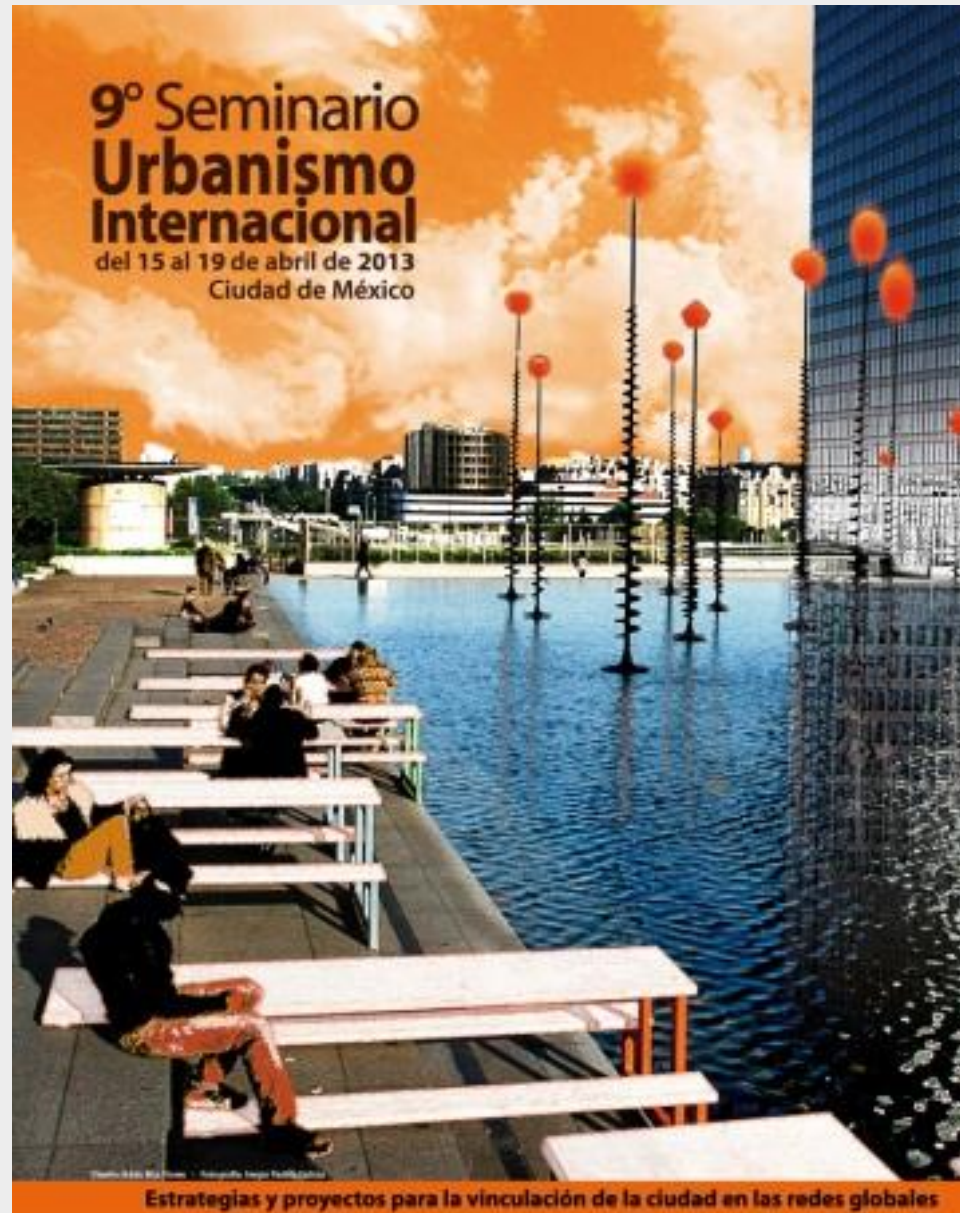




**TOWARD A BALANCED RELATIONSHIP
CITY-PORT :
A STRATEGIC CHOICE FOR THE ECONOMY OF
THE PORT
AND THE QUALITY OF ENVIRONMENT AND
URBAN LIFE**

Rinio Bruttomesso
Vice President, RETE

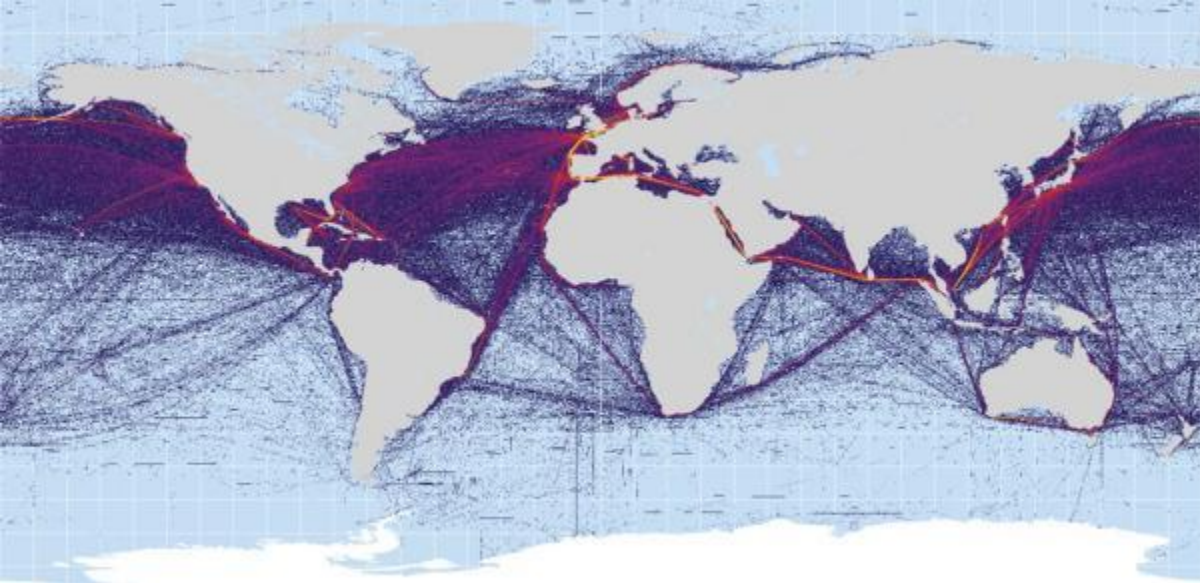


**9° Seminario
Urbanismo
Internacional**
del 15 al 19 de abril de 2013
Ciudad de México

Estrategias y proyectos para la vinculación de la ciudad en las redes globales

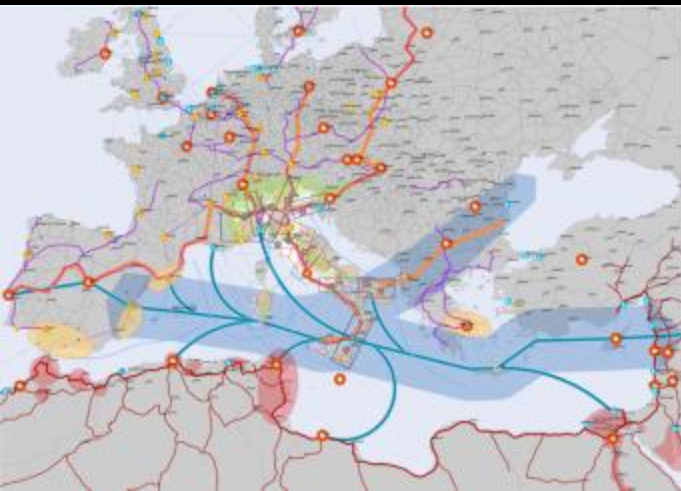


1. The port-city relationship.
Overview of the issue. The complexity of this relationship.
2. Urban aspects of port-city relationships and examples of architectural intervention
3. The RETE Association



Map of the World's Maritime Trade Routes

United Nations estimates that **80%** of the goods produced in the world transits by sea.

