



TEMPorary USes as start-up actions to enhance port (in)tangible heritage

D3.2.2 – REPORT INCLUDING DATA SHEETS ON PORT HERITAGE

European Regional Development Fund

www.italy-croatia.eu/tempus



Document control

Deliverable	D3.2.2 – Report including data sheets on port heritage	
Due month	M18	
Delivery date	29.09.2020	
Document status FINAL		
Authors L. Laghi (CertiMaC), M. Morganti (CertiMaC), M. Santandrea (CertiMaC)		
Reviewers	ITC-CNR	

Revision history

١	/ersion	Date	Author(s)	Comments
	V1.0	03.10.2019	L. Laghi, M. Morganti, M. Santandrea	First Draft
V1.0		24.09.2020	ITC-CNR	General draft review





INTRODUCTION

The present Report collects the results of the mapping activities performed in the three pilot cities (Solin, Ravenna and Rijeka). In total, 64 Cultural Heritage (CH) elements were mapped using a common template, shared among the partners. 20 CH elements were mapped in Solin, 24 CH elements were mapped in Ravenna and 20 CH elements were mapped in Rijeka.

Each data sheet consists of simple and shared criteria that allow to accumulate descriptive information and to acknowledge hidden or neglected Cultural Heritage worthy to be valorized. Through these criteria, it is also possible to understand to what extent a building/area could be used for temporary activities, as well as the degree of possible mutual relations among each other.

The aim of the mapping is to evaluate the convenience to regenerate/reactivate a Site through Temporary Uses (TUs). At this extent, some of the criteria employed in the CH mapping includes a score, assigned on the basis of the answer selected. Therefore, for each CH elements, it is possible to determine a final weighed score (obtained from the sum of the different criteria analyzed) that provides a ranking in order to identify the most promising sites in which to implement TUs. Following this procedure, it was obtained a unified database that collect all the mapping information related to the TEMPUS cities (Solin, Ravenna and Rijeka).

The present documents is divided into three main sections:

- Definition of the Cultural Heritage (CH) elements;
- Description of the CH "historical value" and results of the mapping activities;
- Analysis and validation of the scoring system.

1. DEFINITION OF THE CULTURAL HERITAGE ELEMENTS

In each pilot cities, Cultural Heritage Elements were selected based on their connection with port heritage and the historic value they have with respect of the city they belong to. CH elements mapped in Solin, Ravenna and Rijeka are summarized in Table 1, Table 2 and Table 3, respectively. Their location is shown in Figure 1, Figure 2 and Figure 3, respectively.



Number of the CH element	Name of the CH element	Construction Era
01	Archeological park Salona	Roman Era
02	Gradina	Late Antique Era
03	Historic Center of Solin	Roman Era
04	Vranjic peninsula	Medieval Era
05	Reception Building at railway station Solin	Contemporary Era
06	Reception building with ancillary building at Solin railway station	Contemporary Era
07	Classification yard	Contemporary Era
08	"Salonit" factory	Contemporary Era
09	Majdan cultural center	Contemporary Era
10	Bunkers	Contemporary Era
11	Brewery Area	Contemporary Era
12	Mravinci marl quarry	Contemporary Era
13	Vranjic quarry	Contemporary Era
14	St. Kajo cement factory	Contemporary Era
15	Coca-Cola bottler	Contemporary Era
16	Vranjic shipyard	Contemporary Era
17	INA tanker berth	Contemporary Era
18	INA fuel tanks	Contemporary Era
19	Factory settlement Majdan	Contemporary Era
20	Factory settlement St. Kajo	Contemporary Era

Table 1. List of the 20 CH elements mapped in Solin.



Number of the CH element	Name of the CH element	Construction Era
01	Magazzino Ex Sir	Contemporary Era
02	Fabbrica Vecchia Ex Marchesato	Modern Era
03	Capanno Garibaldi	Contemporary Era
04	Idrovora Fagiolo	Contemporary Era
05	Faro Marina di Ravenna	Contemporary Era
06	Piattaforma Angelina	Contemporary Era
07	Torraccia	Medieval Era
08	Antica Linea di Costa	Medieval Era
09	Bagni del Clero	Medieval Era
10	Mura di Classe	Late Antique Era
11	Moli di Classe	Late Antique Era
12	Monumento Marinai	Contemporary Era
13	Mercato del Pesce	Contemporary Era
14	Ex magazzini Pansac	Contemporary Era
15	Darsena dei velieri	Modern Era
16	Silos Granai	Contemporary Era
17	Idrovora San Vitale	Contemporary Era
18	Ponte Augusto	Roman Era
19	Pozzi di via Morigia	Roman Era
20	Campanile Chiesa SM Porto Fuori	Medieval Era
21	Fossa Augusta	Roman Era



22	Porto di Metello	Roman Era
23	Porto Augusto	Roman Era
24	Magazzini Porto di Classe	Late Antique Era

Table 2. List of the 24 CH elements mapped in Ravenna.

Number of the CH element	Name of the CH element	Construction Era
01	Kantrida	Contemporary Era
02	Torpedo	Contemporary Era
03	Kapela sv. Ivana Nepomuka	Modern Era
04	Dead Canal	Modern Era
05	Lighthouse Mlaka	Contemporary Era
06	Porto Barros	Contemporary Era
07	Jadranska plovidba	Contemporary Era
08	Port Warehouse IIIb	Contemporary Era
09	Traction Maintenance Depot	Contemporary Era
10	Port Warehouse n°17	Contemporary Era
11	Hotel Emigranti	Contemporary Era
12	Metropolis	Contemporary Era
13	Steamer Uragan	Contemporary Era
14	Matteo Skull Foundry and Mint	Contemporary Era
15	Oil Refinery	Contemporary Era
16	Paper Mill	Contemporary Era



17	Pharm. And Cosmetic Lab. Alga	Contemporary Era
18	Vidikovac Water Reservoir	Contemporary Era
19	Railway Bridge	Contemporary Era
20	Petroleum Port	Contemporary Era

Table 3. List of the 20 CH elements mapped in Rijeka.



Figure 1. Location of the 20 CH elements in Solin.



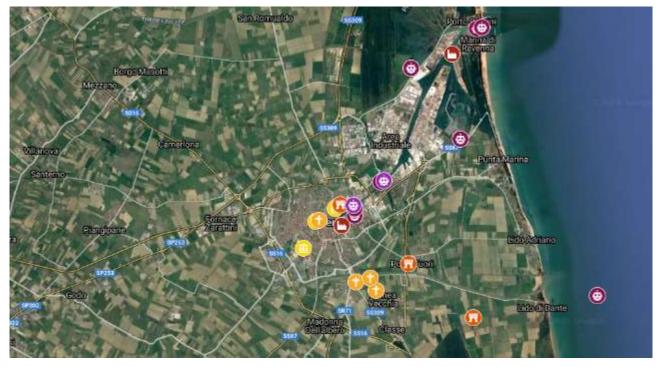


Figure 2. Location of the 24 CH elements in Ravenna.



Figure 3. Area that includes the 20 CH elements of Rijeka.



2. DESCRIPTION OF THE CH "HISTORICAL VALUE" AND RESULTS OF THE MAPPING ACTIVITIES

This section is divided in two sub-sections.

In the first sub-section, a brief description about the historical value of CH elements is provided for each pilot city. Additional information about the mapped elements can be found in Annex A, where the full data sheets are listed.

In the second sub-section, the results of the mapping activities in terms of score are presented.

2.1. SOLIN

ARCHAELOGICAL PARK SALONA

Value of the site: The ancient Salona was the capital of the Roman province of Dalmatia. Its favourable geographic position allowed a quick development of the town into a prosperous city. The most impressive Salonitan structure - the amphitheatre - was erected in the second half of the 2nd century, along with the public baths and an aqueduct. A particularly significant period in the city's history was the reign of Emperor Diocletian, during whose rule a great number of splendid buildings were erected, the forum, temples, thermae and an annex to the amphitheatre. The most glorious period in the Salonitan history began with the Milan Edict of 313 A.D., allowing free practice of the Christian faith. A powerful Christian community developed and numerous churches were built. The invasions of the Avars and Slavs in the early 7th century marked the end of Salona forcing the residents to flee to the off-shore islands or the nearby Diocletian's Palace which later developed into the nucleus of Split in the Middle Ages. Along the eastern walls of the ancient Salona, a Croatian settlement Solin sprang up that was soon to become one of the most important centres of the medieval Croatian state.





Figure 4. Location of the Archaelogical park Salona.



Figure 5. Archaelogical park Salona: Basilica Urbana and Roman Amphitheatre.

• GRADINA

Value of the site: Among the remains of the Solin buildings, of particular interest is the complex known as Gradina (Hill-Fort), next to the very river and the Roman town's eastern walls. A church of an unusual ground plan, built over the Roman époque remains, is today situated within a medieval fortress. This was built, according to some authors (F. Bulić and Lj. Karaman), by the Split archbishop Ugolino de Mala Branca (1349-1388) to protect the people of Split from the people of Klis. Today, it is in a fortress built during the Venetian-Turkish wars, in the 16th century



(<). It was researched in 1909-1911 and again in 1923-1925, its ground plan and volume have recently been presented in drawings by J. Marasović, which is a convincing reconstruction. The church was for the first time correctly dated to the time of the Byzantine emperor Justinian (527-567) by M. Prelog, some fifty years ago.



Figure 6. Location of Gradina.



