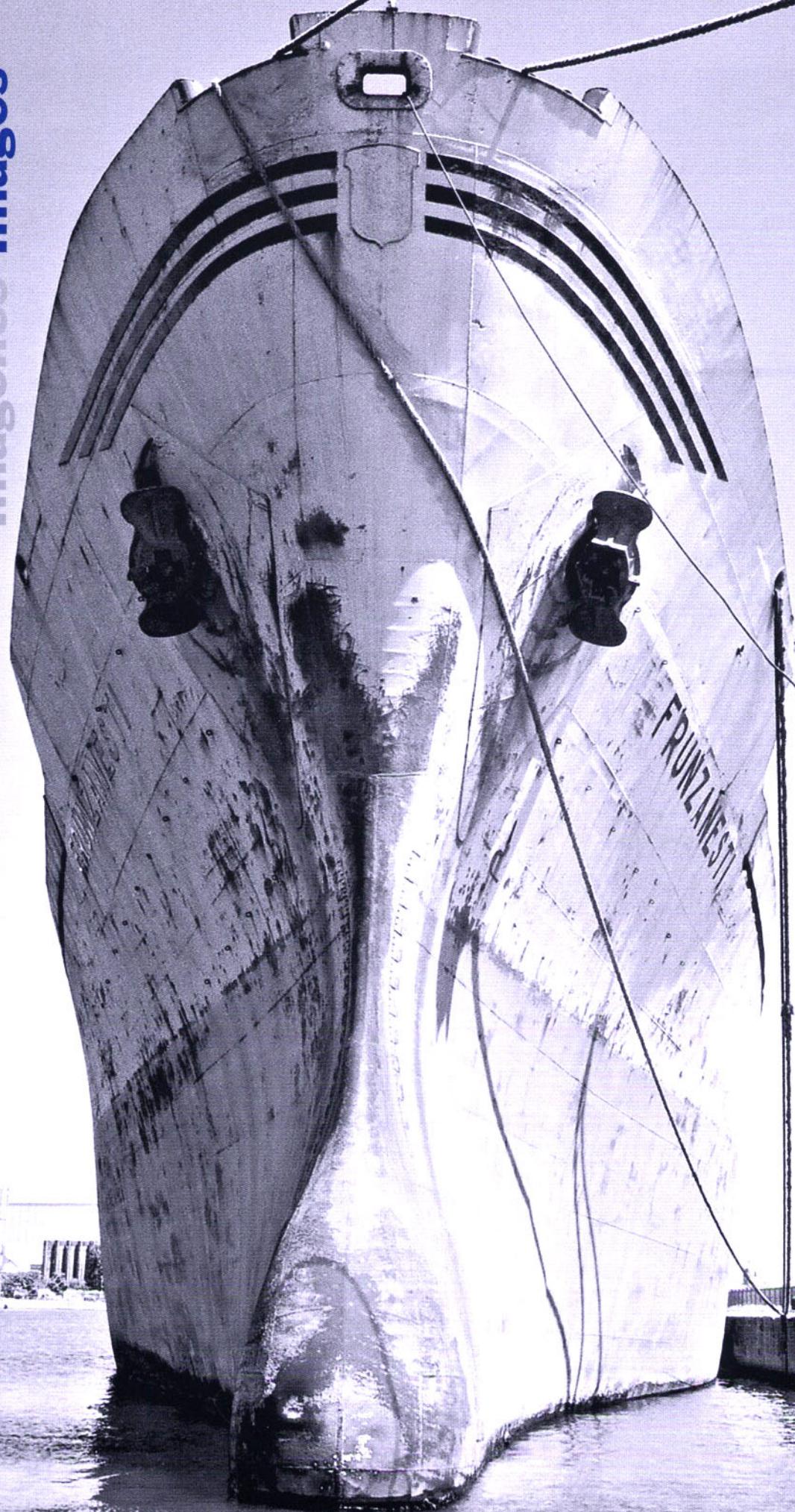


Images

Imágenes



A mi se me hace cuento... To me it is Pure Fiction... Marina Gasparini

Una vez y en alguna parte, Borges afirmó que el mito está en el principio y en el fin de la literatura. Y es esa misma perspectiva mítica la que da origen a la patria y la ciudad natal del poeta argentino. Buenos Aires, además de ciudad real, es el lugar escurridizo donde comienza un cuento que entrelaza los orígenes de una tierra con la palabra del poeta que la cuenta. El poema "Fundación mística de Buenos Aires", como el país que canta, comienza a decirse desde una pregunta que no intenta responderse: "¿Y fue por este río...?" En la primera estrofa, el poeta conoce el color castaño de la corriente de esas aguas pero, por qué no suponer que en sus orígenes el río era tan azul como el cielo del que descendía. La pregunta inicial encuentra correspondencias en el entonces que ya no es de la segunda estrofa y en un mar que las sirenas todavía no habían abandonado. Eso es *lo cierto*. El resto es el *dicen*, una secuencia de nombres, un almacén rosado y la música de un

órgano salvador junto a un piano que deja escuchar tangos. Y con éstos, se ahonda en un pasado que se escribe con nostalgias y sueños ilusorios. Sabemos que una ciudad no son sólo sus calles y su configuración física. Una ciudad son sus colores, sus aromas, la vida vivida bajo sus cielos y los sueños abandonados en una esquina cualquiera. No todas las ciudades cuentan con un puerto, pero cuando este está ahí, acercando el horizonte y las costas de ultramar, este muelle es también el lugar del que zarpan los cuentos que hacen posible el seguir contando. La ciudad es el lugar, cualquier lugar, que funda nuestra Memoria. A Borges se le hace cuenta que Buenos Aires tuvo un origen. Para él es eterna. Así finaliza la fundación mística de la ciudad de los buenos vientos. La palabra poética, fundadora y creadora de mundos, es la respuesta del poeta hacia la eternidad de su ciudad natal. Y cómo no recordar a Calvino, quien nos dijo que de una ciudad disfrutamos la respuesta que da a nuestras preguntas. Y continuamos escuchando la de Borges: *¿Y fue por este río... que las proas vinieron a fundarme la patria?*

At some time and in some place, Borges said that myth is at the start and the end of literature. And it is that same mythical perspective that gives rise to the motherland and native city of the Argentinean poet. Buenos Aires, as well as being a real city, is the evasive place that is the origin of a story that links the origins of a country with the word of the poet recounting it. The poem "Mythical Founding of Buenos Aires", as the country that sings, starts with a question to which no answer is sought: "*And was it up this stream...?*" In the first verse the poet gets to know the brown colour of the current of these waters but, why not suppose that the river was originally as blue as the sky from which it descended. The initial question finds correspondences in the *then* which is no more, in the second verse and in a sea still inhabited by mermaids. That is *what we do know*. The rest is *some say*, a sequence of names, a pinky-coloured store room and the music of a saviour organ together with a piano playing tangos. And with these, a plunge into a past written with nostalgia and illusory dreams.

We know that a city is not

merely its streets and its physical layout. A city is also made up of colours, smells, the life lived under its skies and the dreams abandoned on any corner. Not all cities have a port, but when there is one, nearing the horizon and the overseas coasts, this wharf is also the place from which tales are launched that make it possible to carry on the telling. The city is the place, any place founded by our Memory. Borges relates that Buenos Aires had an origin. For him it is eternal. This is the end of the mythical founding of the city of good winds. The poetic word, founder and creator of worlds, is the poet's answer to the eternity of his native town. And how could we forget Calvino, who told us that we enjoy a city for the answers it gives to our questions. And we continue to listen to that of Borges: *And was it up this stream... the prows came sailing in to found my native city?*

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Marina Gasparini. Nace en Caracas, Venezuela. Licenciada en Literatura. Después de doce años de docencia en la Universidad Central de Venezuela, renuncia a su cátedra para vivir en la ciudad en la que ahora vive: Venecia.
Marina Gasparini. Born in Caracas, Venezuela. Graduated in Literature. After twelve years teaching at the Central University of Venezuela, she gave up her chair to live in the city where she now lives: Venice.