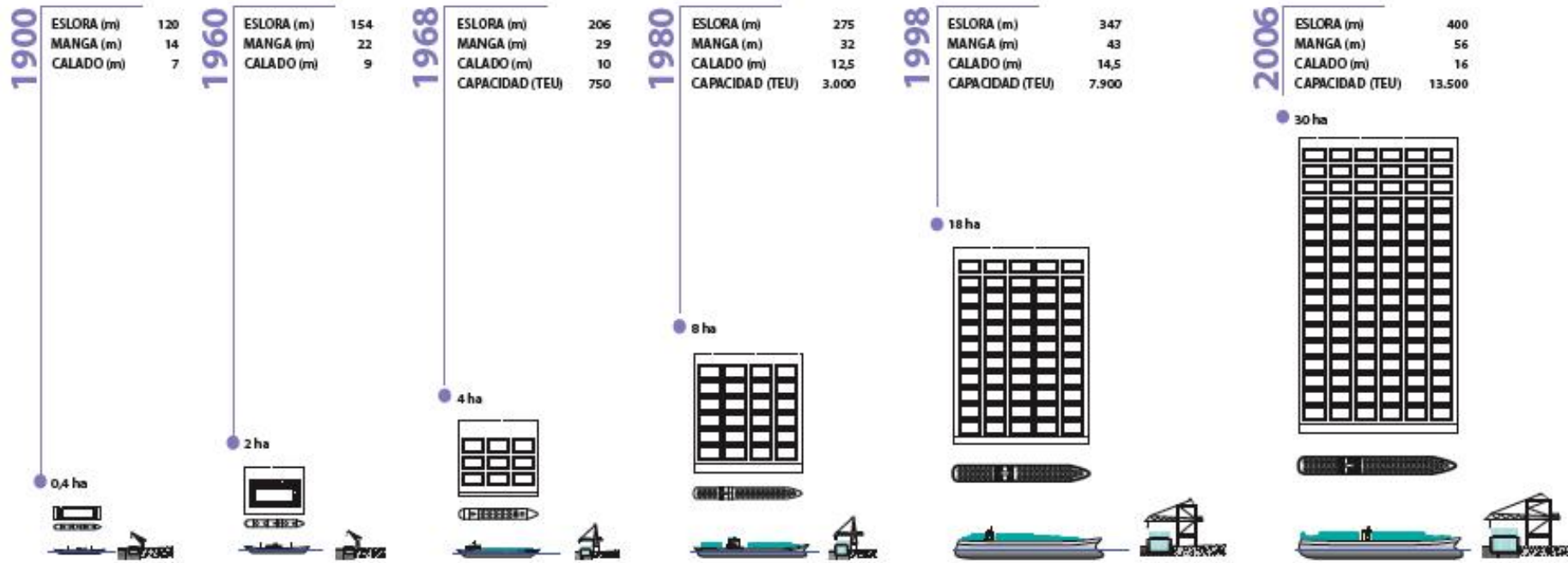


In 2010 only were loaded goods for **8.400** million tons

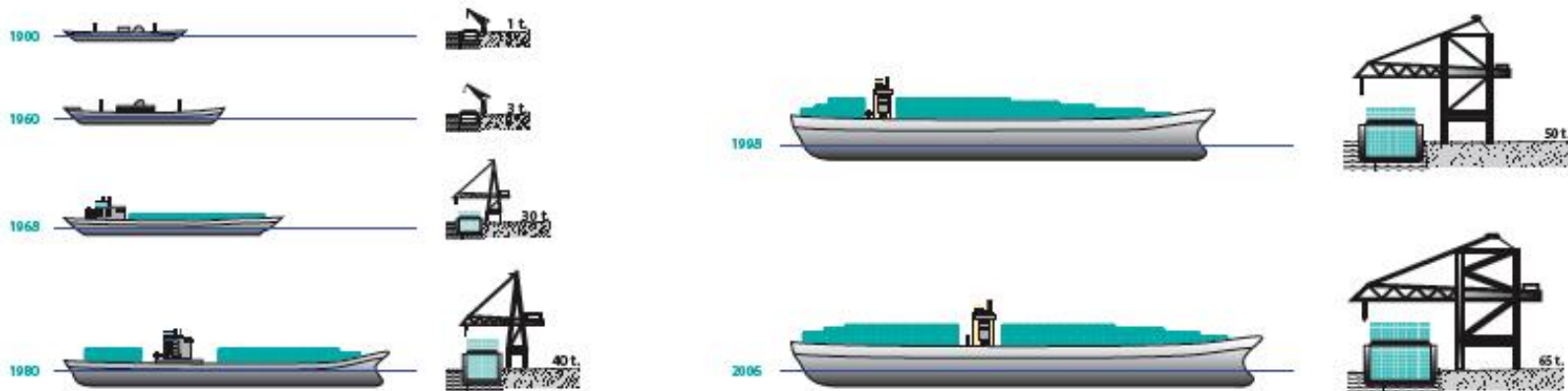
Map of the Mediterranean Basin Transport Routes







EVOLUCIÓN DE LOS BARCOS Y SU IMPACTO EN LOS PUERTOS





Algeciras



Bremerhaven



GOLDEN PRINCESS

Venecia





Why is it so important the relationship City/Port?

Three main reasons/Three different scales

1. GLOBAL

Strategic impact of the ports in the global economy and the worldwide urban market



2. REGIONAL

Impact of the presence of port infrastructures (and the resulting flows) in the regional territories



3. URBAN

Impact on the economy and the life of the city of the different forms of port activities:

- Commercial
- Logistics
- Industrial
- Leisure
- Sport
- Service



PORT- CITY RELATIONSHIP Periods

INTEGRATION



Genoa 14th-15th cent.
the symbiosis
of the City and the Harbour



SEPARATION



Amsterdam 19th-20th cent
the modern Port
as a key-element of
the urban development



CONFLICT



Valparaíso 21st cent
the Port is the cause of a
difficult relationship
with the City

TOWARDS A NEW INTEGRATION?





*AMSTELREDAMUM, nobis Inferiorum Germaniae oppidum ad
 recipiendum, ex omnib mundi partibus, mercatores, receter narium, genus
 honorum incolar mercimonij delictum que quidem, tum blanda populi com-
 tate, ac sedula diligentij ratio sua tum porra comoditate permagna, cui adeo
 incrementa sumpturunt, ex illius mercatorie genis eloquatur posse, quod hic
 non deprecat. Hinc fit ut opum lucrique cupiditas, et remotissimis etiam
 terris, negotiatores in hanc civitatem invitet, qui varia hinc bona, & maximi-
 rem frumentaria, in Brabantiam, aeteraq, longe distant, totius unacersi loci,
 transferrentes, ingentes ex caeteris commertio opes consequuntur.*

- | | |
|-------------------|-------------------|
| 1. Clerken | 19. S. Michaelis |
| 2. S. Anthonij | 20. S. Margareta |
| 3. S. Augustini | 21. S. Agathe |
| 4. S. Nicolaus | 22. S. Catharina |
| 5. S. Petrus | 23. S. Barbara |
| 6. S. Jacobus | 24. S. Elizabetha |
| 7. S. Martinus | 25. S. Ursula |
| 8. S. Laurentius | 26. S. Agathe |
| 9. S. Petrus | 27. S. Catharina |
| 10. S. Jacobus | 28. S. Elizabetha |
| 11. S. Martinus | 29. S. Ursula |
| 12. S. Laurentius | 30. S. Agathe |
| 13. S. Petrus | 31. S. Catharina |
| 14. S. Jacobus | 32. S. Elizabetha |
| 15. S. Martinus | 33. S. Ursula |
| 16. S. Laurentius | 34. S. Agathe |
| 17. S. Petrus | 35. S. Catharina |
| 18. S. Jacobus | 36. S. Elizabetha |



Amsterdam



Nápoles Tavola Strozzi, 1472



Naples



Naples

The presence of port activities can cause to the cities:

Advantages / Benefits



Competitiveness / Quality

Constraints / Inconveniences



Harms / Conflict



Sydney



Piraeus - Athens

PORT- CITY RELATIONSHIP

CONFLICT



DIVORCE



DIALOGUE





Shanghai



Lingang



Yangshan

ROTTERDAM.



