

Shanghai, likewise, is a city in transition from an industrial foundation to one where issues of city quality are becoming critical.

Martin Millsbaugh reflects on his twenty-five years of delivering waterfront projects in "Waterfronts as Catalysts for City Renewal." The Baltimore Inner Harbor Redevelopment is an iconic waterfront project. It was the flagship for Baltimore's renaissance from being another part of the rust belt surrounding Washington, DC to becoming a major destination on the eastern seaboard of the United States. He outlines the essential aspects of his Baltimore experience, and explores the role of capital in waterfront development. The urban waterfront, as postcard view, has the ability to shape an image for a city, to add value to city economies, and create desirability. Millsbaugh argues that the delivery system for these types of projects is critical. In the Baltimore case, the establishment of a private, single purpose, no stock corporation contracted to manage the development process was the key to Baltimore's ultimate success.

Alfonso Vegara elaborates on the role of waterfront redevelopment as a catalyst for new social relations in the city in "New Millennium Bilbao." Vegara describes the redevelopment process of Bilbao and focuses on the importance of the Nervión River. The Nervión River, once a physical and social barrier in the city, has become an axis of urban development for the entire city region.

Recent decades have witnessed substantial changes in port-city and city-port-region relationships. With changes in the nature of port operations and infrastructure, ports have been shifting to deepwater locations in order to maintain their competitive advantage. Such moves cause major changes in port and urban relations and influence the environments of coastal zones. Richard Marshall deals with the changing nature of this relationship in "Modern Ports and Historic Cities," through an examination of Genoa and Las Palmas de Gran Canaria.

The modern port has become a more complicated infrastructure. With changes in international transport, leading toward intermodalism and multimodalism, the port has lost its central position as focus of transportation and modal transfer. Instead, there are many such locations in the city-region. Ports must adapt to changing conditions and competition. The changing nature of port functions and the role of transportation have critical consequences for urban environments (Hoyle, 1996: 3). Historically the administrative functions of modern ports and cities have been completely separate. Zones of overlap have been the battleground of modern planning in many cities. Often ports fear that urban development, particularly waterfront housing, will influence and restrict essential port operations. Likewise, cities fear that an increase in port business will create more traffic and noise in residential areas.

"Modern Ports and Historic Cities" deals with the nature of those changes in two locations: Genoa and Las Palmas de Gran Canaria. These port cities provide two examples where these conflicts continue to influence the form of the city. Genoa is a case of enlightened relationships between the Port Authority and the Municipality. Las Palmas is somewhat more the norm. Both, however, shed light on the nature of this relationship and the importance of it in shaping the urban condition. Of particular importance to Marshall's investigation is the influence on the