Portimão Portimão

A cidade de Portimão, localizada na região do Algarve, no sul de Portugal, passa actualmente por uma profunda requalificação da sua frente ribeirinha, em resultado de um processo de planeamento promovido pela Autoridade Portuária e Câmara Municipal de Portimão. Numa primeira fase, o Plano de Ordenamento e Expansão (POE) do porto de Portimão, elaborado pela FBO Consultores, estabeleceu como intervenções estruturantes na frente ribeirinha de Portimão:

- Requalificação de toda a frente ribeirinha da cidade;
- Construção da Doca de Apoio à Náutica de Recreio e da Marina de Portimão;
- Reafectação da área envolvente à Marina, para usos turístico-residenciais;
- Requalificação da Praia da Rocha e zona envolvente.

A frente ribeirinha de Portimão apresenta um elevado potencial para desenvolvimento de usos de carácter comercial, turístico e lúdico, ao mesmo tempo que abrange algumas áreas expectantes, para futuro uso habitacional. Tendo em vista o aproveitamento destas potencialidades e a requalificação da frente ribeirinha, a Câmara Municipal de Portimão e a Autoridade Portuária, promoveram em conjunto a elaboração de um Plano de Urbanização, cuja área de intervenção inclui parte da área de jurisdição portuária. Este Plano de Urbanização, elaborado pela FBO Consultores, interiorizou as orientações do POE e constitui um instrumento disciplinador do uso e ocupação da frente ribeirinha da cidade.

Como principais intervenções preconizadas pelo Plano de Urbanização destacam-se:

- A requalificação da frente ribeirinha, potenciando a sua articulação com o tecido urbano da cidade, através da implantação de um passeio pedonal, da criação de frentes edificadas de funções comerciais e de serviços, da criação de bolsas de estacionamento, da requalificação do jardim municipal e da zona dos "restaurantes das sardinhas", da reestruturação da Praça Manuel Teixeira Gomes;
 - A definição de áreas de expansão urbana de carácter residencial, a desenvolver em conjugação com programas de carácter hoteleiro, comercial e de lazer;
 - A requalificação do edifício destinado ao futuro Museu da Cidade e do Convento de S. Francisco.
- The city of Portimão, in the Algarve region of southern Portugal, is making profound changes along its waterfront. These improvements are the result of a planning process sponsored by the Port Authority and the Portimão City Hall.

The Zoning and Expansion Plan (POE, Plano de Ordenamento e Expansão) for the Port of Portimão was prepared by the firm FBO Consultores, and its first phase outlined the following interventions in the structure of the waterfront in Portimão:

- The improvement of the entire city waterfront;
- The construction of a dock for nautical recreation and the Portimão Marina;
- The reclamation of the area surrounding the Marina for tourism and residential uses;
- Improvements at Praia da Rocha and the surrounding area.

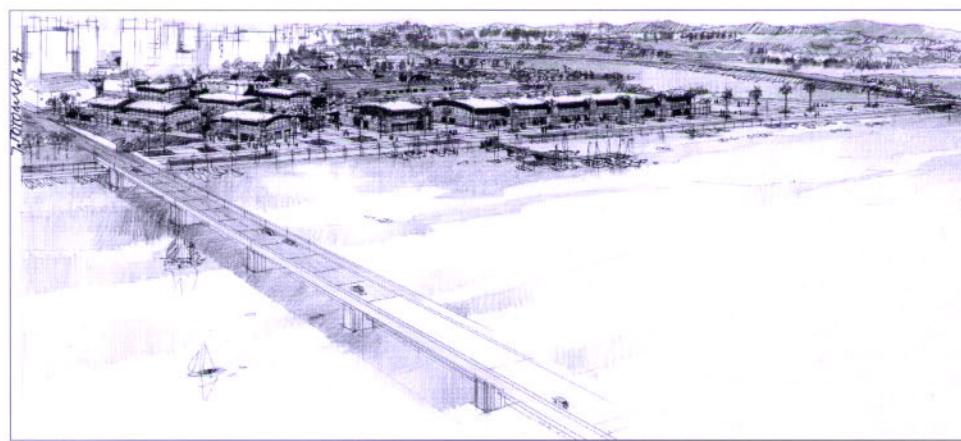
The waterfront at Portimão has a great potential for the development of commercial, tourist, and recreational activities, including as well some areas that offer expectations for future use in housing developments.

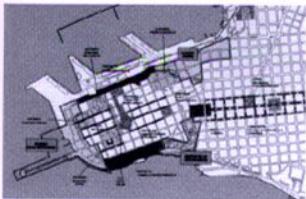
Having in mind the goal of making the most of these potentialities and the improvement of the waterfront area, the Portimão City Hall and the Port Authority undertook joint sponsorship for the preparation of an Urbanisation

Plan which would include part of the area under the jurisdiction of the Port Authority. This Urbanisation Plan, prepared by FBO Consultores, incorporated the guidelines of the POE and serves as an instrument for the disciplined use and occupation of the city's waterfront area.

The principal interventions set forth in the Urbanisation Plan include:

- Improving the waterfront to integrate it into the urban fabric of the city. This is done by various means: constructing a pedestrian walkway; creating a line of storefronts for commerce and services; creating pockets of parking areas; improving the municipal gardens and the area of the "sardine restaurants"; and redesigning the Praça Manuel Teixeira Gomes;
- Defining the residential areas of urban expansion, to be developed in conjunction with programmes involving hotels, commerce, and leisure activities;
- Making improvements in the building that will house the future Museum of the City and the S. Francisco Convent.





Montevideo Montevideo

La Intendencia Municipal de Montevideo ha promovido el Plan Especial de la Ciudad Vieja, elaborado por un equipo de expertos y profesionales con la participación de entidades públicas y privadas. El Plan se propone como el instrumento para la integración física y para el desarrollo de la Ciudad Vieja y del Centro de Montevideo, partiendo de una estrategia que combine la

protección y la valorización del patrimonio, la reorganización urbana y la promoción del desarrollo socio-económico. Cuatro son las áreas destinadas a las intervenciones, situadas a lo largo de la línea de encuentro entre la ciudad vieja y la ciudad nueva: el Parque de la Escollera, el Frente Portuario, el Acceso Norte, el Acceso Sur o Puerta de San Juan.

En lo que respecta al área portuaria, se plantea una mayor integración de la ciudad al frente de la bahía. Uniendo el gran polo de actividad turística que es el Mercado del Puerto con los espacios de la Terminal Fluvial en el recinto portuario, y prolongando la renovación hasta los fondos del Banco de la República, esta propuesta plantea la reintegración de la Ciudad Vieja con el Puerto. El concepto general programático es un nuevo Paseo urbano-portuario animado por servicios y ofertas culturales y asociado a la renovación del tejido para viviendas y oficinas.

The Intendencia Municipal de Montevideo has promoted the Special Plan for the Old City, drawn up by a team of experts and professionals, with the

de febrero la realización del proyecto de César Portela y Ricardo Bofill, ganadores del concurso propuesto por la Autoridad Portuaria. Se trata de una arquitectura abierta y transparente dispuesta en tres edificios claramente caracterizados por las funciones a las que están destinados: un palacio de congresos, una sala para exposiciones y una estación marítima. El área comprenderá también cines, aparcamientos y actividades comerciales.

El Plan prevé además una ampliación externa del puerto, en la Punta Langosteira, para responder en modo adecuado al aumento del tráfico comercial sin crear presión e incompatibilidades con el tejido urbano.