- | | |
|----------------|----------------|
| 1. A. de Waal | 11. Waterkant |
| 2. A. de Waal | 12. A. de Waal |
| 3. A. de Waal | 13. A. de Waal |
| 4. A. de Waal | 14. A. de Waal |
| 5. A. de Waal | 15. A. de Waal |
| 6. A. de Waal | 16. A. de Waal |
| 7. A. de Waal | 17. A. de Waal |
| 8. A. de Waal | 18. A. de Waal |
| 9. A. de Waal | 19. A. de Waal |
| 10. A. de Waal | 20. A. de Waal |
| 21. A. de Waal | 31. A. de Waal |
| 22. A. de Waal | 32. A. de Waal |
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| 28. A. de Waal | 38. A. de Waal |
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| 49. A. de Waal | 59. A. de Waal |
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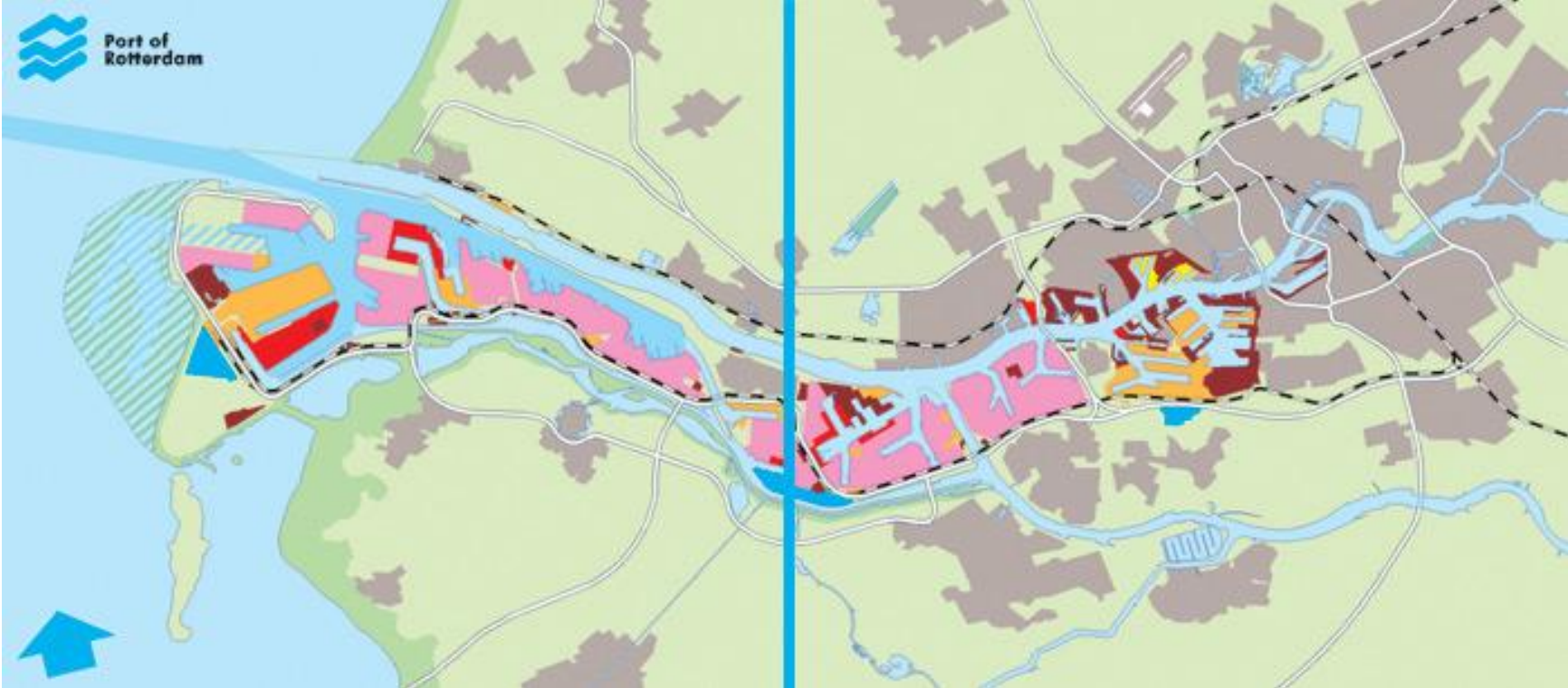
A. de Waal
 DD. PRATORI CONSULIBVS
 SCABINIS ET SENATVS
 VRBIS ROTTERDAMENSIS
 1660
 I. de Waal



GENERAL VIEW OF ROTTERDAM.



