is as simple as revolutionary because reiterates that landscape is “indissolubly linked, as well as to the territory, to the perceptual / design contribution provided by the populations” (Priore, 2009). Therefore, instruments are needed to collect and integrate the aspirations and desires of citizens so that they become the project’s contribution to landscape policies.

One of the further consequences of the centrality of perception is to call into question, after a long absence, all the philosophical, sociological, psy-

chological and artistic studies as accredited and valid for the production of knowledge of the landscape.

At the beginning of the 19th century, scientific positivism proclaimed science, defined as the search for laws regulating the phenomenal world, the only form of possible knowledge, and the objective experimental method, based on data observation, formulation of laws and their experimental verification, the only valid method to build knowledge. Metaphysics was declared devoid of any foundation while religion, art and non-positive philosophy were denied the status of sciences as incapable of leading to “true knowledge”. Positivism intended also to lay the foundations of social and human sciences similar to the natural ones by building a unified scientific method, therefore independent of the object of study.

“Who rules East Europe commands the Heartland: who rules the Heartland commands the World-Island: who rules the World-Island commands the World”.
Sir. Mackinder

The philosophical matrix the modern sciences relies on is the Cartesian logic that has contributed to sanctioning the primacy the Subject (the Ego) over the Object (Nature). “Science,” as Maurice Merleau-Ponty said, “manipulates things and renounces to inhabit them. (...) it is, it has always been, this thought admirably active, ingenious, casual, this parti pris to treat all being as “object in general”, that is to say at the same time as if it was nothing to us and, therefore, predestined to our artifices”⁵ (Merleau-Ponty, 1964). This approach, that the French philosopher has been able to portray with extreme elegance in this image, has had important consequences in the way of interpreting the world and in the way of “using it”. It emphasized man’s aptitude to dominate nature, which was evident in the hegemonic geopolitical theory throughout the 20th century, summed up in the famous “Heartland theory”⁶ of Sir Mackinder.

Over the last centuries, this tendency has then created a condition of blind exploitation, a degenerative tendency that affects not only the environment but also more generally the landscape and of which Heidegger clearly denounced the severity: “the man who self-proclaimed lord of Nature has made a sacrilege to the Being and drives us to devastation” (Heidegger, 1969).

The Russian-born Belgian scientist Ilya Prigogine, in an interview with Luigi Zanzi in 2014, says, “For centuries our Western culture lives, I would say, under the domination of duality and is Cartesian duality. It could be called matter-spirit duality”. The unquestionability of the cogito ergo sum

5
Original text: “elle est, elle a toujours été, cette pensée admirablement active, ingénieuse, désinvolte, ce parti pris de traiter tout être comme “objet en general”, c’est à dire à la fois comme s’il ne nous était rien et se trouvait cependant prédestiné à nos artifices”. M. Merleau Ponty. “L’Œil et l’Esprit” FolioEssais. Gallimard Ed. 1964. Translation L. Marinaro.



6
Known as the heartland theory, the geopolitical theory elaborated by Sir H. Mackinder was first published in the famous work “The Geographical Pivot of History” in 1904 at the Royal Geographical Society. (See the eyelet)

is, according to Prigogine, the origin of the ontological dichotomy between Subject and Object. This rift affects all of Western culture, fuelling, on one side, the specialization of knowledge through the progressive devaluation of human and social sciences and all forms of knowledge that derive from the sensory and emotional experience of the world compared to those generated by its theoretical modelling. On the other side it led to the clear separation between theory and practice and attributed to the first a preeminence and precedence over the latter in the process of knowledge.

This resulted in a deterministic approach that permeated the Western culture becoming a common praxis so that Erich Auerbach states “Our world and our lives are dominated by the study of reality practiced by scientific methods: if we want it is our myth, because we do not possess another with such a universal validity” (Auerbach, 2006). According to the German philologist, it is therefore a matter of necessity for contemporary society whose existential condition is characterized by a deep fragility that can be summed up in three complementary oximora: insecure insecurity, uncertain certainty and unsafe safety (Bauman, 2011).

According to the philosopher and university professor Carlo Sini, the specialization of knowledge, that degenerated into the segmentation of knowledge, “has taken on a modern age a growing priority and prevalence, touching in the contemporary age a quantitative and chronological propulsion without precedents”. In other words, the categories of Time and experimental objectivity were considered the only ones valid for interpreting the reality. Nevertheless, nowadays many are the studies that are operating an overthrow of this way of thinking. The Italian philosopher Giacomo Marramao states “we have been too long Agostinians. Too long we have connected the time (the most valid one) to consciousness and interiority, devaluing the objectified -spatialized one”. In spite of what Newton theorized, according to which Space and Time were Sensorium Dei, two infinite and incorruptible containers, philosophy and modern physics taught us that Space and Time are not absolute, quite the contrary. First Immanuel Kant and then Albert Einstein dismantled this conception of time as a continuous and independent event, re-establishing its intrinsic relationship with motion, as well as Aristotle stated in the fifth century BC when he claimed that Time was the measure of motion according to “first” and “then”. Furthermore, with the general theory of relativity, Einstein states that the two chronological and spatial aspects are inseparable from each other and therefore it is more correct to talk about space-time rather than time alone. Therefore, today, is to dissolve this connection, and to re-establish the bond between time and space. In fact, the most authentic experience of man is inevitably a space-time experience. “How could we experience the events of our lives if we did not place them not only in the memory or prospect of the future, but also [...] within a scene?” (Marramao, 2005). Marramao, already before the Spatial Turn advocates, speaks of a necessary vindication for Space that defines the “condition of possibility and the constitutive factor of our activity and our concrete, corporeal, being in the world” (Marramao, 2013).

In a reality that vibrates to connect, to mingle while not wishing to merge its particular identities, on the contrary, “crystallizing their own forms of belonging (social-cultural, ideological, religious) in terms rigidly identity” (Marramao, 2013), is felt with ever more clearly that not only the social processes forge geographies, but even more are the geographies to forge processes and social actions (Soja, 1989). In this scenario of “system change”, where the territory is released from simple identification with the cartographic space of the Cartesian Topos and retrieves him all the richness and complexity of the Aristotelian Chora (Berque, 2008), the space it is no longer the scene of History but scene and actor at the same time (Marinero, 2017).

Compared to a tradition that had banned it from the philosophical and sociological debate, the Spatial Turn affirms the centrality of space. It disrupts the logic of linear interpretation of reality that attributed only to Time the regulatory and divulging function of the order of the cosmos, reintroducing the horizontality, the versatility, the systemic interrelationships inherent to the space as fundamental categories to think, act and interpret the functioning of the world.

“Space is neither absolute, relative or relational in itself, but it can become one or all simultaneously depending on the circumstances. The problem of the proper conceptualization of space is resolved through human practice with respect to it. In other words, there are no philosophical answers to philosophical questions that arise over the nature of space - the answers lie in human practice. The question “what is space?” is therefore replaced by the question “how is it that different human practices create and make use of different conceptualizations of space?” The property relationship, for example, creates absolute spaces within which monopoly control can operate. The movement of people, goods, services, and information takes place in a relative space because it takes money, time, energy, and the like to overcome the friction of distance. Parcels of land also capture benefits because they contain relationships with other parcels....in the form of rent relational space comes into its own as an important aspect of human social practice” (Harvey, 1973).

Edward Soja, who is considered among the top exponents of the spatial turn, to counter this preeminence of the “temporal master-narrative” claims a “far-reaching spatialization” of thought (Soja, 1989), a new approach that strikes their constitutive interdependence and connects historical developments with the social production of space (Soja, 1989), with the construction and configuration of human geographical landscape. Through the Spatial Turn, a mutual and interactive subjectivity can replace the unquestioned preeminence of the Subject on the Object that in the technical field of science determined the absolute primacy of the quantitative methods on the qualitative ones, which, instead of the firsts, focus on the interpretative paradigm and the description of phenomena in relation to the context.

This way of thinking, interpreting and evaluating the world has led to positions in the field of general research and culture that insist on the distinction between “natural objects” and “social objects”. Sini criticises those positions by saying: “among the most inappropriate and insidious ways to cope the problem of Cartesian dualism is to sanction a kind of separation of content or of “reality” between natural sciences (which would be objective and directed to the truth of the natural world in itself) and social sciences (which would be subjective and related solely to human phenomena). (...) All this has resulted in many advantages and not a few problems. Of the latter one can remember at least two. The first is the lack of sense of community affiliation for the inhabitants of urban societies, increasingly complex, anonymous and increasingly widespread on the planet, to overcome the population of the countryside recently. The second concerns the spirit that animates the training structures, the research centres and the agencies of distribution and dissemination of knowledge.

This spirit is less and less based on criteria inspired by the search for truth and global formation, and is guided by criteria aimed at mere operational efficiency and economic profit. Because of these criteria and their peculiar methodological procedures, the competent authorities are in no way educated to ask questions about the general meaning of their work” (Sini, 2015). This fact has had enormous repercussions for design sciences, given the fact that Cartesian dichotomy has been a constant over this discipline as the training of a designer considers both technical-scientific and humanistic studies

“Specialists are people who always repeat the same mistakes” Walter Gropius

(Donadieu, 2014). Both in the theoretical academic field and even more so on the professional level, this approach has made it increasingly devalue the contribution of social and humanistic sciences to design and confirmed an absolute pre-eminence of quantitative methods of inquiry. This is because, as Sini complains, we are no longer stimulated and educated to develop a critical consciousness, an attitude of observation and reasoning that creates bridges to different disciplines, as specialization should not rhyme with blind segregation. As we are witnessing the progressive collapse of the general notion of culture, it is becoming increasingly urgent to recover a unitary dimension of knowledge, which, as stated in the ELC, besides the “truth of the sciences” necessarily involves the “perception of the population”. The success and enthusiasm with which ELC was initially accepted is that it not only filled a vacuum legis as much as a cultural void (Priore, 2005).

“The Convention appears to be far more than a mere legal instrument. It is now recognized as a true European political project able to remodel and enrich in a durable and thorough way, if correctly applied, the complex relationship between populations and territory at the continental level” (Priore, 2005).

The keys to overcome the Cartesian dichotomy should not be sought after by bringing knowledge to its fundamental units, rather we are encouraged to undertake the reverse path, climbing the slope towards a form of unanimous knowledge. Specializations drown intelligence into a sea of scientific pseudo-certainty that appeals to the vision and inhibit fundamental questions about humanity and its destiny. To such a superordinate and collective knowledge it refers the thought of four pillars of Western thought that Sini in his brilliant essay invokes to support his thesis. He moves from the Hegelian definition of Geist, which was intended as a general consciousness, a “single mind” common to all men, a social work that presupposes the basis of “the doing of all and of each one”.

This concept echoes in Carlo Cattaneo’s thinking. While he was preparing the “Encyclopaedia of the Sciences” he conferred to the “path of the associated minds”, meant as a collective informal knowledge, the role of providing a framework of meaning to the coherent deployment of every science. Particularly fruitful for our reasoning is the reflection of Gianbattista Vico. With the definition of “common sense of the people” as “a judgment without any reflection, commonly felt by an entire order, from a whole people, from a whole nation or from the entire Human Race” he gives a clear picture of this collective consciousness, making explicit its teleological role in building knowledge. Vico also meant “the work of knowledge, (...) as a *minuere*, that is, as a wise invention of fictions, which are analytic-reductive abstractions: “decreases” or analytically effective abstractions in guiding the expectations and scopes of the actions” (Sini, 2015). This concept of the cognitive process underlies also an indispensable designing attitude, insofar as the creation of these fictions means assimilating reality through models and setting of scenarios that can give shape to desires and objectives. This would be equivalent to affirm that the construction of knowledge requires the design.

Lastly, there is a reference to the father of phenomenology, Edmund Husserl, who in his last work entitled “*The Crisis of European Sciences and Transcendental Phenomenology*” of 1938 recommends the need to question “what is obviously

7
Text presented at the public conference on “*The European Landscape Convention: a concrete change of ideas and norms*”, held at the Fondazione Benetton Studi Ricerche on 11 November 2004. Translation by L. Marinaro.

assumed by any thought and vital activity in their ends and in their operations [...] from any human practice and pre-scientific life. [...] This is to go back to the hidden roots, to pursue in all its operations the life that is shaken, which tends forward and which plots inter-subjective humanity and its world: an immense and anonymous realm. A kingdom that has never been subjected to a reflection and to a knowledge (the doxa world, precisely)” (Sini, 2015).

This creates a faceted but strongly evocative image of what we can call common consciousness, common knowledge, to which explicitly also refers to the ELC. The ELC could thus be instrumentalised to conceive an ontological reconciliation perspective between Subject and Object in the Landscape. With the centrality entrusted to the “cognitive perception” of people, it reintroduces a collective, superordinate general knowledge (Geist, “Common Way of Peoples”; ...), a widespread landscape consciousness (Priore, 2005), which provides the basic existence conditions of the landscape itself and thus acts as a framework for meaning without which the individual sciences would have no validity. In a deeper reading, this vision pervades the whole text of the ELC and founds the landscape epistemology on new bases.

This assumption translates into a break with the tradition that attributes to natural and physical sciences the undisputed primacy over humanistic sciences hence resulting in the groundless preeminence of quantitative methods and instruments of investigation over qualitative ones. Already Vico said, “the knowledge of the scientific minuire cannot look after the common sense of the people, their becoming and their metamorphoses, although only from a comprehensive and complex operating of the common sense arise all sciences and all knowledges”⁸. According to this thesis, it is increasingly evident that landscape cannot be investigated through the above mentioned scientific, deterministic approach because it will always return partial results, unable to handle the complexity of the relationships between the various components it is composed by.

8
Sini C. 2015. Scienze
umane e verità dei saperi.
In Laboratorio dell'ISPF,
XI, 2015.



Fig. 4 *Boulogne-sur-mer-1984* by Gabriele basilico in *Bord de mer*.



4.2 On the quality of the landscape and how to 'observe' it.

Do you agree that the status of landscape quality is an emergency issue in Europe and hence should be faced as soon as possible?

Franco Zagari

"Landscape as a Project". Question no.3

The considerations that close the previous paragraph become crucial when it comes to landscape quality. Depending on the Cartesian and structuralist drift we have looked at, the concept of Landscape Quality that has come to our day is soaked by the ontological predominance of Being and the disciplinary preeminence of environmental and natural sciences which tend to interpret the landscape as a subcategory of the environment. From that it follows that in the major encyclopaedias landscape assessment is defined as a sub-category of environmental assessment. This vision is largely widespread on the international scene and especially in the US where the influence of the mature approach to the definition of sustainable development indicators since 1992, is still strongly felt. To date Landscape quality assessment has not yet its independent status.

While it is true that on the definition of Landscape there are still different positions, however, on the definition of quality confusion and uncertainty is even greater. The same ELC, whose primary and priority goal is to pursue 'landscape quality', does not provide a definition of it. Even before the "quality of the landscape" the same definition of "quality" is not trivial, in front of it we might be able to answer as Augustine on Time "If nobody asks me, I know it well: but if I wanted to give explanation to whoever asks me, I do not know" (Augustine, Confessions). When we say that "we know" what it means, we begin to give a demonstration of this "knowledge", enumerating, for example, all the possible synonyms, the various meanings that this word assumes for us in relation to everyday reality. So quality become for us characteristic, peculiarity, property, attribute, requirement, prerogative, peculiarity, type, gender, nature, species, category, variety, race, gender, pattern, brand, dowry, gift, virtue, merit, value, merit, degree, position, function, job, condition, title, profession, specialty, representation, robe. This multitude of meanings, however, does not allow us to be able to control it, while the need for control and measurement are now inherent to a scientific way of thinking and our bureaucratic model. Today, to give a shared and practical definition in the current global market society, ISO 9000 in 2000 defines it as "the set of properties and characteristics of a product or service that gives it the ability to meet expressed or implied needs" (UNI EN ISO 8402: 1995) and "the degree to which a set of inherent characteristics fulfils requirements" (UNI EN ISO 9000: 2005). But are we sure it is just this? What does quality depend on?

And how is it affected, diminished or increased? These questions complicate the issue and push us to deal with it more in depth.

The definition of quality has always created a number of difficulties since it has always been closely linked to the "ability of thinking to grasp the external reality", the gnosiological problem fueled on the basis of a "coarse dichotomy", between form and substance, that has occupied the philosophy for more than 2000 years. Pythagoreans were first to feed this controversy by asking the following questions to their predecessors:

9

Although the two philosophical problems are distant from each other, often the inability to know how to define those basic concepts that constitute the fundamental and discrete units of language is a very common problem.

“Are you asking what it consist of? Whether of earth, of water, of fire or of other things? or you are asking: what is its form?” (Aristotle, 4th century BC).

Aristotle in the 5th Book of *Metaphysics* attributes two meanings to quality. On the one hand the quality is a “difference of the substance”, that is, “the characteristic that distinguishes a substance within a gender”, on the other hand, quality is an “affection of substance”, that is, “one of the ways, more or less stable, that a substance can assume” (Aristotle, 4th century BC), a ‘way of being’ of the substance. It was this second meaning of quality to have more luck and to be further developed in the *Categories*, where quality was defined by Aristotle as the general class within which are grouped those ‘way of being’, the “accidents” of the substance or even “predicates” that affect it. These predicates are grouped into four groups, from the most stable to the more ephemeral, the habitus, dispositiones; potentia, impotentia; formae or figurae; passiones or patibiles qualitates. This definition of quality, that comes almost unchanged from the classical age, in Modern Age undergoes further stiffening as the Modern Science exponentially sharpens the dichotomy between matter and form because it arises as analysis of isolates aspects of nature carried out in order to dominate the Nature itself. While continuing to use the categories of Greek ontology, the Modern Science operates a double isolation: it separates nature from the totality of things and the quantitative aspects of nature by the qualitative ones (Severino, 1994).

Rationalism and empiricism can be considered as the two ways in which pre-critical modern philosophy attempts to solve the gnosiological problem. They share the fundamental theoretical beliefs that allow the formation of the problem: the indubitableness of our representations and the existence of a reality external to them (Severino, 1994), but they attribute a different role to perception, which is considered ‘revealing’ by Empiricism and ‘hiding’ by Rationalism. According to René Descartes (1596-1650), the greatest exponent of the rationalist current, there are only quantities in nature while qualities are nothing more than the subjective manifestation of objective things, the ones that he called “adventitious ideas”. In his work *Principia philosophiae* Descartes argues that “*the nature of matter or body generally considered does not consist in being hard or heavy or coloured or affecting the senses in some other way but only in being extensively extended width and depth*” (OF, II, pp. 105-106). He opts for an ontological determinism by undressing the substance of any meaning and νοῦς which is instead attributed only to the subject. Moreover, he shies away from the sensory experience as source of knowledge and intends to rebuild the epistemic building on innate and a priori knowledge starting from the affirmation of the “*Cogito ergo sum*”.

Starting from Galileo (1564-1642), Hobbes (1588-1679), to arrive to John Locke (1632-1704), considered as the greatest exponent of Empiricism, the Aristotelian substance-quality scheme has been then replaced by quantitative, mathematical and inductive interpretative schemes, which lead to the distinction, defined and spread by Locke, between ‘primary qualities’, “solidity, extension, motion or rest, number and figure”, considered to be objective, real, intrinsic of the object and susceptible to quantitative determination; and ‘secondary qualities’, essentially subjective as it is thought to be the effect of primary qualities on the sensory receptors as colours, odours, flavours, sounds. Locke’s reflection will be brought to its extreme consequences first by George Berkeley (1685-1753), who, adhering to the Immaterialism, affirmed that there is no basis for postulating the existence of a material world in which there are so-called ‘primary qualities’ and that both these qualities and the secondary ones must rely on the ideas of the mind (Ruini, 2002), according to the principle “*Esse est percipi*”.

Instead, David Hume (1711-1776), who can be said to all effects sceptical, elaborated one of the most radical critiques of the causal principle according to which is the external reality to tickle our senses, and placed the Categories' elements in empirical subjectivity, making scientific construction impossible (Marchini, 2005). It was Kant to replace Hume's subjectivity with a transcendental subjectivity (Marchini, 2005), "enabling Metaphysics to take the safe path of a science" (Kant, 1781).

Immanuel Kant (1724-1804) declared the impossibility of knowing the *res extensa* in itself, but re-established the causal link denied by Hume and thus the precedence of experience.

"That all our knowledge begins with experience there can be no doubt. For how is it possible that the faculty of cognition should be awakened into exercise otherwise than by means of objects which affect our senses, and partly of themselves produce representations, partly rouse our powers of understanding into activity, to compare, to connect, or to separate these, and so to convert the raw material of our sensuous impressions into a knowledge of objects, which is called experience? In respect of time, therefore, no knowledge of ours is antecedent to experience, but begins with it" (Kant, 1781).

To this he added an important novelty, operating what he himself called a Copernican Revolution, he inverted for the first time the principle that our conscience was to conform to objects to understand them. Being the object that conforms to our intellect to be understood, we could go back to affirming "the possibility of a priori¹⁰ knowledge of objects" (Kant, 1781).

In the Criticism of Judgment, Kant stated that the most elementary aesthetic act was the choice of a fact and that there were infinite potential facts, for example, in a piece of chalk. Such an infinity of the piece of chalk is not commensurable by our sensory receptors. What comes to us through them is therefore not the chalk piece in itself (it can never be it) but a part of it 'chosen' by the senses that we then elaborate in our "idea of the chalk piece".

This famous example of the "chalk piece", which has also been used by Heidegger in the "*Phenomenological Interpretation of Kant's Critique of Pure Reason*", is taken up by Gregory Bateson in a famous essay "Form, substance and difference" addressing not only the gnosiological problem, with a modification that leads him to say "there is an infinite number of differences around and inside the chalk piece" (Bateson, 1977).

This statement appears to echo the first Aristotelian definition of quality, which we introduced earlier, but if Bateson had stopped here, maybe that it would not matter for what we are investigating. In the example of Kant's chalk piece, the ancient dichotomy between Subject and Object, Shape and Matter remains unchanged, as the *res extensa* in itself continues to be unknowable and extraneous to our minds.

Unlike all those who had now attributed to the exclusive investigation now into the subject (through metaphysics) now within the object (empirical method) the key to overcoming this dichotomy, Bateson thoroughly investigates the relationship between them, that is, the process which Kant has illustrated in the introduction of the Critic of Pure Reason, using, as he states, the latest discoveries of cybernetics theory, information theory and system theory. This allows him to act on the contours of what we have hitherto identified as Mind by moving its boundaries outwardly, as Freud had done otherwise by opening the doors of the unconscious.

"The map is not the territory". He starts from the famous statement by Korzybski, in honour of which was the conference that essay has been presented first time, to explain what is the differences he is talking about.

10

According to Kant By the term "knowledge a priori," therefore, we shall in the sequel understand, not such as is independent of this or that kind of experience, but such as is absolutely so of all experience" Kant I. The Critic of Pure Reason. Introduction. I. Of the difference between Pure and Empirical Knowledge. Source: <<https://ebooks.adelaide.edu.au/k/kant/immanuel/k16p/introduction.html>>



Fig. 5 Leaving Livorno in the late evening, 2007 The Sun go down, the ship starts its engines. (photo: Giorgio Verdiani).





“What is it in the territory that gets onto the map?” (...) Now, if the territory were uniform, nothing would get onto the map except its boundaries, which are the points at which it ceases to be uniform against some large matrix. What gets onto the map, in fact, is difference, be it a difference in altitude, a difference in vegetation, a difference in population structure, difference in surface, or whatever. Differences are the things that get onto a map” (Bateson, 1977).

He therefore affirms that the difference is “not a thing or an event” but “an abstract entity” but that, in spite of how much we have been used to thinking, has a real effect on the world of mind. When a difference in the piece of chalk is chosen, among the infinite others, by our sensory receptors it becomes an information, i.e. “a difference which makes a difference, and it is able to make a difference because the neural pathways along which it travels and is continually transformed are themselves provided with energy” (Bateson, 1977). With the parallelism carried out with Kant’s description Bateson also states that the Difference is in fact a synonym of Idea and that therefore, as the idea, it is a product of a mind, which has causal validity within a mind.

The perception of external reality can therefore be explained as a transformation circuit of differences, in the example of the lecture that is in front of itself “The differences between the paper and the wood are first transformed into differences in the propagation of light or sound, and travel in this form to my sensory end organs. The first part of their journey is energized in the ordinary hard-science way, from ‘behind’. But when the difference enter my body by triggering an end organ, this type of travel is replaced by travel which is energized at every step by the metabolic energy latent in protoplasm which receives the difference, recreates or transforms it, and passes it on” (Bateson, 1977).

According to the equation previously established between information and transform or difference, this process presents two transmission channels having different coding and transmission modes, those outside the body and those inside the body, but only whose unity constitutes a complete process of information processing, which is a mental process. This means that the mental process of information processing does not only occur within our body and that consequently “the mental world—the mind—the world of information processing—is not limited by the skin” (Bateson, 1977, p.495). So the error that has persisted to this day has been to trace the boundaries of Mind by making them fit with those of the human body excluding Nature, without realizing that our mind continually traverses our epidermis in a constant map creation that involves nature at every step.