Figure 7. Gradina.

• HISTORIC CENTER OF SOLIN

Value of the site: Historic center of Solin is positioned on the eastern side of ancient Salona, and is also one of the most important early Medieval centers of Croatian culture. With time its



importance decreased in favor of Split. Nonetheless, it has multiple important cultural and historic sites. Also, it is presumed to be a place of other survey significant archeological sites.



Figure 8. Location of Hisotric Center of Solin.



Figure 9. Hisotric Center of Solin.

VRANJIC PENINSULA

Value of the site: Vranjic is a small inhabited island with active seafront, connected with mainland via causeway. Place is picturesque, localy often called "Small Venice". It was first inhabited, most probably, during the Late Bronze Age. Present day settlement has continuity after 1650. when new inhabitants were settled as garison and means of defence against Turkish incursions.





Figure 10. Location of Vranjic Peninsula.



Figure 11. Vranjic Peninsula.

• RECEPTION BUILDING AT RAILWAY STATION SOLIN

Value of the site: This was a reception building made during Austro-Hungarian Empire. It was made as a part of railway route intended to connect Split and Sarajevo. However, railroad was never finished past Sinj. It was colloquially called "Rera". This reception building was made in 1901-1902. It's typologically simmilar to other reception buildings on the route from this period.





Figure 12. Location of Reception Building at Railway Station Solin.



Figure 13. Reception Building at Railway Station Solin.

RECEPTION BUILDING WITH ANCILLARY BUILDING AT SOLIN RAILWAY STATION

Value of the site: This was a reception building made as part of railway route connecting Split and Siverić, and later rest of Europe. Building was built in 1877. It's typologically simmilar to other reception buildings on the route from this period.





Figure 14. Location of Reception Building with ancillary building at Solin railway station.



Figure 15. Reception Building with ancillary building at Solin railway station.

CLASSIFICATION YARD

Value of the site: This classification yard was built as a expansion of railway route connecting Split and the rest of Croatia. It was important for sorting vagons carying various goods thorough and to Solin and Split ports, terminals, shipyards and industrial facilities. With change of logistical transportation this classification yard has lost much of it's importance. Now it is oversized and is a potential brownfield site.





Figure 16. Location of Classification Yard.



Figure 17. Classification Yard.

• "SALONIT" FACTORY

Value of the site: This is a site of archeological remains of basilica and church of St. Peter. Also, many tombstones were found which suggests that there was a early christian burial ground at the site.

First industrial and port facilities, intended for storage and shipment of cement from the nearby Majdan factory, were built from 1909-1921, along with the railway connecting them. Asbestos factory "Salonit" was found in 1921 and existing facilities were expanded to accommodate the



production of asbestos prefabricates. Use and manufacture of asbestos products in Croatia was banned in 2006, production was halted and factory was subsequently closed. Since then, factory site is in disrepair and is partialy used as storage area.



Figure 18. Location of "Salonit" factory.



Figure 19. "Salonit" factory.

• MAJDAN CULTURAL CENTER

Value of the site: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908.

In accordance with the post-war social paradigm the Culture center was built in 1954. The Cultural centre has a dance and cinema hall, a meeting room, a library and a reading room, raising the standard of cultural and social functions in Majdan, but also in the wider Solin region. We can credit the designs to architect Franjo Buškariol who, along with the enclosed



settlements, formed a new square, creating an architectural structure that stands out among the contemporary buildings of social purpose built for the Dalmatian cement factory. The building was burnt at the beginning of the 1990s and has not been integrally renovated to date. Its architectural value and potential of renovation have been actualized by recent urban transformation processes in the surrounding area.



Figure 20. Location of Majdan cultural center.





Figure 21. Majdan cultural center.

• BUNKERS

Value of the site: These bunkers have been made during the first half of twentieth century as a part of a security network intended to guard major connections leading to Solin and Split, mportant infrastructuer and port/terminal areas.



Figure 22. Location of Bunkers.





Figure 23. Bunkers.

• BREWERY AREA

Value of the site: Brewery area is built in the latter half of 20th century. It was located in the coastal area within an industrial zone. Since its establishment, brewery has had an significant economical importance for the workers, who are mainly local residents.

Brewery was intentionally located in the coastal harbour area with direct acces to harbor facilities and infrastructure. These facilities include a large crane, for loading and unloading the cargo, and silos for storage of cereals which are used as a raw material for beer production.



Figure 24. Brewery Area.



MRAVINCI MARL QUARRY

Value of the site: This was formerly exploited marl quarry. When exploatation stoped it was filled with variety of hazardous materials like asbestos. Today area is remediated and used for shooting practise.



Figure 25. Mravinci Marl Quarry.

• VRANJIC QUARRY

Value of the site: Area is a remediated marl quarry. Many residents used to work and live in the close vicinity of the quarry. It was a major source of raw material for cement production that ecnomically developed the area. Today it is publicly used for sports and recreation (mainly football).



Figure 26. Vranjic Quarry.



• ST. KAJO CEMENT FACTORY

Value of the site: This is a site of one of the two largest cement factories in the region. It was built at the begining of twentieth century, and was upgraded as the production process was technologicaly improved. In the past it was the most prominent "company" in Kastela bay area, and also a workplace for a large majority of the local residents. Alongside factory numerous aditional buildings for employees were built, such as dormitories, mess halls, cultural centers, etc. Today, St. Kajo cement factory employs only a fraction of former workforce but it still has significant economical and spatial presence.

There is a continuous conveyor belt from the marl quarry to the factory. Factory is located near the coastline to reduce the shipping costs. It has functioning operating coast with wharf for cargo ships and loading cranges for large weight and volume cargo.



Figure 27. St. Kajo Cement Factory.

• COCA-COLA BOTTLER

Value of the site: This industrial complex was originally erected as bottlery (manufacturing plant). Today, it is used as storage and distribution center. Positioned on top of the hill, it is highly visible part of Solins skyline.





Figure 28. Coca-Cola Bottler.

• VRANJIC SHIPYARD

Value of the site: This is a site of archeological remains of basilica and church of St. Peter. Also, many tombstones were found which suggests that there was a early christian burial ground at the site. Currently this area is used as a shipyard for renovation and building of smaller ships. There is a slipway for launching ships in to the sea, and there are also wharfs for docking the ships.



Figure 29. Vranjic shipyard.



INA TANKER BERTH

Value of the site: This site is berth, which is a part of loading and unloading operations of fuel and gas for INA. INA or "Industrija nafte", is a Croatian multinational oil company. INA Group has leading role in Croatia's oil business, a strong regional position in the oil and gas exploration and production, oil processing, and oil product distribution activities. As such this location has high importance in oil supply for a wider area.



Figure 30. INA tanker berth.

• INA FUEL TANKS

Value of the site: This site is occupied by 5 large silos varying in size, which are a part of loading and unloading operations of fuel and gas for INA- Industrija nafte. As such, this location has high importance in oil, fuel and gas supply for a wider area.



This is a significant site in a maritime tanker network of oil, fuel and gas supply.

Figure 31. INA fuel tanks.



FACTORY SETTLEMENT MAJDAN

Value of the site: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908. There was a great need for workforce housing, so several, typologicaly near identical buildings were built. Though today some of this housing is not to the living standard, in the past it was home to significant part of workforce for extended period of time.



Figure 32. Factory settlement Majdan.

• FACTORY SETTLEMENT ST. KAJO

Value of the site: With the founding of the St. Kajo cement factory and its later development there was also a great need for workforce housing and other amenities. Multiple housing buildings were built, alongside office buildings and even a small cinema ("culture home"). Buildings in this settlement are typologically and stylistically differing. Quality of construction is also not on the same level for all the buildins. Though today some of these buildings are not to the living standard and are partly ruinous, in the past it was home to significant part of workforce for extended period of time.





Figure 33. Factory settlement St. Kajo – Housing Type 4.



Figure 34. Factory settlement St. Kajo – Housing Type 2.



2.2.RAVENNA

• MAGAZZINO EX SIR

Value of the site: The building was made in 1956, and consist in a single space with dimensions equal to 175 m (length) x 30 m (width), with a parabolic vault with a maximum height equal to 17,35 m. The building was used as a warehouse for storage of chemical fertilizers for agriculture. From 1980 it was used as a warehouse for construction materials and then aboandoned.

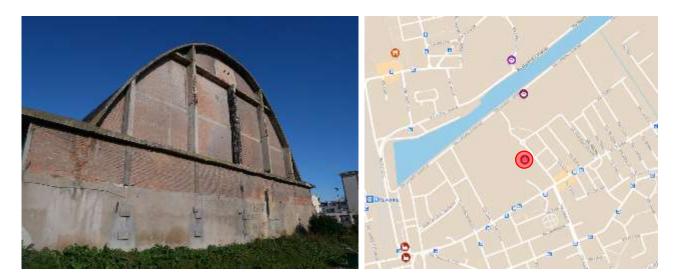


Figure 35. Magazzino Ex Sir: Front view and location.



Figure 36. Magazzino Ex Sir.



• FABBRICA VECCHIA EX MARCHESATO

Value of the site: Built in 1764 on a project by Antonio Farini, it was a building that performed public functions in relation to port activities and was known as the "Casa della Sanità". In 1765 the Marquis Cavalli built another building next to the "Casone" which from then on became the "Fabbrica Vecchia" to distinguish it from the "Fabbrica Nuova" of the Cavalli marquises which was used as a warehouse, tavern and tax office for the marquises. Hence the name the "Marquisate". At the end of the 19th century the building was used as the seat of the Harbor Master's Office, but following the development of the port structures the garrison of the old factory was gradually abandoned.



