

denies the segregation of the city from the port and instead adopts an inclusive position where both contribute to the physical and programmatic outcome.

The old port plan dates to 1964. This plan was typical for its day and involved maritime harbor works without any consideration for the city. In fact the 1964 plan promoted port expansion at the expense of the urban fabric and involved a major appropriation of waterfront between Prà and Voltri. The 1964 plan was based, erroneously, on the idea that Genoa would not only maintain its port role in the Mediterranean but would improve upon it. The rationalization of industrial and port infrastructure in the 1970s shifted shipping activity away from the Mediterranean basin. The northern European ports grew in influence and Genoa's port fell into decline and eventually decay. The redefinition of port use on the waterfront brought with it a concomitant appreciation for the ancient waterfront. This new attitude accepted the idea of the waterfront as part of an ancient town center. During the 1980s, the town appropriated parts of the industrial waterfront in the Ripa and removed barriers (customs, railway, road) between the port and the city. This revitalized the connections between the ancient core and the water.

In a remarkable reversal of fortune, the 1990s saw Genoa gain the port volume that it had lost over the previous twenty-year period. Because of this, the pressure between the space requirements of the port and the city were again brought into conflict and required the rethinking of port and city relations. Unlike the port plan of 1964, however, this new period of port activity brought with it a new attitude toward conflict resolution between the port and the city. The "Intensa con il Comune" is a policy that defines this new relationship between port and city and outlays a procedure of discussions prior to the adoption of the Port Master Plan. These include obtaining the opinion of the Consiglio Superiore dei Lavori Pubblici, procedures for evaluating the environmental impact, and the overview of the Regione. The Regione reviews and approves the final plan.

In 1996, the development of the Port Master Plan began, the same year as the municipality of Genoa launched the new General Town Planning Scheme. These plans present a unique occurrence that are evidence of a recovered dialogue to overcome long-standing feuds over territorial occupation. The collaborative process is worthy of elaboration. For much of the history of industrial activity in Genoa, the municipality and the port have had a strained relationship. The establishment of a "cultural process," which includes a variety of other players, made the task of establishing a common ground easier. The University of Genoa played an important role in the formation, which led to the creation of the Port Authority Plan Agency. This Agency includes academic staff, researchers, scholars and students. The Plan Agency also collaborates with consultants, including Rem Koolhaas and OMA, Marcel Smets, and Manuel de Solà Morales. The Agency conducts conferences to explore useful comparisons with other planning schemes. The Agency also meets with the Assindustria (Industrial Operators Association and the Port Operators Association), the Chamber of Commerce, the Committee of Users and Operators of the Port of Genoa, the town, province and district councils, and with public administrative bodies such as the Harbor Office and the Customs Office.