“The mind is not according to Bateson an object that can be localized in an individual organism (skull, personality, soul ...), but an interactive process, a dance of interacting parts” (Manghi, 1998). Bateson explains what is the mind introducing an explanatory model different from that of Mind-Nature which has been used to date by the mechanistic and deterministic tradition. He speaks of *Creatura* and *Pleroma*, which are gnostic terms resumed through the re-reading of Jung’s “*Septem sermones ad mortuos*” that Bateson uses in this essay for the first time.

These are two different explanatory models because the organization of the *Pleroma* and that of the *Creatura* are different. *Pleroma*, the non-biological world, is a world that does not convey its description while the creature describes itself (a plant, a child, a soil by evolving communicate their internal organization independently of our descriptions). These two worlds are not irreconcilable, but in continuous relation, to such an extent that we cannot say that the one is described only by the physical sciences and the other by the sciences of the mind. The pleromatic description interprets world events as effects of forces and shocks, it is always a description made by us, since *Pleroma* itself “does not contain any distinctions or differences”.

The description of the world as a creature identifies in it those differences that act and generate differences.

“The creatura is thus the world seen as mind, whenever such a view is appropriate. And whenever this view is appropriate, there arises a species of complexity which is absent from pleromatic description: creatural description is always hierarchic” (Bateson, 1977, p. 498).

The creatural description induces complexity, that is further differences, further maps, some of which are fundamental to the mind to classify the world, which is an action that, says Bateson, always produces a hierarchy. One of this hierarchy is for example the scale hierarchy, that reflects in the increasing complexity of biological levels as “cell and a tissue, tissue and organ, organ and organism, and organism and society”. Once put the equation mind = creature, Bateson finally reaches the expected moment of re-drawing the boundaries of the mind. And here’s another novelty. There are no fixed boundaries. The boundaries of my mind vary depending on the phenomenon I want to explain. Now, for example, that I am writing this thesis, my mental unity is not limited to me but it also includes my books, my computer, the growing files, and all the series of differences that they and through of them are generated in a complete, cyclic circuit. But when I will finally go to bed, then the computer will no longer be relevant if it is the sleeping that I want to describe. So, to understand something about the biological world and human behaviour, one must always consider the whole circuit, the complete system. The mental unit thus described by Bateson is analogous to a cybernetic system, “the relevant total information-processing, trial-and-error completing unit”. On these new foundations will be founded a new epistemology that aims to rethink the relationship between Man and Nature. We could then say, in line with what ELC says, that landscape is a cybernetic system, the product of the operations of this extended mind to the outside world. It, as the product of perception of the whole population, constitutes the next systemic unitary to the individual products of individual minds, is the collective product of the *Creatura*.

The mental unity as it is presented in the light of this discussion is identified with the evolutionary survival unit that Bateson claims to be no longer composed of a single individual or a group of individuals of the same species, as Darwin and Huxley stated, but by a flexible ‘organism-in-its-environment’ survival unity. The last 100 years have empirically demonstrated that the development model pursued by a species that aims to survive at the expense of the environment and the survival of other species, thereby hunting and consuming the biodiversity of its environment, is destined for self-destruction. It is a concept that even Martin Heidegger had expressed in harsh words by saying that the man who proclaims himself lord of nature has made a sacrilege against being, and impels us toward the devastation. The survival unit therefore can not be the individual organism or the family but it is a more complex and systemic entity, that of an organism caught in its continuous interaction with the environment in which he lives.

The evolutionary survival unit recovers in this way the mind and form he had lost in passing from the first evolutionary theory formulated by Lamarck to that of Darwin. Immanence of the mind in the global evolutionary system speaks to us of an extended mind, no longer perched within the body of the individual, but distributed in that M.C. Bateson defined a continuous “creatural grammar”. Recognizing this immanence of the mind in the ecosystem involves a radical change in thinking and then designing the world and allow us to also know the world in the same way that it evolves.

“The poets have known these things all through the ages, but the rest of us have gone astray into all sorts of false reifications of the ‘self’ and separations between the ‘self’ and ‘experience’. (...) When I say that the poets have always known these things or that most of mental process is unconscious, I am not advocating a greater use of emotion or a lesser use of intellect. Of course, if what I am saying tonight is approximately true, then our ideas about the relation between thought and emotion need to be revised. If the boundaries of the ‘ego’ are wrongly drawn or even totally fictitious, then it may be nonsense to regard emotions or dreams or our unconscious computations of perspective as ego-alien” (Bateson, 1977, p.504).

So what Bateson says here, is connected with what we have argued in the previous section, that is, the opportunity and the need to explain and understand the world through disciplines that interpret the world as mind, as Creature, without separating emotion from the intellect.

This new way of thinking changes our relationship with the territory and the concept of aesthetics. “It seems that we link feelings not only to the computations of the heart but also to computations in the external pathways of the mind” (Bateson, 1977). This is not a new concept, the study of the emotional relationship that binds us to the spaces and turns them into places has been explored by many scholars and geographers, most notably Yi Fu Tuan, a contemporary of Bateson, who in those years published in America “Topophilia”. Tuan defines the “human being’s affective ties with the material environment” as a response that “may be primarily aesthetic: it may then vary from the fleeting pleasure one gets from a view to the equally fleeting but far more intense sense of beauty that is suddenly revealed” (Tuan, 1974).

The experience of beauty is therefore a fact anything but an accessory, superfluous or irrelevant to human life, it rediscovers a role that we can define ‘maieutics’ that Bateson clarifies in the functioning of its grammar. “It is when we recognize the operations of creatura in the external world that we are aware of beauty or ugliness” (Bateson, 1977 p. 506).

It means that our aesthetic perception is always accompanied by emotion, feeling, as an integral part of our way of knowing the outside world that can not therefore be ignored. This same concept is explained with clarity in Gianni Carchia’s reflection that paraphrasing Kant in the Criticism of Teleological Judgment illustrates this recognition process by highlighting the creative role exerted by feeling and emotion, “*we are faced with a “double movement of the spirit”: on the one hand we feel an extraneous, on the other the feeling that this stranger sends us is right. (...) There is no landscape that is not accompanied by the awareness of its demonism*” (Venturi Ferriolo, 2002).

If for the knowledge of the world emotions are very important because, as Bateson affirms, they directly affect the sphere of relationships that is vital to a mammal, since it has to do with its direct survival (Bateson, 1977), for the knowledge of landscape they are essential as “*there is no objectivity in the face of observation of the landscape because we fill it with our being and consequently become a knowledgeable and ingenious being, we are creatively grasped by the emotion from which the cultures are born. From the emotionally and creative grasp is therefore the explanation scientific of the origin of the works of culture, the observation of the landscape moves and at the same time develops the formation of civilization. (...) The emotion derived from the myth (landscape) is also the basis of man’s ethical act on the landscape*” (Venturi Ferriolo, 2002).

If, therefore, we acknowledge the Bateson lesson (the evolutionary survival units and mental units coincide) and further develop the Carchian equation that links the landscape experience to the recognition that is always intellectually-emotional of the work of the *Creatura*, we may say that: it is

in recognition of the *Creatura's* action on the outside world that we become aware of the quality of the landscape. And it will be as high as the action of the Creature on the outside world guarantees and promotes the survival of the organism in its environment. And this recognition is always a sentimental act. Looking at the quality of the landscape according to this approach that moves from Bateson's 'creatural grammar' gives us an overall vision of landscape quality freed from the dichotomy between Matter and Spirit, that does not neglect either the tangible aspect or the intangible aspect of the landscape, which is no longer imbalanced now towards the aesthetic-visual component, now toward the environmental-energetic one, but instead integrates the aesthetic, ecological and even ethical dimensions of the landscape in a whole.

The ancient ideal of Greek perfection, *καλὸς καὶ ἀγαθός*, comes back to assume a teleological role, as the landscape understood as "*the form of a thought without borders*" is the aesthetic manifestation of an ethical idea, "*an ethic reality which contains the sensitivity and spirit of its time, and also the scope of human relations*" (Venturi Ferriolo, 2002).

↓
Fig. 6 Steamboat in the horizon. *Bord de mer*-1984 by Gabriele basilico.



4.3 From landscape quality indicators to landscape quality objectives

The ELC confirms in its principles and provisions the necessity of this paradigm shift in the way of thinking about our relationship with the world we have observed and deeper in the preceding paragraphs, placing the issue of landscape design in full consistency with the approach described by Bateson, for example, to our “living environment”. The ELC returns to the cognitive perception and to the polisensory experience of the landscape, as holistic as possible, a cardinal role for the knowledge of the landscape, which is essentially built through a spontaneous design activity.

“If project means a broader collective process by which a community imagines and chooses its future, if it means its territorial designs, then we could argue ‘No Design, No landscape’ according to the previous assumption of Priore, as we cannot conceive the human presence outside a design dimension” (Gambino and Cassatella, 2010).

Design, our continuous and spontaneous design activity is therefore our original and innate way of knowing the landscape. Designing is the first way, the most genuine to acquire a full consciousness and build the knowledge of the landscape. This for example is the idea of a person who has made the landscape project his job as a craftsman, a “*maître d’atelier*”, and that in light of the rereading of his life and work’s path on the tenth anniversary of the Grand Prix, explains naturally saying:

*“Nous découvrons le fait que le projet sur l’espace a, évidemment, comme visée l’amélioration et la transformation des lieux; mais il est, avant tout, une méthode qui permet d’interroger l’histoire et la géographie. Il est un outil de connaissance”*¹¹ (Courajoud, 2003).

Landscape therefore can be conceived as a permanent project, built day by day and accessible with a renewed critical consciousness. To this end, the principles of the ELC reverse completely the conceptual and operational preeminence of the Analysis over the Project in landscape design. This paradigm shift consists of converting the empirical approach that has proved its ineffectiveness in managing the complexity of territorial phenomena and dynamics, into a constructive one, that is certainly more far-seeing and better suited to understanding the dimension and magnitude of human desire. This is essentially the meaning of a conception that sees the ‘Landscape as a Project’ (Zagari, 2010), which makes it the end, the intrinsic reason for every plan and every project, while retaining the humility and the awareness of not being able to completely dominate it. In fact, “we cannot plan or design Landscape” (Paolinelli, 2011) however, we can think in terms of objectives and plans to achieve the maximum shared criteria, sustainability and resilience.

Therefore, this new conception radically changes the way in which we have to interpret and build the quality of our landscapes since, given the Cartesian deterministic drift described in the previous paragraphs, it has always been dominated by the will to interpret and evaluate it on scientific basis. We believed it possible to determine the quality of the landscape relying on compliance with thresholds, parameters, constraints, standards and the definition of indicators driven by the false belief that their ‘scientific’ nature would be in itself a guarantee of success.

11

Corajoud M., “*Le paysage : une expérience pour construire la ville*” p.14. Extract from the essay intended for the jury of the 2003 urban planning “grand prix”.

According to an operating model oriented towards measurement rather than design, the landscape quality assessment to date focused in the attempt to introduce Landscape Indicators (on the model of the indicators of sustainable development by OECD¹²) in landscape policies in order to systematize the matter with a finite, exhaustive, general indicator frameworks able to be applicable in every context. Over the years there has been a plethora of reflections, research and experiments, as O'Neill et al. (1997), Colombo and Malcevski (1999), Vallega (2008), Socco (2003), Wascher (2005), the Landscape Observatory of Catalunya (2009), Dale & Kline, Cassatella and Peano (2011), Cordara (2011), and many others, which meant to give a precise definition of indicators for the landscape, and to define a suite of criteria capable of covering the whole spectrum of landscape's components, to describe it and to be universally applicable. It is wrongly assumed that these instruments should be able to "provide a scientific and rigorous evaluation of landscape quality" (Vallega, 2008), when, in fact, they have led us off the road, confusing means with ends: we concentrated on evaluation methods forgetting the design dimension that can lead to landscape quality. Already, Roberto Burle Marx denounced the danger of designing, but even before knowing and understanding, by relying on the "formula", as it was, according to him, a denial of the faculty of reasoning. "I hate them, I keep saying, because the formula is repetitive, it's like a dead end. To accept the formula is to make the capacity to think infeasible. I hate dictatorships, which are impositions, formulas. I want to have the right to find out what is good for me and what is not good for others. I am interested in principles"¹³ (Burle Marx, 1992).

If today "it is obvious that landscape quality is an imperative and striking emergency", it "remains less obvious how to make clearly visible the corruption and falsity of all measures suggested as an answer" (Occhiuto, 2010). Here it is to criticize above all the claims of universality and general validity of finished indicators frameworks, since "Landscape Indicators", in fact, is an oxymoron. The landscape definition set out in the ELC excludes that landscape could be assessed through the deterministic analytical approach of the indicators, according to the traditional definition of Scientific Indicator¹⁴. The assessment of the landscape it can not be reconciled with the analytical or reductive approach that had characterized the *modus operandi* of the hard sciences. Even returning, for instance, to the possibility expressed in Chapter 2, namely to conceive the landscape as a complex system or even more of Collective Being (Minati, Pessa, 2007), properties acquired and expressed by systems such as these, therefore through emergency processes, cannot be modelled using the same models that interpret the behaviours and properties of the individual 'elements' that compose them (Minati, 2011).

The reductionist approach does not work, in fact means that what we are going to analyse is not the landscape (not only the one that springs from the definition of the ELC, but also that which has been defined by the landscape ecology as a "system of ecosystems"), but the mere sum of its parts of which we neglect the interaction.

None of the landscape indicators frameworks defined so far has succeeded in combining this claim of scientific objectivity with respect for the structural role of human perception of the landscape. This was also due to the fact that these researches dealt with the study of the landscape by partitioning it into parts by entrusting the specialized disciplines with the task of deepening their knowledge and then attempting to reconstruct the unitary framework by adding individual results. The landscape however, as it has been correctly defined "System of systems" (Forman, Godron, 1986) by the landscape ecology itself, is something more than the mere sum of its parts.

Among the attempts of landscape indicators defined above, there are studies that already bear witness to this awareness, the one coordinated by

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See: < <http://www.un.org/esa/sustdev/natlinfo/indicators/guidelines.pdf>>

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Translation L. Marinaro, original text: "Eu as detesto sim, continuo a dizer, pois a fórmula é repetitiva, é como um beco sem saída. Aceitar a fórmula é inviabilizar a capacidade de pensar. Eu detesto ditaduras, que são imposições, fórmulas. Eu quero ter o direito de descobrir o que serve para mim e o que não serve para os demais. Eu me interesso por princípios" (Burle Marx, 1992).

14

Facing the presence of multiple definitions of "indicator" in environmental sciences the scientist Gallopin in 1997, established that "indicators are variables (not 'values'). (...) Operational representation of an attribute (quality, characteristic, property) of a system. It is our image of an attribute defined in terms of a specific measurement or observation procedure" Gallopin G. 2006.

professor Dirk Wascher in 2005 and that of the Landscape Observatory of Catalonia in 2009, whose partiality of results is not intrinsic but due to the flawed approach of problem. The research made by Roy Haines-Young and Marion Potschin in the wider context of the ECLAI project coordinated by Wascher in 2005, for example, clarifies some key questions about the peculiar nature of indicators for landscape and identifies two important features that have to be common to all landscape indicators if they have to be effective. Thanks to a survey among ECLAI members (mostly northern Europe countries) they put on evidence the direct relation binding indicators to certain space's portions, without which the sense of the indicator itself would lack. It emerges from their analysis that it is not just the indicator to determine the quality of the considered landscape but also the landscape, with its particular characters, that asks for specific and sensitive indicators. Therefore, this approach underpins the reasoning of the Spatial Turn and Deleuze & Guattari (Deleuze & Guattari, 1989) we mentioned previously, by according to the space a relevant and dynamic role in transforming the system of relationships relying on it.

The second assumption gives rise to a contraposition between LIs and landscape characters indicators (LCIs) deduced by Swanwick and the Land Use Consultants's research of 2002 and further explored by the authors through a questionnaire among ECLAI members.

According to Swanwick, *“while a landscape indicator is an environmental indicator that has some explicit reference to a prescribed set of landscape units, an indicator of landscape character is a measure that is not only spatially explicit, but also one that is referenced to some shared but abstract understanding of the perceived patterns that make each landscape unit ‘locally distinctive’”*(Swanwick, 2002).

Haynes-Young and Potschin, as it clearly emerges from the questions they poses in the above mentioned questionnaire, assume this distinction and attribute to LCIs the role of encompassing people's perception in the process of landscape evaluation. This assumption relies on the implicit conviction that LIs are incompatible with the assessment of the immaterial landscape components, as they are supposed to measure, in a quantitative and numeric sense, the landscape features. This is a legacy of the traditional habit to conceive the landscape quality assessment as a branch of the environment quality assessment, which makes a large and necessary use of quantitative assessment methods. However, as stated by the ELC, the landscape entity is different and more complex than that of the environment. It is inseparable from the immaterial components and from people's perception.

The authors in fact affirm, *“The development of a more explicit cultural dimension (...) is, we recommend, a high priority for future work”* (Haynes-Young and Potschin, 2005). For this reason, the distinction between LIs and LCIs they propose can be interpreted as a first attempt to free the field of LQA from the preeminence of EQA without upsetting the concept of “landscape indicator” defined until now. The present study, instead, goes moreover and questions that approach to rephrase LQA according to the new consciousness arisen from the ELC. There is no need to separate LIs from LCIs because the hypothetical indicators of the landscape quality must include people's perception in a structural way. Moreover, the identification of landscape characters constitutes an unavoidable process to form a complete landscape knowledge, which in turn is the basis for any assessment process.

This bond is confirmed also by studies as the Countryside Quality Counts, to which Haynes-Young collaborated in 2004, which testified that *“the existence of a systematic characterisation of the landscapes provided the contex-*

tual information that was required in order to interpret the significance of the changes shown by a given landscape indicator. (...) Landscape characterisation is an important adjunct to the development of landscape indicators because it provides an assessment framework within which the implications of change at the landscape level can be judged” (Haynes-Young, 2004).

This awareness is not the proof that we need to create a further specialization and category of landscape indicators but, instead, it is the same approach to evaluation, its basic rules, which need to be rethought, and not the modalities or the operational tools with which they are evaluated.

In order to offer a real contribution to the landscape design, even the sciences of the evaluation must be able to interpret the landscape by preserving its systemic complexity and above all by guaranteeing the inclusion of its cultural and immaterial part. However, the opportunity and validity of environmental, ecological and naturalistic indicators in general and statistical estimates that investigate the sphere of social sciences, are not denied. Each of them within their disciplinary field and then confronted with each other can provide elements of undoubted utility for the understanding of physical and social processes occurring in certain territories. Instead, relying on them the task of providing an exhaustive synthesis of the Landscape is an act of ingenuous simplification. Facing the difficulty of finding and defining a framework of finite and universally applicable indicators, capable of preserving landscape complexity without reducing it to a trivial machine, one must understand that it is not a problem with this or that indicator is not a matter of algorithms, but it is a more general question of framing and defining the problem. If it is the general validity of a universally applicable method that the scientific research is looking for, then we must “create a bridge towards those sciences that explore issues of form and not of substance” (Bateson, 1977) thus promoting a systemic and cybernetic view of the phenomenal world and a new perspective to read the man-nature relationship.

As Riccardo Priore said “defining indicators consistent with ELC principles implies drawing tools that do not rely solely on the quantitative or qualitative evaluation of material elements but which may also reflect the aspirations of the population towards the landscape characters of their context of life” (Priore, 2009). In order to accomplish this task, it is necessary to take a further step backwards to inquire the same process of knowledge of the landscape, a process of which assessment is just a little part¹.

15

In the Recommendations for the Implementation of the Landscape Convention the assessment is mentioned and catalogued as one of the three progressive actions that need to be performed to achieve a full knowledge of the landscape. CM-Rec, 2008 II.2.1 Knowledge of the landscapes: identification, analysis, assessment .8.

Therefore, here it is not to build a *modus operandi* but a *modus cogitandi*.

Many physicists, philosophers, sociologists, anthropologists, geographers and also landscape architects have spoken about this “paradigm shift” in the way of thinking in a complementary manner. Among those scholars there are also the first and most prominent supporters of system theories, as Ludwig von Bertalanffy, Gregory Bateson, the theorist of complexity Edgar Morin, Albert Einstein and before him, Jean-Baptiste de Lamarck, who first formulated a theory of evolution by stop objectifying the ‘environment’ (the matter) and giving it an active role in building life in the world.

Changing the ‘way of thinking’ the landscape means accepting its complex, dynamic and relational nature by introducing the observing ability and the patience into the designer’s essential toolbox. Burt Marx insisted on his constant research-action practice and *exploratio mundi* on the importance of observing nature, the world, and the landscape. Observing, from Latin *ob-servare*, means something more than just seeing or watching. It means ‘guarding’, ‘keeping’, ‘considering’, by implying the act of assimilating, i.e. form an own idea to preserve its teaching.

It is once again triggering of a mutual relationship with the nature, of a two-way tuning process, in which takes place the first properly 'design transformation', that of the observer's consciousness and that of the observed's value. Observation creates a value that Patience can cultivate, in a sort of 'broad movement' that presupposes and puts in play creative and visionary abilities. It is a cultural operation aimed at reshaping the ability to "be able to see the landscape" (Pandakovic, 2009).

For this purpose, we need tools of a different nature from the "scientific" indicators, which instead from answering to the question: 'Can we "measure" the quality of landscape?' (Peano, Cassatella 2011) give a clear response to the questions: 'Which landscape do we want to have in the future?' (Neugebauer and Stoeglehner 2011).

'Quin paisatge volem?' (Nogué, Sala 2005).

This is exactly the kind of question we have to ask regarding the urban landscape of the Mediterranean port cities, because it allows to review the idea of city we have and consequently the form it needs to respond to our desires and fundamental needs. Answering this question can bring with it many important consequences, among which two have immediate evidence. On the one hand it is to recover a unitary cognitive perception of the port-city landscape by stimulating the encounter and dialogue between the particular visions it hosts. On the other hand to provide a shared approach to landscape quality assessment that might have a general validity.



↑↓
Fig. 7 Luigi Ghirri in *Viaggio in Italia*. (1982-85)

Fig. 8 *MARE*. Tellaro 1984 by Luigi Ghirri in *Viaggio in Italia*. (1982-85).



4.4 The Landscape quality has to be built through objectives

It is once again the ELC to suggest how to respond to the previous questions and through which tools. In the first article in paragraph c, among the fundamental definitions we find that of Landscape Quality Objectives:

“Landscape quality objective means, for a specific landscape, the formulation by the competent public authorities of the aspirations of the public with regard to the landscape features of their surroundings”¹⁶ (ELC, 2000).

They are the shared synthesis of the social perception of landscape and of the wishes of transformation expressed by all the main actors of the landscape, thus representing a “collective program” that prefigure scenarios of well being and satisfaction in short time. According to this definition, LQOs depict a synthesis of all the gnosiological pillars on which the ELC relies: the centrality of the people, the landscape intended as a common good, the protection intended as active practice of sustainable transformation of the territory and the economic value of landscape (Marinaro, 2016). They are therefore an easy-to-understand tool capable of put into practice the major innovations made by ELC. Maybe this is the reason because this tool is having considerable success in the European scene by informing the spatial planning practices even in those countries that have not signed the Convention¹⁷.

To understand the importance of this tool it is useful to start reasoning on its name, because, as the Latins said, *nomen omen*, likewise in the words chosen to define this tool is already encapsulated its potential.

The first term of the expression highlights the scope: Landscape Quality. Even if it does not provide a clear definition of “quality”, the ELC finally frees this concept from an unbalanced interpretation moving it towards the aesthetics and ecology. The result is an unconventional and brilliant conception of landscape quality, which reveals itself in the form of tension, depending, strictly, on people, and capable to preserve the intrinsic complexity and natural dynamism of landscape.

Since the ELC tells us that the landscape exists only as it is perceived by people, it follows that its quality becomes real only when we can experience it, as it is the product of our recognition and emotive engagement of landscape, as we have already argued in the previous sections.

The second term indicates the right approach. An ‘objective’ is the purpose of a strategic operation, the result of a ripe intention or a desire that you want to realize, therefore, it requires a design approach, that famous Design Thinking (Simon, 1969) that is in vogue in the world of business management. To define an objective, as well as to define a project or solve a given problem, three complementary actions are actioned: the ability to observe (critical thinking), the creativity, and the interpretive synthesis (practical sense). These are the characteristics of so-called ‘Diffused Design’ (Manzini, 2015), that is, the design capacity potentially accessible to everyone as part of the human capacity. If it was enough to merely define landscape quality objectives, we would have thousands of particular visions, whereas the LQOs must form a ‘common program’. So a third dimension has to support this widespread design capacity as a continuous check on the feasibility of envisaged solutions, a *vis-à-vis* pre-vision of the realized objective to translate it into the formal and social relations system of the territory.

¹⁶
ELC, Article 1c.