Figure 37. Fabbrica vecchia Ex Marchesato: Main view and location.

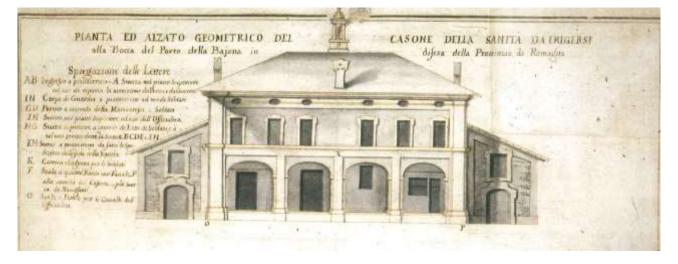


Figure 38. Fabbrica vecchia Ex Marchesato: Historical front view.



CAPANNO GARIBALDI

Value of the site: Capanno was built in 1810 as a hunting refuge; in 1844 it was rebuilt in masonry after a fire. In 1849 it became a refuge for G. Garibaldi who, fleeing from Rome, tried to reach Venice and therefore was hidden in Romagna to escape the Austrians. The shed thus became one of the places of the Garibaldian "drawing" and later, also a monument of the city of Ravenna, as it was placed under the protection of the Soprindendenza. It is in good condition and is currently managed by an association that promotes it through initiatives and events.



Figure 39. Capanno Garibaldi: Main view and location.



Figure 40. Capanno Garibaldi: Front view and side view.



IDROVORA FAGIOLO

Value of the site: The "Idrovora Fagiolo" was built by the "Consorzio di Bonifica" at the beginning of 1900, apparently in 1901, during an important reclamation operation in the Ravenna area. Within about 30 years, the Consortium built various plants, including the gravel ditch, Madonna del Pino in Cervia, the Rasponi plant in Punta Marina and S.Vitale in Marina di Ravenna. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.



Figure 41. Idrovora Fagiolo: Main view and location.



• FARO MARINA DI RAVENNA

Value of the site: The lighthouse of Marina di Ravenna was turned on for the first time on 12/06/1862, the so-called lighting period of the lighthouse, and is an integral part of the infrastructure of the San Vitale port, still in use today and together with the control tower of the port pilots and the maritime horn is one of the reference points for accessing the port area.



Figure 42. Faro Marina di Ravenna: Main view and location.



Figure 43. Faro Marina di Ravenna: Historical view.



• PIATTAFORMA ANGELINA

Value of the site: The Angelina platform is part of the first group of extraction platforms built in the early 1970s and remained in operation until the early 2000s and was one of the main coastal extraction wells present on the national territory.

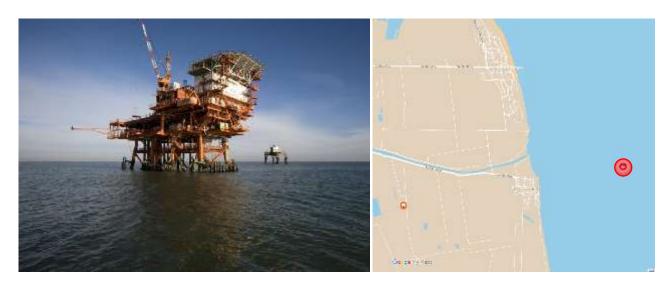


Figure 44. Piattaforma Angelina: Main view and location.



• TORRACCIA

Value of the site: The Torraccia is what remains of the coastal watchtower which, at the time of construction, was located at the Candiano port entrance, in the south of Ravenna. This port was built in medieval times at the mouth of the Candiano stream, which connected the sea to the Candiana Valley (later called Standiana), the large marsh near the Classe pine forest. The construction of the tower of the Candiano port, known as Turaza, was commissioned by Cardinal Paolo Savelli in 1667. It was the seat of a garrison that controlled the coast preventing unwanted landings and signaling suspicious or enemy boats to the coastal defense system. It was also called Sanità tower, for the sanitary control that was carried out on the crews of the boats.



Figure 45. Torraccia: Main view and location.



Figure 46. Torraccia.



• ANTICA LINEA DI COSTA

Value of the site: About the port framework, the place shows the position of a stretch of the ancient coastline and than an area in which boats, goods and people moved in ancient times. The position is obtained from the ancient lighthouse at the Theoderic's mausoleum during the medieval age.



Figure 47. Antica Linea di Costa: Main view and location.



BAGNI DEL CLERO

Value of the site: The site is part of the port theme because of the ancient presence of water. The main ports of the ancient Ravenna were connected by roads intertwined with the intricate system of canals inside the city. These canals and rivers allowed the population to move and reach various places, as happens nowadays in Venice. The waters were therefore a connection system as much as the ports, but at the same time they allowed to keep structures, like the bath, operating.



Figure 48. Bagni del Clero: Main view and location.



• MURA DI CLASSE

Value of the site: The site evokes the ancient walls of Classe, a space near Ravenna intended for a specific function: a port city. Within these walls goods and people arrived, ships docked and sailors lived there. Over the centuries Classe was always a port and the walls from the fifth to the tenth century maintained their defensive function.

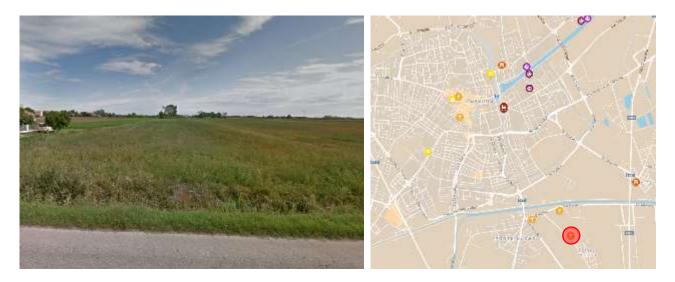


Figure 49. Mura di Classe: Main view and location.



• MOLI DI CLASSE

Value of the site: The site plays a significant role in the port framework because it represents one of the main port evidences: the docks. The docks overlooked a basin of water connected to the sea and allows to understand how goods and people moved. It is necessary to imagine the densely populated structures where busy people loaded the products on the boats and concluded the exchange talks.



Figure 50. Moli di Classe: Main view and location.



MONUMENTO MARINAI

Value of the site: The monument to the Sailor of Ravenna is the work of the sculptor Giannantonio Bucci of Ravenna. It was built in 1963 by the ANMI (National Association of Italian Sailors) and located near the monumental cemetery with its gaze facing south-east, near the entrance to the city dock, located there to greet the merchants who they passed through it as a sign of protection. The monument is made of travertine and has an inscription which is the incipit of the Sailor's prayer, written by Fogazzaro in 1901 "To you, great eternal God, whom the winds and waves obey." The monument is located near the quay leading to the monumental cemetery and a staircase that brings the quay closer to the water, as well as being immersed in the "pinetina", a residual fragment of the pinewood cordon reduced during the industrial expansion of the commercial port at the end of 1800.



Figure 51. Monumento Marinai: Main view and location.



Figure 52. Monumento Marinai: Surrounding Area.



• MERCATO DEL PESCE

Value of the site: the former fish market was built in 1939 in place of an old artifact from the 1920s in iron and sheet metal. It was immediately considered as one of the most modern sales structures in Italy, above all due to the presence of an electromechanical rod system that allowed faster sales and with fewer complaints that took place in the large amphitheater hall which buyers accessed. Until the Second World War, the Marina market was of national importance, with over 100 fishing boats accessing the pier every day. Gradually, with the replacement of the sailing boat with motor boats and with the industrialization of a good stretch of the Candiano Canal, many fishing families moved to nearby markets (Cesenatico, Chioggia, Cervia, Rimini, etc.) and the related market of Marina will decrease dramatically, until the total decline in the 70s.



Figure 53. Mercato del pesce: Main view and location.



• EX MAGAZZINI PANSAC

Value of the site: This building was built in 1905 as a Romagna hemp factory and was used for the production of jute bags for almost all the sugar factories in northern Italy. The first changes took place after the first 15 years of activity, the plant was already transformed for the first time into a jute factory, by Montecatini, intended use which it held until 1970.

The building, especially in the part towards the canal, is characterized by decorative brick motifs. In the period between 1938 and 1940, the central body undergoes changes: the director's villa and some houses for employees are annexed to this central structure.

After 1970, the plant was again converted to the production of PVC and polyethylene.

In 1972, it was taken over by Pansac s.a.s., by Donato Jacopone, while in 1980 it was acquired by the Lori group and became Nuova Pansac s.p.a. Following the bankruptcy of Nuova Pansac, the factory is leased by the employees and the business continues under the current name of Raviplast.



Figure 54. Ex Magazzini Pansac: Main view and location.



DARSENA DEI VELIERI

Value of the site: the Darsena Bidente, built at the end of the Corsini Canal, occupied the old course of the Bidente drain and ran parallel to the railway and at the top it touched the church of San Simone and Guida. It was in communication with the Bidente drain through two arches near the bridge in via "al Candiano" which led to the double-level docks that allowed the mooring of both wooden sailing ships and steamers at a later date depending on the tides. At the end of the 19th century, almost all port activity took place to the right and left of this dock which houses the port warehouses designed in 1780 by Camillo Morigia. In this area there were also taverns and inns and it was the beating heart of the commercial and productive activity of the port.