The Special Plan adopted by A Coruña Port Authority with the aim of regulating the growth of port activities in harmony with urban growth, includes distinct areas to be assigned different functions and receive homogeneous programmed intervention. They will see marinas for leisure craft, in response to the ongoing increase in nautical tourism over recent years, as well as industrial

involvement of public and private figures. The aim of the Plan is to act as a tool for the physical integration and development of the Old City and the Centro di Montevideo, based on a strategy that combines the safeguarding and upgrading of the heritage, urban re-organisation and promotion of the socio-economic development. Four areas have been earmarked, located along the line between the old and the new city: the Parque de la Escollera, the Frente Portuario, the Acceso Norte, the Acceso Sur or Puerta de San Juan. As concerns the port area, the aim is to increase the integration of the city on the bay front. Uniting the pole of tourism-related activities at the Mercado del Puerto with the spaces of the River Terminal inside the port area and extending the recovery project to include the buildings of the Banco de la República, the proposal entails re-integration of the Old City with the Port. The general concept of the programme is a new urban-port promenade enlivened with services and cultural events combined with the renewal of the urban fabric for residences and offices.

activities, petroleum fuel supply points, and coal transport. The area encompassing the Navy shipyard and the wharf for liners will become the hinge element with the city. As regards the Navy shipyard, an open space will be conserved in direct contact with the sea, acting as an interface between the city and the seafront with the area given over to leisure boating and cruise traffic. Instead late February will see the start of project by Cesar Portela and Ricardo Bofill, winners of the competition held by the Port Authority on the wharf for liners. It will involve an open transparent structure on three floors, clearly characterised by the functions it will carry out: a conference centre, an exhibition hall and a passenger terminal.

The area will also have cinemas, car parks and commercial activities.

The Plan further embodies external extension for the port, in the proximity of Punta Langosteira, in response to the increase in traffic and so as not to create pressure and incompatibility with the urban fabric.

Montijo Montijo

Entre las recientes iniciativas de AML se señala el Plan Regulador elaborado para la zona situada a lo largo del frente fluvial de la ciudad de Montijo (2000), un conjunto de intervenciones que representan un nuevo modelo para los planes municipales de las zonas costeras. El área, que en el pasado ha alojado actividades industriales ahora en desuso y unidades auxiliares a la pesca, comprende zonas palúdicas y será objeto de numerosas intervenciones en línea con las indicaciones de la Agenda 21, como aquellas ya realizadas en las comunas de Cascais, Oeiras, Sesimbra, Setúbal. Entre los objetivos se encuentran: el saneamiento ambiental; la regeneración urbana a través de la integración de elementos naturales, sociales y económicos; la eficacia de los sistemas de transporte; la presencia de amplias áreas verdes; el apoyo de iniciativas para favorecer el turismo; el refuerzo y la optimización del gobierno local con la participación activa de la ciudadanía. El Plan ha sido elaborado por el centro de estudios para el desarrollo paulatino de las ciudades de grandes y medianas dimensiones de la Facultad de Ciencias y Tecnología de la Universidad Nova de Lisboa.

One of the recent initiatives of AML was the Master Plan for the zone located along the riverside of the city of Montijo (2000), a series of projects providing a new model for the municipal plans of the coastal zones. The area, which in the past hosted industrial activities, since abandoned, auxiliary fishing structures and including marshy zones, will be the object of numerous work in line with the guide lines of Agenda 21, similar to those already completed in the council areas of Cascais, Oeiras, Sesimbra, Setúbal. The aims include: environmental regeneration; urban regeneration thanks to the integration of the natural, social and economic elements; the effectiveness of transport systems; the presence of vast green areas; the incentive of initiatives to encourage tourism; reinforcement and improvement of local government with the active participation of residents. The Plan was drawn up by the study centre for the sustainable development of large and medium sized cities by the Faculty of Science and Technology of the Universidade Nova de Lisboa.

El Puerto de A Coruña The Port of A Coruña

El Plan especial del cual está dotado el Puerto de A Coruña, con la finalidad de regular el desarrollo de las actividades portuarias en sintonía con el desarrollo urbano, ha detectado en el área portuaria diferentes áreas a las cuales asignar funciones diversas y programar intervenciones de carácter homogéneo dentro de las mismas. Serán destinadas a la náutica recreativa, para dar respuesta al creciente aumento del turismo náutico de los últimos años, a la actividad industrial, al abastecimiento de petróleo, al movimiento del carbón. El área que comprende la dársena de la Marina y el muelle de transatlánticos constituirá el elemento de unión con la ciudad. En lo que respecta a la dársena de la Marina, las intervenciones previstas se proponen mantener un espacio abierto, de inmediata apertura hacia el mar, que conjugue y que permita la interacción entre la ciudad y su costa con las áreas dedicadas a la náutica recreativa y de cruceros. Sobre el muelle de transatlánticos, iniciará a finales

de febrero la realización del proyecto de César Portela y Ricardo Bofill, ganadores del concurso propuesto por la Autoridad Portuaria. Se trata de una arquitectura abierta y transparente dispuesta en tres edificios claramente caracterizados por las funciones a las que están destinados: un palacio de congresos, una sala para exposiciones y una estación marítima. El área comprenderá también cines, aparcamientos y actividades comerciales.

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Proyecto-cities Proyecto-cities

Veinte ciudades situadas en cinco continentes constituyen la Red de Excelencia formada por el Proyecto-cities, promovido por la Fundación Metrópoli de Madrid, presidida por Alfonso Vegara. Realidades urbanas que representan en su conjunto tipologías y tendencias del urbanismo contemporáneo, analizadas y confrontadas considerando las innovaciones actuadas desde el punto de vista social, económico y ambiental, en particular aquellas que han tenido efecto positivo sobre la forma física de la ciudad misma y del territorio circundante. Al proyecto, puesto en marcha en el año 1997, han adherido fundaciones, universidades e institutos de investigación; El International Advisory Council formado por 40 urbanistas y académicos de todo el mundo. En particular, por el IADB, Inter-American Development Bank, ha sido encarado el estudio "Competitive Latin American Cities", acerca de las seis ciudades sudamericanas que participan a la red de excelencia del Proyecto-cities. Sin embargo la Red no está concebida como un sistema cerrado de ciudades. El proyecto prevé la inclusión de otras "Ciudades Asociadas" que comparten la filosofía. Tales ciudades deberán detectar sus propios componentes de excelencia, aplicando el mismo método citado y una vez admitidas en la red contribuir al intercambio de estudios y experiencias. La primera conferencia mundial del Proyecto-cities se llevará a cabo el próximo octubre en los Países Bajos, región anfitriona para el 2000-2002.

Twenty cities located on five continents make up the Network of Excellence of Proyecto-cities, promoted by the Fundación Metrópoli of Madrid, chaired by Alfonso Vegara. As a group, these urban conglomerates represent a range of types and trends of contemporary urban design, analysed and compared in terms

of their innovations from social, economic and environmental viewpoints, in particular those which have had a positive influence on the physical shape of the city and the surrounding area. The project was launched in 1997 and has been backed by foundations, universities and research institutes. Especially, Fundación Metrópoli undertakes a study "Competitive Latin American Cities", for IADB, Inter-American Development Bank. The study focuses on the six Latin American cities participating in Proyecto-cities. However the Network was not conceived as a closed system of cities. The project entails expansion to include other "Associate Cities" which share the idea. These cities will need to single out their components of excellence, applying the same method mentioned above, and once admitted to the network will need to contribute to the exchange of study and experiences. The first world conference of the Proyecto-cities will be held this coming October in the Basque Country, the host for 2000-2002.

Las Ciudades del Progetto The network of excellence

Arriyadh, Paises Vascos, Boston, Cebu, Curitiba, Dakar, Dubai, Dublín, Hong Kong, Lyon, Medellín, Miami, Monterrey, Montevideo; Filadelfia, Santiago de Chile, Shangai, Singapur, Sydney, Toronto.

Fundacion Metropoli
Segre 13 bis, Madrid 28002, Spain
www.fundacion-metropoli.org

Dos concursos para el frente portuario italiano Two competitions for the Italian waterfront

La Spezia: en un período de potenciación y reorganización general de las actividades portuarias de La Spezia, hasta ahora puerto preponderantemente mercantil, la Autoridad Portuaria y el ayuntamiento de la ciudad han elaborado un plan de intervenciones, entre las cuales se encuentran la realización de un muelle para cruceros, obra preliminar a la realización de la nueva estación marítima, la remodelación del edificio de la sede de la Autoridad Portuaria, que prevé la reutilización de las áreas limítrofes y de los viejos galpones industriales a convertir en sala de congresos; "rediseñar" la faja del waterfront urbano. Con

este propósito se ha convocado a un concurso de ideas redactado por el colegio de arquitectos de La Spezia en su carácter de consultor del Ayuntamiento y de la Autoridad Portuaria, que será enviado a arquitectos de renombre a nivel internacional como, Norman Forster, Owe Arup, Oriol Bohigas, Renzo Piano, Den van Berkel e Kenzo Tange.