¹⁷
For Instance, the Central Europe Project “Vital Landscapes” running from April 2010 until March 2013, implemented within the Central Europe Programme and co-financed by the European Regional Development Fund (ERDF), involved many countries among which also Germany which still did not sign the ELC. Further informations: <http://www.vital-landscapes.eu>

The definition of the LQOs requires then the additional contribute of a different ability that goes beyond the innate human capacity and requires the cultured knowledge. Manzini calls it Expert Design, which in the discipline of Landscape Design is the union of naturalistic and humanistic knowledges well known as Landscape Sciences (Donadieu, 2015). This contribute will assess the adequacy of the envisaged solutions and facilitate revisiting and adjusting of the targets identified at the discussion stage, until the long-awaited 'A-ha moment' (Saloner, 2011), i.e. the synthesis of shared scenarios, namely the 'possible futures' (H. Khan, 1950).

The LQOs arise from the joint application of Diffused Design and Expert Design to solve emerging issues in a given territory thus producing an integrated, shared, and directly available knowledge for public utility purposes. They are the result of a constructive approach that has the Design activity as a prerequisite and landscape quality as main purpose. Therefore, a coherent set of LQOs prefigures Design Oriented Scenarios (DOS), whether the objectives aim at the protection, the enhancement or the entire reconfiguration of certain landscapes (Marinero, 2016).

By affirming to Art.6 Part D¹⁸ that the signatory countries are required to define landscape quality objectives for all territories to which the Convention applies, the ELC therefore states that every territory must be designed (CM-Rec (2008) 3. I.1.H Part), whether it be "in urban areas and in the countryside, in degraded areas as well as in areas of high quality, in areas recognised as being of outstanding beauty as well as everyday areas" (ELC, 2000, Preamble). The European Convention, therefore, gives to LQOs the essential role of regulating the peaceful and harmonious coexistence between human needs and natural necessity. In addition to this direct design implication in the achievement of landscape quality, the LQOs definition process can perform two other important functions among which one is explicit in the ELC text, and is the characterization of the landscape, while the latter is a hypothesis that is proposed by the present study further developing what the ELC suggests, ie entrusting LQOs with the function of assessing the quality of the landscape. According to this approach landscape quality objectives assume a threefold function by multiplying their potential for implementing the European Landscape Convention. These three functions are derived from the interpretation of the nature of LQO, they are therefore structural in order to define the landscape quality objective.

First, they play an 'interpretative function'.

The content of each objective represent a system of tangible and intangible characters and processes of the landscape concerning ecological, historic, cultural, natural, perceptive, (...) aspects as we explained above. That content has a "scale", a magnitude, it could be a little system or a wide one and it indicates the topic, identifying the merging scopes to which it refers. The definition of landscape quality objectives as outlined in Article 5 of the ELC is preceded by an intense landscape characterization operation, which is the result of the interaction between Diffuse and Expert Design. The content of a group of landscape quality objectives thus always reveals the peculiar and strongly identifying characteristics of the landscape, or else what are considered the most pressing issues. Through their 'magnitude' the LQOs express the salient features of the area with their systemic scale and they become useful to interpret the 'landscape structure' of the examined territory.

The second function it is the managing and design function. As commented above, the action that they define expresses a clear design intent, a shared choice of land transformation. Landscape quality objectives, therefore, always have a 'direction' that stimulates creative and innovative solu-

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Art. 6-D. Landscape quality objectives: "Each Party undertakes to define landscape quality objectives for the landscapes identified and assessed, after public consultation in accordance with Article 5.c." E.L.C., 2000

tions, establishing the development trajectory and ensuring the coherence of the project as they are meant to do this as primary aim, the explicit function while the first we have just commented above could be considered more implicit, requiring a further reasoning.

Among all the functions the third we propose here is surely the most original and unconventional, and is the 'monitoring function'. LQOs take account of all the reasons that led to a certain model of transformation thus allowing the attribution of the merits and responsibilities of certain choices. Once formulated, the LQOs have a deadline for their completion. By their own definition, their fulfilment satisfies the expectations of the population, so it can tell a lot about quality as perceived by the citizens. Attributing a positive or negative 'sign' to their path, they become monitoring tools. Such advancement, in a positive or negative sense, can find its assessment method from time to time depending on the content of the landscape quality objective. Sometimes it can be measured, that is, it can be interpreted quantitatively with respect to a criterion that must be fixed previously if 'magnitude' allows it, or you can simply verify the presence or absence of a particular conditions or the occurrence of events. When defining landscape quality objectives, it is therefore necessary to establish the criteria for monitoring and verifying their status of completion, while this aspect nowadays is commonly latent.

This interpretation implies in practice the attribution to the LQOs of the role of next-generation "landscape indicators" without incurring the structural contradictions of their ancestors. On a practical level, the use of LQO's as an alternative to landscape indicators aims to streamline land survey and planning operations by focusing on a single instrument, ensuring continuity and control of territorial and landscape local policies and forcing them to a perpetual update in order to be fully representative of people's aspirations. The attribution of the role of "landscape indicators" to landscape quality objectives has important consequences. It offers in the first place, the real possibility of overcoming the Cartesian dichotomy in the scientific analysis of the landscape, providing a kind of "complex data" that keeps intact the tangible and intangible attributes of landscape and further more, focuses on their relationship. The content of the landscape quality objectives in fact already provides a complete and exhaustive synthesis of the distinctive elements of a given landscape for its population. Take for example one of the landscape quality objectives defined by the Catalan Landscape Observatory for the Metropolitan Region of Barcelona: "5. A system of itineraries and viewpoints that favours respectful connectivity between cities, rural areas, natural spaces and significant landscape elements (viewpoints, fountains, cultural heritage, elements with symbolic value, etc.), which emphasize the most relevant panoramic views that allow the population to interact with the diverse nuances of the urban, periurban, rural or natural landscapes of the Metropolitan Region of Barcelona"¹⁹.

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Landscape quality objective no 5 of the Metropolitan Region of Barcelona, approved in 2014.

The content of the LQO does not concern a single element but an entire circuit, we can say, many elements that put in a system are capable of triggering a positive and desired transformation. It aims at enhancing and improving the connectivity of the territory between all its parts by giving itineraries, intended as the entire network, and the individual elements of value that these routes cross, the role of a device to illustrate and synthesize the identitarian characters of the landscape of the Region and to feed the landscape consciousness of people. As landscape can be intended as a system of systems, LQOs take into account the most relevant systems of landscape features insisting on which it make it possible to improve the perceived

landscape quality. The objective, seen from the Korzybski's point of view, is already a map, then a complex input data for the project. It may concern systems of: particular aspect of the territory, natural feature, anthropic or natural process in progress, use of territorial or cultural resources, in sum systems of tangible and intangible characters, whose selection and importance is already filtered through the attribution of value by citizens.

To better recognize and choose these systems, the LQOs definition process imply a previous landscape characters assessment, as it has been testified also by the procedure experimented by the Landscape Observatory of Catalonia in drawing the Catalan Landscape Catalogues. In the LQOs processing the emotional, irrational, perceptive charge, plays a fundamental role as it is one of the most relevant informational principles that gives rise to the same selection and identification of those particular characters. First, it expresses the distinctive figure of that landscape for that specific community and is therefore not lost in the analysis. The set of these "complex data" that can be deduced from the contents of the LQO, provide a portrait of a given territory at a given time as it is perceived and loaded with value by its citizens. This portrait can already trigger fruitful reflections both for the scientific community and for the local administrators.

Secondly, it makes the participation of the population an intrinsic element not only of the landscape policies but also of the same process of knowledge of the landscape. The definition of LQOs recognize to the citizens an active role in landscape transformation, stimulating their critical capacity, making them aware of the major geomorphological, biological, ecological characters, the social and cultural dynamics, the main issues, risks and potentials of the territory in which they live thus encouraging them to take care of their territory. Therefore, involvement of people is ensured at every stage of the elaboration of the territorial transformation policies as a structural element. Citizenship is involved in the design of a quality landscape and can play a positive role in controlling and achieving the established goals. In this way, greater importance is entrusted to landscape characterization and to landscape policies that take charge of a further ethical purpose and must develop in full compliance with the principles of ELC.

This new approach to assess landscape quality offers at the same time a tool for continual updating of planning instruments and a reflection moment for reviewing landscape policies. It reverses the tendency to conceive top-down governance by integrating bottom-up practices, making the landscape truly representative of its community. One can say that this method confirms the political attitude relevant to the landscape project, because as Priore says, "finally, local and regional policy makers must act in full awareness that landscape quality is also a political opportunity" (Priore, 2009).

Thirdly, the definition of landscape quality objectives for a given territory combined with an approach which gives them a decisive role in the assessment and the achievement of landscape quality, has not the purpose of creating further disciplinary specialization, on the contrary, it greatly simplifies the system of tools available to professionals (technicians and administrators) who have only one tool (which is easy to apply as it is uniquely defined and shared by all the signatories countries of the ELC) to guide and control the transformation of the territory instead of guidelines, objectives and indicators. The LQOs become ductile tools capable of integrating across all project scales without burdening the bureaucratic apparatus and also encouraging the application of the principles of the European Landscape Convention. It strengthens a constructive and systemic approach able to be translated into action and policy measures for the government of territory, with the advantage of being understandable and transversal to different target users;

“The landscape quality, is built through objectives, by Design”

site specific and transcalar, or suited to application in regional and local contexts. This approach does not excludes but rather integrates and makes the most of empirical analysis methods specific to each discipline. In fact the intervention of Expert Design, presupposes the contribution of specialist knowledges that constitute the sound scientific basis for the study of territory and the phenomena affecting it. A greater emphasis should be placed on defining the objectives that must arise from the above-mentioned synergy between Diffused Design and Expert Design. Consequently, there is a close interdependence between defining landscape quality objectives and assessing the quality of a landscape. This approach has just the merit of making it explicit.

The present approach aims at re-establishing the bases of the Landscape Quality Assessment coherently with the new landscape epistemology introduced by the European Landscape Convention, freeing finally the assessment of the landscape by the disciplinary hegemony of environmental and ecological sciences. This results in an overthrow of the assessment concept turning the classical “measuring act” into a design interaction able to inform the culture of land transformation for the protection and creation of its tangible and intangible heritage. With this approach it is not only the expert knowledge who decides what should be the goal of landscape quality, the ELC calls into question the consensus of society. The old indicator, measured by experts, is elitist and shortly usable by the main actors of change, who are the people themselves. The tools to assess landscape quality therefore cannot be exclusive, complicated or specific to simplify the study of reality to the analysis of a few phenomena. An attitude to systemic understanding at everyone’s reach is required: the design attitude. Through design, the landscape reveals itself and its quality. LQOs are the tool through which design takes place. However, they must not be staggered in a priori defined categories. It will be the application to the peculiar context at a specific time to generate objectives that can then be attributed to this or that category. Not vice versa. Attempting to establish categories that the objectives must cover by reintegrating them into indicators (Sowinska-Swierkosz, 2016), means not understanding the meaning of the new approach, which, instead, in its simplicity and consistency can acquire a general character and validity.

To conceive the quality of the landscape through this perspective that redeems it from the sphere of immanence and brings it directly to people, recaptures the process for a long time interrupted, of the collective transformation of the landscape, as it reintroduces the moment of self-consciousness. Avoiding logical leaps, the system regains its original integrity and is thus in the position to assure the conservation and renewal of living matter, as is the case with a healthy metabolism. Landscape quality objectives thus affect the same “biological”, we may say, structural process of the landscape, inducing a new metabolism that, at the root of the etymological meaning of the word, means a new “ability to change”.

→
Fig. 9 (photo: Flavia Veronesi)ITACafreelance.





4.5 Landscape as a permanent project. The role of Landscape Quality Objectives in the Mediterranean Global Port City Design.

“A method is not valid if it does not include the complexity. We need a method that helps us to think about the complexity of reality instead of dissolving it and mutilating reality”
Edgar Morin

In a historic moment that seeks radical redefinition of power relations by shifting the gravity centre of the global economy increasingly towards the East, the Mediterranean can return to play an important role if it suddenly and intelligently exploits its centrality with respect to the main routes of world maritime trade. Therefore, Mediterranean port cities need to come back to innovate in the first place, to be together laboratory and construction site instead of mere export land of pre-packaged models.

The recent European policy has undertaken with increasing conviction the implementation of the motorways of the sea that have become the privileged track of trade flows on a global scale. This fact confers to the design of the nodes of the logistics system (the ports) a crucial role in redefining a port model appropriate to the context and thus rethinking the relationship between ports and cities. Therefore, the presence of a port for a city must not be read as a penalty or a problem to be stifled, but rather as an opportunity to “reshape the city” recovering that ancient, meaningful and tangible unity with the sea. This new urban form could not be reached by the sum of timely interventions, as the reliance of this task on the prestige of the architect's products soon revealed its ineffectiveness.

A new and shared idea of the city is required.

That means, most of all, designing a “new way of inhabiting” in which people want to recognise itself, since today our urban forms are expression of a system of values that people, with hypocrisy, pretend to suffer. Joan Nogué speaks about the necessity to “return to the territory” (Nogué, 2017), a dynamic antidote that stems from the recovery of a critical consciousness of the world and translates it into a design-oriented attitude both in the political and in the landscape sense. “The return to the territory induced by a culture of despair can not succeed in any way” Nogué insists, *“It is not about returning to micro social spaces impregnated with tribal and corporate logic. (...) It is about returning to the territory thanks to resistance and criticism. Returning to politics by returning to the territory involves struggling to achieve a new socio-cultural culture of the local government, giving priority to social cohesion, prudent management of natural resources, new and creative treatment of the landscape and a new form of governance and territorial management based on dialogue”* (Nogué, 2017).

So this new collective consciousness is the only trigger of a real culture of resilience. This means questioning how far we have taken for granted, abandoning the mainstream “defensive” meaning we attributed to this concept in the past century and embracing a more positive idea of resilience *“as a deeper*

expression of human character and (...) as ground of possible reconciliation between human beings and nature, between human beings and the irreducible complexity of the world” (Manzini, 2015).

The creation of a set of LQOs concerning the whole port city landscape is the premise to rethink the urban paradigm of these peculiar cities on the sea according to 21st century challenges. LQOs are also particularly suitable to prefigure solutions in highly complex contexts such as the one in question, where the multiplicity of actors in the field and the difficulty of the subject require a transcalar and transdisciplinary approach. It is a first important step to overcome the actual fracture between port and city confirmed by the zoning and the modern landscape planning culture, thus promoting a comprehensive strategy to design and manage this complex urban territories. The design of port areas is almost always entrusted to technicians, engineers aiming to maximize the functional efficiency of the harbour as a mere infrastructure, lacking a wider vision of the port in the urban territorial context. The relationship between large commercial ports and cities becomes increasingly important in determining the urban quality of these cities and requires the use of flexible tools and strategies capable of managing the intrinsic complexity of these landscapes, providing the most faithful interpretation and representation of natural and human, physical, economic and cultural dynamics in place.

The LQOs approach for landscape policy theorized in this research rises to give answer to that question. It replaces the oppositive logic of ‘functions’ with the aggregative one of ‘uses’, giving new importance to the temporal dimension and to the people’s initiative in the sense of its direct involvement in guiding, experimenting and controlling the landscape transformations. Relying on an integrated method that presupposes a strong bottom-up process. The LQOs approach to characterize, design and assess landscape quality calls for the development of a broad landscape consciousness aiming to recover the sense of place even in these critical and fragmented landscapes. Start a process of defining landscape quality objectives for the port city makes it possible to build bridges between very different and sometimes antithetical perceptions of the port landscape, as we explored in chapter two. It therefore allows realignment of perceptions towards the creation of a shared vision of what is a ‘common good’. This is a first necessary step to recognize the economic value of landscape thus making it possible to compare it to the current economic interest, that has been translated into the mere exploitation of land resources, and then promoting a sustainable concept of land use.

In the specific case of the relationship between ports and cities, thus between two different territorial jurisdictions and planning levels, this approach allows to integrate the current planning instruments, the city plan and the port plan, with a streamlined procedure, as LQOs are capable of establishing biunivocal relations between different subjects by respecting the evolution of the needs of the parties involved. According to the regulations in force in Italy, the set of landscape quality objectives outlined for the port landscape can be the subject of an agreement between port authorities and single municipalities or metropolitan cities and take direct effect on the existing plans as an integrative and superordinate level.

An accurate and comprehensive process of defining landscape quality objectives from the global scale to the local scale on the Mediterranean port cities also has the benefit of establishing a dialogue and a confrontation between citizenship, port authorities, industry stakeholders, local administrations and also central administrations, able to feed not only the territorial and landscape policies, but more generally the development of new governance models.

The intense participation process underlying the entire LQOs processing is an opportunity for enrichment and cross-reference that can prove to be very valuable both for the entrepreneurial scope and for the government of the territory which are strongly affected by the negative effects of the lack of communication with the local sphere.

The Italian context, for example, where the recent reform of the ports marked a further detachment from the local reality with the reconfirmation of a top-down perspective of ports government, could benefit greatly from the implementation of this original approach to the project of the port city, by filling, on the practical level of the local territorial transformation policies, that vacuum of representation and dialogue that is increasingly felt on the civic and political level of the nation. The success of sustainable transformation projects and reconfiguration of the port city according to a landscaping approach could spur a wider and more general reform. To the extent that LQOs processing stimulates the creation of hybrid forms of governance, capable of making flexibility and plasticity fundamental constitutive values, it could help to create that “fluid interaction and reciprocal feeding between central and local forces” that “constitutes a critical success factor of some maritime countries that become capable to offer an effective and adaptive institutional system” (Parola, Ferrari, Tei, Satta, Musso, 2017).

In general, the use of this approach to tackle a thorny issue such as the relationship between the city, the sea and the port, which as we have seen has generated many disagreements within local communities, has the value of stimulating a real awareness of the benefits and risks associated with the way in which port activity is conducted today and lay the foundations for its real rethinking. If the goal is to enjoy quality landscapes in the contemporary scenario of a globalized capitalist economy, we must first accept the specificity of the port landscape, its structural characteristics and also its contradictions. The landscape project can not be a camouflage, it is not a matter of this, but a device for recognizing places, to inhabit them with passion in order to respect their nature.

“It is indispensable to rediscover the sense of totality, but also the importance of specificity, which is the expression, in smallness, of the totality, so in a hug that can complement the contradictions, the perturbations, the antagonistic aspects” and monsieur Morin says it is clear: “an ecological thought is necessary but it will never be healthy if it does not accept its folly, so homo sapiens is also demens, so homo faber is also homo mythologicus, homo oeconomicus must also be homo ludens”²⁰.

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Extract from the speech at the Guru Media conference held in Milano 2017. <<http://www.digicult.it/it/digimag/issue-050/monsieur-morin-for-a-complex-thought-ethic/>> Original text: “E’ indispensabile ritrovare il senso della totalità, ma anche l’importanza della specificità, che è l’espressione, in piccolo, della totalità, così in un abbraccio che possa integrare le contraddizioni, le perturbazioni, gli aspetti antagonisti. (...) “un pensiero ecologico è necessario ma non potrà mai essere sano se non accetta la propria follia”, così l’homo sapiens è anche demens, così l’homo faber è anche homo mitologicus, l’homo oeconomicus deve essere anche homo ludens”



Fig.10 Hugues Fontaine Photo of the series *Portuaire* (1993).



4.6 LQOs definition. An operating model

“The belief that one’s own view of reality is the only reality is the most dangerous of all delusions”

Paul Watzlawick

This methodological approach was first conceived and then experimented during the research period at the Observatory of the Landscape of Catalonia. This research started with the methodological studies for the first “Report on the state of Landscape of Catalonia”, conducted at the Catalonia Landscape Observatory in the summer-autumn 2014. The Report, as established by the law 8/2005 (Llei 8/2005, de 8 de juny, de protecció, gestió i ordenació del paisatge), had to take into account the change of landscape over the four-year reference period from the editing of the Catalan Landscape Catalogues. Thus, in the framework of landscape assessment, the research begun to explore the theme of landscape indicators, which are suggested as key tools for monitoring landscape transformations, hence, according to the initial hypothesis, it seemed relevant for the Report. An in-depth investigation of the available indicator frameworks (Vallega, 2008; Peano Cassatella, 2011; Colombo, Malcevschi, 1999; Sala, 2009; Wascher, 2005) shows the gaps of these tools for the contingent purpose for two reasons. On a practical level, they required new-targeted surveys on the territory with very extensive implementation times. On a theoretical one, they were in fact incapable of detecting the satisfaction level of people, which, in turn, was one of the greatest avant-garde of the Landscape Catalogues of Catalonia. So there was a need for a new approach that responded to compliance with the ELC and provided a criterion of general validity, ease and speed of application. The desires and expectations of the Catalan population in fact, are a structural element of the landscape catalogues, as they have informed their every stage of advancement and are then concentrated in the formulation of landscape quality objectives. The definition of LQOs for all 134 Catalonia landscape units can be said to be one of the most important milestones in the Catalogues. From the union of considerations dictated by the contingency of work on the Catalan Lands Report, a deeper reflection on landscape indicators and the contribution of the ELC, as outlined in the preceding paragraphs, it comes this new approach.

The process of defining the landscape quality objectives specific to each urban context of study requires a great initial effort and commitment. It implies extended processing time and maturation since it provides for the involvement of a broad representation of citizenship and even before it assumes a precise knowledge of the territory and of the landscape. As highlighted by several authors (Wascher, 2005; Nogué, Sala, Grau, 2016), a careful LCA practice is a fundamental prerequisite for assessing the quality of the landscape and even more so as to collectively define the criteria for transforming landscape. An important example for LQOs definition that here we assume as a model is provided by the Landscape Observatory of Catalonia.

The landscape Observatory of Catalonia represents an international excellence as it is the one that applied the most the ELC principles in creating landscape characterization tools and participatory practices. The landscape quality objectives defined for each one of the seven Catalan regions have been an important goal for both citizens and administrations, as they testify of the

points of encounter between visions that may appear divergent and embody the developmental guidelines capable of representing multiple interests.

The first reason that led to the choice of this reference in fact is not only the compliance with ELC principles, but its homogeneous application throughout the whole region, which is a unique fact in the European context. Since LQOs are part of the Landscape Catalogues, this means that the process of landscape character assessment, went hand in hand with the formulation of the landscape quality objectives required by the ELC, thus benefiting these two operations, one of the contribution of the other.

The Catalan landscape catalogues are an innovative instrument both with regard to their methodological conception as well as to their application to public policies, so as to constitute a best practice at European level for the landscape study and planning. They play an interesting role for planning and landscape projects, in fact in a recent publication (Nogué et al., 2016) of the Observatory concerning the methodology created for the Landscape Catalogues, Joan Nogué says, *“The identification of the values in the landscape and establishing landscape quality objectives, for example, make the catalogues the basic tool for defining landscape directives, a tool of the Landscape Act²¹ that binds and facilitates the transfer from the landscape catalogues to the planning instruments, to the sectoral policies and, in short, to the action on the territory. Therefore, they establish what would be convenient to deal with in the future from all the areas and define a landscape “model” at the relevant scale”* (Nogué et al., 2016). This close connection between the knowledge building process and the design process, at the base of the Catalan catalogues, has been expressed through an innovative methodology, capable of combining contributions from different disciplines both on a conceptual level and on that of survey and representation instruments and of implementing the new philosophy of the landscape as it emerges from the ELC.

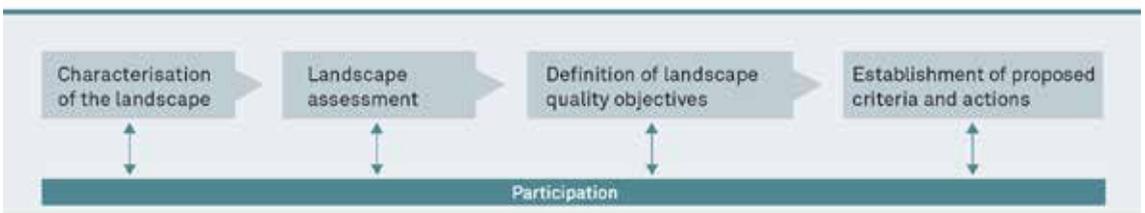
“The landscape catalogues were created at a time in which it was essential to introduce a new culture of territorial planning based on prudent management, on a new, imaginative treatment of open space and of the landscape as a whole and on a new way of governing and of managing the territory based on dialogue and social consensus” (Nogué, 2017).

The highly concrete purpose of the catalogues, which see the direct integration of territorial policies, also confirms the ethical political end of the European Landscape Convention, becoming an instrument for the exercise of democracy. These characteristics of coherence, simplicity, innovation and forward-thinking ability make the Observatory’s methodology a perfect model for the definition of landscape quality objectives in any context, especially for the study case addressed by the present research.

²¹ Law 8/2005, of 8th of June, on the protection, management and planning of the landscape, and the later Decree 343/2006. Published in the DOGC (Official Gazette of the Government of Catalonia) no. 4407, of 16.6.2005 and developed through Decree 343/2006, of 19th of September, developing Law 8/2005, of 8th of June, on the protection, management and planning of the landscape and regulating impact and landscape integration studies and reports (DOGC no. 4723, of 21.9.2006).



Fig. 11 The Process of Participation in the Landscape Catalogues of Catalonia.



