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# **DE UM PORTO INDUSTRIAL A UM PORTO URBANO PROCESSOS DE TRANSFORMAÇÃO PORTUÁRIA E REABILITAÇÃO URBANA**

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- **EXTENDED ABSTRACT**

The strong relation of dependency between human societies and the seas/rivers resources is, since the beginning of times, a constant reality having the man always taken profit from them as source not only of drinkable water and food, but also as agriculture and cattle breeding basis.

With the human history progress, water has also started to represent a path, which started the parallel growth of the first great cities; all served by rivers or maritime refuge harbors with commercial, industrial, military functions, among others.

The city and its haven represented a single reality, being the relation between city and Harbor understood as central.

However, this image, preserved by generations, will definitively change with the development of the nineteenth century and the industrial revolution, responsible for radical changes in society and cities.

With the growth and implement of new industrial techniques, new types of ships and demands appeared and forced the construction of the first harbors in the city fronts.

For a long period of time they represented an image of a dark and unattractive industrial reality, negatively changing the cost lines and breaking the relation between city and her waterfront.

The maintenance of huge industrial growth till lately, helped by the container/technological era entrance, will dictate the need for adaptation, in a period of new concepts and urban phenomena's, leading to a consequent gradual abandonment of the previously occupied areas.

So for the same reason, less than a century after the havens construction, it will be offered the opportunity to the City to restore her original areas and meet once again with her **waterfront**.

It's the appearing of the urban waterfronts and all the recreative uses developed by the water.

The processes and results will however change from city to city, depending on different rhythms and levels of industrial challenge, emerging cases like Barcelona, a perfect example of the described process and Lisbon, a slower one where is now possible to observe the interactions not only of the city with her front, but also of the **commercial/industrial harbor** with the **urban harbor** and his own activities like the Cruise ships and the Recreational Sailing.

Therefore, and base line for several **Urban Rehabilitation** cases (of which we study **Port Vell** and **Alcântara** examples), we can talk about an huge growing interest around the sea/river, translated by the wide acceptance of their spaces, trying not to forget their integration in concrete ideas for the public space creation such as the Barcelona's Model.

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Part of the Integrated Master in Architecture by the “Instituto Superior Técnico”, this work pretends to realize one comparative study between Barcelona and Lisbon’s harbors, in an industrial/commercial point of view (modern harbor bases), and the waterfronts they created.

To do so, we had the need to study the portuary reality as an element with a past, present and future, attending to the industrial sectors, reserved to containers, liquid energies, among others, and to the waterfronts created in their older spaces left behind in the great and constant need of better and bigger spaces.

That means one opportunity for urban rehabilitation of the harbor, impossible mission till then because of the centrality of the traditional portuary systems.

So, is our central objective to understand the process of transformation of a waterfront public space as a result of a re-conversion of the relations between port and city.

Starting by a brief historical introduction, we pretend to analyze the past and the evolution process of an harbor, not only by the commercial point of view (what they carried in each time and how), but mostly by an special optic, understanding the origin of the actual portuary structures and the economic conditionings involved on their creation, and the processes that actually leaves to the necessity of new spaces and areas, and the adaptation of the older ones to new functions.

Every since the first portuary revolution in the XIX century, responsible for the actual harbors project, we try to briefly understand how the harbours influenced the city planning, arriving to the actuality, where we can watch the the “modern” deindustrialization processes, verified in several areas.

To better understand the history line, we divide it in three Major “epochs”:

- The industrial period (every since the XIX century till the middle of the XX century)
- The post-industrial period (every since the XX century till actuality)
- And the evolution of the urban uses and recent rehabilitations taken care on the urban soil with direct or indirect connection with the harbor evolution.

Understood their past, we can then study their actual form and working conditions, analyzing, in parallel, the industrial activities by a side, and the recreational ones by other (the ones who kept stronger relations with the “urban live”).

So, we divide it in two main chapters:

- The commercial/Industrial actual harbor, with separation depending on the type of carry.
- The cruise ship and recreative sailing chapter, dividing both in two different analyses.

We can then analyze two case studies of portuary rehabilitation. To allow the fairest comparison, we elected two of the most symbolical operations in each city: the Port Vell in Barcelona, the most important waterfront of the city, and Alcântara in Lisbon, one of the oldest and symbolical of the city waterfront reality.

The two represent the recent possibilities to, based the industrial areas “left behind” by the modern harbors, start recycling processes of bigger or smaller scale and respect by the past tradition.

In this processes and case studies we can identify two transformation logics, being Barcelona an example of a “substitution” process (where you just substitute the industrial spaces/buildings for new urban ones), and Lisbon one of “adaptation” process (where you adapt the buildings to new functions).

They are two distinct processes of a conversion of an Industrial Harbor into a urban one, being the first related to an “absolute” new creation, substituting the old portuary buildings, and the second more connected with historical straight of these spaces.

The other concept to have in mind is the one of “modelo”(model), as we cannot speak of the Catalan City as an example case without first understand and integrate it as a isolated process, but, by the contrary, part of an urban strategy called “Modelo Barcelona” of public space creation, trying then to understand what is it and how it worked in time.

Curiosity lies also in the fact that the same model can be found (not officially still) in some of the Lisbon`s public spaces creation processes (such as the expo 98 case).

So, for the analyses of the two case studies, we will divide them into three main chapters:

- The accesses; which allow us to understand the connections between the harbor and the city centers (some of them elaborated at the same time of the space conversion).
- The equipments; essential to the guaranty of attractive elements (day or night), and with the capacity of a mobilizing element of the private investment.
- and the public space, which is the main image of all these operations, and that can allows the valorization of the city/water contact.

To finish these study, and before the conclusions, we suggest a general avaliation of the future projects for both harbors, once again focusing the actual situation of both of them in an industrial and recreational point of view.

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To achieve our goals, we had to choose, every since the beginning, one straight methodology, which led us not only to innumerous sources/studies and opinion articles, but also to the consultation of the primary sources and resources, and the conversation with some of the main authors involved in these projects (Some of them in Barcelona, with the help of several conferences promoted by the Master in Urban planning, art, city and society, in Universitat de Barcelona)

To better achieve our objectives, we elaborated a few questions, which we try to respond in the investigation process:

- What is the recent past of the two harbors and what lead to need of their move entire new sections? How can we explain the relation between these moves and the recent recycling processes in the portuary areas?
- Knowing their past, what is the actual dimension of the two harbors (in the industrial/commercial and the recreational point of view)? In which spaces do they operate?

- How do the “substitution” and “adaptation” processes can be examples of different concepts of an urban harbor community?

- In these “new” urban harbor, what type of equipments and services can be offered and how does is public space works? How does it contribute to a new interface between city and port.

- In the case of Port Vell, how is he integrated in the “Modelo Barcelona”? And in Alcântara`s example, can we find any traces of these model?

- With the Knowledge of Barcelona`s case, what is missing in Alcântara for being able to assume itself as a reference waterfront?

- What future can be expected for the two harbors?

- **KEY WORDS**

Waterfront || Commercial/industrial harbor || Urban harbor || Urban Rehabilitation ||  
*Port Vell || Alcântara*