In a context of upgrading and general re-organisation of the port activities of La Spezia, which to date has been an essential cargo port, the Port Authority and City Council have drawn up a plan for work, including the construction of a new cruise wharf, the preliminary stage of a new passenger terminal, restructuring of the building that acts as headquarters of the Port Authority, as well as the recovery of surrounding areas and old industrial warehouses to be converted into conference venues; a new design for the urban waterfront belt. A competition has been announced for ideas from the Order of Architects of La Spezia as consultants for the City Council and Port Authority, which will be forwarded to leading architects of international standing, such as Norman Forster, Owe Arup, Oriol Bohigas, Renzo Piano, Den van Berkel and Kenzo Tange.

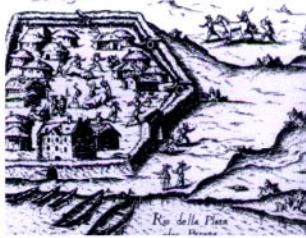
www.porto.la-spezia.it

Civitavecchia: la Autoridad Portuaria de Civitavecchia ha convocado a un Concurso de Proyecto para el restauro y la valorización del Puerto Histórico de Civitavecchia y del waterfront urbano, con particular atención a las siguientes intervenciones: el restauro del Fuerte de Bramante para destinarlo a actividades socioculturales y de servicio para la ciudad; la reutilización del Muelle del Bicchieri para alojar una estructura de promoción sobre el ambiente marino mediterráneo; la valorización del área del Arsenal de Bernini; el restauro del pasaje monumental Porta Livorno y la reutilización de la antigua Fortaleza para realizar espacios de exposición y de servicio; el restauro y la valorización de la Dársena Romana; la reutilización del Muelle del Lazzaretto y la realización de una estructura hotelera.

The Port Authority of Civitavecchia has announced a Design Competition for

restoring and upgrading the city's Historic Port and the urban waterfront, with special focus on the following projects: restoration of the Forte Bramantesco for socio-cultural activities and city services; the recovery of the Molo del Bicchieri to host a structure for exhibitions concerning the marine environment of the Mediterranean; upgrading the Arsenale del Bernini area; regenerating the Porta Livorno monumental gateway and recovery of the ancient Rocca to become an exhibition and service venue; recovery and upgrading of the Darsena Romana; regeneration of the Molo del Lazzaretto and construction of a hotel structure.

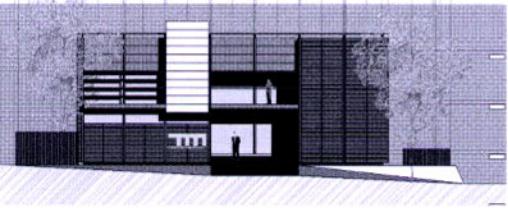
[www.port-of-rome.org
/pubblicazioni/gare/
bando_porto_storico.htm](http://www.port-of-rome.org/pubblicazioni/gare/bando_porto_storico.htm)



Buenos Aires. La nueva terminal de cruceros Buenos Aires. The new passengers terminal

El pasado diciembre ha sido inaugurada la nueva terminal de cruceros de Buenos Aires. El Puerto de Buenos Aires ha decidido llamarlo "Benito Quinquela Martín", un famoso artista argentino que ha hecho de la vida del puerto el sujeto principal de su obra. Una pintura mural de grandes dimensiones de Benito Quinquela Martín da la bienvenida a quien llega a la nueva terminal.

Last December the new cruise terminal of Buenos Aires was inaugurated. At the request of the Port of Buenos Aires, the new Cruise Terminal was named "Benito Quinquela Martín" as a way to popularise the names of Argentina's great artists, and specially because this exceptional artist portrayed port activities transforming them into an art. Tourists were also able to appreciate a huge mural sized painting which is the welcoming image in the new facilities.





El Casco Antiguo de la Ciudad de Panamá Panama City's Old Quarter

Desafío de una utopía.

Una estrategia integral para la gestión de salvaguarda de la Habana Vieja

Challenge of a Utopia.

A comprehensive strategy to manage the safeguarding of the Old Havana

Ediciones/Published by

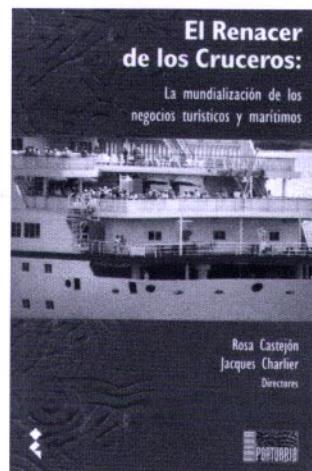
Ediciones Boloña. Oficina del Historiador de la Ciudad de L'Habana, 2002, pp. 263

(segunda edición)

Dos publicaciones, ricas en imágenes, que reúnen los resultados de la colaboración que CiudadCity – territorio para la innovación – dirigido por Ángel Morúa Aciaga – ha llevado a cabo con las entidades locales, entre las cuales la Oficina Casco Antiguo de Panamá y la Oficina de Historiador de la Ciudad de la Habana. CiudadCity ha establecido una red de realidades urbanas que comprende Miami Beach, Boston, Curitiba, Medellín, Monterrey, Montevideo, La Habana, S. Juan de Puerto Rico, Ciudad de Panamá, Santo Domingo, Filadelfia, Rio de Janeiro, Santiago de Chile and Toronto. The investigations conducted by CiudadCity include a special focus on the systems if facades and their photographic documentation.

Filadelfia, Río de Janeiro, Santiago de Chile y Toronto. En las investigaciones llevadas a cabo por CiudadCity se presta particular atención a los sistemas de fachadas y a su documentación fotográfica.

Two richly illustrated publications that contain the results of co-operation that CiudadCity – territorio para la innovación, directed by Ángel Morúa Achiaga, conducted with local bodies including the Oficina Casco Antiguo de Panamá and the Oficina de Historiador de la Ciudad de la Habana. CiudadCity has organised a network of urban venues including Miami Beach, Boston, Curitiba, Medellín, Monterrey, Montevideo, La Habana, S. Juan de Puerto Rico, Ciudad de Panamá, Santo Domingo, Filadelfia, Rio de Janeiro, Santiago de Chile and Toronto. The investigations conducted by CiudadCity include a special focus on the systems if facades and their photographic documentation.

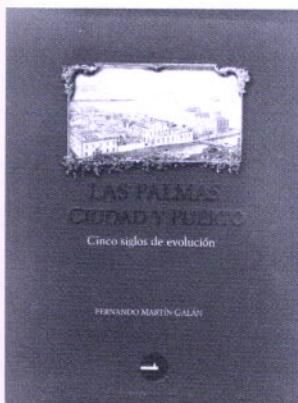


El Renacer de los Cruceros: la mundialización de los negocios turísticos y marítimos

Curadores/Edited by Rosa Castejón y Jacques Charlier Ediciones/Published by Fundación Portuaria, Madrid, 2000, pp. 154

Actos del encuentro llevado a cabo en Santander en septiembre de 1999, UIMP-Universidad Internacional Menéndez Pelayo. Proceedings of the meeting held at Santander in September 1999, UIMP-Universidad Internacional Menéndez Pelayo. fundacionportuaria@fundacionportuaria.es

infrastructures in the Lisbon Metropolitan Area are analysed and compared with cases from other countries. Venice, illustrated by Rinio Bruttomesso, is included, and there are contributions from experts in the tourism-maritime sector.