4.6.1 How is the LQOs definition process structured? What are its key stages?

The concrete formulation of landscape quality objectives forms the third stage of the development of the Catalan landscape catalogues, after the process of identification and characterization of landscape and its assessment. But, as we already outlined, the public consultation that feeds this stage starts at the beginning of the preparation of each catalogue, along with the participation process.

The participation process in fact, has a cardinal role in the development of the catalogues, so as it is explained in a dedicated publication the Observatory published in 2010, *Landscape and public participation*. The book describes in detail the numerous and heterogeneous practices with which the Observatory has conducted the process: telephone interviews, opinion polls, questionnaires and web consultation, as well as focus groups, public meetings and conferences, workshops and interviews with officials responsible for participation and landscape. All the tools had, from the outset, the dual purpose of drawing quantitative and above all qualitative profiles of the perception of the Catalan landscape. The Catalan observatory has therefore used a variety of tools to 'detect' or more properly 'create cognitive reality' (Minati, 2009; Butts and Brown, 1989; Minati, 2007; Von Glasersfeld, 1995) of the landscape, i.e. the cognitive model to understand, interpret and evaluate the landscape. The process implemented with the great participation adventure sees many similarities with the theorization provided by Minati, Brahms and Pessa (Minati and Brahms, 2002; Minati and Pessa, 2006) on the Dynamic Usage of Models (DYSAM) with which it is useful to propose a parallelism as it can provide further methodological and cognitive inputs in dealing with the intrinsic complexity of the landscape. *"Dynamic Usage of models, whether they are dynamic and not, refers to the ability to use the available models in a systemic way, i.e. by interacting, simultaneously, in a non-linear combination, in an evolutionary way, and create new ones based on: Their own "crossed" results (setting the ability to use errors and not only to avoid them); A learning made in situations already elaborated and past, present or expected contextual information; The overall context, not directly related to the decision to take; Behavioural strategies adopted for any reason; Stored information of any nature, but considered for business decision-making; Elaborations of the cognitive system regarding emotions, fondness, attention, perception, inferential system, language"* (Minati, 2009).

The aforementioned are considerations and operations that the Landscape Observatory has carried out in practice, though without explicitly or strictly following the theoretical elaboration of Minati & Collen.

Especially the implications of this similarity are interesting for the purposes of this research because, since the 'building process' of landscape quality objectives experienced by the Observatory can be properly compared and identified as a practical application of DYSAM (Fig. 2), it becomes an even more accredited tool in the management of the emergency phenomena of complex systems (Minati and Collen, 2007) as the landscape is in itself, that means practically in the landscape knowledge process and therefore also in the landscape design process.

"As already mentioned, this approach is appropriate for modelling dynamic and emerging phenomena" - and we could better say emerging landscapes (author note) - "in particular of the kind called "intrinsic emergency", in which not only the occurrence of a certain behaviour cannot be expected (though compatible with model assumptions), but its establishment originates deep changes to the system structure so as to require the formulation of a new model of the system itself" (Minati, 2009).

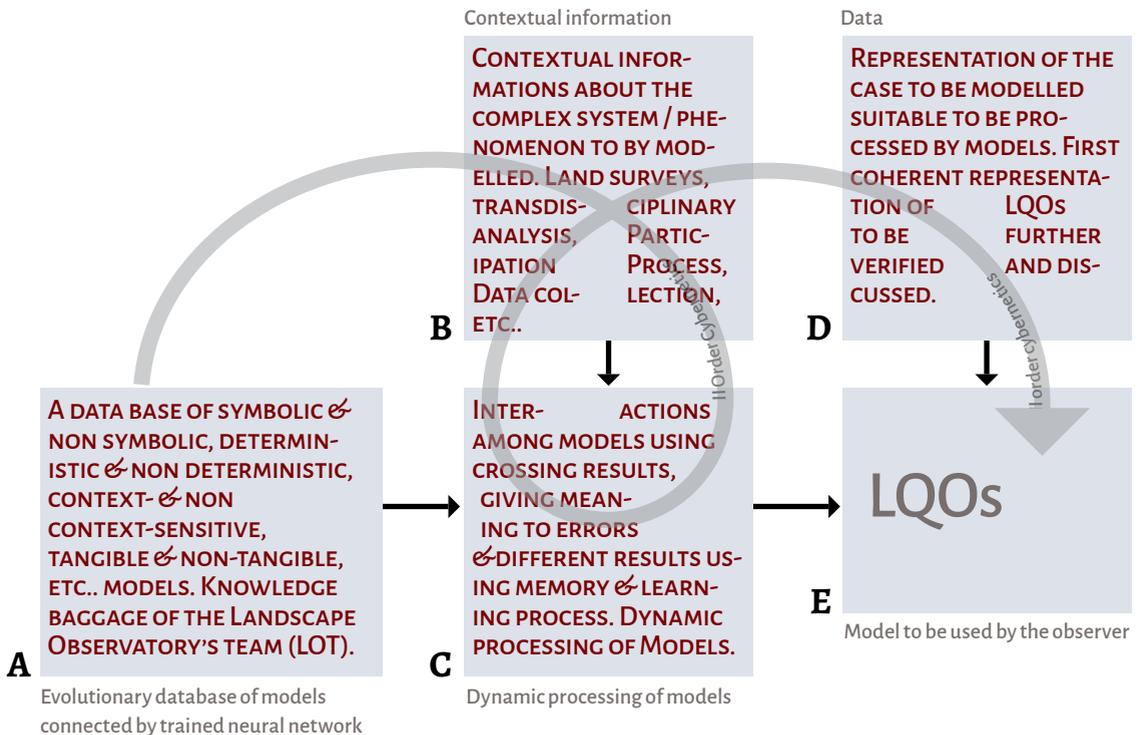
The landscape, as we have been able to introduce in the second chapter, can be thought of as the continuous product of intrinsic emergency phenomena, as they are characterized by structural uncertainty. The proposed approach abolishes any attempt at reductionism and determinism that would lead to the analysis of the parts of the system, thus problematizing the uncertainty and putting us again in the face of the dichotomy that has marked epistemology to this day.

The uncertainty in the constructivist approach, however, is not isolated, but reveals a maieutic role because, as a structural condition of modelling, it contributes to generating higher complexity systems. The method of construction of landscape quality objectives through a participatory process that, as we have seen, integrates multiple cognitive modelling methods of the landscape, generates a quantity of impressive and multifaceted information, essential in order to understand this collective dynamic product. This great bag of experience coupled with the ability to create a common language for professionals and the public has made it possible to talk about Catalan landscape quality, not as a presumed or imposed quality, but a set of values felt by the community, able to trace a hefty structure in the territory impatient to face future transformations.

The choice of the subjects involved in the participation process is an important aspect which has to be carefully taken care of. The participants belonged essentially to two categories: landscape stakeholders (landscape agents) and individual people.

The landscape agents are “individuals or public or private entities interested in the landscape, that make use of or have responsibilities for its management” (Nogué et al., 2016).

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Fig. 12 Conceptual scheme of a “dynamic usage of Models” (DYSAM) process compared to Landscape Quality objectives definition process. Elaboration of the author of the DYSAM scheme by Minati, 2009. L.Marinaro 2017.



They can be divided into internal or external stakeholders of the study area, where the internal ones are: members of the local administrations, of other institutions in the territory such as port authorities, professional associations with a delegation, universities, research centres, or of economic sectors linked to the landscape like local representatives of shipping companies, livestock breeders, builders, tourist companies, and social collectives that focus their main activity on that territory, mainly the associations organising excursions, associations to conserve the cultural heritage, groups of owners, users of the environment, ecologist groups, hunters, fishermen, etc. The external stakeholders are identified with the representatives of the national government, of the ministries, and representatives of other public and private entities external to the territorial area (collectives in the primary sector, cruise companies, non-governmental organisations and institutes and research groups, among others). These are just examples, because every context based on its social composition and its specific vocations will see different compositions of these categories. The individual people, instead, are mostly residents in the study areas and visitors. The techniques used for the process of participation are of three types: quantitative, qualitative and deliberative. Each of them provides different and complementary data that has made it possible to manage the complexity of the landscapes analysed and to be used for different sections of the catalogues and for various purposes. Of course, not all techniques have been used for each context, but a choice has been made based on identifying the population and the features of the territory to use the most appropriate techniques and capable of providing the greatest amount of information as detailed as possible. Figures nº4 and figure nº5 provide a more accurate picture of the techniques used and the utility of the collected data. As can be seen from the diagram in figure 7, the techniques that contributed most to the definition of landscape quality objectives were: the workshops with experts, the workshops with stakeholders and web consultation, albeit the open workshops and group discussions also made useful contributions. This does not mean that citizens have been involved in the direct wording of landscape quality objectives. It is necessary for the issue to be clear so as not to create misunderstandings. The final definition of landscape quality objectives is a difficult task requiring specific technical skills and therefore was done by the editorial team of the catalogues. The team had to make a detailed synthesis of all the data emerging from the process of participation in relation to the aspirations manifested by the citizens and put them to system with those relating to the tangible, physical features of the studied territories.

Catalogue and tools	Participants
Alt Pirineu i Aran	
Interviews with agents	21
Workshops with individuals	9
Public consultation via the web	152 (243 contributions)
TOTAL	182 participants
Camp de Tarragona	
Interviews with agents	24
Public consultation via the web	566 (849 contributions)
TOTAL	590 participants
Comarques Centrals	
Open workshops	32
Interviews with agents	38
Workshops with agents	52
Public consultation via the web	176 (211 contributions)
TOTAL	375 participants
Comarques Gironines	
Interviews with agents	32
Workshops with individuals	7
Public consultation via the web	551 (827 contributions)
TOTAL	590 participants
Regió Metropolitana de Barcelona	
Open workshops	32
Opinion poll	1,050
Workshops with agents	62
Public consultation via the web	577 (737 contributions)
TOTAL	1,721 participants
Terres de l'Ebre	
Telephone survey	811
Public consultation via the web	251 (376 contributions)
Interviews with agents	22
Discussion groups	33
Workshops with agents	45
Open workshops	21
TOTAL	1,183 participants
Terres de Lleida	
Interviews with agents	22
Public consultation via the web	313 (470 contributions)
TOTAL	335 participants



↑
Fig.13-14 Participants and participation techniques. Source: Landscape Observatory of Catalunya, 2010.

Therefore, the role of material writing of goals is necessarily entrusted to Expert Knowledge. In spite of that, in some cases some participatory mechanisms did manage to reach a certain consensus on specific objectives and then these were compiled by the editorial teams of the catalogues. As Nogué and Sala say directly, in some landscape catalogues there is a clear correspondence between the results of the workshops with landscape agents and the formulation of landscape quality objectives, such as for the Metropolitan Region of Barcelona (RMB).

“In most cases, the participative processes provided varied information that the editorial teams used when they set out the quality objectives. In other words, the teams mainly sifted through and interpreted citizens’ desires in relation to the future of their landscapes. Throughout the process, the values and meanings that the landscape had for society were taken into account and also the description of what they liked and disliked about the landscape, which was in no way an easy task” (Nogué et al., 2016).

Even in the recent publication on the methodology of the catalogues already mentioned, the observatory does not provide further specifications on the writing process of the LQOs. There are no rigid schemes or techniques since it is understood that this writing will emerge from the consensus of the entire catalogue editorial team and be reached for both integrated and subsequent revisions. It is specifically for this reason that it can be interpreted coherently with a Dynamic Usage of Models process, as it happens in a learning process. The practical definition of LQOs is entrusted to the ethical and scientific technical responsibility of the team. What the Catalan landscape observatory tells us are specific examples from one and the other catalogue of how the data emerging from the participation process have been translated into quality objectives first and in terms of criteria and actions then.

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Fig.15 Advantages and disadvantages of participation techniques used for the Landscape Catalogues of Catalonia. Catalan Landscape Observatory (2016).

Type of technique	Advantages	Disadvantages
Quantitative	<ul style="list-style-type: none"> • Can reach a large number of people. • Can generate a large amount of information. • Provides a high level of control over answers. • Depending on the sample, conclusions can be drawn about a larger population. 	<ul style="list-style-type: none"> • It hardly reaches the emotional dimension of the landscape. • Does not allow for exchange of ideas and debate. • Does not encourage in-depth reflections or analysis. • Does not give the possibility of recording facts beyond what is presented in the questionnaires.
Qualitative	<ul style="list-style-type: none"> • Enables the main discourses on the landscape to be identified. • Achieves in-depth contributions. • Enables the emotional dimension of the landscape to be dealt with. • Enables a wide range of realities to be recorded. 	<ul style="list-style-type: none"> • Does not permit exchange of ideas and debate. • Does not reach a large number of people.
Dialogue-based	<ul style="list-style-type: none"> • Groups get to know each other. • Enables exchange of ideas and debate. • Enables consensus elements and disagreements to be detected. 	<ul style="list-style-type: none"> • It is difficult to bring together people with all the necessary profiles and discourses. • Participants have to be willing to try out specific group dynamics. • Does not reach a large number of people. • It is difficult for it to cover the whole territory of the landscape catalogue

There have been contributions regarding the general physiognomy and character of a landscape, which therefore reflected a total sense of satisfaction or dissatisfaction with a particular landscape, such as: “The landscape of the N-260 between Figueres and Roses is banal”, or “From Banyoles to Girona there is a mixture of industrial estates, housing areas and farms that give the impression of chaos and disorder” (Nogué et al., 2016).

This kind of input, which we could say areal type, have been translated with objectives inherent in the structure of the same landscape, its territorial morphological configuration such as the landscape quality objective 1 of the Landscape Catalogue of the Comarques Gironines, which expresses the desire for a landscape with “urban sites with ordered growth, respectful of their singularity, with clear perimeters, sized according to real needs and non-compromising with the landscape values of the surrounding spaces”. This objective later informed the criteria 1.3 of the same catalogue, which establishes that, among other aspects, “urban extensions that negatively affect urban figures, profiles and scenes of landscape interest must be avoided, especially in cases where they could contribute to the appearance of conurbation phenomena, such as the “shop-window” roads or the continuations of the coastal façade”.

There were more specific contributes concerning very specific physical entities and features, like the road access to the municipality which was a very felt issue for the population.

“The road access to Figueres is ugly (...). It is an unfinished zone that constitutes a pseudo-urban, industrial landscape that is untidy and degraded”, or finally “The road access to Girona through Sarrià is ugly”. This type of feedback aimed at highlighting the functional and aesthetics gaps in the land connection systems have been translated into specific goals for the infrastructure network, thus affecting the vertebrate communication axes of the landscape like the landscape quality objective 2 of the Landscape Catalogue of Comarques Gironines, which establishes the desire for “road accesses to urban centres that are ordered and projected in relation to the surrounding landscape, with tree-lined avenues that are recovered and restructured as elements that characterise the landscape”.



Fig.16 Major employment of each participation technique in the Landscape Catalogues of Catalonia. Catalan Landscape Observatory (2016).

Tool	Typology of participants	Stages of the catalogue where most relevant	Catalogues
Telephone survey	Individuals	Characterisation and assessment	Terres de l'Ebre
Opinion poll	Individuals	Characterisation and assessment	Regió Metropolitana de Barcelona (RMB)
Public consultation via the web	Individuals	Characterisation, assessment and definition of landscape quality objectives (LQOs)	All catalogues
Interviews with agents	Landscape agents and individuals	Characterisation and assessment	All except RMB
Discussion groups	Landscape agents	Assessment and definition of LQOs	Terres de l'Ebre
Workshops with agents	Landscape agents	Definition of LQOs and establishment of criteria and actions	RMB, C, Centrals and Terres de l'Ebre
Workshops with individuals	Individuals	Assessment and definition of LQOs and establishment of criteria and actions	C, Gironines and Alt Pirineu i Aran
Open workshops	Individuals and landscape agents	Characterisation and assessment	RMB, C, Centrals and Terres de l'Ebre

This objective has been translated into a very detailed description that forms the criteria 2.7, which specifies that “the review of all the municipal urban zoning plans of the Comarques Gironines will introduce a specific section on the landscape treatment of road accesses to towns with the aim of guaranteeing ordered access routes to urban centres that ease the transition from open spaces to urban landscapes, while reinforcing the character and identity of the urban centres they are linked to. The criteria introduced will aim to meet the following objectives, among others: (...) to minimise degraded spaces on the peripheries of towns and communication hubs, (...) to integrate “shop-window” type road accesses to municipalities through measures that re-qualify the space. It is a case of equipping them with minimum infrastructures and acting to minimise their impact through concealment and/or harmonisation strategies with the surrounding environment, (...) and to manage and recover abandoned agricultural spaces and bare zones where no activity takes place”.

Other contributions have still focused on the conservation of elements of particular natural, architectural, artistic interest that have been translated into goals aimed at protecting this landscape heritage. Another example from the Comarques Gironines catalogue regards the conservation of some iconic road or path, “The road from Cassà to La Bisbal gives a good impression of the landscape of the Gavarres hills,” and “The road from La Jonquera to Roses is where most vineyards can be seen (...). The north-south orientation of the vines creates a really beautiful landscape effect, as do the cypress trees that act as a windbreak for the vines”. These comments find their place in the formulation of the landscape quality objective 3 of the catalogue: “Linear infrastructures (road and rail networks, power lines, etc.) and telecommunications infrastructures that are integrated into the landscape and improve interconnection in the territory without compromising continuity and ecological and social permeability with respect to their environmental and landscape characteristics” and, in turn, landscape quality objective 3 is summarised in criteria 3.6, which affirms that “the heritage value of the territory’s historically important roads must be conserved, (...) preserving these characteristics and dimensions means that the speed limit on some sections needs to be regulated” (Observatori del Paisatge, 2010).



Fig. 17 Contribution of each participation instruments to a specific phase of the Landscape Catalogues of Catalonia.

Tool	Characterisation of the landscape	Landscape assessment	Landscape quality objectives	Criteria and actions
Telephone survey	••	•	–	–
Opinion poll	••	•	–	–
Consultation via the web	•••	••	••	•
Discussion groups	•••	••	•	–
Interviews with agents	•••	••	•	•
Workshops with agents	–	•	•••	••
Workshops with individuals	•	••	••	••
Open workshops	••	••	•	–

– not relevant; • small contribution;
•• average contribution; ••• significant contribution

These examples clarify the logic according to which the aspirations of citizens find their fairness and consonant representation, according to much more “ethical” and logical criteria rather than dictated by schemes and technicalities. This mechanism of integration of territorial policies ensures that not only the elected administration is responsible for representing the citizens’ requests but that the same plans, the same analysis and characterization of the landscape already express a synthesis of values attributed by expert knowledge and by diffused knowledge at the same time.

One of the many positive consequences of this fact is evident in landscape management. An informed, present community that has contributed to determining the transformations of its territory in a conscious manner is more inclined to take care of its territory. This process of identification and recognition has always been the basis of all the iconic landscapes of the Mediterranean (Braudel, 1987, Mumford, 2002).

As we have already shown, the process of defining LQOs is long and complex and it must necessarily work with multiple scales. The landscape quality objectives appointed to the scale of the seven sub-regions, as those we commented above, and even more, those formulated for each landscape unit are a direct expression of the participation process and therefore express very concrete and specific desires for each place. It is definitely at the local scale that we can collect a lot of essential details to dive into places and thus understand their “sense” by getting maximum benefit from the knowledge and design attitude of the stakeholders, the citizens but also the technicians and experts involved. But it would be wrong to conceive the process of defining landscape quality objectives as a linear and unidirectional process from the local to the upper scales (Fig 10).

The Catalan landscape observatory defined its corpus of landscape quality objectives at three different scales: the local, the subregional and that of the whole of Catalonia, with a process that was anything but a purely inductive one. The ten landscape quality objectives for Catalunya complement the Catalan LQOs corpus by laying down principles of general validity based on the experience gained in drafting the objectives at the lower scales, the editing process of these macro objectives, however, was not a purely inductive process but rather an integrated one.



Fig.18 Elaboration stages of the 7 Landscape Catalan Catalogues. Landscape Observatory of Catalonia (2016).

Catalogues	Started	Delivery to the MoTS	Public information by the MoTS	Approval by the MoTS
Camp de Tarragona	2005	31 st of October 2006	30 th of July 2008	19 th of May 2010
Terres de Lleida	2005	31 st of October 2006	27 th of November 2007	5 th of August 2008
Alt Pirineu i Aran	2006	29 th of July 2011	15 th of May 2012	3 rd of April 2013
Comarques Gironines	2006	26 th of February 2010	8 th of September 2010	23 rd of November 2010
Terres de l'Ebre	2006	23 rd of July 2009	9 th of November 2009	16 th of July 2010
Barcelona Metropolitan Region	2007	29 th of December 2011	10 th of April 2014	11 th of December 2014
Comarques Centrals	2008	1 st of September 2015	19 th of January 2016	29 th of July 2016

The Catalan observatory, even on this occasion, has confirmed the importance of integrating approaches commonly used alternately by combining the potential of an empirical data collection method to the creation of design oriented scenarios (DOS). We can notice that in the first two catalogues drawn up by the observatory (Terres de Lleida and Camp de Tarragona) there are no other objectives than those on scale of the subregion and the landscape units. Starting from the third catalogue (Comarques Gironines), the ten landscape-quality objectives for Catalonia appear. The experience of the first two catalogues suggested to the editorial team the actual existence of common and shared traits in the aspirations of citizens. To make these consonances explicit, had not just the meaning of a practical synthesis but rather represented a further tool to stimulate the horizontal cohesion of the Catalan population and to form a common landscape consciousness, which has always been one of the key goals of the ELC and as a consequence of the Catalan catalogues.

After the experience of the first two landscape catalogues, whose LQOs were defined starting from the local scale, the Landscape Observatory of Catalonia made a scale leap by drawing and proposing 10 general landscape quality objectives at the scale of the entire Catalan region. This formulation has been undertaken by the Observatory by using the results of the participatory and ongoing processes for the catalogues and combining a deductive approach without triggering a new process of participation in this aspect. The process of defining LQOs was therefore enriched in the course of work with the insertion of a new level of investigation. This fact, apparently banal, reveals instead to two fundamental characters of this landscape observatory: the aptitude for continuous experimentation and methodological innovation that is always carried out according to transdisciplinary methods, and the disposition to constantly test their own research results, seeking direct and concrete dialogue with “landscape”, perhaps because they are aware that “they are the others to do the landscape” as says Prof. Guido Ferrara.

The ten quality landscaping objectives for Catalonia that came out of this process were the following:

1. Well preserved, planned and managed landscapes, independently of their type (urban, suburban, rural or natural) and their character.
2. Lively and dynamic landscapes –those existing and those newly created by intervention– capable of absorbing the inevitable territorial transformations without losing their individuality.
3. Heterogeneous landscapes, reflecting the rich diversity of Catalan landscape and avoiding homogenisation.
4. Orderly and harmonious landscapes, avoiding disruption and fragmentation.
5. Unique landscapes, anything but mundane.
6. Landscapes which retain and reinforce their references and values, both tangible and intangible (ecological, historical, aesthetic, social use, productive, symbolic and identity-based).
7. Landscapes which are always respectful of the legacy of the past.
8. Landscapes which transmit tranquillity, free of dissonant elements, discordant sounds and light or odour pollution.
9. Landscapes which can be enjoyed without endangering their heritage and individuality.
10. Landscapes which take social diversity into account and contribute to the individual and social welfare of the population.

See: The Catalogue Terres de Lleida. Cap. 12, approved in august 2008 published in 2010 (<http://www.catpaisatge.net/fitxers/catalegs/TLL/Memoria1/Capitols/Capitol%2012_Objectius%20de%20qualitat%20paisatgistica.pdf>) and the catalogue of the Camp de Tarragona Cap. 12, approved in may 2010 published in 2012 (<http://www.catpaisatge.net/fitxers/catalegs/CT/Memoria1/Capitols/Capitol%2012_Objectius%20de%20qualitat%20paisatgistica.pdf>). Both do not already contain the 10 LQOs for Catalunya, notwithstanding they already mention the intention to build them. Reading these chapters it is also visible the excursus in the processing of such objectives.