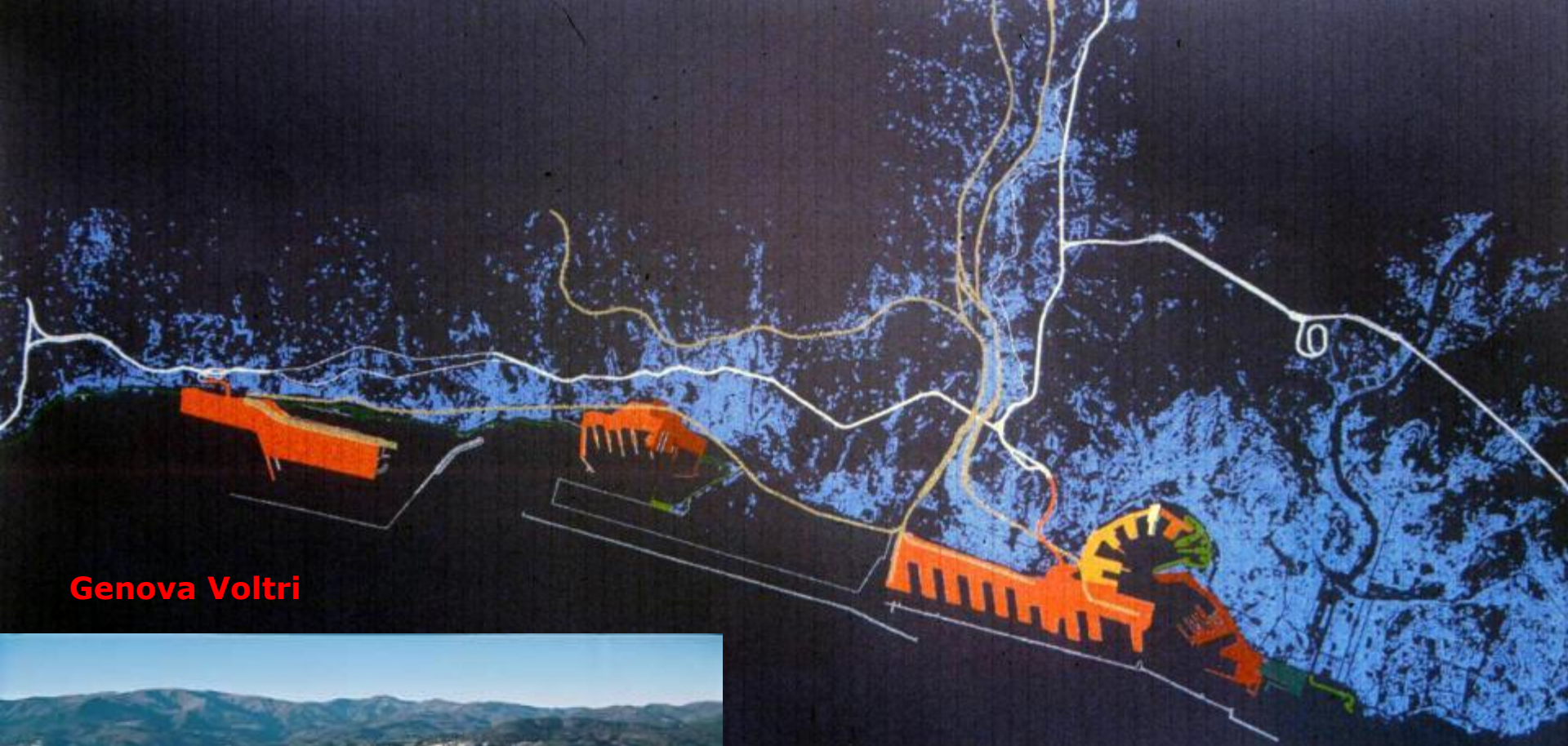
Rotterdam





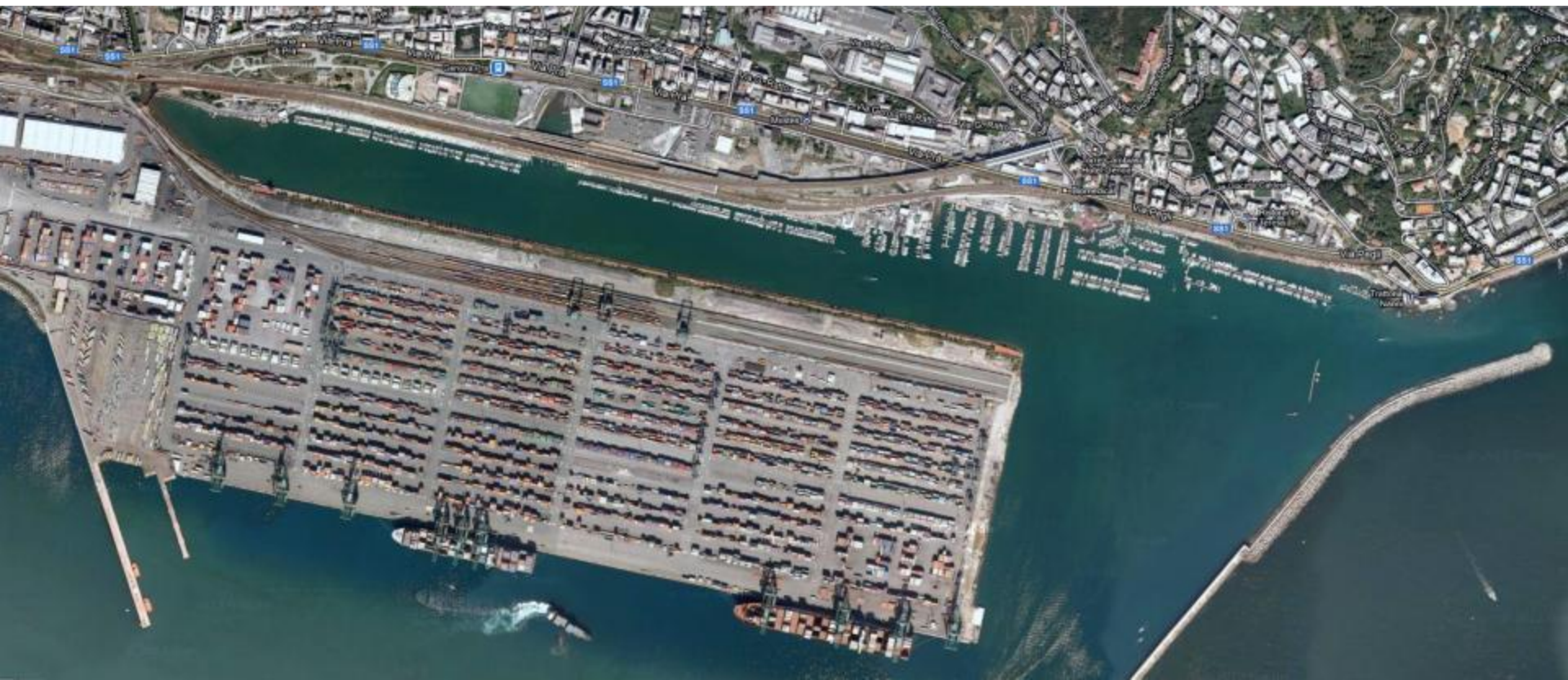
Lisbon Docas de Alcantara





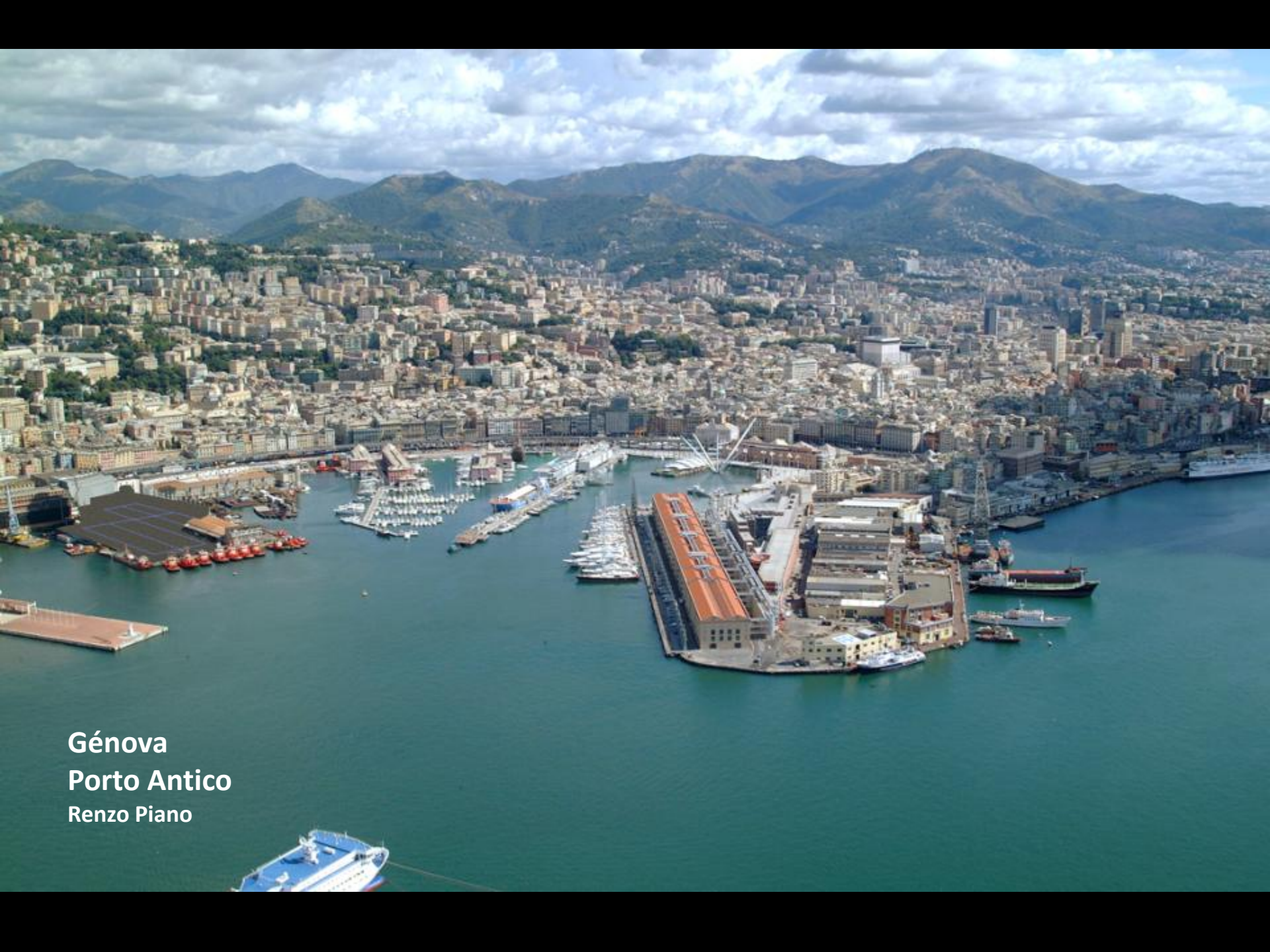
Genova Voltri







Génova



Génova
Porto Antico
Renzo Piano



SPAZIO PUBBLICO THE PUBLIC SPACE







PORT- CITY RELATIONSHIP

CONFLICT



DIVORCE



Shanghai - Yangshan



DIALOGUE



Lisbon



**not INTEGRATION
but COEXISTENCE**



Rotterdam



Barcelona

**Revitalize
the european
waterfronts:
some examples**



Lisbon



Bilbao



London



Amsterdam



Genoa



Rotterdam



Barcelona





THE PORT – CITY RELATIONSHIP: AREAS OF POSSIBLE COLLABORATION

INSTITUTIONAL : dialogue between authorities (municipalities and port authorities) in order to achieve a common ‘vision’

URBAN: for agreed rehabilitations of the urban – port waterfront

ENVIRONMENTAL: raise a balanced and sustainable development

ECONOMIC: promote competitiveness of both, port and city (urban marketing)

HISTORICAL -CULTURAL: safeguard and give contents to the identity of the place

SOCIAL: avoid creating luxury 'ghettos' (in residencial precincts)

COMMUNICATIONAL: create a 'new' image of the waterfront area (or city)

Four recommendations for the Port-City relationship

- 1. Expand the port area:**
 - outside urban centers
 - carefully to the needs of **environment** and **citizens**
 - removing the most dangerous activities
- 2. Develop, between port and city, a **concrete and mutual understanding** of the different activities and needs**
- 3. Propose a **common vision of the future** of the port city, with flexible and shared projects**
- 4. Transform obsolete port areas in urban areas with **mixed and varied functions****

OSLO: THE FJORD CITY

Illustration plan - Oslo Fjord City 2008



ALNA'S MOUTH



The mouth of the river Alna, the Fjord City's most eastern urban development area, will become a recreational area designed for leisure and water-based activities. The area will become the gateway to the fjord for the eastern and southern areas of the city and function as a buffer between the urban development in Girnia and port operations in Sydhavna (southern harbour). From the mouth Alna it is a short hop over to the shielded water between the islands of Hovedøya and Bleikøya. Good links between the mouth of Alna and Karlsborgveien are a must to ensure the links between Eksberg and its recreational areas, the Naval Academy, and the Eksberg Restaurant, as well as the future sculpture park and cable car link with Bjørsvika.

SYDHAVNA



Sydhavna, the Southern Harbour, will be developed to become one of Norway's largest and most efficient terminals handling all types of goods. It will also become Oslo's only area for heavy port operations.

Existing port operations in other parts of the Fjord City will be relocated to Sydhavna's concentrated port area. These areas will be released for urban development. The exception is the ferries and cruise traffic, which will be integrated into the Fjord City's urban development strategy.

THE WATERFRONT PROMENADE