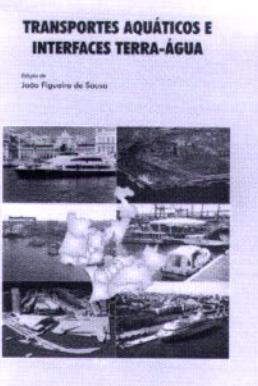


Las Palmas Ciudad y Puerto

Cinco siglos de evolución

De/By Fernando Martín Galán, Fundación Puertos de Las Palmas

Una detallada investigación acerca de los asentamientos y de las fases de desarrollo urbano de las ciudades portuarias desde el 1400 hasta nuestros días, ilustrada con mapas, documentos e imágenes. A detailed examination of settlement processes and the stages in urban development of the port city from 1400 to today, with a wealth of maps, references and images.



Transportes aquáticos e interfaces terra-agua

Curador/Edited by João Figueira de Sousa

IDE - Instituto de Dinámica del Espacio, Universidade Nova de Lisboa, Lisboa, 2000, pp. 192

Trasportes, intermodalidad e infraestructuras del Área Metropolitana de Lisboa son analizados y comparados con casos extranjeros entre los cuales el de Venecia, ilustrado por Rinio Bruttomesso, y con el aporte de expertos del sector turístico-marítimo. Transport, intermodality and

Puerto Buenos Aires. El puerto de un país. La puerta de un continente

Memoria Anual 2000

De/By Michele Cannatà y

Fátima Fernandes

Arquitectura Portuguesa

Contemporánea

Ediciones ASA, Lisboa, pp. 736

(idioma portugués e inglés/English and Portuguese)

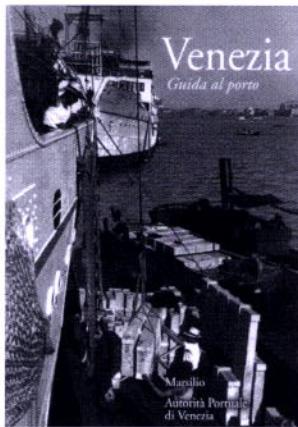
www.bairesport.gov.ar



Los Grandes Puertos de las Baleares

De/By Joan Alemany
Autoridad Portuaria De Baleares, 2001, pp. 352
Los puertos de Palma, Alcudia, Mahón, Ibiza y la Savina, en una amplio panorama con abundantes mapas e imágenes del pasado y del presente. La obra, de carácter histórico, va desde su origen hasta la época actual, poniendo en evidencia la gran influencia que estos puertos han tenido desde el punto de vista económico y cultural sobre la sociedad y su íntima relación con el tejido urbano, hasta convertirse en un único sistema.

The ports of Palma, Alcudia, Mahón, Ibiza and the Savina, in a vast panorama with a wealth of maps and images of the past and present. The work is historical in nature and ranges from early times to the present time, shedding light on the great influence these ports have had on society from an economic and cultural viewpoint, their links with the urban fabric, their development into a single system.



Venezia. Guida al Porto

Marsilio, Autorità Portuale di Venezia
Venezia, 2001, pp. 109
La publicación comprende una introducción de Rosario Pavia y consta de dos partes: una de carácter histórico que recoge los momentos más significativos del proceso de formación del puerto moderno, curada por Giulio Ernesti, y otra dedicada al análisis de las dinámicas de mercado y a los cuadros territoriales en épocas más recientes, de Stefano Soriani y Gabriele Zanetto. Una tercera y última parte está dedicada al mapa del puerto de Venecia ilustrado por Ruben Baiocco; una lectura transversal con respecto a la progresión topográfica, basada en itinerarios construidos por "ambientes" y "puntos de vista". Un desafío a reconocer nuevamente su ambiente, la singularidad de sus partes y las funciones de los elementos constitutivos que configuran una "infraestructura".

The book consists of an introduction by Rosario Pavia, a historical section by Giulio Ernesti highlighting the most significant stages during the development of the modern port, one part by Stefano Soriani and Gabriele Zanetto on the analysis of market dynamics and the territorial picture in recent times. The last part is devoted to the charter of the port of Venice illustrated by Ruben Baiocco; an unusual interpretation in terms of the topographical progression with the help of itineraries constructed for "settings" and "points of view". An invitation to "recognise anew its setting, the unusual nature of its components and the functions of the elements that make up the infrastructure".

Sitios web Web Sites

www.iaphworldports.org

IAPH - International Association of Ports and Harbors
Desde su fundación, en noviembre de 1955, el IAPH se halla al servicio de la industria portuaria a nivel mundial con la intención de formar una alianza global entre los puertos sobre la base de la consigna "World Peace Through World Trade - World Trade Through World Ports". El IAPH en la actualidad comprende aproximadamente 230 miembros, puertos líderes de 89 países, autoridades portuarias, operadores privados y agencias gubernativas. El IAPH es una organización no gubernativa (NOG), sin fines de lucro, con sede en Tokio.

Las publicaciones oficiales del IAPH son el mensual *Ports & Harbors* y la newsletter *Port Health and Safety News*. Since its foundation, in November 1955, IAPH has served the global port industry and formed a global alliance of ports and harbors. Its motto is "World Peace Through World Trade - World Trade Through World Ports".

IAPH now comprises some 230 Regular Members, leading ports in 89 countries with public port authorities, private port operators and government agencies. It is a non-profit-making and non-governmental organisation (NOG) with headquarters in Tokyo. The official journal of IAPH is *Ports & Harbors* and the newsletter is *Port Health and Safety News*.

www.tpa.it

Teleporto Adriatico es una iniciativa de los puertos del Adriático y de operadores y empresas públicas y privadas, con inicio en el año 1998 para facilitar el intercambio de mensajes y de documentos entre los nodos logísticos adriáticos y para ofrecer servicios de informática.

Dotado de una tecnología y de un software de aplicación dedicado a la organización del movimiento de las embarcaciones (LogIS Nave), Teleporto Adriatico inicia a encarar los servicios a pasajeros, en el ámbito de acciones que se proponen encarar el aumento del nivel cualitativo de la receptividad del Puerto de Venecia.

Teleporto Adriatico is an initiative of the ports of the Adriatic, various enterprises and public and private companies, formed in 1998 to facilitate the exchange of

messages and paper work between the logistic nodes of the Adriatic and supply computer services. A leader in the development of a technology and applied software for ship movement management (LogIS Nave), Teleporto Adriatico is working on passenger services, in the context of action for increasing the qualitative level of reception in the Port of Venice.

www.informare.it

El diario on-line para los operadores y los usuarios del transporte ofrece noticias de actualidad sobre puertos italianos e internacionales, sobre el transporte y el turismo, conferencias y encuentros del sector; además, se puede consultar una vasto banco de datos acerca de armadores, agencias, entes e asociaciones, leyes, normas y convenciones etc.

The on-line daily for transport operators and users gives the latest news on Italian and international ports, transport and tourism, conferences and dates in the sector; furthermore, a well stocked data bank including ship suppliers, agencies, bodies and associations, laws, regulations, conventions etc. can be consulted.

Rete 2001 Rete 2001

La *Rete 2001* 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:

- la promoción y la consolidación del intercambio de informaciones sobre experiencias ya llevadas a cabo o en proyecto;
- la realización de iniciativas de formación y de actualización y ocasiones para la confrontación.

INSTRUMENTOS DE COMUNICACIÓN:

- la revista *Portus*;
- el sitio Web de la *Rete 2001*: www.rete2001.org;
- el sitio Web de WiN (Waterfront international Network): www.waterfront-net.org

ADHERENTES (ABRIL 2002):

- Administração do Porto de

Las nuevas adhesiones 2002 New supporters in 2002

En el curso de los últimos meses, gracias a la labor que ha llevado a cabo el nuevo presidente electo, han adherido a *Rete 2001*:

- Autoridad Portuaria de A Coruña;
- Autoridad Portuaria de Sevilla;
- Autoridad Portuaria de Las Palmas;
- Autoridad Portuaria de Santander.

El esfuerzo que los componentes de la Red se propone para los próximos meses es el de la participación de los puertos de la Europa Mediterránea y de América Latina.