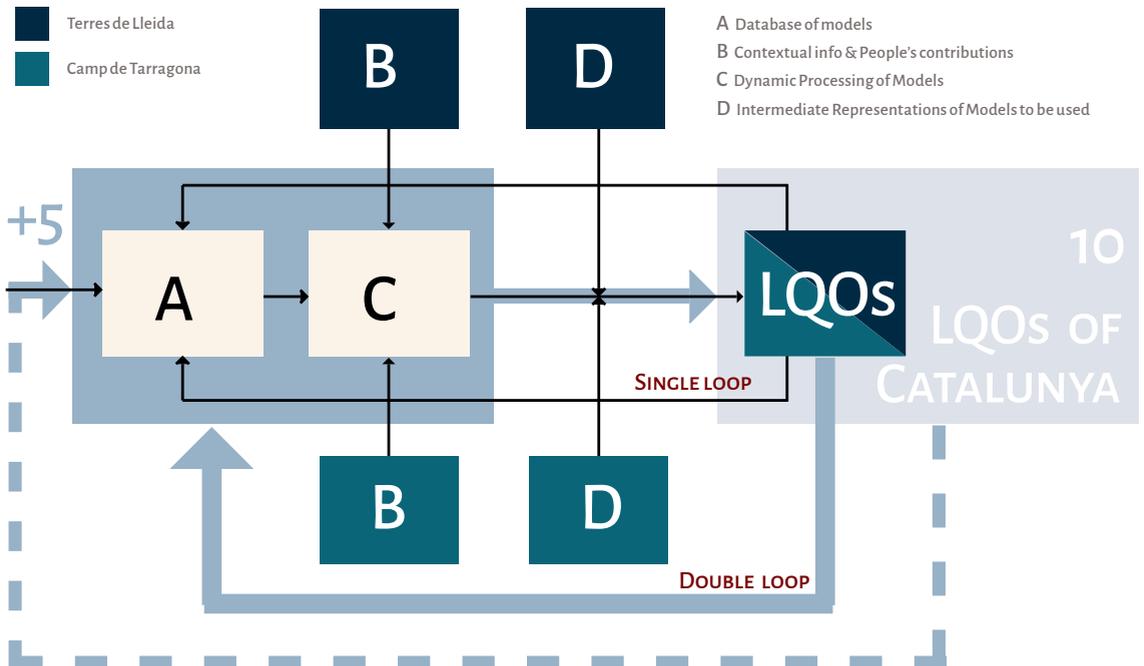
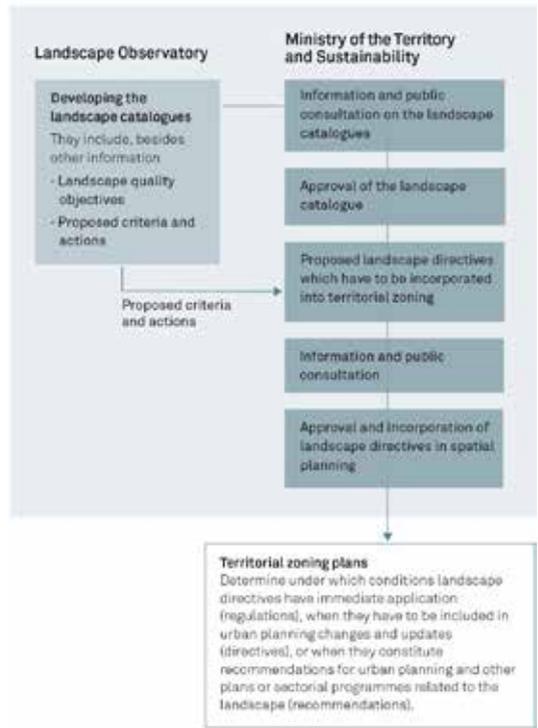


Fig. 19 Integration process of landscape directives in the planning. (pursuant to Law 8/2005 on landscape) Once the catalogues are approved they use LQOs and the proposal to define the landscape directives

Fig. 20 Conceptual scheme of Catalan LQOs process interpreted in the lights of second order cybernetics. The diagram illustrates the process till to the definition of the 10 LQOs for Catalunya. After this stage the process integrates 10 LQOs among the process A + C and goes on with the further 5 Regional LQOs processes. L. Marinaro, 2017.

The general LQOs drawn up in 2008, have therefore been used and tested on the field during the preparation of the five remaining landscape catalogues and, at the end of this long process, they proved their worth and effectiveness in representing the emerging aspirations of an entire population towards its landscape, without the need for further modifications or additions.

On the basis of these facts we can argue that the set up of the entire corpus has been a circular process, which returned on itself by means of continuous synthesis and new abstractions as it happens in the design process, and more generally in the learning process. The foreshadowing of general objectives, which has made it even more obvious the need to alternate deductive and inductive approach at all scales, has been an essential tool to achieve an organic and complete corpus of LQOs and to demonstrate the general validity of this circular process. This experience showed as a consequence, that there is no mandatory starting point or compulsory heading to begin the LQOs definition process. The only fundamental requirement is the continuous transcalarity and cross-checking of information in order to ensure the consistency at all levels.



Thus, referring to the Catalan landscape observatory's experience, it seemed reasonable and even more useful in this case, to propose the definition of a group of general landscape quality objectives for the global Mediterranean port city. This proposal, based on the model of Catalonia, arises from the need to test the method that uses LQOs to rethink the city-port relationship, by testing the same process used by the Catalan observatory, thus integrating inductive and deductive techniques. However, as a result of a doctoral research, the present study could not, for obvious reasons, attempt to elaborate landscape quality objectives at the local scale of a specific case, since the procedure would have required prior political consultation between local administration and Port authority and would have then involved the launch of a large public participation process aimed at involving a thick team of coordinators. Therefore, it was not possible to start the trial process of the method, thus far shown, inductively with the development of surveys at the local scale. For this reason, the research opted for an initial deductive approach by formulating a proposal for LQOs at a larger scale. This choice, in spite of a superficial analysis may find it in contradiction with the wide people involvement that local LQOs require, confirms instead the validity of a circular process in which the two scientific approaches are in no way ranked, provided that they are constantly integrated. The proposal made deductively, therefore, must be verified inductively and precisely for this reason, this research requires as its natural continuation a field-testing in a pilot case. What is important for the contribution to the scientific community is therefore the validity and relevance of the proposed process more than the specific set of objectives that will be outlined at the end of the chapter. Indeed, this proposal is a fundamental element not so much in itself but as stage for a longer and more complex path. It provides a first knowledge baggage and project inputs that can be tested on the field if a Mediterranean port city intends to start a LQOs definition process at the local scale or it may generate new reflections and design experimentations also in the field of landscape design research. Then, the results of the local scale application can, by way of ascending, prove the validity of these general forecasts, and if necessary re-formulate or integrate them. This proposal has thus the merit of triggering the process, by setting a starting point to experience a landscape design approach to the port-city.



Fig. 21 Last Day in Girne, 2014. (Photo: Giorgio Verdiani)



4.7 Landscape Quality Objectives as a tool to change the paradigm

To draft deductively a coherent set of landscape quality objectives for the global port cities of the Mediterranean, it is necessary to take a reference model, and a large number of exemplary contexts and case studies from which some important considerations can be made. The model, it is no superfluous to repeat it, are the ten landscape quality objectives of Catalonia, while, with regard to study cases, a rich and calibrated selection is offered by the several institutions (FNAU, ESPO, AIVP, URBACT Programme, EUROPEAN REGIONAL DEVELOPMENT FUND, WWF and many others) that in recent years have dealt with the theme of the port city relationship producing guides, codes and collections of best practices. These bodies and associations, as we have already seen in the chapter 3, for the most part represent the stakeholders, the companies, the port authorities and the administrations of the major port cities in the world and thus show their specific vision about the port-city relationship. In fact, albeit in a sometimes fragmentary or partial way, they have produced a shared and transversal knowledge base on the major issues concerning the relationship between ports and cities today. This analysis has taken into account various documents and guidelines, also considering those specifically targeted at the cruise industry (ESPO, 2016; CTUR, 2011). These latter, although neglecting aspects related to merchant functions, highlight a number of specific aspects of the tourism sector that today have a major importance in reshaping the port littoral. In these guides, codes and studies, echoed very similar recommendations and goals showing that most of the problems are due to structural factors inherent in the global economic mode, thus common to all port cities, whether they are small or large. Therefore, these issues have to be addressed with shared strategies both on the global scale, where the single port represents a node of a very large network, and at the local scale, where geographic, historical, cultural, heritage, ecological and environmental peculiarities count. To respond to these common challenges it is useful to compare and put together these recommendations, goals and directives that emerge from the individual guides in order to produce a shared picture.

4.7.1 “Quin paisatge volem?” The 10 Catalan LQOs passed through the sieve.

The ten landscape quality objectives that the Landscape Observatory issued for the entire territory of Catalonia express the way in which the whole Catalan population intends to inhabit its own landscape, now and in the future, according to principles of sustainability. In fact, they concentrate primarily on the quality of the relationship that man, through all his activities, entertains with the landscape in the widest sense possible. At a first glance it may seem almost obvious, but it is precisely the fact that these concepts have been taken for granted to have diverted us from their constant set-up. The simplicity that characterizes these goals, defined for the scale of the whole country, is the result of an intense work of analysis, comparison and design synthesis carried out by the staff of the Observatory of Landscape and is proof of their balanced completeness. Simplicity does not mean banality. It is sufficient to analyse the implications of each of them, by reasoning on factual consequences of putting them into practice or looking also at the objectives formulated at the scale of the seven subregions and the individual

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“Which landscape do we want?” According to the Landscape Observatory of Catalonia, the landscape quality objectives answer to this question. <http://www.catpaisatge.net/cat/catalegs_objectius.php>

landscape units, to realize that are anything but discounted statements or even more universally acquired. They presuppose a radical change in how society approaches the exploitation of resources and the way it moves, uses, transforms the territory and maintain a cross-consistency being real synthesis of multi-faceted thought and purpose of an entire country. Precisely because each of them is intended to improve the man-territory relationship and not the two separate entities, they are a valid model not only in terms of the methodological process with which they have been formulated, as we have pointed out in the previous paragraph, but become a reservoir of profitable reflections on the semantic level as well. This example becomes particularly eloquent since we can define Catalonia as a highly representative sample of the Mediterranean landscape and, in reference to the specific scope of this research, of the dynamics associated with contemporary Mediterranean portuality, since it houses one of the major ports of the Latin arch of the Mediterranean. The geomorphological variety, the cultural richness and the complexity of the economic dynamics that characterize this region of the Mediterranean basin make it an ideal sample for a sufficiently exhaustive picture of the variables in play.

Thus concerning its semantic and instrumental value, the three-tiered LQOs corpus developed by the Catalan Observatory constitutes a unique experience at European level for completeness, orderliness and consistency with the principles of ELC, that can actually be considered as a best practice at international level. As such, of course, it lends itself to be taken as a model and to be exported and applied to other contexts, as the same first director of the Observatory states: “The fact that we have done something right can be also seen in the continuous adaptations of our model to other realities, both in Spain, as well as all over Europe and the world. This does not upset us, in fact quite the contrary: we are particularly satisfied about having contributed to the exportation of knowledge, of know-how, all over the world from Catalonia” (Nogué et al., 2016). Consequently, the ten general objectives of landscape quality formulated for this specific region at this precise historical moment might also be applied to other contexts (Ionic, Adriatic, Aegean, ...) without remarkable distortions or better constituting a starting point and experimentation suitable for ad hoc formulations. Based on these considerations and determined to experiment in the first place with the application of landscape quality objectives as a tool to investigate and re-formulate the most specific relationship between ports and cities of the Mediterranean, this research proposes a critical analysis of the content of the ten LQOs of Catalonia to obtain some cardinal concepts. The ten statements are cut down to the bone to extract key words that can clearly identify the aspects of the relationship with the landscape on which action needs to be taken to improve landscape quality.

The first landscape quality objective that appears in the Catalan catalogues says “Well preserved, planned and managed landscapes, independently of their type (urban, suburban, rural or natural) and their character”. This first objective places the emphasis on the necessity that all landscapes that make up the entire regional mosaic are first identified and known and consequently designed according to their specific characteristics and uses, without exception. As it derives from the ELC, this objective states that all landscapes must be designed, as this is the basic condition for them to be protected, managed and administered. There is therefore a desire for knowledge and direct presence in the territory that we can summarize with the keywords “Control” and “Knowledge”.

**“Innovation does not come only from the technical side, it is also socially and culturally driven”
Ezio Manzini**

The second objective speaks of the need to have resilient landscapes, that means namely “capable of absorbing the inevitable territorial transformations without losing their individuality”. Whether they are existent landscapes or new landscapes, human intervention has to be calibrated so that it does not hurt but rather foster their natural ability to self-feed and evolve. Each landscape is a complex and dynamic system, if properly cultivated it can always give new, surprising and varied fruits. The words that can best express this ability and the approach with which they must be emphasized are “Resilience” and “Cultivating”.

The diversity of the landscape, or rather the enhancement and respect for the landscape diversity is a matter of major importance in the decalogue which finds expression in three distinct objectives. Landscape diversity in fact, whether it is biodiversity, cultural peculiarity or social diversity is a precious value able also to attract people, generate economy as well as preserve its means respecting the nature of the places. The third LQO fosters the maintenance of an high heterogeneity of the landscape in spite of the common tendency to homogenisation often connected to globalization. The concept of heterogeneity can have a broad meaning involving also the sphere of culture, however it is the territorial, geomorphological and naturalistic aspect that seem to take on particular importance in this specific objective. Therefore, we could indicate two keywords, related to this concept among which one is more specifically addressed to the ecological sphere, that are “Heterogeneity” and “Biodiversity” since a more explicit sense of cultural diversity and uniqueness of each individual landscape seem to be expressed by the fifth objective that encourages to maintain: “Unique landscapes, anything but mundane”²⁴. The singularity understood in terms of deep and multifaceted cultural identity is one aspect of diversity that deserves a special mention, to underscore the importance that the immaterial sphere, traditions, know-how, and the particular history of each place has to give them a distinctive figure. Keywords as ‘Cultural diversity’ or ‘Peculiarity’ can better represent this aspect. Finally there is another objective that can be reconnected to the concept of diversity by stressing its social aspect. The last objective in fact recommends: “Landscapes which take social diversity into account and contribute to the individual and social welfare of the population”. This objective is related also to the notion of representativeness mentioned in the sixth LQO that we will discuss later, introducing a very important theme that has to do with the evolution of our society towards a global, multiracial society and in which different cultures coexist. A quality landscape that reflects in a single unrestricted way its community must therefore be able to admit contaminations and metabolize them into a new cultural syncretism and not in so many singularities held together for asyndetic coordination. Two keywords representing this objective could be ‘social diversity’ and ‘social respect’.

The fourth objective instead is aimed at contrasting one of the others main territorial effects of global economy: the fragmentation of landscapes. Hoping for “orderly and harmonious landscapes, avoiding disruption and fragmentation”, the fourth general objective is in close connection with the first objective, although it places greater emphasis on aspects related to landscape morphology. The globalization phenomenon has invaded the territories by means of massive infrastructure, whether it be transport or telecommu-

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Fifth LQO of Catalonia. <http://www.cat-paisatge.net/cat/catalegs_objectius.php>

nications or energy. The territorial and physical impact of this phenomenon has had enormous repercussions on the morphology of landscapes, causing strong cuts and in fact eroding the former material order and meaning. One of the most incisive aspects on the morphological level is the systematic introduction of discontinuities and obstacles represented mostly by large infrastructures and new production areas that have been designed to a scale that completely transcends the local dimension. To overcome this systematic fragmentation of the landscape, it is necessary to re-establish the interrupted connections by creating new relationships and attempting to integrate the two systems actually inherent to different scales. The strategy to achieve the above mentioned harmony could then be the one that relies on “continuity” as key operative tool to re-sew landscapes. Therefore, “continuity” and “harmony” could be two representative keywords for this objective.

The concept of harmony echoes also in the eighth LQO but with another different declination. It takes the meaning of an almost musical order, we can say, in the sense in which it generates a sense of satisfaction and well being. In its wording this goal also links the harmony of the landscape to the health and psycho-physical wellness sphere. The close correlation between the salubrity of the living environment understood in its ecological and cultural context and the well-being of individuals is increasingly attested. The term tranquillity, that appears here, also testifies the influence of Anglo-Saxon research within the Countryside Quality Counts project that since the pilot experience in 2004 has begun a true mapping of Anglo-Saxon territory as a function of tranquillity level lines. “Tranquillity is a valuable and seemingly elusive resource. It is important to people as a state of mind which may be induced by physical manifestation. It is promoted by visual, aural and to a lesser extent other sensory stimuli either as a direct response or a cue to memory. It is aspired to, as it induces or increases feelings of calm and well being and therefore has positive effects on health and quality of life. This has both benefits to the individual and to the economics of the country. Finding the qualities of places which generate tranquil feelings and protecting those locations and attributes can be considered important as a reserve for a country pressured by development” (Jackson et alii, 2008). The final document of this project clarify the importance of tranquillity in its introduction as it also explain the way in which this concept is also used by the Landscape Observatory of Catalonia. Therefore, “tranquillity” and “well being” can generally resume the crucial aspects of the objective.

As we have already introduced, the sixth goal is devoted to the management of the aspect of representativeness, as it speaks of “values and references that must be retained and reinforced” to enhance the quality of landscape. The question of representativeness implies a physiological participation at its basis, in fact in order for certain values, desires, instances to be represented first they must be heard and metabolised. Participation, however, can be said to be an indispensable condition common to all ten goals, so it seems more appropriate to indicate the only “representativeness” keyword in this case.

The seventh objective deals instead with the “legacies of the past”. “Roots” and “Memory” are indispensable factors to build a strong sense of belonging which is in a certain sense one of the main declared objective of the Landscape Observatory activity and works. Triggering a “re-encounter with the place” means encounter it in all its temporal dimensions, the present, connected with our daily life, the future, linked with the design’s forecasts and the past one, connected with memory. The approach to the past and the protection of its signs must therefore be respectful so that it can continue to emerge and stimulate new ideas and ward off old mistakes.

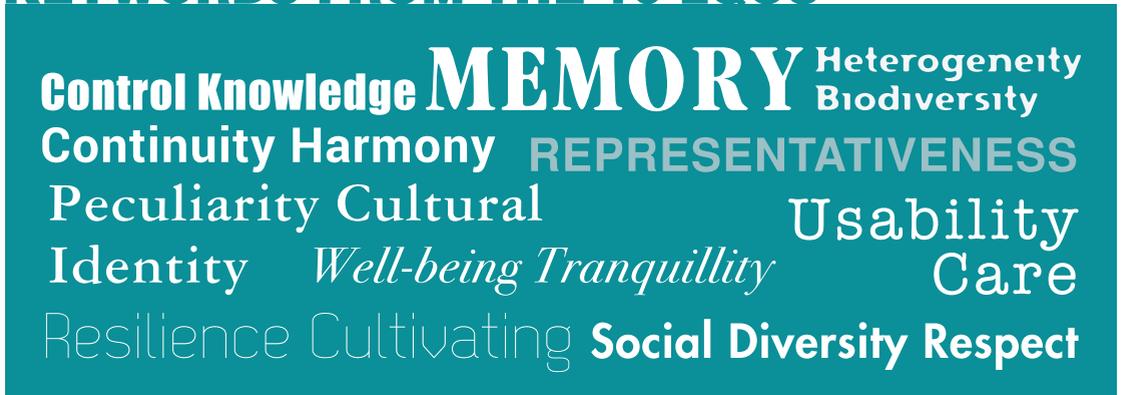
The ninth objective calls instead for a full enjoyment of landscape striving for a “landscapes which can be enjoyed without endangering their heritage and individuality”. Inhabiting a territory, contribute to enliven and experience the landscape implies a constant transformation process. We change and get older as human beings and the world around us changes and evolves at the same time. This kind of continuous process is the proof that there is no possibility for static preservation, but everything is a matter of “use” and the quality of usage.

The Observatory with this penultimate objective is interesting in linking the concept of conservation of landscape heritage to that of the enjoyment of the landscape itself. Protection must therefore be understood not as a confinement to a dimension of immutability but rather as a “cure”, a constant practice that requires attention and passion and which guarantees flexible margins of usability. This is to say that landscape protection is achieved by transforming, using, living it, obviously according to consonant criteria. Therefore, “cure” and “usability” represent the chosen key words to synthesise this statement.

The 20 key words we have highlighted through a transversal reading of the ten landscape quality objectives of Catalonia are summarized in Fig. 12. Reduced to a very high level of synthesis, they show the fundamental themes and approaches to reconstruct a better relationship with contemporary landscape and they become a more flexible instrument that can be tested in other territorial contexts or in other more specific thematic areas (as this is the case), to further develop or question the reasoning proposed at the regional scale by the Observatory of Catalonia.

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Fig.22 Keywords deducted from the 10 LQOs of Catalonia. (L. Marinaro, 2017; Graphic: ITACAFreelance)

KEYWORDS FROM THE 10 LQOS



4.7.2 The port's point of view. Critical review of the mayor issues concerning port-city relationship according to port stakeholders.

This critical analysis is a source of valuable information since it takes deliberately into account only the major studies concerning the port-city relationship made, we can say, from the “ports” themselves, not by third parties such as Universities and Research Centres, but from the main actors involved and responsible for the current relationship between port and city. It therefore reveals the perception that comes from within the ports, just the point of view that for many years it was impossible or at least difficult to investigate. The analysis has the advantage of providing a comprehensive picture of these documents and comparing the various settings, using them for the purpose they have been theoretically produced: to trigger a real process of dialogue and transformation between port and city.

The interpretative synthesis of these recommendations does not follow a thematic-disciplinary subdivision, for example proposed by some guides, in order not to incur the task of providing a systematic accomplishment of the subject which would instead necessarily be brisk, given its considerable complexity. It is rather about identifying the main issues mentioned in the guides, which can stimulate design strategies in multiple disciplines, and even integrate those identified by the guides themselves. Focusing attention on the major issues allows us to work on a broader synthesis without compromising the possibility of progressive insights.

Among issues that come back with greater insistence in the guides are the ones related to spatial and visual continuity. We read recommendations like: “Conceive a type of spatial organisation which allows or preserves scenic views of the port and the water”; “Create walking circuits and promenades” (AIVP, 2015); “Urban recapture of port and city-port interface”; “Porosities between City and Port” (FNAU, 2011); Carry out “projects as a whole” for port-city interface (SUDEST, 2007); “Open up the port: make people experience what port life is all about”; “Make the port visible in the city” (ESPO, 2010); “Open up the cruise and ferry infrastructure/terminal for the local population” (ESPO, 2016); “Create integrated land use transport planning” (water-front communities project, 2010).

The physical separation between the port and the city, supported by the zoning planning culture of Eighties and Nineties, has brought with it many problems related mainly to the low availability of space on the coast, that has always been the most densely populated areas of the Mediterranean (Braudel, 1949). These sharp breaks, sometimes linear, sometimes wider, have led to a strong detachment in citizens' perception consequently affecting the collective imagination of the port landscape, as we commented in chapter 2. The spatial barrier became a barrier to experience, precisely in the etymological sense of the word, or “in the act by which you acquire the knowledge of particular things”²⁵. This argues in favour of the validity of the theories advanced by the Spatial Turn and even earlier by who theorized a Geophilosophy, according to which Space reacquires an active role in building the knowledge of the reality. Space is not inert, as the logic of the Cartesian cogito for years has led us to think, but plays a maieutics role in the process of transformation of the world, in that cyclical process of “territorialization” as defined by Deleuze and Guattari (Deleuze, Guattari, 1989). Then “going” today rhymes with “knowing”, motion is a foundational assumption of the knowledge even before the design. Lawrence and Anna Halprin's research and design experi-

²⁵
Ex-perientia, from the latin *Ex-perior*. It means experimenting, trying, striving to know something. <<http://www.etimio.it>>

mentation in the seventies has thoroughly investigated the use of the motion and, even beyond, of dance in the process of knowledge and transformation of space, with extremely interesting results.

The absence of motion leads us to the loss of consciousness of the territory, the space that is not reached and experienced vanishes from memory and evaporates from maps in uncertainty. So it was for ports, which have experienced a progressive derive from the city. The Situationist image of psycho-graphic maps suggest a fascinating and vivid image of this phenomenon. For some people, the ports and their adjacent areas represent “known islands”, while for others they are the indistinct white of the ignored city of Guy Debord’s map. To reacquire their consciousness it remains only what he called urban *dérive*. To date, however, the drift is not possible, the step stops on the walls, the roads, the tracks and the containers. Ports are enclaves, the sea is generally denied. For this reason the spatial and visual continuity is unanimously felt as a value that must be restored in the port-city fabric.

However, continuity, as understood by most of the quoted guides, is almost exclusively related to the spatial sphere and, inside it, to the sensory sphere of sight, which is indisputably the privileged sense in contemporary Western culture first (Pallasmaa, 2005; Nogué, 2017) and consequently of global society, so as to speak of “society of the image” and visual dominated culture. As Joan Nogué says “*Landscape is made of visible and invisible elements but equally suitable -or perhaps more- when we try to grasp the profound meaning of the lived landscape, the genius loci that inhabits it*” (Nogué, 2017).

As well as a multi-sensory landscape understanding is required, design strategies must also satisfy all sensory spheres organically. By adopting a more open and systemic reading, continuity, however, reveals important implications for the other four senses that contribute to a full-fledged landscape experience and is also of central importance in environmental and social matters. For instance, to the characterization already proposed, it would be necessary to add those of ecological continuity, which would pave the way for a full and mature integration of the environmental directives and the Natura 2000 sites network which sees a high concentration of habitats of Community importance on Mediterranean coasts; and the historic continuity, recovering and fostering the maritime identity of such places. For instances, the landscape projects of Batlle i Roig studio in Barcelona, provide an important example of how the concept of continuity in the urban project can be declined in many respects. Public space interventions such as the Nus de la Trinitat and the Garraf dump combine the restoration of the continuity of public space with a prompted ecological and infrastructural continuity in a harmonious and self-sufficient set.