Figure 55. Darsena dei Velieri: Main view and location.

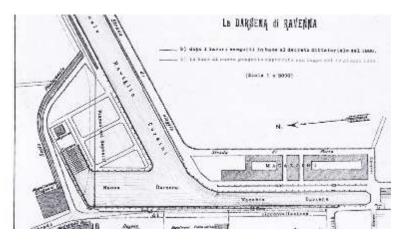


Figure 56. Darsena dei Velieri: Historical Map.



• SILOS GRANAI

Value of the site: The Silos Granari del Candiano company was founded in 1925, and following this constitution three buildings were erected, in place of the Portland cement factory. A two-storey building, on the corner of via Montecatini and via Manfredi, housed the caretaker's offices and accommodation.

On the back are the two ex-warehouses of industrial archeology of imposing dimensions, linked to the storage of cereals and grains: the first consists of a large room with a brick vault with tie rods, buffered on one side by a facade characterized by a series of pilaster strips in relief. The second warehouse, built in 1933, is fragmented into 4 bodies, with a perimeter structure in masonry, internally divided by reinforced concrete pillars. The warehouses have always been used as a grain store, although over time they have been modified to facilitate the handling of products. The two warehouses were internally connected to the Canal by conveyor belts, which still characterize the fronts, despite the evident state of decay.



Figure 57. Silos Granai: Main view and location.



• IDROVORA SAN VITALE

Value of the site: The San Vitale dewatering pump was built by the Reclamation Consortium at the beginning of 1900, in 1932 during an important reclamation operation in the Ravenna area. In about 30 years, the Consortium built various plants, including that of the Fagiolo, Fosso gravel, of Madonna del Pino in Cervia, and the Rasponi plant in Punta Marina. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.



Figure 58. Idrovora San Vitale: Main view and location.



• PONTE AUGUSTO

Value of the site: This bridge was an important link between two parts of the city divided by a stream. The choice of this point of interest wants to recall, with a single element, a much wider reality of a city characterized by the constant presence of water. The waterways allowed, as well as bridges, the movement of people and goods throughout the city. We must imagine how the goods of the port were stored in the warehouses of the city, and then be distributed thanks to streams connections or bridges. In addition, the rivers that flowed in the city of Ravenna were a direct connection with the sea and the bridge wants to recall waters flowing and connecting distant inland areas.



Figure 59. Ponte Augusto: Main view and location.



• POZZI DI VIA MORIGIA

Value of the site: The role of the site in the port framework is very significant because many materials, found during excavations (which did not bring to light structures, but only mobile artifacts), were imported. Many ceramics, for example of Greek origin, were transported by ship to one of the ports of Ravenna and then traded and distributed in the city. The site evokes a commercial flow of ceramic vessels that through the port and the sea reached the city.



Figure 60. Pozzi di via Morigia: Main view and location.



CAMPANILE CHIESA SM PORTO FUORI

Value of the site: This site represents the ancient mouth of the Bidente river in the south of Ravenna, where was built a port. In fact, the difficult management of the marshy territories and the hydrographic network in which the port of Classe was located, meant that between the VIII and IX Century A.D. the main port center of the city was in Porto Fuori: a name that still evokes the function for which the place was intended. In this place around 1100 a.D. some monks built a church to house an icon arrived in Ravenna thanks to the connections with Constantinople.



Figure 61. Campanile Chiesa SM Porto Fuori: Historic view and location.



• FOSSA AUGUSTA

Value of the site: Regarding the topic of the portuality the Fossa Augusta played a fundamental role in maintaining drained the city of Ravenna and therefore allowed the terrestrial connections with the ports, it was also a channel navigable by small boats. This Roman infrastructure allowed the drainage of water far from the city and at the same time it was a connection with distant areas, as evidenced by the survival of some streets that bordered it. During the centuries the Fossa Augusta has always been maintained, up to the important land reclamations of the XVIII century.



Figure 62. Fossa Augusta: Location.



• PORTO DI METELLO

Value of the site: The site evokes the ancient Port of Metellus, where probably in 80 b.C. the soldiers of Metellus (allied with Silla) fired. It is one of the many ports of the city of Ravenna. This port was built before the great Augustan port and remained in use until at least the V century AD, but some maps of the city show that the waterways and the mouth of the ancient port had to be visible even in the XVI century. Some archaeological excavations have identified in this place the containment walls of the embankments of the port and the presence of palisades. It was a very large port that probably occupied the area of the railway station. The basilica of San Giovanni Evangelista shows the extension of the port, because Galla Placidia wanted to build this church on the docks as a votive offering to escape a shipwreck.



Figure 63. Porto di Metello: Main view and location.



• PORTO AUGUSTO

Value of the site: In this place was built the ancient port wanted by Augustus for the city of Ravenna, currently the structures are buried, but the site allows to evoke one of the numerous port realities of the city of Ravenna. It's impossible to determine with certainty how long this port was used, but from the imperial age it probably came up to the late antiquity.



Figure 64. Porto Augusto: Location.



MAGAZZINI PORTO DI CLASSE

Value of the site: The site of the Classe port, and in particular the warehouses, evoke the possibility of the ancient landings to store goods and materials. These warehouses had a long life and when the port was covered up they were transformed into private houses.



Figure 65. Magazzini Porto di Classe: Main view and location.



Figure 66. Magazzini Porto di Classe.



2.3.RIJEKA

• KANTRIDA

Value of the site: Small port near the city centre right next to football stadium Kantrida. It lacks great architectural or artistic value but it represents living mediterrannean maritime culture and intangible heritage. It still serves its original purpose for the local community through the recreational fishing club SRD KANTRIDA. It has a mole and a lot of colourful wooden magazines still used by the local community.

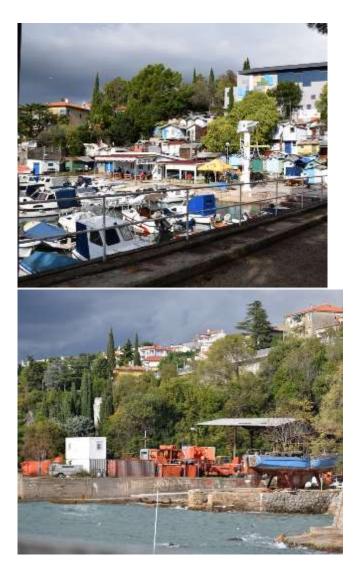


Figure 67. Kantrida.



• TORPEDO

Value of the site: Industrial complex of the first torpedo factory in the world. The first torpedo was made in 1866. and through it Rijeka found its place at the top of the global industrial innovation and production of the time. As for the preserved architectural spaces of the factory, we should mention Villa Whitehead as the most representative administration building of the company, the hall complex with production facilities, the warehouses made of reinforced concrete as well as the launching pad itself. All the projects were designed by renowned architects Giacomo Zammatio, Giovanni Maria Curet and others. The factory, although in substantially altered form, continued to exist until the 1990s. The last torpedo was produced in 1966, after which the plant started producing diesel engines and tractors.



Figure 68. Torpedo.



• SV IVAN NEPOMUK

Value of the site: This building has a continuity of over 300 years. It has an octagonal floor plan and it was built by the Jesuits in 1717. The border between the Kingdom of Italy and the Kingdom of Yugoslavia between two world wars passed right through the Chapel which served as a communication point for citizens on both sides of the border. After the War Destruction and the Liberation of Rijeka in 1945, the construction of the demolished bridge and square began and the chapel was removed in 1954. Today there is a replica of the chapel but it has no religous characteristics. The statue of St. John Nepomuk which used to be in the chapel is now on display in the Church of the Assumption of the Blessed Virgin Mary a couple of hundred meters away.



Figure 69. Sv Ivana Nepomuk: Historic view and location.



Figure 70. Sv Ivana Nepomuk.

European Regional Development Fund



• DEAD CANAL

Value of the site: The Dead Canal existed as a stream of river Rječina until 1855 when a new canal was dug to prevent the flooding of the city. Since then the sea has been released into the canal which was used as a port for sailboats and smaller vessels and for trade. It lost its port function after 1945 when it gradually became a port for small fishing boats, which remains to this day.



Figure 71. Dead Canal: Main view and location.



Figure 72. Dead Canal.



LIGHTHOUSE MLAKA

Value of the site: In 1884, an iron lighthouse was set up at the end the breakwater of Rijeka's port (formerly breakwater of Maria Theresa). Due to the subsidence of the breakwater, the lighthouse was moved to Mlaka at the end of the 19th century. However, in 1933, it was moved for the third time and this time it was built as a four-storey lighthouse building as well as strengthened with reinforced concrete. The last change occurred in 2002, when the building gained another floor for the Coastal Radio Station.

The lighthouse consists of eight rings stacked on each other. At the top there is a lantern room with an optical apparatus, containing the lamp and the lenses. The central part of the apparatus is connected to a timer. Every two minutes, the optical apparatus, consisting of eight lenses, makes a full circle, which means that the light appears every 15 seconds in the form of an alternating occurrence of red and white light. The light is visible from a distance of approximately 33 kilometres or 17.8 nautical miles. Today, the lighthouse is fully automated and an integral part of the cityscape.

The lighthouse is now harder visible from the sea becouse it is surrounded by buildings and city lights. It doesn't have permanent crew, and the light has a white flash every 10 seconds. In the lighthouse is radio station for communication with ships.

