

Seabus line, linking the Downtown with the northern coast of Burrard Inlet in north Vancouver. Of great importance is the stress that a large city such as Vancouver has placed on the theme of waterborne transport, which is treated in textbook fashion in terms of its use and in the "creativity" of its development. On the other hand, Canada Place represents a consistent and daring example of a complex structure that can host activities closely related to both marine affairs and urban matters in a formal and exemplary synthesis. Granville Island has demonstrated an admirable capacity to restore life to a run-down zone, basing the design on an unusual combination of activities, mixed but distinct, resulting in a new and convincing arrangement for the island.

In Sydney as well, the long wave of waterfront redevelopment has led to interesting outcomes with plenty of novelties. The impact of the realization of Darling Harbour and the redevelopment process of the whole city was fundamental, not only for the dimension of the project itself, and the strategic position of the site, but essentially because the undertaking acted as a powerful renewal thrust for the entire zone west of the city. This process was concluded with the complex preparation for the 2000 Olympic Games at Homebush Bay.

Darling Harbour was the model for many other projects as it had a positive effect on the choice of combining different activities, even though there are differing opinions on the decision to create a district that mainly attracts occasional visitors in contrast to residents. However, there is no doubt that the Darling Harbour project has been a success. As a result, nearby redevelopment initiatives have been launched with the aim of bringing quality to the residential fabric of important zones such as the districts of Pymont and Ultimo.

In the meantime, on the international stage of waterfront redevelopment, other significant operations have taken place such as the Victoria & Alfred Waterfront in Cape Town, Puerto Madero in Buenos Aires, and the Barcelona seafront – these in addition to the celebrated projects in London's vast Docklands area, the Eastern Ports in Amsterdam, and Kop Van Zuid in Rotterdam. In reality, however, there are numerous interesting cases to be found in cities all over the world; some of the more inventive and experimental confirm that much can still be done in the field of waterfront redevelopment. One marvelous example comes from a city that is not usually thought of as having a waterfront, but which is closely linked to water due to the presence of two rivers and lakes inside the urban fabric: Berlin. A redevelopment experience has been under way for several years now, involving old industrial areas in direct contact with the water, thanks to a public company, Wasserstadt. With reference to results obtained elsewhere, but especially through the promotion of in-depth reflection on all the aspects concerning waterfront projects and alongside concrete action in the field, it is involving operators and experts from all over the world. In my opinion this is the most appropriate way to deal with the exciting challenge which is presented by land and water in cities over the coming years.