The commitment the components of the Rete have set themselves for the coming months is to involve the ports of Mediterranean Europe and Latin America.

Lisboa, SA;

- Área Metropolitana de Lisboa;
- Autorità Portuale di Genova;
- Autoridad Portuaria de A Coruña;
- Autoridad Portuaria de Las Palmas;
- Autoridad Portuaria de Santander;
- Autoridad Portuaria de Sevilla;
- Autoritat Portuària de Barcelona;
- Puertos de las Baleares;
- Puertos del Estado;
- Stazioni Marittime di Genova Spa.

Rete 2001 seeks to improve and develop the co-operation between ports and port cities of Mediterranean Europe and those of Latin America, in the field of rehabilitating urban-port coastal areas, and on a broader scale, the port/city relations.

AIMS:

- the promotion and strengthening of the exchange of information on experiments already completed or in the planning stage;

- the execution of initiatives for training and updating knowledge, opportunities for comparison.

MEANS OF COMMUNICATION:

- the magazine *Portus*;
- the website of *Rete 2001*: www.rete2001.org;
- the website of WiN (Waterfront international Network): www.waterfront-net.org.

MEMBERS (APRIL 2001):

- Administração do Porto de Lisboa, SA;
- Área Metropolitana de Lisboa;
- Autorità Portuale di Genova;
- Autoridad Portuaria de A Coruña;
- Autoridad Portuaria de Las Palmas;
- Autoridad Portuaria de Santander;
- Autoridad Portuaria de Sevilla;
- Autoritat Portuària de Barcelona;
- Puertos de las Baleares;
- Puertos del Estado;
- Stazioni Marittime di Genova Spa.



Novedades de Rete 2001 News from Rete 2001

El nuevo presidente de Rete 2001 es José Luis Estrada Llaquet, Director de Planificación de Puertos del Estado que reemplaza a Natércia Régo Cabral, Presidente de la Autoridad Portuaria de Lisboa.

The new head of Rete 2001 is José Luis Estrada Llaquet, Director of Planning at Puertos del Estado, and he is taking over the reins from Natércia Régo Cabral, Chairman of the Lisbon Port Authority.

Portus Portus

El próximo número de la revista será dedicado a la actividad de la pesca y las influencias que ésta tiene en la organización general de la ciudad portuaria.

The forthcoming issue of the review will be devoted to fishing activities and the influence they have had on the overall organisation of port cities.



Na declaração da nova presidente da Junta Metropolitana de Lisboa A declaration by the new president of the Área Metropolitana de Lisboa

“A Área Metropolitana de Lisboa, a cujo orgão tenho a honra de presidir, tem vindo a desenvolver uma política de parcerias internacionais que se têm revelado da maior importância, quer no plano institucional e político, quer no plano da troca de experiências e na permuta de informação, com vista à resolução de problemas comuns, e à definição de políticas e de estratégias de intervenção.

A integração da Área Metropolitana de Lisboa na Rete 2001, no quadro do “Centro Internazionale Città d’Acqua, Venezia” é reveladora da importância que atribuímos ao trabalho das Universidades, na procura das soluções de intervenção para as cidades e,

especificamente, nas cidades que têm de comum o facto de partilharem o espaço com a água - de que Veneza é exemplo paradigmático.

Ao ser eleita presidente da Junta Metropolitana de Lisboa quero reafirmar a continuidade da nossa política de cooperação e de intercâmbio de experiências, com todos os agentes institucionais e privados, contribuindo também para a afirmação da Área Metropolitana de Lisboa, do seu território, dos seus recursos e das suas potencialidades.”

“As President of the Lisbon Metropolitan Council, (Junta Metropolitana de Lisboa), I am honoured to work with this body, which has been developing a policy of international partnerships. These partnerships are of the utmost institutional and political importance, and they provide the basis for the sharing of experiences and the exchange of information, leading to the resolution of common problems and to the definition of policies and strategies for intervention. The integration of the Lisbon Metropolitan Area in the Rete 2001 within the framework of the Centro Internazionale Città d’Acqua, Venice, reveals the importance we assign to the work of the Universities, in the search for solutions cities can apply in intervention programmes, and specifically, solutions for those cities which have in common the fact that they share their space with water - Venice being the paradigm example.

Having been elected President of the Lisbon Metropolitan Council, I wish to reaffirm the continuity of our policy of co-operation and the exchange of experiences with all institutional and private agents, and thus contribute as well to the affirmation of the Lisbon Metropolitan Area, its territory, its resources and its potentialities.”

Maria da Luz Rosinha

Autorità Portuale di Genova



I porti liguri all'Intermodal South America

I porti liguri si sono presentati all'ottava edizione di Intermodal South America, che si è svolta dal 3 al 5 Aprile a São Paulo del Brasile, assieme ad importanti operatori liguri operanti nel settore. La partecipazione congiunta è stata resa possibile grazie ad un progetto per favorire l'internazionalizzazione delle imprese proposto dal World Trade Center di Genova assieme all'Istituto per il Commercio Estero. Le ricadute positive registrate in termini di nuovi contatti in seguito alla partecipazione di Ligurian Ports alla scorsa edizione di Intermodal South America ha convinto i tre scali liguri a rinnovare anche quest'anno l'adesione all'iniziativa, soprattutto alla luce dell'importante supporto operativo e finanziario sostenuto da World Trade Center Genoa e ICE, e alle attività dagli stessi svolte per la creazione di una significativa agenda di incontri tra gli operatori liguri con gli operatori brasiliani. Intermodal South America, giunta all'ottava edizione, rappresenta la più importante fiera mondiale di logistica e di attrezzature per la movimentazione e il trasporto delle merci e per numero di visitatori. All'edizione 2002 partecipano oltre trecento espositori: da segnalare le principali linee di navigazione mondiali nel settore contenitori – Maersk Sealand, P&O Nedlloyd, ZIM e

altre – i grandi operatori intermodali brasiliani e le più affermate industrie di costruzione di attrezzature per la movimentazione della merce e il trasporto combinato.

Tema centrale del dibattito di questa edizione di Intermodal South America sono le modalità di applicazione della legislazione vigente in materia di trasporto e gli ostacoli che impediscono il perfetto funzionamento del commercio con l'estero.

Fondamentale in tal senso è l'attività dell'Istituto per il Commercio Estero brasiliano, tesa a creare le condizioni migliori per attrarre operatori stranieri in grado non solo di assicurare l'esportazione e l'inoltro ai mercati finali del prodotto ma anche di provvedere alla realizzazione delle infrastrutture portuali necessarie per la creazione delle masse critiche necessarie alla redditività dell'impresa..

I rappresentanti dei tre scali liguri presenti alla manifestazione hanno preso contatti con produttori, rappresentanti istituzionali e operatori della logistica nel tentativo di creare un ponte tra il Brasile e il sistema portuale ligure, considerato in Sud America la porta naturale per l'accesso ai mercati del sud Europa e perfettamente inserita nelle rotte container con il Far East, servita da hub e servizi feeder in grado di garantire una distribuzione capillare.

L'Italia e il Mediterraneo rappresentano, storicamente, un punto di riferimento per il Sud America in generale che oggi ha, nel Brasile, la realtà più vivace economicamente con la possibilità di gettare sul tavolo dei traffici internazionali potenzialità di sicura valenza. I Porti liguri, unitamente al World Trade Center e ICE, hanno cercato di cogliere l'opportunità offerta dall'Intermodal South America favorendo la partecipazione alla manifestazione ad alcuni operatori liguri specifici del settore quali Otim, Sadi, Fenati, Iscotrans, Sistemi e Telematica, che hanno potuto incontrare gli operatori brasiliani e raggiungere con loro accordi di collaborazione.

The Ligurian Ports at the Intermodal South America

The Ligurian ports were presented at the eighth Intermodal South America, held from 3 to 5 April at São Paulo in Brazil, alongside leading operators from the sector in Liguria.