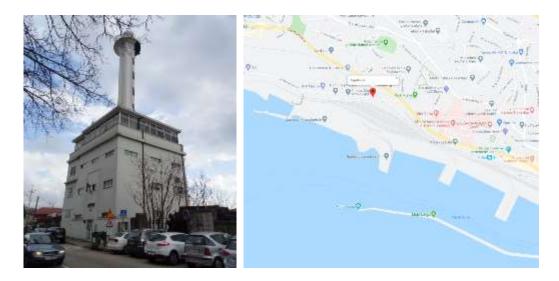


Figure 73. Lighthouse Mlaka: Main view and location.



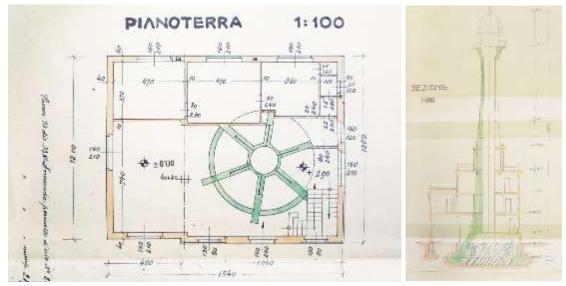


Figure 74. Lighthouse Mlaka: Ground floor and Section.

• PORTO BARROS

Value of the site: The construction of the Baross harbor (Sušak basin) began and was completed in 1894, intended mainly for timber traffic. It is built as a smaller pool completely enclosed by a breakwater 420 m long and connected to the Dead Channel on the north side. It had 11 cranes and 163,000 square feet of open warehouses on the embankments of Delta and Brajda. Porto Baross has been developing continuously from 1894 to the present, through three different countries, the Austro-Hungarian Monarchy, the Kingdom and Socialist Yugoslavia, even today when it operates in the Republic of Croatia.

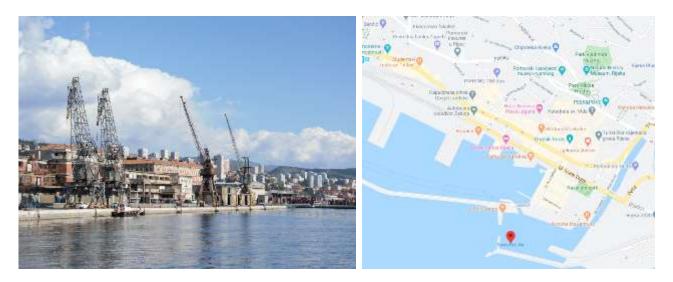


Figure 75. Porto Barros: Main view and location.







Figure 76. Porto Barros.

• JADRANSKA PLOVIDBA

Value of the site: The building had several different uses. It was built as a hotel in the Art Nouveau style between the two wars. Afterwards, it became the seat of the biggest shipping company in the Kingdom of Serbs, Croats, and Slovenes. After World War II it served as the branch of Yugoslav Academy of Sciences and Arts and after Croatia gained its independence it became the branch of Croatian Academy of Sciences and Arts. The building is at the beginning of the street leading to Rijeka's most important industrial plants in the early 20th century. It is also close to the Trsat stairs, the beginning of which is marked by a plaque commemorating the relics of Croatian hero Petar Kružić in the fight against the Ottomans. The first railway bridge in the city of Rijeka was erected nearby, as well as one of the oldest hotels in the city that are still in function, Hotel Continental.

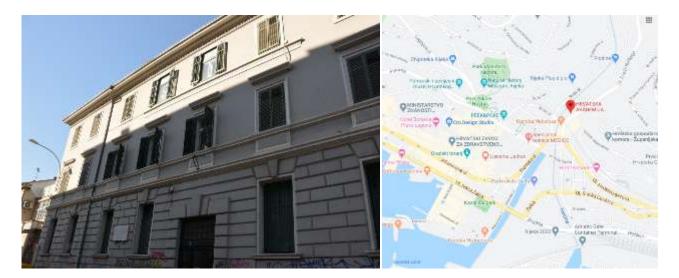


Figure 77. Jadranska Plovidba: Main view and location.



• PORT WAREHOUSE IIIB

Value of the site: After the Austro-Hungarian Compromise of 1867, Hungary made efforts to make Rijeka a major export port which demanded the investment of significant resources in the construction of railways. In parallel with the construction of the railroad, railway warehouses were erected stretching from the Žabica square to Brgud (today's 3. Maj Shipyard), with the intention of transhipment and storage of goods. By the end of the 19th century, thirty warehouses were built, both open and permanent storage warehouses, with clear historicist stylistic characteristics. The warehouses number IIIa, IIIb and 15 (today warehouses no. 31, 32, 33) are still standing today. Those warehouses are early examples of use of renforced concrete.



Figure 78. Port Warehouse IIIb: Main view and location.



Figure 79. Port Warehouse IIIb.



• TRACTION MAINTENANCE DEPOT

Value of the site: After the construction of the railway and the main railway station, it was necessary to make a series of accompanying facilities, above all, a traction maintenance depot. A locomotive depot was made not far from the main railway station, in the former Industrijska Street. The architect and the exact time of construction are unknown, but it can be assumed that the storage was built just before World War I. It is a semi-circular ground floor building, covered by a sloping roof. Inside the building there are twenty-two tracks for garaging locomotives. The rear façade of the building, facing today's Milutina Barača Street, is marked by simple wall decorations, segmented by pilasters of cut stone, among which there are high openings with a typical historicist decorative finish.

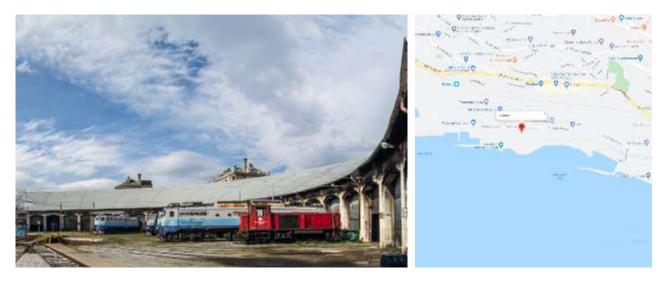


Figure 80. Traction Maintenance Depot: Main view and location.



Figure 81. Traction Maintenance Depot.



• PORT WAREHOUSE NO 17

Value of the site: Warehouse no. 17 was built on the former Mary Valerius Pier, known today as Visin Pier. It was planned by the Hungarian architect Ferenc Pfaff who was hired by the Hungarian State Railways. The construction took place between 1906 and 1909. The monumental building was designed with a rectangular door and tracks for railway cars which were passing through the centre of the ground floor, above which there are three more storeys. Besides historicist elements visible in the construction of the port windows and the stone balustrade that conceals the roof, the spirit of Modernism is captured through accentuated horizontal lines and connected balconies on the eastern and western facade. It was the first warehouse in Rijeka with a structure consisting entirely of reinforced concrete, according to the Coignet-De Tedesco system. The same methodology was later used in the construction of the Metropolis warehouse. The work was carried out by the Budapest-based company Grunwald Testverek. The load-bearing capacity of the building was enhanced to 1,500 kg/m2.

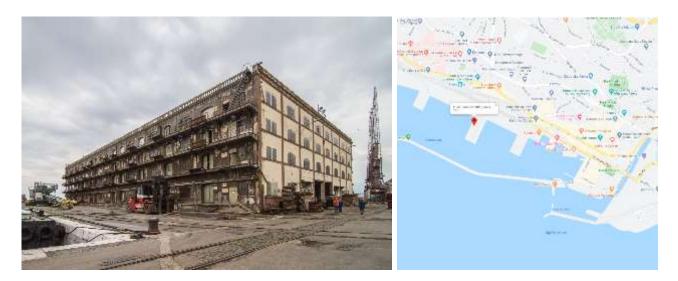


Figure 82. Port Warehouse no. 17: Main view and location.



• HOTEL EMIGRANTI

Value of the site: At the beginning of the 20th century, with the development of the passenger port and the intensification of transatlantic routes to America, Rijeka became a centre of migratory movements of the population. Passenger capacities were insufficient, so the Hungarian Ministry of the Interior decided to build a new hotel. The project of the Hotel Emigranti was made by engineer Szilárd Zielinski, a professor at the Polytechnic Institute of the Budapest University. Zielinski decided on a completely unusual type of a reinforced concrete structure building. The structure and method of construction of the facility were certainly a complete novelty for Rijeka's architecture. This facility proved that Rijeka was keeping up with the European trends of modern constructions. The construction work was carried out by the Budapest company Henrik Freud es Fiai in 1905. It is an approximately 160 meters long building with a ground floor and two storeys, located in the former Industrijska Street, opposite the Rice Mill. The same location was chosen because of the proximity to the port and railway pier. The basement housed waiting rooms, an outpatient clinic, bathrooms, disinfection rooms and ticket offices. On the first and second floor there were bedrooms and a gathering space for emigrants who had already undergone medical and sanitary control. A series of floral and geometric motifs and wavy lines indicates elements of Art Nouveau or, better said, a combination of Art Nouveau and upcoming Modernism.

The building of the former Hotel Emigranti exists even today. In the 1920s, it was used as a trade fair area and, after World War II, as an industrial facility. In 1953, the packaging factory of 8. Mart, later known as the Metallographic Combine, was placed in the area of the former hotel. The factory is still active under the name MGK-pack d.d. and, although it moved its production plant to Kukuljanovo, it still uses parts of the former Hotel Emigranti as office and warehouse spaces. After the closing, hotel is a converted without major structural work. In the biggining of the 20th century the building has served as a fair and after World War II as an industrial site. Today there are offices.