“In the design of the city, moreover, is essential to stop talking about connection just in terms of public or private transport, or of telematic connection, it’s time to retrieve the theme of ecological connectivity despite it appears as something that does not concern us. We know from ecology that life can jump, for the stepping stones effect, but I’m convinced that continuity is a good excuse to design! (...) Today’s challenge of the project of public space is played in a city that over time has built many walls, many barriers that prevent the relationship with geography, and the aim is to grant citizens the luxury of being able to walk on an infinite path” (Batlle, 2015).

So the constant recall on the restoration of continuity founded in the guides can find further conceptual formulation, from a merely spatial continuity to a landscape continuity, i.e. capable of maintaining a high systemic complexity. Furthermore, referring directly to the principles that the European Landscape Convention expresses in its preamble, it is possible to overcome the conceptual approach that attempts to link between two distinct



Fig.23 Port of Gdansk Polonia, 2013. (Photo: Pere Sala).



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entities, on the one hand the city on the other side of the port, and talk about the need to rediscover and reshape the unity of the port city landscape. In this sense, the approach that emerges from the SUDEST final report of the URBACT programme of 2007 is precisely to look at the port landscape in its entirety to promote transformation projects centred on a proved synergy.

The recommendations contained in the guides dealing with the theme of spatial continuity and the need to re-establish a connection between the port and the city could be grouped under a significant antinomy: Unit versus Separation.

Many other recommendations are aimed at restoring the dialogue between cities and ports, and promoting forms of synergistic management between port and city. These recommendations concerns governance systems, citizen participation mechanisms, initiatives to promote the image and knowledge of the port in schools and many other action aimed at rebuilding the maritime culture defined by J. Konvintz that nowadays port cities have progressively lost. Among the many in the guides are: “Adopt a long-term approach to projects and achieve citizen support through proactive communication strategies” (AIVP, 2015); “Make neighbours your ambassadors” (ESPO, 2011); “Partnership structures to share competences and manage the project” (SUDEST, 2007); “Achieving social integration through participation”; “To achieve commitment to innovation from stakeholders, leadership needs to be complemented by partnership”; “Vision is a key first step to formulating more specific strategies and operational objectives” (waterfront communities project, 2010). Each institution has highlighted the benefits of a renewed communion between ports and cities in a different way, by focusing more on governance tools (Waterfront Communities Project), territorial marketing (ESPO), and even planning (URBACT SUDEST; AIVP).

All these recommendations aim to resolve problems originated by the independence and disconnection of the ports from the Space of Places. The progressive specialization and separation of ports from the rest of the city was supported and at the same time determined the conferral of judicial autonomy. The independence from urban and social dynamics and the absence of external interference for long years has determined the exclusive dominance of maximizing the economic profit derived from mercantile activities as the sole regulator of port's form and growth. Ports have gradually lost their status as places to become a full member in the category of Space of Flows (Castells, 1989) and be treated as mere infrastructure. As nodes in the transport network and worldwide trading, they were required to perform a significant logistical efficiency, the ability to speed up loading and unloading, a high availability of storage space for goods, and other performances and requirements solely determined by the needs of the global market. In a first development phase, environmental and social instances were not minimally taken into consideration and the port's evolution model was more than just unconditional growth. The “Anyport model”, developed by Bird in 1963, clearly shows a growth pattern that does not foresee interference or limitations from the outside, on the contrary its enlargement is calibrated only on the needs of the harbour itself. Such growth conditions changed significantly after 1992, with the UNFCCC subscription, and even more at the beginning of the 21st century when stringent environmental rules²⁶ began to be applied to ports as well. A renewed awareness of the environmental issues and the effects of their activities forced the port authorities to recalibrate their governance model, having to re-establish a dialogue with the city that was absolutely necessary to calibrate interventions and investments aimed at limiting their environmental impact. So they took place all those restorative practices of mitigation, compensation, limitation of environmental damage

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The Water Framework Directive, 23rd of October 2000; Directive on Port Facilities for Ship-generated waste and cargo residues, 27th of November 2000; Nature Directives – Birds (1979/2009) and Habitats (1992); The Strategy for the Marine Environment Directive, 17th of June 2008; The Sulphur Content of Marine Fuels Directive, 1993/2005/2011 (MAIN FOCUS). Source: Nannarone M, Director of the Port Department Seine Maritime County Council.

that betrayed a strong “guilt” but at the same time showed the inability or unwillingness to intervene directly on the causes. Alongside the so-called environmentalist pressure, there has also been a recent civic pressure of large community bands claiming a greater relationship with the coast and the sea, which has been denied for years (Nogué, 2017).

Bird’s growth model, which until the early 1990s had found almost unanimous confirmation in all European port cities, is being crushed and finally, as Eric Van Hooydonk has acutely observed, it “would appear to end in a Banished-Port type: a port that has not distanced itself spontaneously from the city, but that has rather been exiled by society” (Van Hooydonk, 2009).

It is therefore necessary to put in place new communication strategies with civil society through the sign of agreements and conventions with municipalities (like Programme Agreements in Italian context or the ad hoc General Delegation for the Development of the City-Port Interface promoted by the city of La Havre. Source URBACT SUDEST, 2007); by promoting the direct involvement of citizens in projects concerning the interface between ports and cities (as the “Port Lands” project in Toronto led jointly by Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority or the “Des rives et des rêves” project held in the port of Lyon. Source AIVP, 2015); by fostering training activities for schools (as the Lillo Port Centre of the Port of Antwerp does, or as the Open Port Day event promoted by the Port of Livorno); by creating jobs but also sponsoring cultural events and initiatives aimed at enhancing the maritime vocation and port history of these cities (the biennial Festival della Marineria held in La Spezia and promoted jointly by the city and the Port Authority, the Nuit de docks art installation promoted by the port of St. Nazaire). The soliloquy that characterized the last phase of the 20th century, when ports restricted their interaction with a few privileged partners of the flows network, has been replaced with a new openness. Such concept of openness, on which all guides fit without reservation, may, however, be pushed further with the proposal of a true symbiosis. According to this vision, port and city, as indissoluble parts of a single landscape, can perform their biological function solely in synergy. Therefore, it may seem appropriate to gather the recommendations listed above under another significant antinomy: Symbiosis versus Latitude.

A third antinomy may help to include all that guidelines aiming at modify or improve the exploitation of resources conducted by port-cities, whether they are environmental, geographic, energetic or of the historical heritage. Many of them have been catalogued by some guides, such as the AIVP and FNAU ones, under the category of the Environment, but this vision is limiting. To a more careful reading the resource exploitation involves many more aspects, such as health and well-being, heritage protection and urban metabolism. The lack of a broader and systemic relationship with local resources is due to the fact that to date ports were called to deal with the issue of sustainability almost exclusively in the sense of “environmental sustainability”. The international debate on sustainable development, focused on this concept at first, was indifferent to the fact that virtuous behaviour could not only be achieved through environmental compliance and therefore by respecting thresholds, parameters and coefficients to reduce and limit the conflict with the ecosystem. Only later, with the decisive contribution of social, psychological and philosophical sciences, we began to talk about cultural sustainability. Consequently, sustainability today can not be guaranteed only by respecting pollution thresholds, but involves a necessary process of cultural transformation and a model change of relationship with the territory. This change of paradigm is at the door, signals are becoming more and more evident, however many virtuous experiences remain isolated, a sign

that there is still no mature awareness of the complexity of the problem. For this reason, the guides (and therefore the administrative and directional heart of many ports) speak of Environment and not yet of Landscape. Landscape is still largely absent in the debate on the port-city relationship, whilst the landscape design approach could yield surprisingly effective results with transdisciplinary and transcalary benefits. On the nature of this paradigm shift that the landscape approach marks into the design world Jusuck Koh in his farewell lecture at the Wageningen University in 2013, made clear that “to formulate a landscape approach is then to confirm that a landscape approach to design exist as distinctive method from that of other disciplines, such as architecture and planning, or science of geography and ecology. (...) Landscape approach, (...) accepts the evolution (rather than individual, egoistic and wilful invention) of landscape as ideas, cultural practices, and community. It is an integrative dynamic evolutionary approach to seeks fields immersion for a complete aesthetic understanding and leads to the emergent design. In a landscape approach it is the experience of landscape and process that is designed, not form” (Koh, 2013). Therefore, a landscape approach to design can be a design method par excellence: integrative, dynamic, open, adaptive and humble. Such a method assumes new patterns of interaction with the territory and use of resources. The landscape design approach in fact conveys the passage from the conception of Consumption to that of Resilience, which is the third antinomy here proposed.

Recommendations such as: “Limit negative externalities” (ESPO, 2011); “Measure and monitor the externalities”; “Greening the infrastructure as to mitigate the environmental impact of cruise and ferry port business” (ESPO, 2016); “Seek innovative technological solutions in order to mitigate sound pollution”; “Compile an inventory of the different types of environmental impact”; “Safeguard and reuse the existing port / architectural patrimony” (AIVP, 2015); “enhance the natural environments of economic spaces”; “Develop renewable coastal resources” (FNAU, 2011); they offer us a fairly realistic picture of the level of awareness that ports have about the concept of sustainability, still of a markedly environmentalist style. It should be noted, however, that despite the theoretical principles of the landscape approach, such as those contained in the ELC, struggle to appear in the guidelines, landscape projects instead had made school and have triggered a process of renewal of the *modus cogitandi*. Among the best practices quoted by the recent AIVP guide we meet on more than one occasion the winner project of the Rosa Barba 2014 award, The Auckland waterfront by TCL architects, as well as the project for the Port of Marseille Fos by Michel Desvigne Paysagiste. Although this is not directly stated by the designers we mentioned, it can be said that these projects are based on the concept of Resilience, since they created landscapes capable of self-sustaining over time and they have triggered transformation processes that have not stopped with the work but are still underway and are determining the success of these public spaces. The term Resilience today is experiencing great success, so much so that it has been declined and applied indiscriminately to many discipline fields. Not to be fashionable, is used here because it lends itself perfectly to explain the attitude that design has to take to the port landscape, namely the ability to “cultivate” it by triggering virtuous transformation processes that do not in-advert its deep structure and its normal functioning so that it can self-regain and regenerate over time.

A fourth group of recommendations includes those talking about the temporary use of port spaces. These recommendations introduce a very important issue, which also reveals an intimate connection with those described so far, namely a new conception of Time for design activity.

We have already introduced in more than one step of this research the new concept of Space that starting from the phenomenology of Husserl, to reach the theorists of the Spatial Turn has been revolutionising our way of understanding and interacting with the territory. This transformation of the status of the classical category of Space cannot exclude a similar revolution of the category of Time, the way of understanding and interacting with it. In the famous condolence letter written to the family of his dear friend Michele Besso Einstein said that “the separation between past, present and future has only the meaning of a persistent illusion”. The ontological degradation of the concept of time, as described by the physicist Massimo Pauri, has led us to conclude that time is an illusion, that “it is not a useful category to explain the fundamental functioning of the world” (Rovelli, 2015), however, it is an obstinate illusion. Why then are we humans so tenaciously tied to this illusion? In an interview a few years ago for the newspaper *L'Espresso* the physicist Carlo Rovelli replied: “It is our nature: we are beings who live in time. We do not live at the elementary level of the world: we live in its complexity”. Thus, on the scale of our daily experience of the world, Time exists, Space-Time it is our condition of existence, the precondition for which we can conceive and act upon our innate design ability. Landscape design, however, has to move forward where territorial planning has stopped. It must overcome the linear and continuous conception of time of the Newtonian world and assume the awareness that time is discontinuous. The planning and geopolitical theories that dominated the 20th century were related to a conception of the space-object, space-surface whose domination assured political power (Mackinder, 1904). In fact, the zoning has only been able to parcel the space to control it, reducing it to a mere substrate and extending infinitely the time line by attributing to single parcels continuous and unambiguous functions. This imposition did not follow the intrinsic dynamism of the territory and has in fact depleted it. On the backdrop of the enormous revolutions of physics and philosophy commented so far, Design must deal with a “continuous space and a discontinuous time” rather than the contrary, approaching to a conceptual logic based on Usage rather than Functions. Thus, time leaves the hyperuranium to fully enter into the design process becoming concrete material, which can therefore be broken into parts to share space. The landscape project allows us to make “time tangible” (Ali Benmakhlof, 2017) thus conferring to space a form characterized by a strong flexibility, which could



Fig. 24 Keywords deducted from the analysed guides of good practices and emerged from the critical review. (L. Marinaro, 2017; Graphic: ITACAfreelance)

KEYWORDS FROM THE GUIDES

Spatial Continuity Mutual financing
 Port Communication and marketing Symbiotic governance
ENVIRONMENTAL PROTECTION **PORT EDUCATION**
Heritage valorization Temporary Uses **AND JOB**
 Economic enhancement *Partecipation* **MIXITÉ**

RESILIENCE Usability Flexibility **SIMBIOSYS** LANDSCAPE UNITY

be suitable to host and steer territorial spontaneous dynamics. Dealing with time as a concrete material implies a more democratic and shared use of space that is no longer crystallized and forced to perform a single function but becomes the “dimension of the *ex-perientia*”.

To the landscape continuity we introduced with the first antinomy proposed in this chapter, we can add a chronological discontinuity that puts the emphasis on the shared Use of city-port-sea spaces rather than pre-set Function. The recommendations we read in each of the guides go in this direction: “Share the use of the water and waterfront between urban and port functions”; “Promote the temporary use of available structures and spaces” (AIVP, 2015); “Freight and passenger operations in a port: work on a balanced cohabitation” (ESPO, 2016); “Diversification of local economic base with development of new qualified functions” (SUDEST, 2007); “To share the use of the water” (AIVP, 2007); “City-Port Integrated Development and Mixité” (FNAU, 2011). However, today it is necessary to recognize and formalize temporary integrated uses bringing this practice to a next level.

The four antinomies described and argued above, Unity vs Separation; Symbiosis vs Latitude; Resilience vs Consume and Use vs Function are useful to bring back all the recommendations expressed by the guides to some fundamental issues that Landscape Design has to face in rethinking the relationship between the port and the city. It could be defined as an analytical operation that resembles that of the mathematical research of the maximum common divisor (MCD). It is in fact basic concepts, categories, we can say, that serve to describe the quality of the relationship that must arise between the port and the city, and the one that has to be avoided. The intent was precisely to conduct the analytic reading of these documents through the critical cut of the whole thesis, which concerns nor the sole port or the city but the relationship between these entities, which are still separate today but must return to be a whole. Since landscape is a complex and systemic reality, these categories have strong relationships and implications one with another. The above mentioned recommendations and all the others contained in the guides, in fact, belong to more than one category at the same time, a sign that very often good examples are much more eloquent than good theories.

As can be seen from the graphic representation provided in figure 14 within these macro sets, the recommendations can then express following specifications generating subcategories and focus attention on aspects of particular importance to the subject of study.

This analysis was meant to understand which was the degree of awareness and the level of maturity of stakeholders, about the key issues that need to be solved to rethink the port landscape. What different port authorities, administrations, public and private bodies involved in the port environment have demonstrated, approving and directly or indirectly contributing to the creation of these guides is a general positive step towards a new approach to port design. However, it should be remembered that not all ports have implemented best practices and not in all the scopes outlined in the guidelines. This research also focused on Mediterranean ports, leaving the case of American ports and especially of the Far East ports. However, the AIVP guidelines, who have an international breath, does not mention practices involving, for example, Chinese ports ...

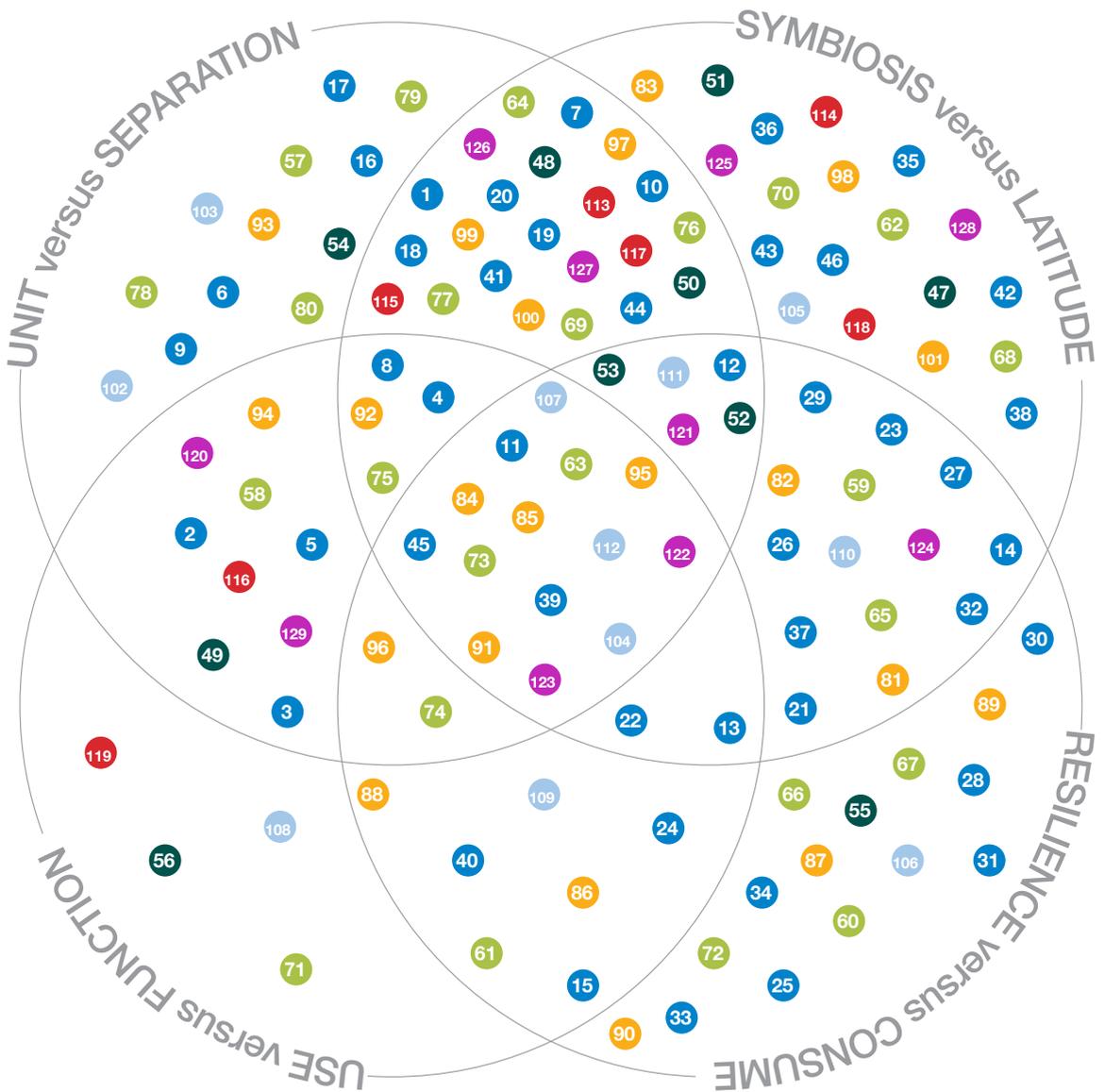
The proposal and the argumentation of these categories emphasizes the next step that remains to be done to activate a full landscape approach. It constitutes a step forward to the identification of some general landscape quality objectives to be applied to the port-city landscape. In order to proceed it could be useful to deduce some keywords from this great set of recommendations that can help us highlight the key issues emerging from the study of specialist literature on port city planning. Figure 13 inside the box illus-

trates the keywords deduced from the analysis of all the recommendations contained in the guides, while outside the box it proposes some further keywords, which have not been directly expressed by the guides but resulting from the critical reading conducted in this paragraph.

Fig. 14 instead provides the graphic representation of the critical analysis conducted on all guides, codes, and collections of good practices produced by International Organizations and Associations representing the major ports and port city administrations at the international level. The subdivision was done by assigning to each of the recommendations contained in the guides the most representative antinomy according to a deductive method.



Fig. 25 Graphic representation of the comparative analysis of the guides (L. Marinaro, 2017)



1. Redevelop the port within its existing boundaries
2. Share the use of the water and waterfront between urban and port functions
3. Mix urban and port functions
4. Move the city to the water
5. Remain flexible, and avoid freezing land uses
6. Highlight the transitional elements between city and port
7. Showcase port city landmarks and scenery
8. Conceive a spatial organisation which allows or preserves scenic views of the port and sea
9. Create urban/port/green buffer areas
10. Ensure consistency between urban mobility plans and port connections
11. Turn the demand for new connections into an opportunity for creating new spaces
12. Rely on - and complement - the existing traffic grid
13. Use the waterway as a logistics tool for the urban distribution of goods
14. Promote environmentally friendly transport
15. Promote the temporary use of available structures and spaces
16. Put an emphasis on architectural /symbolic elements
17. Showcase exteriors, features and spaces
18. Carefully choose the location of passenger terminals and promote links with urban centres
19. Create walking circuits and promenades
20. Identify all elements having heritage/historical/scenic value
21. Stress the symbolic value of port elements, and make them part of new projects
22. Safeguard and reuse the existing port/architectural patrimony
23. Combine infrastructure and natural functions
24. Make the possibility of marine submersion an integral part of building design
25. Compile an inventory of the different types of environmental impact
26. Formalise community acceptance of certain nuisances
27. Undertake a cooperative approach with all industrial stakeholders
28. Seek innovative technological solutions in order to mitigate sound pollution
29. Reconcile port functions and environmental concerns, with a view to improving air quality
30. Use the potential of the presence of water to meet energy needs
31. Apply bioclimatic architectural principles
32. Pool resources on the basis of industrial ecology principles
33. Implement biodiversity conservation plans in port areas
34. Modify or implement infrastructure to protect ecosystems from port/industrial negative effects
35. Establish maritime clusters to maximise city/port competitiveness
36. Establish cultural clusters
37. Turn leisure sailing and yachting into a financial and tourism asset for the city and the port
38. Adapt vocational training programmes to include the specific skills required by city/port territories
39. Finance development projects through cross-financing between city and port
40. Turn the holding of events into a source of funds to invest in development projects
41. Formalise framework agreements regarding urban projects at the interface with the port
42. Turn the port into an active player in city life
43. Make port activities known to the citizens
44. Facilitate dialogue between the city and the port through joint communication structures
45. Let the community become involved in designing new projects
46. Reach a long-term approach to projects and citizen support through proactive communication
47. Measure the image of your port
48. Make the port relevant to different target groups
49. Open up the port: make people experience what port life is all about
50. Make the port visible in the city
51. Identify the gaps and needs within the port job market
52. Invest in social infrastructure
53. Match curricula of educational institutes with job needs
54. Make neighbours your ambassadors
55. Limit negative externalities
56. Develop a functional and spatial mix of ports and cities
57. Enhance the mutual understanding between port and city
58. Bring the city into the port and the port into the city
59. Educate stakeholders and passengers
60. Work on the sustainability of the cruise and ferry port activity
61. Manage the congestion and pressure on infrastructure and services
62. Dress up your port to impress
63. Match long-term nature of planning port infrastructure with quickly changing market needs
64. Involve the stakeholders at an early stage in the port planning
65. Good hinterland connections are a major success factor for the cruise and ferry port
66. Greening infrastructure to mitigate the environmental impact of cruise-ferry port business
67. Optimise the use of dedicated cruise and ferry port infrastructure
68. Cooperation between cruise ports and cooperation between ferry ports
69. European network of cruise and ferry ports
70. Enhance cooperation between the different cruise-ferry stakeholders in-around the port
71. Work on a balanced "cohabitation" of freight and passenger operations in a port.
72. Ensuring healthy competition between neighbouring ports
73. Invest in a long-term relationship
74. Improve operational understanding
75. Optimise schedules and itineraries
76. Join forces in defending common interests in policy making and implementing legislation
77. Work hand in hand to promote and strengthen the image of the sector

FNAU 2011	78. Optimise the enforcement of isps
	79. Create mutual understanding between port authorities and immigration-security services
	80. Communicating about security
	81. Local economic integration
	82. City-Port Innovation and Excellence Networks
	83. Coordinated employment forecasting
	84. Urban development of port activities
	85. Coordinated development of large harbour complexes
	86. Optimization and renovation of the port areas and port facilities
	87. Shared strategies and methods to reduce nuisance
	88. Sustainable design of economic projects
AIPV 2007	89. Enhancement of the natural environments of economic spaces
	90. Development of renewable coastal resources
	91. Development of the port heritage
	92. Urban recapture of port and city-port interface
	93. Porosities between City and Port
	94. Integrated development of City and Port
	95. The port, support for emblematic events
	96. Optimization of flows and services
	97. Coordinated agreements, programming and planning
	98. Culture of port place
	99. Collaborative project design
WCP2011	100. City-port promotion
	101. Regional port cooperation
	102. To respect the accesses to port areas
	103. To take care of the accessibility of city-port interface sites
	104. To treat the port like an urban space
	105. To render the port visible
	106. To exploit all the potentialities of the water
	107. To organise and benefit from blending
	108. To play on flexibility and not to freeze spaces
	109. To reduce reciprocal impacts
	110. To communicate and to get certain nuisances accepted
CTUR 2011	111. To prepare for tomorrow's jobs
	112. To integrate the port with the life of the city
	113. integrating city and regional strategic objectives through the Development Plan hierarchy.
	114. integration through partnership visions and strategies. Leadership needs to be complemented by partnership
	115. integration through participation
	116. integration through the provision of shared infrastructure
	117. To promote a large scale dialogue process and focus groups
	118. To promote charrettes, design workshops and architectural competitions
	119. To promote temporary activities
	120. Connections between port and city (and tourist sites)
	121. Improvement of the "Image" of the "cruise facilities and of the "panoramic views"
122. Newly built or renewed terminal facilities with an added focus on the reuse of "heritage"	
123. Exploiting cruise facilities development as an instigator of wider re-development urban plans	
124. Develop cruise facilities in spatial and functional synergy with other maritime facilities and flows	
125. Creating local jobs in the cruise and maritime sector	
126. "Information" and physical "information points"	
127. Creation of thematic routes in the historic centre for cruise tourists as a specific information tool	
128. Shopping and eating services and related facilities	
129. Times and timetables to best adapt the rhythms of the city to those of the cruises	

In the Legenda above there are the guides examined: AIVP, Plan the city with the Port. Guide of Good Practice, AIVP, 2015; European Sea Ports Organisation, Ryckbost I., Schautteet L., Vancompernelle H. Ed., Code of good practice for cruise and ferry ports, ESPO, Brussels, 2016; European Sea Ports Organisation, Code of practice of Societal Integration of Ports, Patrick Verhoeven, Natalie Backx, Port of Rotterdam Authority Ed., ESPO, Brussels, 2010; Carley M., Garcia Ferrari S., The cool sea waterfront communities project toolkit, Waterfront Communities Project, Edinburgh, 2011; Fédération Nationale des Agences d'Urbanisme. Innovations Ville-Port. Pour des projets intégrés Ville-Port. FNAU, Paris, 2011; CTUR Thematic Network - Cruise Traffic and Urban Regeneration. URBACT II Programme. Final Report and Good Practices Guide. Urbact Project Unit, City Council of Naples. Napoli, 2011; AIVP, Plan the city with the port strategies for redeveloping city-port linking spaces. Guide of good practices. European Regional development fund interreg IIIc, West Zone Regional Framework Operation HANSE PAS-SAGE, Le Havre 2007.