The waterfront promenade will be one of the Fjord City's key attractions and will provide public access to the waterfront throughout the whole of the Fjord City. The waterfront promenade will, together with the commons, ensure that the Fjord City's urban development areas are linked together at the ground level and along the fjord. Various cultural and recreational amenities will lie like pearls on a string along the course of the waterfront promenade. The waterfront promenade will be open to all and attract a broad group of users thanks to its universal design and rich range of activities and recreational facilities.

ENVIRONMENT AND FJORD TRAM



The Fjord City plan envisions zero net energy use, i.e. a balance between onsite energy consumption and local energy provision. The emphasis will be on environmentally friendly, low energy, future-oriented buildings, zero climate gas emissions and using the heat exchange opportunities provided by the seawater. As much as possible of the Fjord City will be car-free.

The Fjord tram will ensure good access for all to the Fjord City and its functional and symbolic effects will help to make the waterfront, parks, streets, plazas, commons and other open areas in the Fjord City more accessible to the public. The fjord tramline is a prerequisite for achieving the Fjord City's goal of offering the public a complete, environmentally friendly, transport system.

OSLO: THE FJORD CITY



City of Oslo
Agency for Planning and
Building Services

FILIPSTAD



Filipstad is one of the Fjord City's largest development areas. Large-scale urban development is planned for Filipstad with commercial, residential, parks, and recreational areas. The area of Filipstad closest to Aker Brygge will be developed as an extension of Oslo city centre and provide space for larger attractions/institutions. The other areas will be developed with a high proportion of housing and designed for good links to the neighbourhoods of Skillebekk and Frogner. Hjortnes will be developed so it can continue to accommodate ferry terminal operations and become an attractive entry port for visitors arriving in Oslo by ferries. The terminal building in the area will be integrated into the rest of the urban development in Filipstad.

VIPPETANGEN



Vippetangen is Oslo's most important promontory due to its central position and its cultural and historical importance. The development of Vippetangen will preserve Akershus Fortress' position in the cityscape, facilitate cruise and ferry traffic, and offer new public attractions, parks, the fjord tramline and the waterfront promenade. The urban development in Vippetangen will provide good links between Pipervika and Bjørsvika. These links are important because the Fjord City plan is a general urban development strategy and they will strengthen the character and experience value of the Fjord City.

The Fjord City is Oslo's great sustainable development project and shall provide enhanced quality of life, public access and an environmentally friendly transport system. The city and water will be linked to each other via parks, plazas, commons and a waterfront promenade.

The Fjord City plan was adopted by the City Council in February 2008 and contains principles for the entire development strategy for the Fjord City, in addition to program for the planning and assessment process.