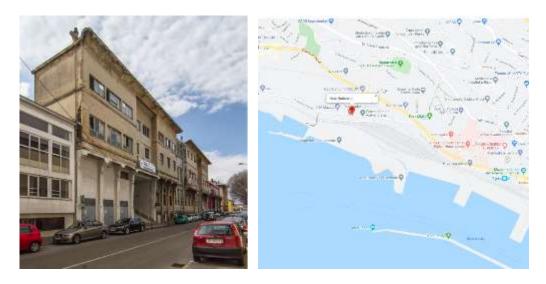


Figure 83. Hotel Emigranti: Main view and location.

• METROPOLIS

Value of the site: A large complex of five port warehouses in the new port of Rijeka. They were built from 1909 to 1914. Within the complex the most significant parts were warehouses from no. 19. to no.22. designed by engineers Wehler and Rolberitz and the execution solutions adapted by Venceslao Celligoj, Ignac Bereny, and Béla Enyedi. . The warehouses were built by combining reinforced concrete structures with traditional materials such as bricks. The fact that the load-bearing capacity of the floors is 1,500 kg/m2 and of the ground floor 2,000 kg/m2 attests to the quality of the construction. These are high six-storey buildings made of reinforced concrete. Larger warehouses are up to 120 meters long, while shorter ones are 60 meters long. Warehouses no. 19 and 22 are connected by a series of closed bridges between two rows of buildings, which gave them a specific recognizability in the new ambience of the port of Rijeka. Those bridges connecting the warehouses were added in 1914. The warehouses had harmonious facades dominated by the Art Nouveau style. The decoration of the walls is based on bricks which frame the meshed-glass windows. The vertical component of the buildings is additionally emphasised by shallow pilasters that extend from the ground up to the attic, as well as by the embossed stylized balustrades placed between the windows, which seemingly connect the floors on a vertical axis. The external facades of the warehouses facing the sea received less prominent balconies, which emphasized the practicality of the new expanded port of Rijeka. The complex was named Metropolis by the conservators because its theatrics and the



apposition of overhead passages are reminiscent of the scenery of the famous science fiction film directed by Fritz Lang. The complex Metropolis is one of the most representative and famous Rijeka port warehouses. Warehouses are placed under conservation protection.

• STEAMER URAGAN

Value of the site: The old steamer Uragan (Hurricane) is a rare example of a well-preserved steamship in the northern Adriatic. It was restored in early 2000s. The steamer was built in Hamburg at the end of the 19th century and was handed over to SFRY after the Second World War as part of war reparations by the Federal Republic of Germany. It served as a ship for collecting pieces of waste in ports. The basic dimensions of the ship are: length: 21 m, width: 5.2 m, hull height: 2.9 m, draft: 2 m, tonnage: 44 GT.

The initiative for the reconstruction of the steamship was a joint effort by the Faculty of Maritime Studies of Rijeka, Port Authority of Rijeka and the Maritime and Historical Museum of the Croatian Littoral Rijeka. Some of the most important companies from the area of Primorje - Gorski Kotar County and the City of Rijeka supported the renovation after which it was placed next to the building of the former Governo Marittimo, today's Port Authority in 2003/2004. It was moved to Rijeka breakwater in 2010/2011. Uragan was also used the film industry, participating in the famous Winds of War in the late 1980s and the film Around the World in 80 Days.

MATTEO SKULL FOUNDRY AND MINT

Value of the site: The activities of the company with the full name of Matteo Skull Foundry and Mint can be traced back to the 1880s. It is interesting that the workers' apartments were still an integral part of the factory at the time. The factory was expanded and architecturally changed in 1881, then again in 1888 and 1925, when it expanded at the expense of the already collapsed Ružić Tannery.

The former tannery's two-storey factory building was adapted into housing facilities for workers and, in 1941 it became the administration building of the Matteo Skull Foundry and Engine Factory, according to the project by Nereo Bacci. The building has a simple rectangular floor



plan and, according to historical and artistic guidelines, it can be characterized as a building of Italian Modernism. At the same time, apart from the modification of this building, Bacci was involved in other projects that included the factory's expansion. He made the most interesting interventions on the opposite side of the street, where he designed a corner building with futuristic architectural characteristics. This building was later known as the dopolavoro (after work) and it had a bridge connecting it to the administration building. The foundry continued its production until the end of the Second World War, after which it went bankrupt and the factory premises were taken over by Rade Končar.

The complex of the former plant is now largely abandoned and often serves as a waste dump. In 1999, the factory's administration building, as well as the workers' homes across the street were converted into the Conservationand Restoration Department of the State Archives in Rijeka.

Valorization:

A part of the complex of the tannery and foundry has been partly revitalized within the State Archives in Rijeka, and the rest of the complex has been preserved by the conservatorsrestorers. The rest of the complex is in an extremely poor condition and is subject to further ruin, considering that its roof has been ruined, while the representative east façade, overlooking Vodovodna Street, is still preserved.

• OIL REFINERY

Value of the site: Throughout its history, Rijeka was characterized by its favourable geographic position and good connections with the continental and overseas countries. The initiative for the construction of a refinery in Rijeka came in 1882 from the Shale Oil Refinery Company from Pest. Instructions for the construction were compiled by Rijeka's municipal authority and the construction permit was issued in February 1883. A specific location was determined for the needs of the refinery, at a suitable distance from residential buildings.

After obtaining all the necessary permits, the construction of the Oil Refinery, designed by architect Mate Glavan, began on Ponsal, next to the Rice Mill. The refinery was commissioned in 1883. The engineer Milutin Barač was elected as the technical director and he remained at the head of the Refinery until the end of the First World War. At the same time, plans were made for a petroleum port and construction work began soon after.



The production of paraffin started two years after the founding of the Refinery. The production plant was located in a house with a double-sided roof, which had basilical illumination in the central part of the roof. The facility was also designed by Mate Glavan.

At the end of the 19th century, the capacity of the Refinery's plant amounted to 30,000 tons per year. This amount was sufficient to supply 30% of the Monarchy's need for petroleum products. The most important products of the Refinery were petroleum, paraffin, various solvents, resins, coke and petrol. The First World War significantly affected the Refinery's business and from 1916 until 1918 the production decreased by almost two thirds. The number of employees was also reduced to three hundred workers.

It is also interesting to point out that oil was imported in barrels from the U.S. and, from 1890 onwards, from Russia and Galicia.

At the end of World War I, the Rice Mill closed down and the plant facility and the administration building became property of the Joint Stock Company of the Mineral Oil Refinery (ROMSA). The complex then lost its functionality and the area was rearranged and adapted to the needs of the Refinery. Significant changes occurred in 1938, when Eneo Perugini, using the skeleton of the large and long operations building of the Rice Mill, designed the new ROMSA Headquarters Building and created a completely different appearance of that representative modern palace. At the same time, the Refinery became one of the most modern complexes for the production of gasoline and petroleum products, especially oils.

Today, the complex is in the possession of the oil company Ina d.d. and it is partially in use. The complex of the former plant is now largely abandoned and often serves as a waste dump. In 1999, the factory's administration building, as well as the workers' homes across the street were converted into the Conservationand Restoration Department of the State Archives in Rijeka. Valorization:

A part of the complex of the tannery and foundry has been partly revitalized within the State Archives in Rijeka, and the rest of the complex has been preserved by the conservatorsrestorers. The rest of the complex is in an extremely poor condition and is subject to further ruin, considering that its roof has been ruined, while the representative east façade, overlooking Vodovodna Street, is still preserved.



• PAPER MILL

Value of the site: The administration building was erected in 1827. It has been preserved until today, but in modified form. It is a two-storey building, built to the greatest extent with reinforced concrete, with wall additions made of brick. The stone decorations on the door and window lintels have been preserved. A very specific detail is the roof lantern, placed above the triangular pediment. The lantern ends with a roof turret that has an iron pointer with the four cardinal directions. The story of the Paper Mill is the story of the first major industrial enterprise in Rijeka. It all started with the 1st of September 1821, when Andrija Ljudevit Adamić bought the Lučica Mill, located opposite of Zvir. Adamić bought the mill in order to use it for starting the planned paper manufacturing plant. Besides Adamić, the co-founder of the Paper Mill was the Briton William Moline. In 1824, Moline bought off the mill and the paper manufacturing plant from Adamić. He paid 19,000 forints for them. This manufacturing plant employed eight workers. By using hydropower, paper was produced exclusively from cloth rags. After three years, Moline sold the factory for a price of 20,000 forints to the English entrepreneur Walter Crafton Smith, who subsequently, together with his partner Charles Meynier, started the industrial production of paper in Rijeka. In October 1828, the factory changed its name to Smith & Meynier. Although raw material for paper processing remained the same, the new owners modernized the factory. In 1827, they acquired a Fourdrinier papermaking machine, which was known as an exceptional machine and, already in 1833, they purchased a steam engine and thus increased production. Due to the innovations in the production process and the quality of the paper, the Paper Mill received numerous awards on national and international trade fairs: in Vienna 1835, Pest 1842, London 1851, Munich 1854, Paris 1878, Barcelona 1888 and so on. In accordance with its progress, the factory expanded and the number of workers increased. In the 1870s, the factory employed approximately a thousand workers.