4.7.3 A set of landscape quality objectives for Mediterranean global port cities.

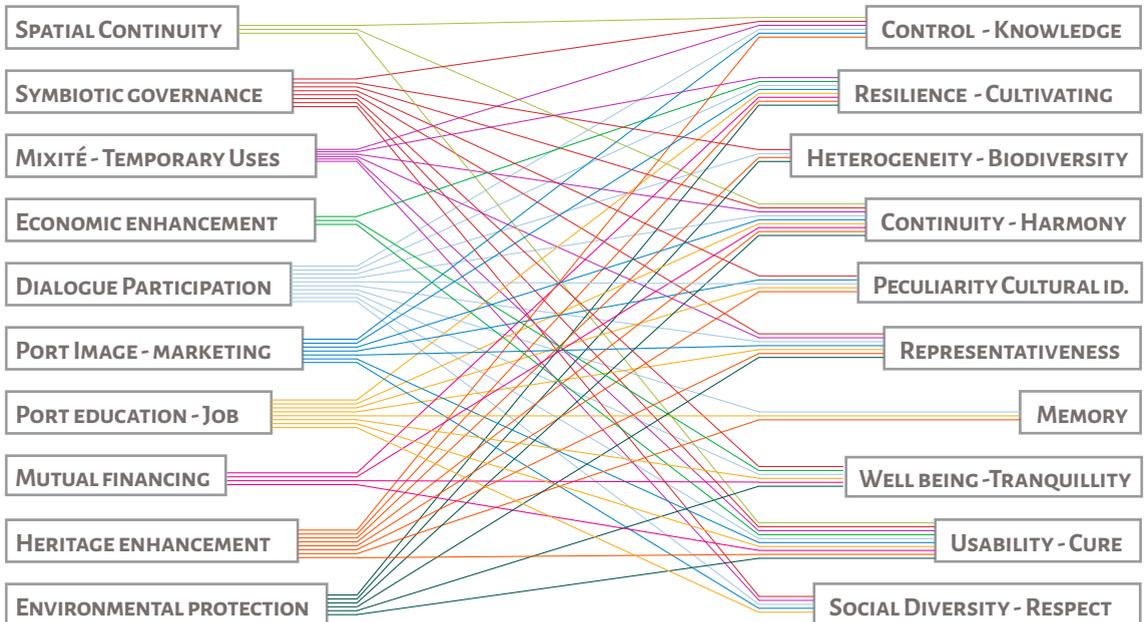
The next step towards the formulation of a group of landscape quality objectives for the global port city of the Mediterranean is to compare what emerged from the critical reading of the recommendations formulated by the major organizations and associations representing stakeholders, port authorities and Mediterranean port cities, with what it has been deduced from the reference model.

On the semantic level, the first survey gives us precise coordinates directly related to the specific study area, highlighting the port's point of view and how much they are willing to do. The second survey provides us with a concrete example of the most felt, shared, discussed issues by a whole society, the Catalan, which, due to its characteristics of variety, multi-ethnicity, cultural heritage, age, economic development, can be considered with a good representative example of Mediterranean context, or at least, the Western Mediterranean.

It is the author's belief that these two visions can find organic integration, given the many contact points that can be seen in them in light of the reflections made. Reasoning by keywords makes this task simpler and more intuitive, allowing us to focus on the most important issues so far emerged and to push forward certain arguments. The diagram in fig. 15 draws the connections between the two keyword's groups. It shows how the issues arising within the port community, that now are expressed according to a markedly sectoral logic, can continue to be consistently represented by more general



Fig. 26 Diagram that shows the connection between the two keywords list deduced from the reference model of Landscape Observatori of Catalonia (Right column) and the Guides of Good Practice of the Ports (Left column). L. Marinaro, 2017.



and transversal concepts that relate to the transformation of the landscape and propose, in fact, a new paradigm of relationship with it. The final intent is to rebuild the conceptual archetypes of the landscape project of the Mediterranean port city. This way, the fragmentary succession of themes and actions identified by the port community as main priorities is instead led back to a transdisciplinary reading that places the Landscape at the centre of the design activity according to the cardinal principles of the ELC.

As we can see from the diagram in the figure 14, most of the instances that have emerged from the guides can find full representation in the key concepts and actions deduced by the 10 LQOs of Catalonia. There is a minority, however, which requires a specific formulation to be properly represented without neglecting the importance it has for the port community. First of all, each of the key concepts in the right column assumes as a starting point the dialogue and the active participation of civil society and the scientific community. These could be called as congenital to the landscape quality objectives in general and therefore to the ones that we intend to define here.

There are also some concepts that present a particularly high number of correspondences with instances emerged from the port community, such as Resilience, Continuity & Harmony, Peculiarity & Cultural Identity, Representativeness, Usability & Care and Well-being & Tranquillity.

In the concept of Resilience, (i.e. in the aim for a resilient landscape) find representation issues such as: the protection of the environment, the enhancement of the heritage, the mixité and the alternation of use of space, the economic development and dynamism, the field of training and labour market and the revival of the image and the culture of the port. Each of these in fact contributes to corroborate the resilient capacity of a landscape in one of its specific areas. As the same Catalan Observatory states, the concept of resilience applied to landscapes is understood as the capacity “of absorbing the inevitable territorial - and cultural (author note)- transformations without losing their individuality”²⁷. As well as landscape, according to the definition provided by the ELC, consists of tangible and intangible elements in an inseparable combination, also landscape resilience implies a reactive ability under multiple aspects: ecological, social, economic, environmental and many others. Therefore, placing the goal of a full resilience it means to guarantee this capacity at all levels.

Recalling the reasoning previously made for the antinomies in fig. 13, we can deduce that achieving this objective requires a completely new approach to the exploitation of landscape resources, other than consumption and rather close to cultivation. That is why with this objective they find expression and satisfaction instances that are seemingly far apart. The metaphor provided by the world of agriculture, in fact, is particularly impressive to understand how to get a landscape capable of being productive and capable of reacting to transformations without compromising its characteristic qualities.

The concepts of Usability and Care suggest a new approach which is capable of representing all the recommendations emerging from the guides as they call for a flexible landscape. The multinomial Usability, Flexibility and Care promotes a dynamic view of all operations and activities that affect the landscape. Both protection and creation of new landscapes involve a continuous process of transformation each one according to different degrees of freedom that are determined by the project. This new conception of the project as a dynamic process that does not end with the completion of the works but continues with their management and life, therefore suggests a new paradigm for the port city planning, founded on the Use of spaces and resources and oriented toward the alternation and furthermore the hybridization of different functions.

²⁷
LQO number 2. The ten landscape quality objectives for Catalonia. http://www.catpaisatge.net/eng/catalegs_objectius.php

This objective develops the recommendations included in the guides starting from the assumption of “making time tangible” (Benmakhlouf, 2017) thus allowing to break time into parts without having to fragment the space.

The enhancement of the diversity of the landscape as well as pointed out by the Catalan Landscape Observatory, is a complex and multifaceted aspect that involves more subject areas and must be pursued through different routes, using at least three couple of key concepts: Heterogeneity & Biodiversity, Peculiarity & Cultural Identity and Representativeness & Social Respect.

Referring to this last pair of keywords, we can advance the hypothesis that what the Catalan landscape observatory formulates in two distinct objectives (the sixth and tenths) could here be traced back to a single conceptual binomial that contends on one side the need to respect the social diversity of landscapes and, on the other hand, to represent all the values and references that coexist in it.

With regard to preserving the Heterogeneity of the landscape, above all its territorial, natural and geomorphological diversity, may compete instances such as: creating a symbiotic governance model, fostering the enhancement of heritage and the environment protection, stimulating the revival of the image and the culture of the port city, as they all contribute to preserve and enhance the specific character of the sites. exhorting to respect social diversity, so that it finds proper representation in the landscape, is not far from affirming that any values and references that emerge in the landscape should be maintained and strengthened. In fact, the sixth objective also refers to social values and references that are not the expression of a small group of people but of the whole society.

The conceptual binomial chosen to represent the fifth LQO cover the sphere of cultural diversity, encouraging to the revival of the identity and cultural uniqueness of the port cities that have always been a melting pot of multiple and diverse contaminations. In fact, by further developing the reflection suggested by the fifth LQO in relation to the issue of the port city, promoting the cultural identity and the peculiarity of each of these border landscapes contemplates actions such as: promoting the image and the culture of the port, to promote greater knowledge of the history and activities of the port in schools and the enhancement of the labour market linked to the port, enhancing the port heritage, fostering the sharing of port spaces with cultural events, developing ad hoc governance strategies.

The concept of Continuity and Harmony encompasses all of the following instances: the respect for the environment and the enhancement of heritage as well as the development of the port culture, the spatial continuity, the creation of a symbiotic governance and the consequent promotion of mixité and mutual temporary uses for city-port spaces. As we have already pointed out in this regard in the previous paragraph, the concept of Continuity calls into question multiple issues. We should aim at a “landscape continuity” i.e. a continuity extended to the different systems the landscape is composed of, rather than a mere “spatial continuity”. Therefore, by rewording the concept of continuity in a holistic sense, it lends itself to contemplate the rich group of instances listed above, such as environmental protection, where it seeks to maintain ecological continuity, or the synergy of governance with regard to continuity of policies. in addition to the local face of continuity we must not forget the global one, which is best expressed in the concept of connectivity (Khanna, 2016).

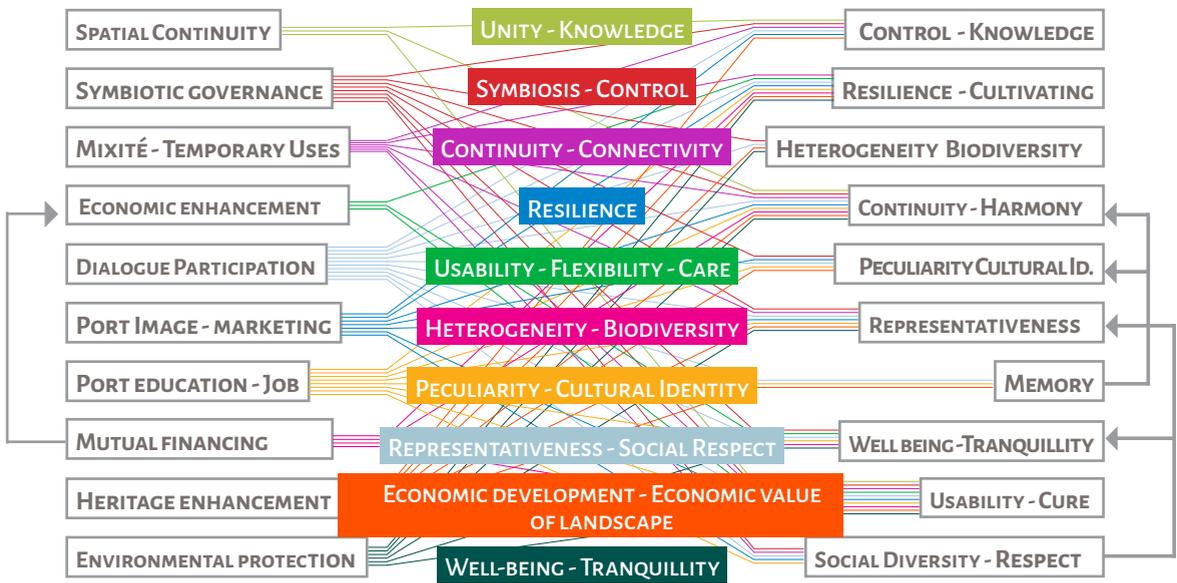
The goal of enjoying a landscape that promotes well-being and tranquility is not only a matter of protecting the environment and the health of citizens, and therefore respecting and listening to their needs, but concerns also job creation and economic dynamism. This conceptual binomial has the

advantage of addressing the issue of well-being in its complexity, drawing attention both to the sphere of public health and welfare. In it is also depicted the concept of respect for social diversity, as the integration in a society is an important aspect for the psychological well-being of people.

Among the keywords in the right-hand column of the schema that count the lowest number of matches there is that of Memory, which is not a negligible value but can be integrated into concepts that we have already commented, such as that of Continuity, underlining the importance of historical continuity and traditions, and that of Representativeness and Social respect.

The binomial, control and knowledge, drawn from the first LQO, envisions recommendations such as heritage enhancement, the creation of integrated governance models, the promotion of port culture, citizen participation (which we have said to be a constant), the promotion of mixed and temporary uses. However, in order for this binomial to become truly representative, there is a lack of specificity that is, however, essential today talking about Mediterranean port city. Even before “control” and just after its proper “knowledge” and “rediscovery”, we must speak of unity of the port city landscape. This is in fact the first key concept to be clarified and made explicit. A new relationship between the city and the port is only possible if we overcome the conception that for years has seen them as two distinct entities and we start again to talk about “port city landscape”. A unique, cohesive and coherent landscape. This need for specification was not in the decalogue of Catalonia since the regional unit is that of the entire Catalonia, while the subunits to which it refers the LQO’s content (which speaks precisely to the plural of “landscapes”) are those defined from the 7 catalogues with the “landscape units”.

↓
Fig. 27 Diagram highlighting the synthesis process of the keywords that emerged from the analysis. In the center of the scheme there is the list of the keywords useful to build the proposal of LQOs for the Mediterranean Global Port City. L. Marinaro, 2017.



The concept that was implicit for the Observatory must be made explicit here, so a more representative binomial conducive to the formulation of the first LQO of the global port city of the Mediterranean could be: Unity and Knowledge. The question of control, on the other hand, provides the basis for further reflection and consequent further formulation. These port city landscapes that regain their unity after more than half a century, need adequate forms of control and management that must necessarily start with the communication between urban policies and those of the port authorities. The keyword chosen to summarize all the recommendations that the guides have devoted to the theme of governance models seems to suggest a winning interpretative key: symbiosis. Those who were two systems, indirectly connected by the global economy, and deeply disconnected at the local level, must return to establish a symbiotic relationship so that the unity functions. This means sharing policy strategies for territorial transformation, resource exploitation, and economic development. This could in all respects represent another significant keyword pair: Symbiosis and control.

Finally, since the port activity is almost always the voice of more weight in the economy of these particular cities and given the size of real companies that the ports have assumed, it seems appropriate to be more specific on the issue of economic development also considering the emergence of the issue of the “economic value of the landscape” among the core principles of the ELC. It is necessary to promote a model of economic growth of ports which is not in contrast or, worse, detrimental to the landscape resources of the port cities themselves, but rather makes them an added value capable of implementing the services, activities and attractions that those port cities can offer. Such a model must also harness the economic viability of ports to finance sustainable urban transformations in the rest of the urban area. “Economic development” and “Economic Value of the Landscape” seem to be two sufficiently representative concepts of this reasoning.

At this point we have ten key binomials, showed in fig. 16, which can summarize the fundamental reasoning to build the landscape quality objectives for the global Mediterranean port city, on an experimental basis as we have stated at the beginning of this chapter. The following wording takes into account the reasoning done to this point.



Fig. 28 The Port of Durazzo 2014. (Photo: Andrea Semplici) evening falls, the sea lights are necessary to illuminate the route.



10 LANDSCAPE QUALITY OBJECTIVES FOR THE MEDITERRANEAN PORT CITY

1. A port city landscape considered in its entirety, which enhances its unity, consistency and cohesion through an accurate, holistic and shared knowledge of all its material and immaterial characters.
2. A port city landscape that lives and evolves relying on a symbiotic economy and governance model capable of creating a synergy between local and global interests by involving also cultural, social and environmental issues.
3. A port city landscape that promotes the broad and solid continuity and connectivity of all the systems it is composed of both at the local and global scale.
4. A resilient port city landscape i.e. capable of metabolising human and natural transformations in a continuous process of cultivating tangible and intangible resources without compromising its intimate structure/functioning.
5. A port city landscape characterized by a strong morphological flexibility and usability, which rejects any land freezing and functional stiffening and stimulates a cunning and democratic process of landscape care.
6. A port city landscape that makes its territorial heterogeneity and biodiversity an added value capable of translating into a morphological model that refuses homogenization.
7. A port city landscape with a peculiar cultural identity, which through the relaunch of a common Mediterranean maritime culture let the uniqueness of the place emerge.
8. A port city landscape which is highly representative of all the significant values and instances that are present on the territory in full social respect.
9. A port city landscape characterized by a strong economic dynamism, able to increase the city's attractiveness and competitiveness basing its prosperity on the coherent and mature capitalization of the economic value of the landscape.
10. A port city landscape that ensures the well-being of living beings who inhabit it in all its aspects (physical, social, environmental, economic, psychological ...) and instils a widespread and shared sense of tranquillity.

In order for the ten goals so constructed not to float over our heads but to be impressed in landscapes capable of arousing our enthusiasm, each objective is associated with the concrete experience that most satisfies it, chosen among the many explored in this research.

This strong bet on the unity of a port city landscape that can overcome the metabolic dysfunction caused by bulky and polluting activities of the port, through a careful study of the dimension of contact between the two worlds in aesthetic, environmental, ecological, social and cultural dimension, does not find examples in the Mediterranean, but can be said to be effectively represented by the port city of Rotterdam. The Port Visual Quality Program launched in 2007 is just one of the concrete attempt to address the issue of public space quality in its entirety in all major contact areas between port and urban functions, which in Rotterdam form an articulated and dense mosaic whose grain weight on the overall perception of the urban landscape. In spite of a name, the project drawn up by the WEST 8 landscape study, not only considers the visual landscape dimension and proposes a real strategy that now uses the language of formal design now that of the strategic program, thus making proposals that make up the two volumes of the final Handbook. To this initiative are added some that are always distinguished for the unified dimension they face in the port landscape, such as the We Nose project, and the campaign 'Building a Sustainable Port' launched in 2017 with the Nature in the Port initiative. Although many aspects of Rotterdam can improve its port city landscape, in this city the unitary dimension is an acquired fact.

Among the realities where the synergy between port and urban governance seems to have secured the most successful results, stands at the top the Auckland's port with the North Warf Promenade and Silo Park regeneration project. In the Mediterranean, there are no such completeness models that include a markedly bottom-up approach, as Genoa's recent experience with its modern port center and the recent public call for the Blue print project seem to want to signal in this way, we are still far from achieving the goal. However, the physical transformation of the Jellicoe Harbour in Auckland does not exhaust the strategy that has been put into practice in 2011 in this city. They were created a dedicated website and newsletter to foster communication with people, an ongoing annual program of social, cultural and business events was put together with the different waterfront areas, the Wynyard Quarter has hosted activities such as "Workshops on the Wharf", addressed at a child audience, and the "Silo Cinema and Night Markets" has become an awaited event over the summer period, over 50 events are held in the public spaces developed around the former concrete silos that have been retained (Silo Park), including open-air screenings and exhibitions.

The fifth goal set for the Mediterranean port city is fulfilled in this project, as here flexibility of use, no specialization of spaces, welcome and democracy are the keys to this new public space. Similar features in the Mediterranean area may well be attributed to the regeneration of the Moll de la Fusta, the first great act of transformation of the sea front of Barcelona by Manuel de Solà Morales.

Continuity of routes and connectivity are among the main goals put into practice in the two Dutch ports of Rotterdam and Amsterdam. It is more difficult to tackle this goal in the Mediterranean where lack of space complicates the task of connecting the city to the sea. The recent experience of Marseilles with the Terraces du Port can surely be an emblematic example of how this goal can be applied creatively, where horizontal connectivity is not possible. The previous experiences of Genoa and Barcelona are also an example of how the network of public spaces can find continence and vitality at the maritime threshold, but it is in projects such as the Webb Dock in Melbourne, where it is about combining fruition and free circulation on territory with the pres-

ence of an operational port, which we find examples more relevant to the challenge that the third objective poses. The visual continuity inspired the recent port regeneration projects in Haifa and Le Port Reunion Island and the Visual Management strategy that in all respects has become one of the strategic planning tools in Livorno port.

Another example of strengthening the systemic continuity of the territory is offered by the Dunkirk harbour with the Natural Heritage Master Plan, whose initiative responds at the same time to the content of the fourth landscape quality objective, which is urgently needed to protect the coasts of the Mediterranean. The experience of the Huelva port in 2006, for example, goes in this direction with the promotion of a program to restore dunes, marshes and beaches along the 4 kilometre of Odiel's left bank. Such operations, however, must cease to be a remedy and the result of a compensatory attitude and become proactive policies that are inherent in the normal life cycle of the port.

The port settlement model that, following the evolutionary dynamics described by Hoyle, has colonized the threshold of the most important Mediterranean coastal cities from the mid-20th century to today, has left no room for biodiversity or even geography, as Enric Batlle would say, which has been gradually erased in its peculiar signs from the coastline and the areas touched by the harbour. Water courses, dune systems, beaches, small relief, promontories have been transformed into a broken 'polyline' unmistakable by the satellite, even if not eliminated at all. To date, it is therefore difficult to identify a reality in which the sixth objective has been put into practice even in part, since as we have commented in the first chapter, the morphology of port has had voracious and homogenizing expansion which has been totally disinterested to the context. While today there are many port cities that are investing in the recovery of the maritime culture of the place. There are cities that have never ceased to do so, where the presence of the port and the sea has always been the distinctive identity figure and others that are recovering their roots. Here we could mention what Van Hooydonk has called Port Icon and have started initiatives to support this status over time, which in the Mediterranean are Marseille, Barcelona, Genoa, Venice, Livorno, for example, but a more exhaustive example of what can be the attitude to comply such objective must consider also example as Amsterdam, Rotterdam, Hamburg, Antwerp, Helsinki, Stockholm etc.

Also the scope of the representativeness of citizens' shared desires and instances can be said to be a totally new challenge for port cities, and especially for ports, that as companies are addressing just now this problem under the CSR's hat. Sporadic and often ineffective are the examples of a successful participation strategy for the inclusion of citizens' interests and needs in port-city interface configuration, waterfront regeneration, and overall daily management of the relationship between these two worlds. Very often the dialogue with citizenship is only triggered in the aftermath of strong pressures and when the fate of the project in its core nature is already marked.

These are remedial initiatives, this is at least what we have seen in Marseille with the case of the *Euroméditerranée 2* and the participation process of 2011-2012 for the *Parc Bougainville*, the only moment of contact with citizenship in the face of a comprehensive operation of strong social exclusion (Bertoncello et alii, 2009). In general, it is rare that the initiatives taken on the port and city interface arise from a positive comparison with the entire public of these future spaces and with the intent of effectively representing their needs. There are, however, some first virtuous experiences, such as those in Toronto with the *Port Lands* project, at a redevelopment project of 356 hectares of a former industrial and port site that trigger consultation meetings

with the local community at every stage of project progress, launched a dedicated web site and a feedback system; or the experience of Lyon with the project “Des rives et des rêves” (Riverbanks & Dreams) aimed at redefining the relationship between riverside industrial sites and towns including tours and an open day, the fruits of which can be seen in the construction of Lyon’s Edouard Herriot Port. However, in order to fully achieve the objective No. 8 of the list proposed we would need a comprehensive approach to the issue of inclusion and representation, which goes hand in hand with the normal operation of the port and the transformations of the port city.