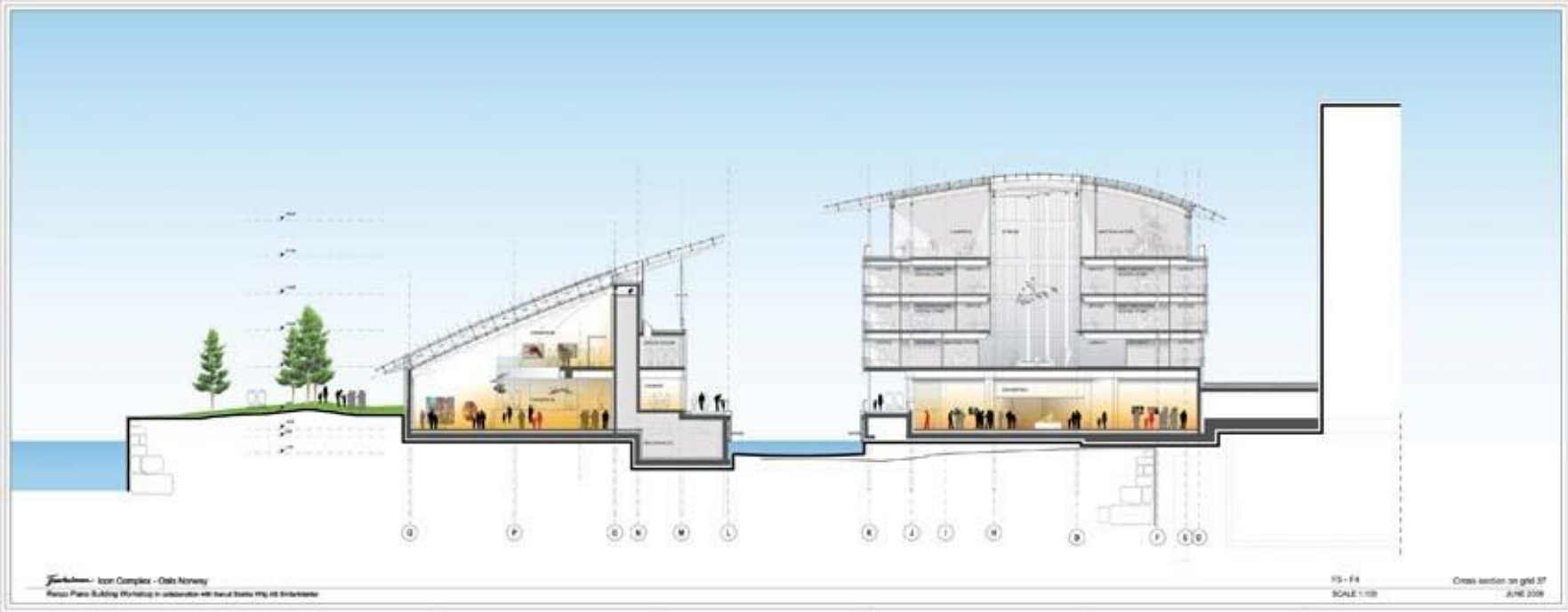


Oslo



Oslo Aker Brygge









Oslo Bjørvika





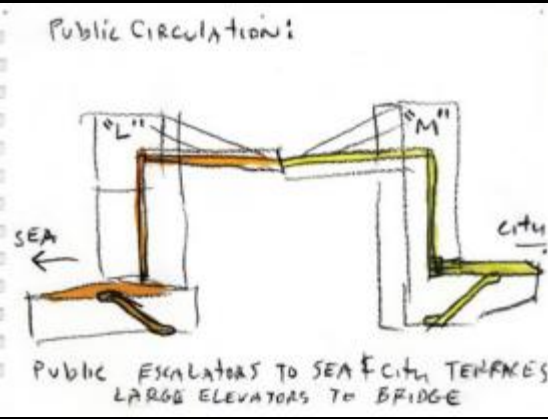
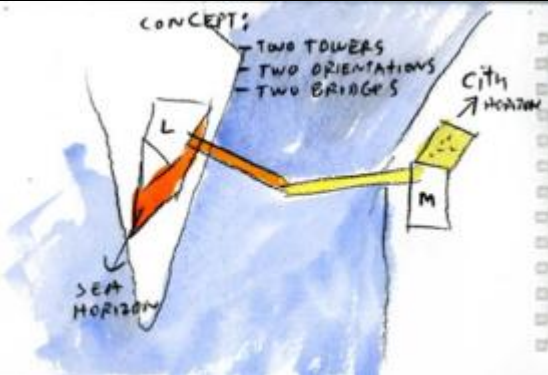
Oslo Opera House