The Paper Mill complex was built largely in the 1820s, but major architectural changes were made in the 20th century. At the time of its construction, the factory was state-of-the-art and it operated very well. The complex also owned the first steam engine in the Balkans, another proof thatit was keeping up with the times. Apart from technology, the factory also had an advanced social policy: as early as in 1877, it established the first pension fund for workers. After the Croatian-Hungarian Settlement, the factory supported Hungarian interests and continued its



good collaboration with that country. At the turn of the century, the factory was strongly hit by economic crisis. At that time, a new entity entered the ownership structure of the Paper Factory – the Ungarische Papier A.G. With the arrival of this joint-stock company, the plant's steam and hydropower drives were modernized and, by World War I, the number of employees doubled. After World War I, the owners of the factory changed, the factory was incorporated into the paper company Jela, industrija papira, and after that it became property of the First Croatian Savings Bank (Prva hrvatska štedionica) and the local council committee of the directors' council of Smith and Meynier on Sušak. The period after the war brought a new revival of the factory; it produced cigarette paper along with silk and Bible paper, copy paper etc. Sales of the manufactured products once again spread all over the world: United States, Argentina, Romania, Egypt, the Middle and the Far East. After World War II, the factory was taken over by the national government. Today, the complex is abandoned.

Valorization:

Today there is a dental laboratory in the Paper Mill administrative building. The building was partially devastated during the construction of the Power Plant in the 1930s, however, it has been kept to this day in a quite good condition.

• PHARMACEUTICAL AND COSMETIC LABORATORY ALGA

Value of the site: In 1926, the pharmacist Vladimir Kezele received the approval by the Ministry of Public Health in Belgrade to start the Pharmaceutical and Cosmetic Laboratory Alga in Ružićeva Street. The very next year, he teamed up with an equally ambitious Dinko Budak, otherwise a master in the preparation of domestic remedies, one of which was the elixir Alga. The successful operation of this pharmaceutical company culminated in the 1930s and 1940s, when its products transcended the local market and became known throughout the Kingdom of Yugoslavia. A large number of advertisements from that period that were published in daily newspapers, various periodicals, brochures and inscribed on itineraries and calendars have been preserved. Alga also issued instant educational brochures called The People's Physician and Reference Guide and Healthy Food – Long-Term Health, which, apart from advertising, also had an educational purpose. What distinguished Alga from other pharmacies was the independent production of a large portion of its products. Very well-known were its Alga product for



massage, Energin for strengthening one's blood, nerves, appetite and the whole body, the Vema cream for accelerating wound healing and the Vale platelets as a remedy for respiratory organs.

Following the increasing demand for Alga's pharmaceutical drugs on the domestic and foreign markets, which resulted in a series of awards on health fairs in Paris, London, Brussels and elsewhere, the owners invested in the construction of a new facility to accommodate the operation and administration. This building, located at Šetalište XIII Divizije No. 11, has been preserved to this day. The blueprint of the building was made by David Bunetta in 1931, and the construction work was carried out in several stages by Boren Emili. The operating permit was issued in 1937. Considering that the building was constructed in a planned manner with a strong focus on the needs of the laboratory and the administration, it is not surprising that the project was a success and produced a design completely subordinate to the facility's functionality.

The operation of Alga can be traced back to the end of the Second World War, after which it was liquidated and some of its pharmaceutical assortment was inherited by the companies Pliva and Neva.

Valorization:

The building of the former Alga has been preserved in its original form. It contains residential and office spaces.

VIDIKOVAC WATER RESERVOIR

Value of the site:

The old Vidikovac water reservoir on Bulevard is one of the four historic Rijeka water reservoirs besides Pećina, Krić and Podvežica. It is the most attractive and architecturally it represents the culmination of the construction of that type of buildings, in the period from 1912 to 1915. Today, it represents the segment of the former old Sušak water supply system which also consisted of other reservoirs on Sušak. It is located at about 80 m above sea level, and today is a meeting place for the citizens of that part of Rijeka as well as tourists. Vidikovac Reservoir is an integral part of today's Ivo Lola Ribar Park.



RAILWAY BRIDGE

Value of the site:

At the end of the 1960s, work began on the construction of a railway from Karlovac to Rijeka. After a few years, on October 23rd 1873. Rijeka was finally connected with Karlovac and Zagreb. One of the key buildings on Sušak which was the lifeblood of the Rijeka railway, was the railway bridge which forms a common unit with the viaduct that connects the Sušak and Rijeka. In the next twenty years, other iron bridges were built that connected Delta and Brajdica and formed a complex that enabled the expansion of the railway network in Sušak and Rijeka at the end of the 19th century. The railway bridge built at the junction of the historic Karolinska and Lujzinska roads, is made in the form of beautiful stone arches that support the construction of the railway. It was opened to traffic with the opening of the Rijeka-Zagreb railway, and in the first half of the 20th century it was demolished and rebuilt twice.

• PETROLEUM PORT

Value of the site:

Petroleum port - a separate part of the new port of Rijeka. It is located in the area between the Zagreb coast and the Torpedo factory. It is closely related to the history of the Rijeka Oil Refinery, which was built to the north of the port in the early 1880s. The port has a separate entrance at the beginning of which there is a port lighthouse, which consists of a port pool for oil transshipment bordered on the east side by a coastal port for mooring ships. From the end of the 19th century to the second half of the 20th century oil was first brought to the refinery by sailing ships, steamboats and first tankers, while from the end of the Second World War this was done by motor ships and larger tankers, which continue to deliver oil to this day.



2.4. RESULTS OF THE MAPPING ACTIVITIES

In this sub-section, the results of the mapping activities are presented in terms of score for each CH mapping. More details about the scoring systems can be found in Deliverable D3.2.1. Table 4, Table 5 and Table 6 report the total score for each CH element respectively for Solin, Ravenna and Rjieka. For the specific CH element, the score assingned to each criteria can be found in Annex A.

Name of the CH element	Total Score
Archeological park Salona	18,5
Gradina	15,5
Historic Center of Solin	22,5
Vranjic peninsula	17,5
Reception Building at railway station Solin	12,5
Reception building with ancillary building at Solin railway station	15
Classification yard	11,5
"Salonit" factory	14
Majdan cultural center	12
Bunkers	10
Brewery Area	13,5
Mravinci marl quarry	3,5
Vranjic quarry	14,5
St. Kajo cement factory	14,5
Coca-Cola bottler	15
Vranjic shipyard	15,5



INA tanker berth	8,5
INA fuel tanks	14
Factory settlement Majdan	12,5
Factory settlement St. Kajo	13,5

 Table 4. Total Score for the 20 CH elements mapped in Solin.

Name of the CH element	Total Score
Magazzino Ex Sir	8
Fabbrica Vecchia Ex Marchesato	5
Capanno Garibaldi	18,5
Idrovora Fagiolo	11
Faro Marina di Ravenna	17,5
Piattaforma Angelina	10,5
Torraccia	13,5
Antica Linea di Costa	25
Bagni del Clero	24
Mura di Classe	15,5
Moli di Classe	16,5
Monumento Marinai	11
Mercato del Pesce	20,5
Ex magazzini Pansac	19
Darsena dei velieri	23
Silos Granai	11
Idrovora San Vitale	19



Ponte Augusto	22,5
Pozzi di via Morigia	21
Campanile Chiesa SM Porto Fuori	21,5
Fossa Augusta	13
Porto di Metello	24,5
Porto Augusto	18
Magazzini Porto di Classe	26,5

Table 5. Total Score for the 24 CH elements mapped in Ravenna.

Name of the CH element	Total Score
Kantrida	20
Torpedo	17,5
Kapela sv. Ivana Nepomuka	20
Dead Canal	19,5
Lighthouse Mlaka	20
Porto Barros	20,5
Jadranska plovidba	20,5
Port Warehouse IIIb	18,5
Traction Maintenance Depot	19
Port Warehouse n°17	18,5
Hotel Emigranti	18
Metropolis	17
Steamer Uragan	15
Matteo Skull Foundry and Mint	19



Oil Refinery	19
Paper Mill	19
Pharm. And Cosmetic Lab. Alga	18,5
Vidikovac Water Reservoir	21
Railway Bridge	13,5
Petroleum Port	14,5

Table 6. Total Score for the 20 CH elements mapped in Rijeka.

3. ANALYSIS AND VALIDATION OF THE SCORING SYSTEM

In this Section, the analysis of the scoring system is performed in order to improve or validate the scores that have been assigned to each criteria. First of all the results of the scoring system are reported in a graph for each pilot city (Figures 84, 85 and 86). For each pilot city the average value is indicated in the graph with a dashed line. For the city of Solin and Ravenna it can be observed that the scores are well distributed within the entire range of values. For the City of Rijeka the values assigned to the CH elements are similar.



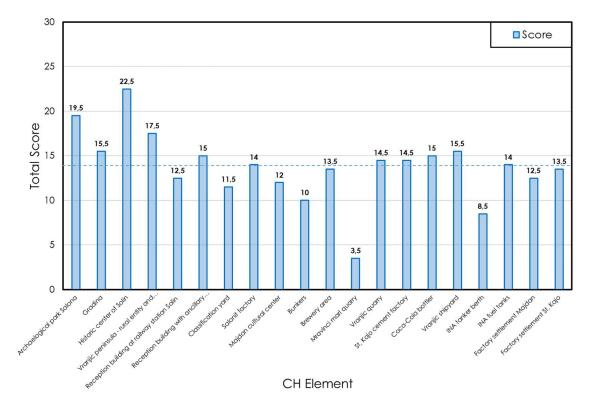


Figure 84. Results of the scoring system for the city of Solin.