The joint participation was made possible through a project to encourage internationalisation for the companies proposed by Genoa's World Trade Center together with the Institute for Overseas Trade.

The positive outcome in terms of new contacts following the participation of Ligurian Ports at the recent Intermodal South America convinced the three Ligurian ports to renew their support for the initiative this year as well, particularly in view of the important strategic and financial support provided by the World Trade Center Genoa and ICE, as well as the activities these bodies have conducted to encourage the creation of a meaningful programme of meetings between Ligurian and Brazilian figures.

Intermodal South America is the most important world fair for logistics and equipment for the movement and transport of goods, not to mention visitor numbers.

Over 300 exhibitors took part in 2002: there was a noteworthy presence of leading world shipping companies from the container sector – Maersk Sealand, P&O Nedlloyd, ZIM, among others – the large-scale intermodal Brazilian companies and the leading constructors of equipment for combined goods movement and transport.

The central theme of discussion at the latest Intermodal South America were the ways in which current legislation is applied in the field of transport and the obstacles that prevent perfect functioning for overseas trade. The activity of the Brazilian Institute for Overseas Trade is essential in this respect, as it creates the appropriate conditions for attracting foreign companies who not only ensure exportation and continuing transport of goods to their final markets, but also provide for port infrastructures that are needed for creating the critical masses necessary for the

enterprise to be profitable. Representatives from the three Ligurian ports who participated at the event, made contact with producers, representatives from institutions and important figures in the logistics sector in the attempt to create a bridge between Brazil and the Ligurian port system, which in South America is considered the natural gateway to the markets of southern Europe and an integral part of the container routes with the Far East, served by hubs and feeder services that ensure capillary distribution.

Historically speaking Italy and the Mediterranean represent a point of reference for South America in general and Brazil at present is the most active economic entity with the possibility of ensuring a secure future in terms of international trade.

The Ligurian ports, together with the World Trade Center and ICE, have taken the opportunity offered by Intermodal South America encouraging the participation of specific Ligurian operators at the event, namely Otim, Sadi, Fenati, Iscotrans, Sistemi and Telematica, who had the chance of meeting with Brazilian companies and figures and draw up agreements with them.

Venezia e la sua laguna

IL PIÙ IMPORTANTE PROGRAMMA DI DIFESA, RECUPERO E GESTIONE DELL'AMBIENTE

Le attività eseguite o in corso di realizzazione da parte del Magistrato alle Acque attraverso il Consorzio Venezia Nuova, comprendono diverse tipologie di intervento suddivise in tre grandi gruppi: la difesa dal mare; la tutela dell'ambiente lagunare e la difesa dall'inquinamento.

LA DIFESA DAL MARE. GLI INTERVENTI LUNGO I LITORALI

Gli interventi lungo i litorali rispondono all'obiettivo di proteggere il territorio costiero e i centri urbani dal mare. Ciò significa realizzare un sistema di opere che costituisca una linea di difesa avanzata e continua in grado di opporsi alle minacce dell'Adriatico senza presentare punti deboli. Questo sistema comporta la ricostruzione o l'ampliamento e la naturalizzazione delle spiagge; il consolidamento dei moli alle bocche; il progetto delle opere mobili alle bocche, integrata con sistemi di difesa locale dalle acque alte degli abitati litoranei e dei centri storici interni alla laguna. Questi comportano il rialzo delle rive e delle pavimentazioni delle aree più basse fino a quote compatibili con la struttura edilizia e architettonica delle singole zone urbane.

Una volta completato l'insieme dei lavori, la laguna e le sue città saranno poste al riparo dagli allagamenti. Anche in caso di eventi estremi, e per la sola durata del pericolo, l'acqua non avrebbe né possibilità di penetrare in laguna attraverso le bocche; né di invadere i territori litoranei per sormonto oltre le difese o per infiltrazione dal sottosuolo. Sarebbe allora risolto il tormentato rapporto con l'acqua che da secoli caratterizza il modo in cui i veneziani vivono l'ambiente che hanno scelto di abitare.

LA TUTELA DELL'AMBIENTE LAGUNARE. GLI INTERVENTI IN LAGUNA

I principali interventi realizzati o in corso in laguna consistono in interventi finalizzati a contrastare l'erosione.

Il loro obiettivo, infatti, è

trattenere parte dei sedimenti movimenti dalle correnti e dal moto ondoso, ripristinando le funzioni ambientali, idrodinamiche e naturalistiche dei singoli elementi dell'ambiente lagunare e concorrendo a un complessivo riequilibrio dell'ecosistema. I lavori vanno dalla ricalibrazione di canali lagunari, all'utilizzo dei sedimenti dragati per la realizzazione di velme e barene; dalla protezione delle barene esistenti con le più avanzate tecniche dell'ingegneria naturalistica al sovrallzo dei fondali per ridurre il moto ondoso; dal consolidamento delle velme attraverso il trapianto di fanerogame al ripristino delle sponde delle isole minori.

LA DIFESA DALL'INQUINAMENTO. GLI INTERVENTI LUNGO LA GRONDA LAGUNARE
Gli interventi in gronda fanno riferimento, essenzialmente, all'obiettivo della difesa dall'inquinamento e riguardano in particolare l'area di Porto Marghera. Qui, infatti, sono in corso o previsti i lavori per il risanamento di ex discariche incontrollate o per il risanamento delle sponde e dei fondali dei canali industriali. Sempre in gronda, inoltre, sono previste aree di fitodepurazione per ricreare quelle zone umide di transizione tra terraferma e laguna nelle quali piante e microrganismi filtrano e trasformano gli inquinanti o li assorbono, sottraendoli al corpo idrico. Le aree di fitodepurazione, oltre a ricreare ambienti ormai perduti, servono a ridurre i carichi inquinanti trasportati in laguna dai corsi d'acqua del bacino scolante.

Venice and its Lagoon

ITALY'S MOST IMPORTANT PROGRAMME FOR SAFEGUARDING, RECOVERY AND MANAGEMENT OF THE ENVIRONMENT EVER CONDUCTED

The activities conducted or under way by the Water Authority of Venice and Consorzio Venezia Nuova, include a range of project types divided into three large groupings: protection from the sea; safeguarding of the lagoon environment and defence from pollution.

PROTECTION FROM THE SEA. WORK ALONG THE LITTORALS

The work along the coastal strips is a response to the goal of protecting the coastal area and the urban settlements from the sea. This entails the construction of a system to act as a line of advanced and continual defence that can counter threats from the Adriatic Sea without any weak points. This system involves reconstructing or extending the beaches and returning them to their natural state; consolidating the breakwaters at the lagoon entrances; the project for the mobile floodgates at the lagoon entrances, integrated with systems for local flood defence for the coastal centres and the historic settlements inside the lagoon. These involve raising embankment and paving levels of low areas to a height that is compatible with building and architectural levels of individual urban zones. Once all this work has been completed, the lagoon and its towns will be safe from flooding. Even in extreme cases, and exclusively for the duration of the danger, the water would have

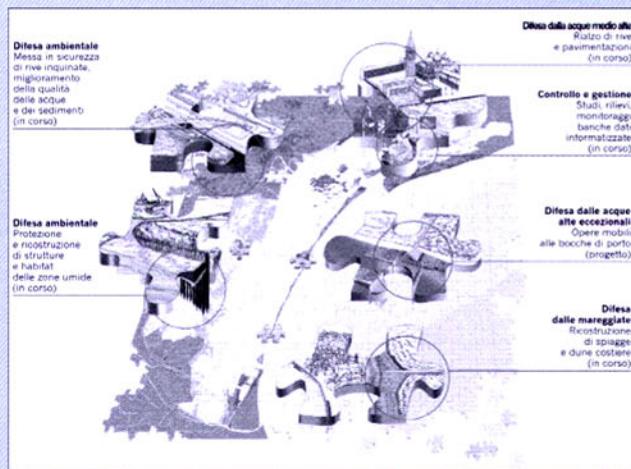
no chance of entering the lagoon by way of the entrances; neither would it be able to invade the littorals by flowing over the defence structures or filtering from underground. The tormented relationship with water that has for centuries characterised the way in which the Venetians experience the environment they chose to inhabit, would thus be resolved.