Promoting initiatives aimed at boosting the economy of the port city by acting on the port itself and diversifying its activities, services and roles that it can play not only within the global but also and above all in the local context is a priority objective, fortunately entered the agenda of many port authorities that have been working on the diversification of services that the port can offer for years. Virtuous examples can certainly be that of Barcelona and Genoa, which, as we have seen, were among the first to create attractive urban ports also from the economic point of view and large areas dedicated to passenger traffic. Today in the Mediterranean even Marseilles and Valencia are a good example of this strategy. However, this goal can not be exhausted in the deployment of cruise, marine and shopping malls. An approach that is able to systemically combine the economic value of the landscape is increasingly urgent so that the economic prosperity of the port city is not detrimental to the environmental, cultural and social resources and the peculiar identity of the sites.

The aspect of tranquillity and well-being is actually something that comes from the joint of many factors and often from the correct realization of many of the goals listed before this latter. However, to explicitly state this goal and put into practice strategies for achieving well-being becomes an important starting point for a global reflection on the theme by the city, to create synergies with third parties, private individuals and companies, to strengthen and support the initiatives taken in the environmental, social and cultural spheres and highlight their necessary communion. London was the first to tackle the issue of tranquillity as urban value and connect it to the quality of public space by creating a bridge between the dimensions often dealt with separately from domestic life and public life of citizens.

The mapping that London has proposed with “Tranquility maps” is just a creative and effective example of how the reflection on this issue can generate new ways of addressing the landscape quality project without distorting its complexity.

This formulation does not pretend to be exhaustive or closed, quite the opposite. It provides an important base for field-testing a new approach to the design of the Mediterranean port city. As it meant to be a new method, it therefore suggests a path nor an end, as the etymology of the word, from the Greek substantive *ὁδός*= street, suggests. Borrowing Morin’s words when engaged in introducing the “complex thought”, “It is not so much a program (a set of recipes), but a strategy (that is, an action that fits depending on the reality feedback). There are no replies already available” (Morin,). The wording of the LQOs and their hierarchy is thus liable to integration and modification on the basis of a direct experimentation on individual pilot cases. Therefore, the research marks a point of departure rather than arrival, which paves the way for further application of a landscape approach to design the Mediterranean global port city considered in its intrinsic complexity and dynamism, in full consistency with the principles of the European Landscape Convention.

Fig. 29 The Port Landscape of Genova 2014. (Photo: Giorgio Verdiani) Stolen shot from the top of the city hall.



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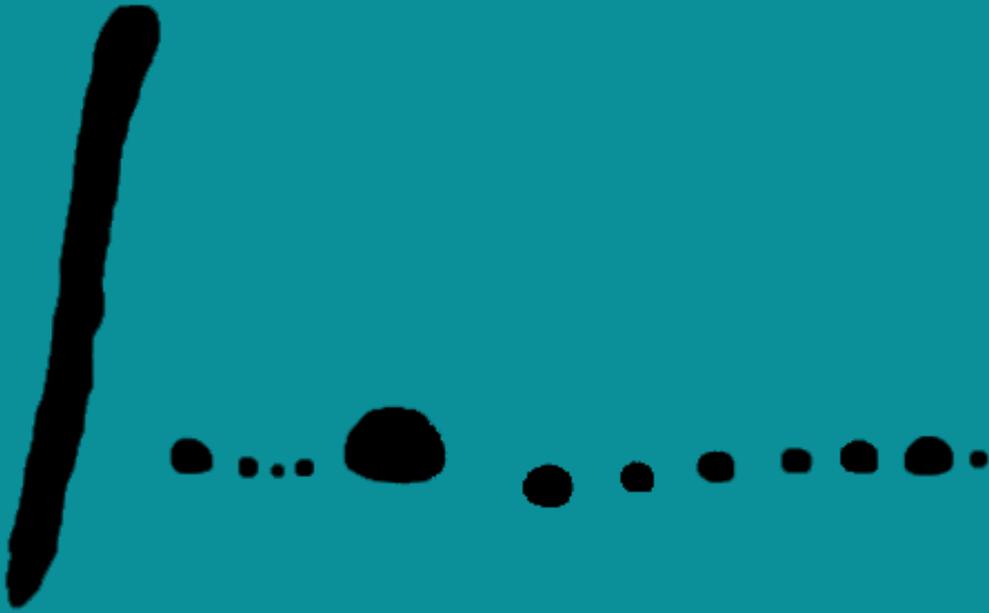
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5-Conclusions

**DESIGN IN
EMERGING
LANDSCAPES.
Sustainable visions
for Mediterranean
port cities.**



5 Design in Emerging Landscapes.

This research has dealt with the theme of the Mediterranean port city landscape by accepting the challenge of writing about subject that has been written a lot. The literature of many disciplines, from architecture to urbanism, from history to geography, is rich in researches and texts, which investigate the many facets of the Mediterranean port city and deepen the individual destinies of these particular cities since the tracking of their the first commercial routes to date. It was precisely on one hand the awareness of this impressive heritage, narrated and present, of signs, memories, scents, sounds and tastes of the cities that dotted the “cradle of western civilization” and on the other hand the observation of the condition they offer today to our eyes and our steps, that have suggested the research path. This thesis and its results respond to that spontaneous question that cannot be held in front of these cities whose image seems so solid in historical memory but today it is so fragile and confused in front of us.

How to recover the interrupted relationship between port and city?
How to regenerate the identity of these particular urban landscapes?
And these questions are followed immediately by others, concerning our activity as designers:
What can be the role of landscape architecture in this respect?
Which tools can make its contribution effective?

Through an almost phenomenological approach, this study focuses its attention on what these cities “bring us” with clear evidence, that is, the wound of an abruptly interrupted relationship, the inner conflict that this wound has generated and generates, the increasingly apparent desire to recover the lost ground and time, rewriting new routes, but also the vitality of a sector that moves the world economy, the complexity of the most important commodity crossings, information, people of the global era, since today “major cities of the world are still in many ways maritime cities” (Dogan 1988). It is therefore the relationship between city and port, between people and landscape, between project and place the main object of this reflection, since the landscape project is primarily a project of relations (Bocchi, 2009; Zagari, 2010, 2015, 2016; Turri, 1998, 2008; Ferrara, 1968, 2017 et alii).

For a long time, we deluded ourselves to be able to respond better and to answer earlier only if we had dismantled what appeared to be a complex problem in so many simple problems, so many portions. In the academic euphoria of experimental empiricism, scientific specialization has degenerated into disciplinary segmentation, while in the administrative practice of the land management the specialization of uses and functions has translated into a compartmentalisation and fragmentation of the territory in a multitude of corrals and enclaves. The case of the port city ripped from the clash of two souls, the global one of the Space of Flows (Castells, 1989) and the local one of what remains of the Space of the Places¹, two different jurisdictions and two different visions of development, is perhaps the most emblematic testimony of the ineptitude of urbanism to be able to cope with current urban global challenges (La Cecla, 2015) and even more “integrate the landscape into every plan” as it was supposed to be (Paolinelli, 2011).

“My attraction to the emptiness of the great ports is the measure of my indignation when in doing my job, I check every day, the savagery with which they occupy the territory. (...) By wanting to exclude itself from all contexts to better construct, in space, the purity of flows and exchanges, the literal model of the distribution, they

←
Previous pages
View of the Port
of Pireus.
Fig.0

Cover of the chapter
Bleu by Joan Miró, March 4th,
1961.

←
Fig.1 Napoli. *Bord de mer*, 1984-1985 by Gabriele
Basilico.

¹
In the Mediterranean Port city often the port spaces in full connection with the squares and the complex plot of street departing from there, coincided with the main identity-making places of such particular urban structures.

led to the decay of a large part of the cities with which they were historically linked, they lost their own substance; their spaces are divided into multiple reserved areas. By abandoning all forms of interrelation and diversity, the ports reach, today, the threshold which condemns them”² (Corajoud, 1993).

In these words Michel Corajoud regrets the current situation and, above all, the inability of Urbanism to fulfil the task of being an “*acte politique au service du peuple*”³, so as it had set the height of the student protests in ‘68, when the enthusiasm for the new mission that the profession would have to undertake burned together students and professors spirits. But that encounter between “*la pensée paysagère et la pensée de l’urbanisme*”⁴ as Michel Corajoud imagined it, has never born. This wasted opportunity, this ‘empty’, had a series of remnants that sank into “singular landscapes where disparate and yet interdependent things bathe in a general emptiness of space. Ultimate landscapes where the components only have loose relationships” (Corajoud, 1993). And to think that for centuries it was thought that an ‘empty’, a ‘not being’, a ‘do not’ cannot generate or cause anything (Bateson, 1977). This vacuum has made us slaves of a pronounced subdivision, of these striking contours that relate every space to exclusive uses and to exclusive public.

We no longer look at the public space of these cities, the woven network of streets that become squares that fall into the alleys and descend stairs to finally get to the sea, like a ‘skin’, a continuous, sensitive and receptive tissue that works as a place of encounter and a ‘trait d’union’. In family, once, it was said, “this house is a seaport” when you wanted to give the idea of a continuous journey of people, stories, confusion. Today, for example, my family is still like this, it’s the contemporary port, however, that it’s not like my family anymore. This way of saying in reality has tragically lost its sense against the walls, the gates, the tracks and the roads that constantly separate us from the harbour.

On an institutional level then how far are our practices today from a truly landscaped approach! Nowadays planning sciences have mostly “divisive” tools instead of providing themselves “integrative” tools. This is a further ‘*vacuum*’ that, as is the case in physics, has drawn a natural attraction to itself. In this frame fits the proposal of a structural use of landscape quality objectives, that acquire a renewed threefold function, an ‘interpretative function’ that stimulate a thorough landscape characterization, a ‘design function’ to indicate the direction of landscape transformation and a ‘monitoring function’ to control the achievement of pre-established quality objectives, to investigate the quality perceived by the population and to move forward. They act as a link between the various levels of planning and, even more so, between parallel and different jurisdictions. They are a tool that stimulates the creation of a common language that is established without the need to weigh, through a new layer, the pluri-stratified corpus of land management and interpretation models. On the contrary, they work as a link between different and seemingly irreconcilable maps, both explicit (the plans) and, above all, the implicit ones of the desires and aspirations of the population.

Landscape quality objectives reveal a much larger application potential than the one normally imagined. The implications of their systematic use consist of an intense and conscientious process of exploring the tangible and intangible dimension of the landscape, which is indispensable for building a renewed consciousness of the landscape itself. The thorough characterization of the landscape they induce and their design content join a new aspect, that related to the landscape quality assessment restored on the basis of full receipt of the principles of the European Landscape Convention (ELC) and the new epistemology resulting from it.

² Michel Courajoud, text in preface of the book: “Portuaires” by photographer Hugues Fontaine at AIVP 1993. Original text: “*Mon attirance pour la vacuité des grands ports est à la mesure de mon indignation lorsqu’en faisant mon métier, je vérifie chaque jour, la sauvagerie avec laquelle on occupe le territoire. (...) En voulant s’exclure de tous contextes pour mieux construire, dans l’espace, l’épure des flux et des échanges, le modèle littéral de la distribution, ils ont entraîné la déchéance d’une grande partie des villes avec lesquelles ils étaient historiquement liés, ils ont perdu leur propre substance; leurs espaces se sont divisés en multiples secteurs réservés. En abandonnant toute forme d’interrelation et de mixité, les ports atteignent, aujourd’hui, le seuil qui les condamne.*”

³ Full text: «Non aux bidonvilles, non aux villes bidons. L’urbanisme Est Un Acte Politique Au Service Du Peuple. Tous à la Mutualité mardi 18 juin 68 à 21 h. Entrée gratuite. Débat public organisé par les étudiants et professionnels de l’aménagement du cadre de vie et a.p.p.a.u.r.»

⁴ Corajoud M., Le paysage : une expérience pour construire la ville. Essay intended for the jury of the 2003 urban planning “Grand Prix”. Paris, Juillet 2003.

The quality of the landscape is something very close to us, not just in terms, so to speak, of the consequences that a landscape of high or poor quality can induce on our overall well-being and development but also in terms of its active construction and also of its assessment. The quality of the landscape emerges continuously by our conscious and unconscious design activity and “is built by objectives”. Once disrupted the outdated hierarchical system that saw the prominence of the empirical sciences in the construction of exact knowledge of the landscape, redressed the balance with all the human sciences, such as philosophy, anthropology, psychology, sociology and even art, the quality of the landscape leaps down from the tables of laboratories, from microscopes, out of computing programs and matrix of indicators and comes back to the people. Therefore, it is the raw material to raise the awareness of the whole population in the sense that the passage of self-criticism, that is, of the evaluation of the human operation and of its systemic consequences, the verification of the correspondence and the consequences of its desiderata, as it is fundamental in any learning process it is also in the evolutionary process. The moment of self-consciousness is essential for any “sustainable development”, as the assessment of landscape quality is so for a healthy landscape metabolism. Therefore, landscape quality assessment must cease to be extrapolated by force from its reference system, landscape transformation, in the attempt to vivisection it, to study the individual parts, because, as we have argued so far, in such abstraction it has already lost its peculiar systemic properties.

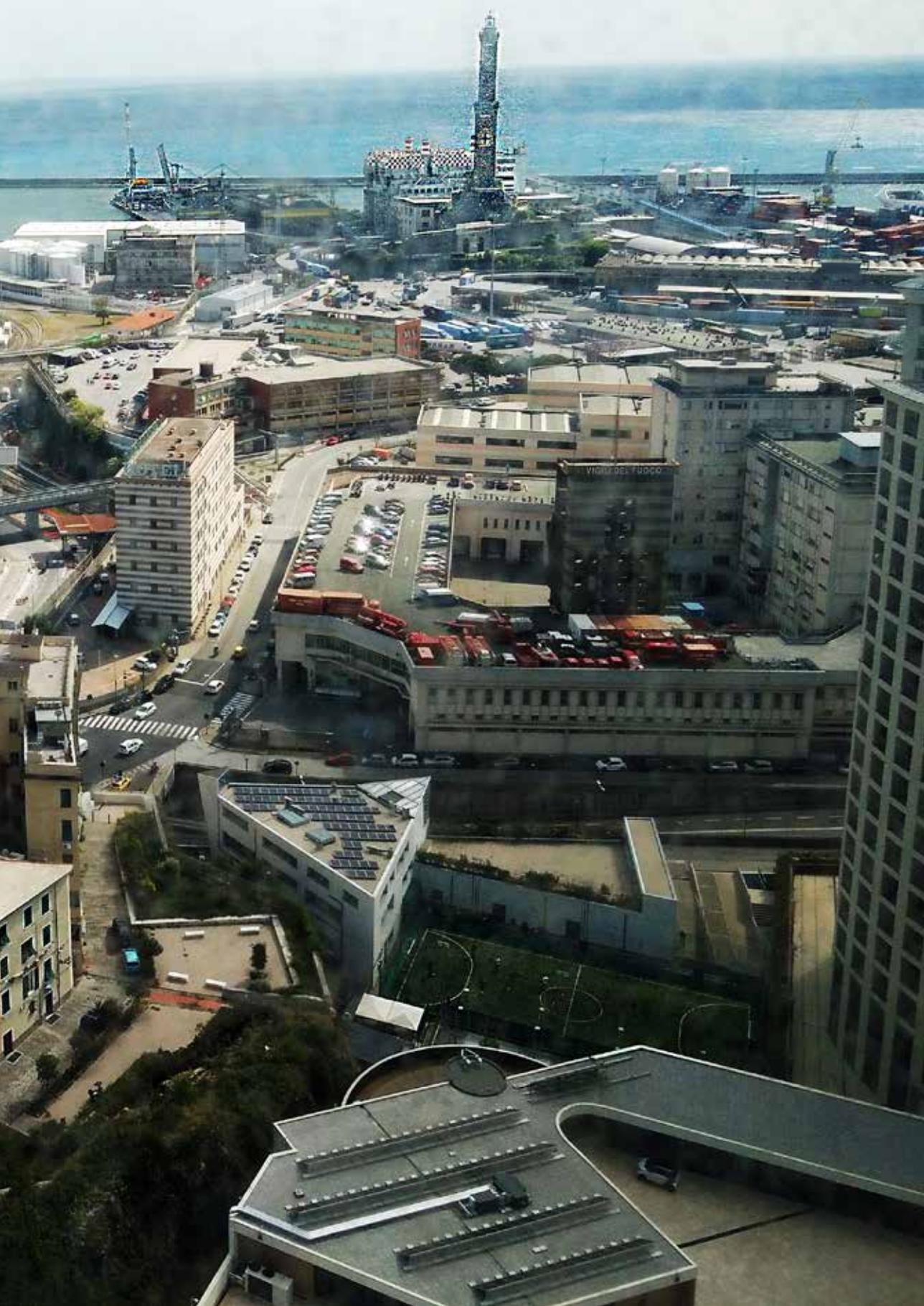
Entrusting the landscaping quality objectives with the role of landscape quality indicator, the teleological design of the ELC seems to gain greater roundness and to overcome the old epistemological problem of the ancient dichotomy between Subject-Object, Being-Not Being, Mind-Nature. The Landscape Quality Assessment claims its autonomy from the Environment Quality Assessment and also wipes out the latest legacies that on the field of the assessment caused a subordination of the concept of Landscape to the one of Environment, contradicting the definition given by the ELC.

This thesis, starting from a very topical issue in the international transformation agendas, underlines the constant reflection on the meaning and implications of the ELC, whose practical results in the landscape planning of the signatory states continue to be latent. At seventeenth years of age from its signing by the Council of Europe in the Salone dei Cinquecento and eleven years after its ratification by Italy, today the European Landscape Convention (ELC) can be said to be fully transposed on the scientific and cultural level, at the level of the academic community, in universities, specialized professional fields, in some niches of society, however, it “has not achieved any degree of ‘centrality’ in the European budget policies” (Falqui, 2015). The ELC is thus at a crucial point: or in the coming years, it will succeed in effectively enforcing its principles for the territorial policies of the member states or is likely to frustrate this important goal for Europe by throwing in the wind the opportunity to create that much sought after cohesion, that from the recognition and enhancement of its landscapes, could draw a strong cultural unity and a powerful engine of development. It has become almost irrelevant to continue to talk about innovative approaches of the European Convention if these speeches are not able to give a real leap into planning and administrative practice, practicing with real problems.

“The gap between theory and reality (...) is perhaps in the non-coherence between the principles assumed as the basis of the theoretical elaborations and the criteria followed in the project, including in this statement the different types of plans and projects that, with different denominations and a different degree of specificity, act on the landscape. In particular, the concept of system is always contradicted, despite being

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Fig. 2 Genoa Port landscape. La Lanterna. (photo: L. Marinario, 2017).





continually flagged, with ecological environmental references as well as with architectural, urban and visual references” (Ghio, 2012).

There is a great need for effective translations and effective actions to achieve the main objective of the ELC: the landscape quality. The effort of this study is to suggest a coherent, clear, complete, and consequent operating model to implement the ELC. This attempt is made through the application to a complex problem, the port city planning, a field that in recent years has demonstrated a progressive openness and a growing demand for contributions and strategies to the sciences of the territory. Here is to propose the contribute of landscape sciences. Landscape observatories play a key role in this regard. They should not become the next compartments of a heavy and obsolete bureaucratic apparatus, but true experimentation and research centres, true magnifying lenses on the landscape capable of understanding and treating its complexity and emerging properties. The Catalan Observatory is an example that remains unique in Europe for the quality of its “constant research” product, while in Italy, for example, the recent foundation of the National Landscape Quality Observatory (2015) cannot determine some beneficial effect on the territory since the “quality of the landscape” it speaks about seems to be very far from that perceived by the citizens.

Landscape observatories, on the other hand, should have instead a maieutic role, acting as an interlocutor and attentive mediator between the administrations and the population to promote a territorial planning that is actually representative of the wishes and needs of the people first of all that of survival that coincides with that of a much wider and more complex system of “organisms-in-their-environment” (Bateson, 1977), transcends the corporeality of individuals and includes nature indissolubly.

Landscape Observatories, therefore, could be the ideal interlocutors between city and port, third party and super-partes entities that could mediate a new encounter in a much more incisive and sincere way than the Port Centres do. They could help find the melting point between the pressing demand for the sea, which emerges clearly from these cities and the search for acceptance by the ports. In recent years the landscape project has begun to deal with this particular issue, but never the more general scope of landscape planning. Landscape architecture, as a pioneer, has already widely demonstrated the effectiveness of a landscape approach to the complexity of the Mediterranean port city and the architecture of its fragile powerful threshold. It remains to accomplish that fundamental leap of scale because those results may be the source of a collective reflection that can move a wider landscape approach. The proposal of a starting framework 10 landscape quality objectives for the global port city of the Mediterranean does not want to set guidelines but a starting point for a wide-ranging process of transformation, which does not have to wait for the port facilities to be dismantled but can intervene on the present, daily dimension of the relationship between two realities in their full-time business. The purpose is to research and reaffirm the possible compatibility and sustainability of the core activity of today’s society and ensure the survival of the “community-in-his-environment”, to paraphrase Bateson. This proposal is rooted in an interpretation of the world that rejects the historical, deterministic approach dominated by the ‘centrality of time’ to reaffirm the centrality of space and a stratigraphic vision of the time much closer to a geo-philosophy (Deleuze & Guattari, 1989) and to a geo-story (Braudel, 1998).

This study sees as its natural evolution the field experimentation in one or more concrete study cases. The current receptiveness of the port authorities and the provisions of recent port reforms that in Italy, for example, in the guidance for the drafting of port regulations require the new port system

authorities to open up and incorporate unprecedented social and environmental concerns well hopefully. Although experience teaches that the road is far from descent since this step requires an 'adequate consciousness', to use a Spinozian concept, of the landscape.

One of the other research perspectives that constitute a just sketched and fascinating exploration field is that concerning the concept of Emerging Landscape. "Something that emerges" says Pere Sala in his 2013 essay "is something that comes out, rising, sprouting. Something that emerges is also something that relates to one's own time and, therefore, with contemporaneity" (Sala, 2013 p.30). The emerging landscapes of the Mediterranean port city are the most contemporary we can find, in so far as with contemporary we do not refer to whom Giorgio Agamben described in its essay (2008), instead we contemplate the one who, as the Italian journalist Ojetti stated, is "without ancestors or posterity because without memory of himself"⁶ (Montanelli, 2000). The landscape of the port city has exploded in many fragments left behind drifting without a drawing, and first of all a thought, that keeps them bonded. They lost their sense, that parenthesis, poetically described by Corajoud, actually isolated them so firmly that they gradually lost their status of places and became "nomads" (Corajoud, 1993). Facing this drift, Pere Sala speaks of the urgent challenge to deal with, interpret and represent these nomad spaces to be able to mend the ties with the past and the future letting their story continues to be written (Zagari, 2016).

Which cartographies for those emerging landscapes? How to map them?

We are urgently called to refresh our way of representing, communicating, drawing the landscape, because perhaps the tools proper to the old landscape epistemology might be misleading. Carles Llop, architect and urban planner, speaks about the fecund transition from the classical concept of cartography to a new one intended as 'choreography' to "recover the multidimensionality of the idea of choreography as a representation system that seeks to describe and engage in the perception of complexity. A system to re-create the representation that requires less precision and demands more atmosphere" (Llop, 2013). The mapping of emerging landscapes that populate and evolve in the port city has to be polisensory, polyscriptive, complex, multidimensional and perception addicted. It also represents a very important moment of the reconciliation process between the landscapes originated from the fracture of the port city, which resembles the Paris of the Situationist maps of the 1960s, towards a shared vision, multifaceted and certainly varied but grateful to a barrier-free city. Today, the presence of this multitude of perceived landscapes that seem to not meet with each other and speak different languages, causes these urban realities to be invisible cities.

The paintings, the lithographs, the old postcards of the port cities seen from the sea, which we have reviewed at the beginning of this reflection on the relationship between city and port in the Mediterranean, speak to us of a possible unity that has been and can return therefore to be adapted to the rhythm and desire of contemporary society.

Actually, borrowing a picture from Calvino, "it is pointless to determine whether the 'Mediterranean global port city' is to be classified among the happy or unhappy cities. It is not in these two species that makes sense to divide the city, but in other two: those that continue through the years and the mutations to shape their desires and those where the desires or fail to erase the city or are deleted by it"⁶ (Calvino, 1972).

Design in emerging landscapes means shaping desires.

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Fig. 3 Dunkerque.
By Gabriele Basilico, photo
from the collection *Bord de
mer*, 1984-1985.

⁵
This quote from Ugo Ojetti was referred precisely to Italian people, that the journalist define as a State of 'contemporary people'. Original text: "L'Italia è un Paese di contemporanei senza antenati né posteri perché senza memoria di se stesso" cited by Indro Montanelli in "Il caro indimenticabile Virgilio Lilli", Corriere della Sera, December 2nd 2000.

⁶
The invisible city of Zenobia, in *Le città invisibili*. by Italo Calvino.





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