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Federico Oliva

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edited by Rosario Pavia, Matteo di Venosa

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**Port planning
in the minor ports of
Emilia-Romagna Region***Rosario Pavia*

Even though the Region of Emilia-Romagna has been busy with territorial and urban planning, it continues to have a level of carelessness towards the details of port planning. Port planning falls under ordinary urban planning, generally within the planning particulars, and more recently, integrated planning. This peculiarity can probably be attributed to the traditional autonomy of local authorities in this Region and their established urban culture. Additionally, the historical and morphological characteristics of coastal urban centres are naturally structured along the man made canals which run towards the sea. Unlike the major ports where there is clear separation between the urban and port areas, the ports of the Emilia-Romagna Region are completely overlapping. Such complexity means that these areas cannot be organised with ordinary urban planning. From a certain perspective, the activities which are present in regional ports seem compatible with urban activities. However, they both have their own technique of control - specific micro logistics. Consider the activities of a fishing boat - from the transportation of its catch to security needs for safe and suitable fishing areas without interference. Compared to urban contexts, the planning required for such areas is indeed complex and difficult. Urban planning is inadequate for dealing with port logistics as is evident in many of the legal guidelines at the regional level. Even in Emilia-Romagna, the regional law n. 20/2000 states "General guidelines

for controlling land use", but doesn't define specific legal elements for the evaluation of port plans. This is the case even when a law contains some mechanisms which could have connections to the indications in law 84/94. Additionally, in the sphere of council planning, it is possible to find references to innovations for the methods of port planning. Council plans are defined and divided into two levels - structural (Pcs) and operative (Poc). Such a method could be very useful in overcoming the separations between city and port planning. Town council structural planning (art. 28, law 200/2000), specifies "the more relevant infrastructure and equipment by dimension and function" and "defines the spheres of council territory characterised by different policies of intervention, evaluation and various functional orders...". Town council structural planning should therefore also contain the plan (Structural) for the port area. In defining this area, the work necessary for its development should be created through operative planning for that sector and in some cases, through implementing specific plans. The Poc takes care of public works which are locally programmed and implemented. It also has jurisdiction over foreseeable territorial plans, including requests and agreements. Operative planning of the port areas can therefore carry out urban and territorial developments, guaranteeing a complete vision for the relationship between provincial and regional plans.