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## Emilia-Romagna ports

Matteo di Venosa

In Emilia-Romagna there are five ports which have regional responsibility: Rimini, Cesenatico, Cattolica, Porto Garibaldi and Goro. The planning for port areas isn't subject to a specific planning (port planning) but rather is included into council and other planning. Results from a study conducted in the Emilia-Romagna Region reveals an abundant production of urban and public planning which, to various degrees, involve the functional areas of the port, determining its order and organisation.

Even though the organisation of the port is part of ordinary urban organisation, urban planning often seems incapable of governing the processes of transformation in port areas or to deal with the different port logistics. Investigations have verified the uncomfortable conditions of the fishing and construction subspheres which are forced to operate in spaces which are continuously cut back and difficult to access. Often, the progressive reduction of operative port spaces corresponds with an increase in reception and tourist activity. These activities are located alongside the port and require an increase in construction (real-estate) in the port area.

The overlapping of functions and activities also creates conflicts among the many streams of port traffic. To varying degrees, such problems affect all port sectors, in particular, fishing - when unloading, sorting and transporting the catch. Additionally, the fishing sector relies on the various urban networks which are already very congested. The systems which govern micro logistics of fishing should be contrary to internal strategic activities and in favour of a port planning process which

is more aware of the importance of this sector (fishing) for the local and regional economy. In time, port planning should designate adequate spaces for the port/city relationship and activate measures which are aimed at repairing the 'fabric' between port and urban areas.

### Guidelines for port planning

In accordance with the indications found in the Memorandum for writing port plans (Ministry of infrastructure and transport) the defining of port areas is verified within the plans for urban structures. Such steps are very important and result in a wider consultation between operators and port associations within the agreement process between Council and maritime administrations. In brief, the content and guidelines which are used to define the port area are as follows:

- coherence of port planning (structural) to regional transport planning;
- correlation and integration between port planning and the Psc;
- demarcation of the port area, distinguishing ownership lines of various areas (public, private, etc);
- identification of the operative/technical and relationship sub spheres;
- individuating development strategies for the port area in relation to plans for the city and surrounding territory;
- individuating infrastructural and maritime works, defining the dimensional and morphological characteristics;
- defining general layout of the techno-functional areas of the port, individuating the admissible groups of port activity;
- defining the levels of port flexibility and the individual measures for carrying out port plans;
- verification of the consistency with overriding plans;

- verification of environmental compatibility of the development policy and planned operations (Vas/Valsat).