Nordhavnen / Copenhagen

Århusgadekvarteret







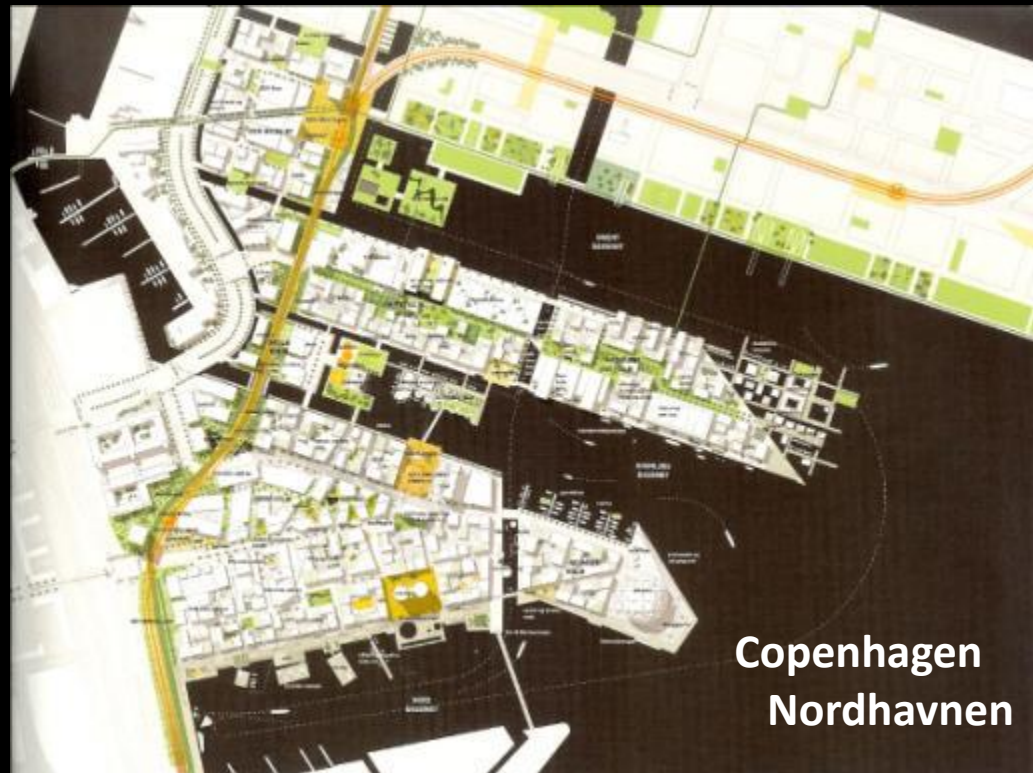
Copenhagen

Gateway

Steven Holl

— AUTHORITIES' LOCAL PLAN FOR THE ÅRHUSGADE QUARTER

— AUTHORITIES' GENERAL PLANS FOR HARBOUR ACTIVITIES AND CRUISE SHIP TERMINAL





Copenhagen







Hamburgo Speicherstadt

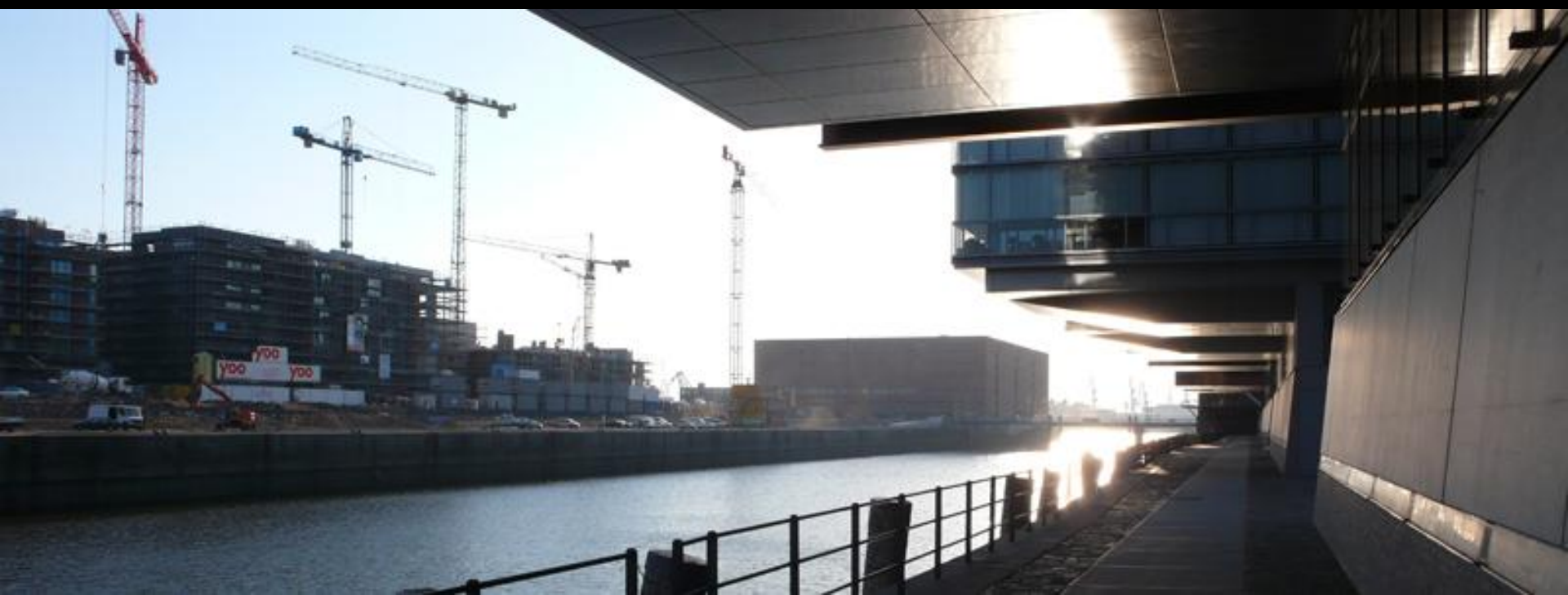


Hamburgo Mercado del pescado



Hamburgo Hafencity







Hamburgo Hafencity espacio público
Miralles Tagliabue







Hamburgo Elbphilharmonie
Herzog & de Meuron





Valencia Veles e vents
Chipperfield

An aerial photograph of a coastal city and port area. The city is densely packed with buildings and roads, extending to the waterfront. A large body of water is visible on the right side, with a bridge crossing it. The sky is clear and blue. The text is overlaid on the image.

5 Challenges in Port - City Relationship

1. Developing port activities paying special attention to **environmental** issues and **quality** of city life
2. Investing in an efficient network of **transport infrastructures**
3. Convert **waterfront as opportunity** to resume the relationship between city and water
4. Experiencing new forms of '**governance**'
5. Safeguarding the **cultural identity** of the city-port



Malaga

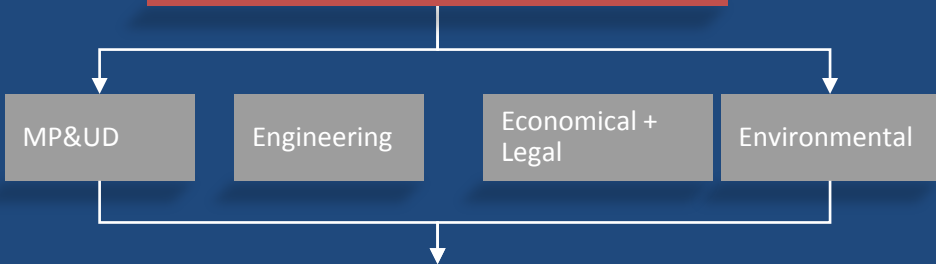


Málaga
el Palmeral de las Sorpresas
Jeronimo Junquera

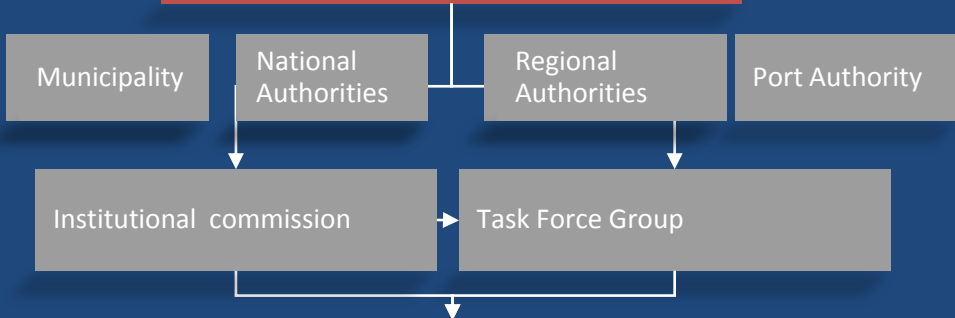




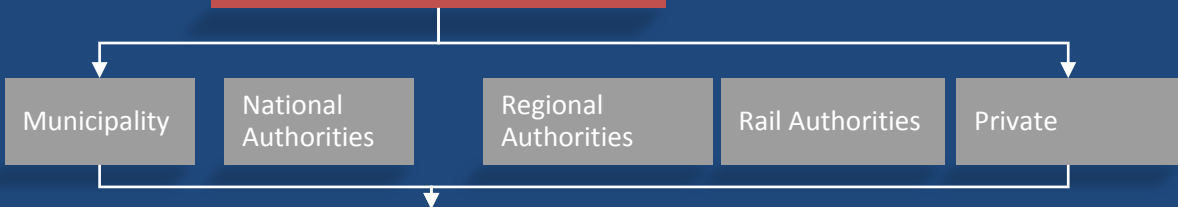
Master Planning



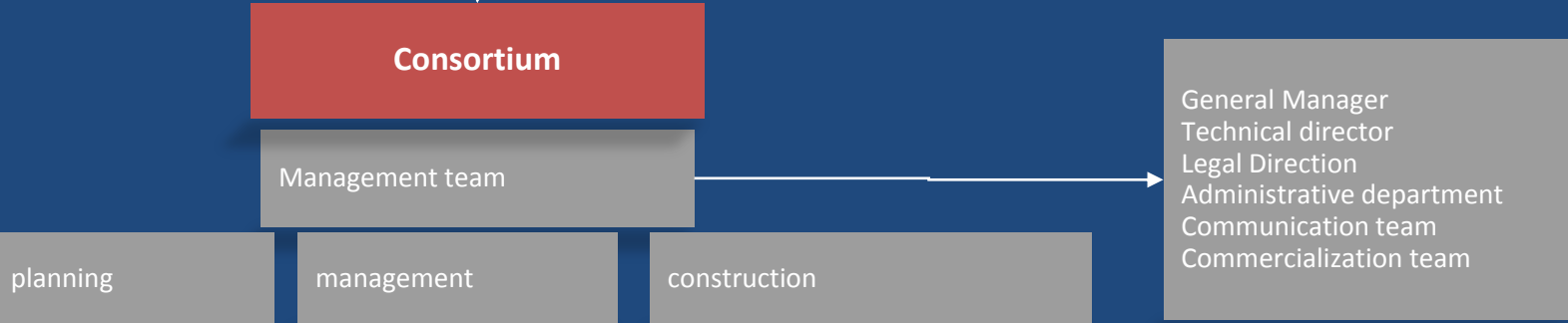
Memorandum of Understanding



Development Agreement



Consortium





Palma de Maiorca





Gijón









**Association for the Collaboration
between Ports and Cities**

**PORTUS
PORTUSplus
Web site**



**Asociación para la colaboración
entre puertos y ciudades**

Misión

RETE pretende valorizar y desarrollar la cooperación entre puertos y ciudades portuarias de la **Europa mediterránea y de **América Latina** en el campo de la reorganización de las zonas costeras urbano-portuarias y, más en general, de la **relación puerto-ciudad**.**

