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INTERNET CONTRIBUTION

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Papers in conference proceedings with scientific refereeing and oral work presentation:

The aim of this selected study is the city and the Aveiro Harbour, being the unique Portuguese city with aquatic canals that connect part of the city with the port area. For a better understanding of the urban change, the latter had existed because of the maritime erosion, that is the reason why it was made a chronologic study of the morphologic evolution of the coast. So, through 18th century the silting of the bar and its moving south created a distance between Aveiro and the sea, thus making navigation precarious.

This location currently conditions the Harbour development, given to the fact that the characteristics of the access canal limit the size of the ships to ten meters draught, thus making anchorage impossible to bigger ships.

The restriction on draught block the development of the Aveiro Harbour if compared to other Portuguese Harbours, in what concerns cargo and passenger transportation. It is relevant to highlight this limitation blocks of people transportation and goods to other continents, the Harbour of Aveiro being thus limited to the final destinations of Europe and Africa.

The overcoming of this limitation must imply a partial cut of the south mole and dredging of the access canal between both moles, so as to allow an increase in the depth of the canal. That is the only possibility for bigger ships to have access to the Aveiro Harbour, allowing cargo transportation to other continents. Due to the installations of chemical industries, the Harbour gradually grew in terms of package cargo to the detriment of container cargo.

Currently, due to the greater presence of industrial liquid and solid bulk, the transportation of container cargo is conditioned by the industry’s lack of specialisation in this sort of cargo. In spite of, there is a project for a new container platform interconnected to the railway lines located in the ZALI terminal whose destination will be the European hinterland (Figure 1).

Figure 1: Logistic enlargement terminal for containers (ZALI).
Source: APA, 2015
The Centre Region of Portugal work as the natural hinterland of the Aveiro Harbour, for which this territory has the greatest influence on the activity of the portuary infrastructure as well as it is also the most influenced region by the Aveiro Harbour.

Land connection here reveals a reasonable development in what concerns the transportation of goods and people, namely by means of the road connection to Spain and the railway connection by means of the North line. The connection to the whole Europe helps the link with multimodal land transportation, through the connection of the Harbour to the North line (Portugal) and the line of Beira Alta (Portugal – Spain).

The Centre Region of Portugal currently presents a dynamic and diversified economic network, benefiting from the presence of the Aveiro University which holds a very important highlighted status in the local, regional, national and international development within the areas of technology and environment. These areas allied to the existent transportation infrastructures in the region make the Centre Region, namely the Aveiro Region, an attractive business area, which contributes to the economic and social development of this territory.

In this scope, the Aveiro University contributes to the development of companies in the fields of telecommunication, namely PT Inovação and SAPO, whose company headquarters are set in the city of Aveiro. Apart from the cargo ships anchored at the Aveiro Harbour, it may be used as an anchorage for cruise ships in the South Terminal (Figure 2). Given that the Harbour is already served by a railway connecting Port-City, a view which may contribute to the economic development of the Aveiro city, by means of the tourist publicity cruises usually offer to any world maritime Harbour.

The tourism will contribute to the cultural, social and economic development of the Aveiro city and surrounding cities, as eg. Ílhavo, contributing for a greater number of visits to the cities, still, short lasting given the fact that tourists have accommodation on board. However, consumption of goods and services during the day propels an economic stimulus for the city, for which these must be reinforced and enlarged to the services connected to cultural heritage.

At the edges of the clusters, the reacquisition of large costal collective areas may be performed offering in such a way spaces for leisure and social and cultural activities. These are areas which operate as central axis including public sidewalks, restaurants and leisure (Portas, 1999).

Various measures and instruments have been applied to a great part of the waterfront development throughout the last decades, which fits the commercialisation of its location applied tourism to the Harbour (cruise Terminal), creating a maritime cultural heritage and organisation of great events which may attract residents and tourists.
The key questions in this investigation is as follows:

- How to increase local benefit to harbours and make these a growth source for the urban economy?
- Which are the policies for portuary cities?

However, clusters are important for maritime domain because port and navigation industries depend on various specialised services (De Langen, 2002; Wijnolst, 2006). The success of maritime clusters contributes for the positive development of harbours and its surroundings. The maritime cluster consists of “all economic activities related to the arrival of goods and vessels” (De Langen, 2004:85). The first subsector of any maritime cluster is its Harbour.

**Bibliography**


