

The aim of the port is to develop the traffic line between Europe and Asia. Potential growth areas are in container, passenger, and cruise traffic, and in ship repair. The port is unable to expand along the coast because the town surrounds the existing limits of the port. There exist three possibilities to accommodate any needed expansion. The first is to rationalize the port's use of land to make it more efficient. The second is to recover the area abandoned by manufacturing industries for new port uses. The third possibility is to expand the port seaward through reclamation. It was within these scenarios that the Port Authority Plan Agency procured ideas from Koolhaas, Solà Morales and Smets. The utilization of design concepts imagines the port as a series of complex places and integrates this territory into a complete idea of the city.

The essential components of the New Port Master Plan are the reduction of iron and steel activities in the port, the rationalization of the oil port, the exclusion from the port territory of any new functions that are not compatible with environmental requirements, the creation of three new district parks, and the redevelopment of existing structures over the need for expansion. Many of these considerations deal with how to work with obsolete transportation infrastructure. This debate has included considerations for the redesign of the vehicular links for the port and the city with the goal of generating a functional independence between the two traffic flows. The San Benigo area is a good example of inefficiencies induced by thirty years of poor coordination between the port and the city, the result being the incremental addition of elements in response to particular demands – access roads, links, and lane widenings. The area is in any measure inefficient. The Master Plan acknowledges, in a very intelligent way, that relationships between the port, as the place of goods handling and of production, and the city are governed by different, and sometimes contradictory, rhythms and spatial needs.

The Master Plan divides the city into six areas – Voltri-Prà, Pegli-Multedo-Sestri, Cornigliano-Airport, Sampierdarena, Porto Antico, and the last is the area of Naval Repairs – Fiera-Piazzale Kennedy. The design schemes mentioned earlier deal with specific areas. Manuel Solà Morales' scheme for the Naval Repair District deals with a linear space that borders the port and the city. The scheme aims at a sectional separation of uses. The project suggests making use of the highest difference between the city and the docks by having urban traffic operate at the higher level and allowing industrial traffic and functions to occupy the space below.

The OMA proposal for the waterfront between Porto Antico and the Lanterna was similarly developed. It creates a great balcony overhanging the docks, which might become a suspended park connecting city landmarks, the ancient port, the new ferry terminal and the Lanterna. The OMA proposal suggests a direct connection between the ancient city and the sea. At the Darsena, the scheme introduces wedges of program that cut across linear boundaries, and provide moments of attraction to the water's edge.

Marcel Smets' scheme for the Cornigliano-Airport area deals with infrastructure improvements and a goods processing center to replace an existing hot-working steel plant. The scheme refocuses the hierarchical relationship between the main axis of road flows, the intersection