Objetivos

Perseguir la promoción, desarrollo y ejecución de programas, proyectos, actividades e iniciativas de formación, investigación, estudio y difusión, que contribuyan o favorezcan:

- a) La **cooperación** entre las Administraciones portuarias y las Administraciones locales, regionales y estatales, así como con los agentes públicos y privados interesados.**
- b) La mejor **integración** de los puertos en su entorno territorial, económico, social, cultural y medioambiental.**
- c) La **prosperidad y mejora** de la calidad de vida de las ciudades portuarias.**

www.reteoline.org

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Nodos Avanzados

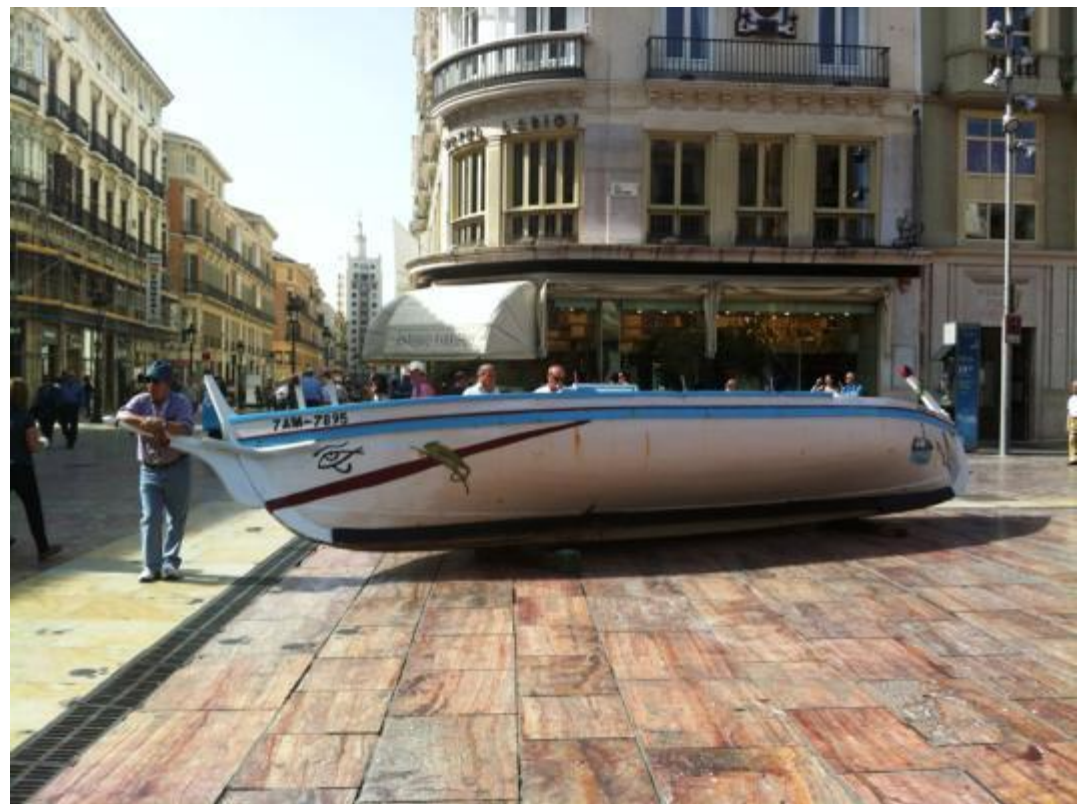
Actividades de RETE

- **cursos y seminarios**
- **publicaciones (libro por los 10 años de RETE)**
- **revista semestral online PORTUS**
- **PORTUSplus** suplemento online de la revista
- **página web de RETE: www.reteonline.org**

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www.reteoline.org



Málaga

Semana
marítima
europea, 2012



**La Ciudad Portuaria
del siglo XXI**
Nuevos desafíos
en la relación
Puerto-Ciudad

**The Port City
of the XXIst Century**
New Challenges
in the Relationship
between Port and City



2001 – 2011

**EL LIBRO
CONMEMORATIVO
DE LOS DIEZ
AÑOS DE ACTIVIDAD
DE**



ORETE
2001-2011

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1

La relación Puerto-Ciudad: del antagonismo a la colaboración

**El carácter de la ciudad portuaria
contemporánea**

**Puerto-Ciudad: elementos de una
relación compleja**

**El rol impulsor de las instituciones
y las asociaciones internacionales**

2

La experiencia de RETE

RETE y sus Nodos

**Las “buenas prácticas” de
los Socios de RETE**

RETE: 2001-2011

Diez años de actividades



Formación



Comunidad científica



Investigación

AGENDA

Actividades

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Ver más actividades



Nodos



Rete



Networking

BOGOTINOS

Últimas noticias

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Ver historias de redes en (PDF)



Publicaciones



Portus



Portus Plus+

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- Socios Ordinarios
- Socios Colaboradores
- Socios de Honor
- Socios Adheridos

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- Comité científico
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- Portus
- Portus Plus

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Solicita aquí tu adhesión a RETE. Aquí podrás descargar el formulario de adhesión en formato PDF.

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The magazine of **RETE**





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Cambio climático y sostenibilidad ambiental en las ciudades portuarias
Port cities: climate change and environmental sustainability

- Isola del Giglio
- Lisboa
- Venezia
- Algeciras
- Tanger
- Santos
- Valparaíso
- London
- Palermo
- Açores



PORTUS

the online magazine of RETE

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<p>MALAGA</p> <p>Portus Portrait</p>	<p>Editorial</p> <p>Emilio Broqueira Rino Brattomesso</p>	<p>Port Today</p> <p>The contemporary port organization</p>
	<p>Columns</p> <p>Joan Busquets Cesar Ducret</p>	<p>Interview</p> <p>Bruno Gabrielli</p>

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La recalificación
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La didáctica
de la ciudad portuaria

La ciudad portuaria
latino-americana

The contemporary port city
and the new models of port-city
relationships

The regeneration of urban-port
waterfronts

Teaching the port city

The Latin-American port city

2

2011

RETE

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History of port cities

Economía y negocios
Economy and business

La ciudad portuaria contemporánea y nuevos modelos de
relación puerto-ciudad
Contemporary port cities and new port-city relations models

Escenarios de futuro: planificación y prospectiva
Future scenarios: planning and prospects

Reconversión de waterfronts urbano-portuarios
Restructuring urban-port waterfronts

Arquitecturas y urbanismo
Architectures and urban planning

Desarrollo urbano-portuario y sostenibilidad ambiental
Urban-port development and environmental sustainability

Cultura e identidad
Culture and identity

Medios y herramientas de comunicación
Communication resources and tools

Infraestructuras, transporte, intermodalidad y logística
Infrastructures, transport, intermodality, logistics

Contribuciones
Contributions

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Muchas gracias !!!