SAFEGUARDING THE LAGOON ENVIRONMENT. PROJECTS IN THE LAGOON

The main projects completed or under way in the lagoon consist of projects with the aim of combating erosion. Their aim is to retain a quota of the sediment subject to current and wave motion shift, and restore the environmental and hydrodynamic functions of individual elements in the lagoon environment, contributing to a return to a generalised equilibrium of the ecosystem. The work ranges from a new calibration for the lagoon channels, using sediments from dredging work to construct tidal flats; from protection of the existing tidal flats with state-of-the-art techniques from environmental engineering to work on the lagoon bed to reduce wave motion; consolidation of the tidal flats by putting in plants such as eelgrass to regenerate the embankments of the minor islands.

DEFENCE FROM POLLUTION. WORK ON THE LAGOON'S LAND BORDERS

The work on the lagoon's land borders concern, for the most part, the goal of defending it from pollution and involve the Porto Marghera area in particular. Here work for cleaning up the former unofficial dump has been carried out or planned so as to regenerate the embankments and bed of the industrial channels. Moreover plans are under foot to set up areas of phyto-depurazione to recreate wet zones of transition between the mainland and the lagoon in which plants and micro-organisms will filter and transform the pollutants or absorb them, thus removing them from the water. These phyto-depurazione zones will recreate long lost environments as well as reducing pollutant loads transported into the lagoon by the watercourses in the drainage basin.



Santander, ciudad portuaria atlántica

Estratégicamente situada en la costa Cantábrica española, resguardada en el interior de una bahía natural, la personalidad, fisonomía, estructura y funciones urbanas de Santander son, en gran medida, el resultado de su estrecha vinculación con el mar a lo largo de sus más de dos mil años de historia.

Ciudad portuaria y universitaria, temprano centro turístico, capital administrativa de Cantabria, con sus cerca de doscientos mil habitantes, constituye hoy un centro de servicios que atiende necesidades de un amplio entorno industrial a partir de un "nudo de comunicaciones" formado por autovías, ferrocarril, puerto y aeropuerto, que facilita su conexión internacional.

El Puerto de Santander, emplazado a lo largo de 9 Km. de muelles sobre las riberas norte y oeste de la Bahía, un estuario de 22.420.000 m² en torno al cual vive la mayor parte de la población de Cantabria, ocupa en la actualidad una superficie próxima a tres millones de m².¹⁰ Con un tráfico superior a los cinco millones de toneladas, plenamente integrando en las redes del comercio y transporte marítimo internacional, cuenta con un " hinterland" que se extiende desde la Costa Cantábrica hacia el interior de la Meseta Castellana, llegando al sur de Madrid, y el corredor del Valle del Ebro.

LAS RELACIONES ESPACIALES

PUERTO-CIUDAD

Pocas ciudades han crecido tan condicionadas desde sus orígenes por el desarrollo de sus actividades portuarias como Santander. Durante algo más de veinte siglos, Ciudad y Puerto, han ido creciendo de forma prácticamente simultánea, de tal modo que es prácticamente imposible interpretar la estructura y morfología de este núcleo urbano sin contar con la acción del Puerto. Ello ha dado lugar a la configuración de una singular estructura espacial puerto/ciudad, caracterizada por la constitución de un largo borde común, en el que actividades portuarias y urbanas se han situado frente a frente, ocasionando la aparición de tensiones en la convivencia.

A partir de 1992, con la entrada en vigor de la Ley de Puertos del Estado y de la Marina Mercante, se inicia un proceso administrativo y negociador destinado a dar solución concertada a las necesidades territoriales del Puerto, que tendrá uno de sus momentos culminantes en enero de 2001, con la publicación del Plan Especial del Puerto de Santander, documento que permite disponer de un modelo de ordenación y planificación del espacio portuario, en aras de una mayor eficiencia en el uso de la



superficie disponible, y dar respuesta a los problemas de articulación que el borde puerto-ciudad tenía planteados.

EL PUERTO Y SU ORGANIZACIÓN ESPACIAL

En la actualidad, el espacio portuario organiza en torno tres áreas:

El Puerto Histórico.

Zona situada en el centro de la Ciudad, entre el Promontorio de San Martín y la Terminal de Pasajeros, que, desde hace años, se encuentra prácticamente liberada de actividad portuaria, mercantil e industrial.

Muelles y Dársena de Maliaño.

Espacio que abarca desde la Terminal de Pasajeros hasta el Puerto Pesquero. Una importante área de actividad portuaria, en la que se moviliza el 20% del tráfico de mercancías y se concentra la totalidad de las actividades pesqueras, actualmente sujetas a reordenación. La proximidad de zonas urbanas, ha motivado la potenciación en estas instalaciones de actividades de nulo o escaso efecto medioambiental: Terminal de Pasajeros, tráficos "ro-ro", etc.

Muelles y Dársenas de Raos.

Desde la inauguración, en 1985, de los primeros muelles de estas instalaciones, en las que se sitúan los espacios de reserva portuaria, este área se ha constituido en pieza básica de la oferta de servicios del Santander. La calidad de sus infraestructuras, su conexión directa con las vías de comunicación terrestre (ferrocarril y autovías), sus amplias superficies para manipulación y almacenaje, las terminales especializadas implantadas, y su capacidad para acoger nuevas actividades logísticas, le configuran como un moderno puerto comercial en el que, hoy en día, se concentra el 80% del tráfico portuario.

¹⁰ Para una información más detallada consultar:
www.puertosantander.es

Santander – Atlantic Port City

Strategically located on Spain's Cantabrian coast, sheltered by a natural bay, the personality, appearance, structure and working of the city of Santander are largely the result of its close links with the sea throughout its two thousand year history.

Port and university city, pioneer tourist resort, administrative capital of Cantabria, the city today with close to two hundred thousand inhabitants is a service centre catering for an extensive industrial community forming a transportation hub composed of road, rail and air connections. With a total quay length of 9 km the Port of Santander occupies an area of nearly 3,000,000 m² on the north and west sides of the bay, a 22,420,000 m² estuary around which is concentrated most of the population of Cantabria.¹ The port has a throughput of more than 5 million t with a hinterland which extends from the Cantabrian coast to the Castilian meseta and south of Madrid and takes in the Ebro Valley corridor.

A SPECIAL PORT-CITY RELATIONSHIP
Few cities have been more shaped since their origins by port activity than Santander. For something over two thousand years City and Port have grown together practically simultaneously so that it is virtually impossible to understand the structure and development of the City without reference to the influence of the Port. This has given rise to a unique port/city space configuration, characterised by an extended common border, where port and city activities have confronted each other with the consequent tensions that such a situation can produce.
From 1992, following the introduction of new port and shipping legislation, a negotiation process was instigated whose aim was to find a solution to the Port's space requirements. This culminated in the publication of the Port of Santander Special Plan which

provided a blueprint for development and planning of port space in order to achieve a greater level of efficiency in the use of the available area and an answer to the traffic and access problems posed by the port-city division.

ORGANISATION OF PORT SPACE
Port space is currently grouped in three areas:

The Historic Port

This area is located in the heart of the City, between the San Martín Headland and the Passenger Terminal and for some years it has been virtually free of port, commercial and industrial activity.

Maliaño Quays

This area stretches from the Passenger Terminal to the Fishing Port handling 20% of the port's overall traffic and housing all of the fishing related activities which are currently pending relocation. The proximity of urban areas has meant that these facilities are used for activities with little or no environmental impact: Passenger Terminal, ro-ro traffic etc.

Raos Quays

Since the first quays were inaugurated in 1985, the facilities at Raos, where most of the port's reserve of space is located, have become a key part of the Port of Santander's service offer. Its high quality infrastructure, direct rail and motorway access, extensive handling and storage areas, specialised terminals and capacity to accommodate new logistics activities make up the modern port which today handles 80% of total traffic.

¹ For more detailed information:
www.puertosantander.es



Puerto de Santander

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