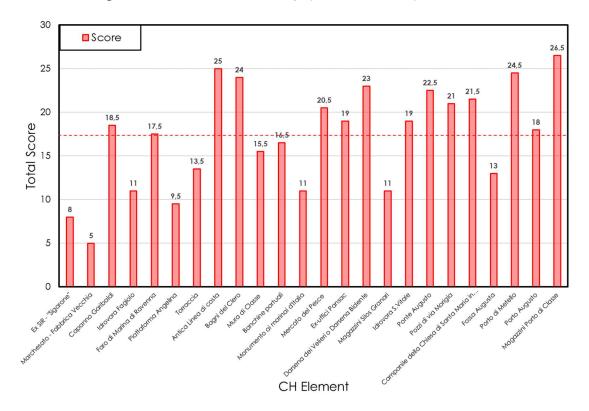


Figure 85. Results of the scoring system for the city of Ravenna.



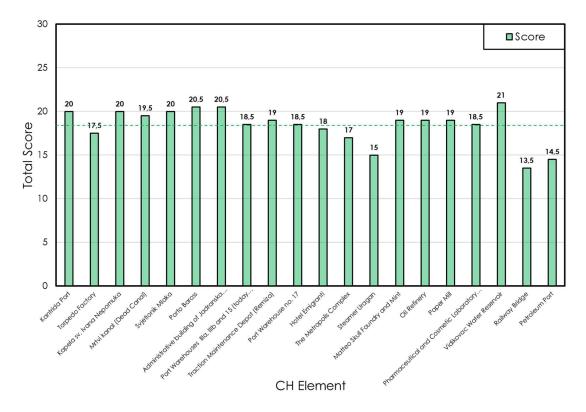


Figure 86. Results of the scoring system for the city of Rijeka.

Figure 87 illustrates for each pilot city the maximum score, reached by the CH element that is more promising for a regeneration process, the minimum score, reached by the CH element that doesn't have good characteristics for a regeneration process, and the average score, obtained as the mean value of all the CH elements that have been mapped. For the city of Solin the maximum score is equal to 22,5, the minimum score is equal to 3,5, while the average score is equal to 13,8. For the city of Ravenna the maximum score is equal to 26,5, the minimum score is equal to 5,0, while the average score is equal to 17,3. For the city of Rijeka the maximum score is equal to 21,0, the minimum score is equal to 13,5, while the average score, solian and Ravenna have a similar gap between the maximum and the minimum score, that are, respectively, equal to 19 and 21,5. For the city of Rijeka the gap between the maximum and the minimum score is smaller and equal to 7,5.



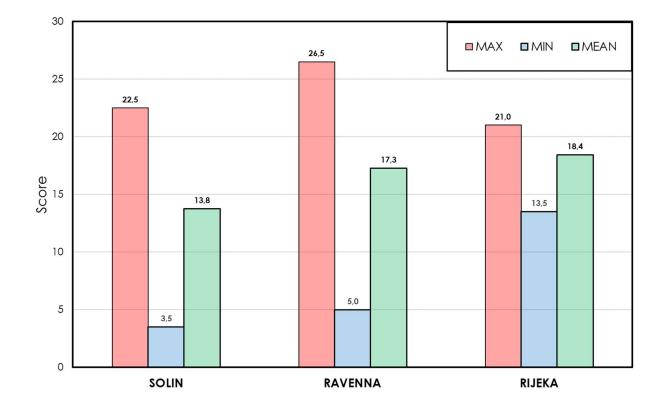


Figure 87. Maximum, minimum and average score for the three pilot cities.

Figure 88 shows, for each pilot city, which is the average level reached by each criteria with respect to the maximum. From this graph, it can be observed that in general, the CH elements of Rijeka have a better level of practicability than the CH elements of Solin and Ravenna. For all the pilot cities, the CH elements have surrounding areas in safe conditions. For the city of Ravenna, the CH elements are equally distributed between the different historical era, while the CH elements of Solin and Rijeka belong principally to the contemporary era. The CH elements of the city of Rijeka have a low amount of buried archaeological remains with respect to Solin and Ravenna. In all the pilot cities, the CH elements of Solin have a lack of gasworks with respect to Rijeka and Ravenna. In all the pilot cities, the CH elements have a good level of accessibility with



respect of the private and public accessibility, while only in Ravenna there is a wide system of bicycle lanes that allow for reaching the CH elements.

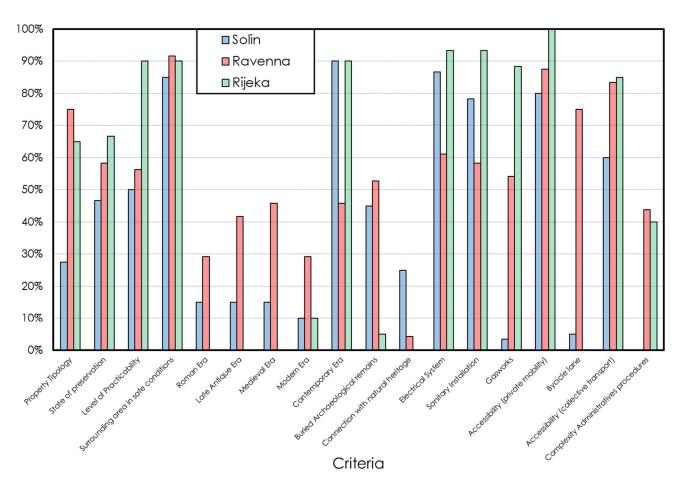


Figure 88. Level reached by each criteria with respect to the maximum.

The criteria to which it was connected a score, were divided in four macrocategories, in order to see if the scores were equally distributed among the four macrocategories. The subdivision of the criteria to the corresponding macrocategory is shown in Table 7. The analysis of the score among the four macrocategories is shown in Figure 89, for each pilot city. From Figure 89, it can be observed that for the cities of Solin and Ravenna, the scores are equally distributed among the four macro-categories. For the city of Rijeka, there is a wide gap between the score



assigned to the technological aspects and the score assigned to the archaeological and natural value, but this difference is due to the peculiarities of the CH elements considered.

Macrocategory	Current State	Archaeological and Natural Value	Technological aspects	Accessibility
	Property Tipology	Construction era	Electrical System	Accessibility (private mobility)
	State of preservation	Buried archaeological remains	Sanitary Installation	Bicycle lanes
Criteria	Level of Practicability	Connections with NH elements	Gasworks	Accessibility (collective transport)
	Surrounding area in safe conditions	/	/	/
	Complexity of the administratives procedures	/	/	/

 Table 7. Subdivision of the criteria to the corresponding macrocategory.



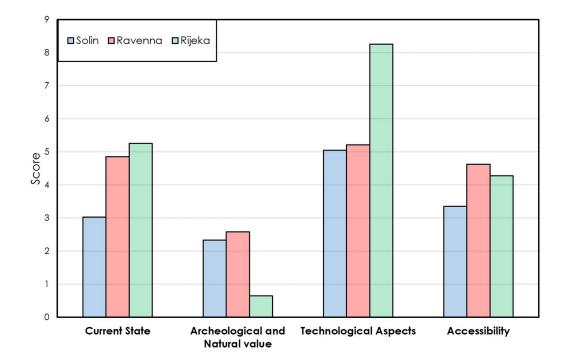


Figure 89. Representation of the scores grouped in 4 macrocategories.

On the basis of the analysis performed on the scoring system, the following conclusions have been obtained:

- The score is in general levelled (i.e. well distributed) among the 4 macro-categories;
- There is a large difference in score between the CH element that "well-satisfy" the chosen criteria and the CH element that does not satisfay the criteria, apart for the city of Rijeka where several CH elements have similar scores.

On the basis of these results, the score system can be confirmed and validated.

ANNEX A

The annex collects all the data sheets related to the mapping activities performed in Solin, Ravenna and Rijeka. For each CH element are pointed out the main features and charactheristcs that can be useful for implementing urban regeneration activities. To this aim, a score is assigned for specific criteria. Additional information about the Template used for the mapping activities can be found in Deliverable D3.2.1.



Γ

SOLIN – CH ELEMENT NUMBER 1 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_01	
1	Name/Title of the CH element	Archaelogical park Salona	
2	Date of the mapping	05.11.2019.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Don Frane Bulića 91, Manastirine, 21210	
4		Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Ruin	0
8	Level of Practicability	Partial Is there a "surrounding Area" in safe conditions to be used as TU? Yes Description: It is possible to organise public events in part of the archeologic site in safe conditions. The park is partialy public, and partialy privatly owned. It is suitable for public events in the open space since the park consists of roman ruins. Private owned parts can't be used, but public space is large enough to host events.	0,5
9	Construction Era	Roman Era (III b.C III a.C.) Late Antique Era (IV - VII a.C.)	0,5 0,5 0 0



			0
		Which is the probability to have buried	
		Archaeological Remains in the area	
		surrounding the	
		Infrastructure/Building/Archaeological	
10	Buried Archaeological Remains	site, based on the scientific	
	archaeological studies performed on the		
		site?	
		Certain presence of buried	3
		Archaeological remains	5
		Description: The ancient Salona was the	
		capital of the Roman province of	
		Dalmatia. Its favourable geographic	
		position allowed a quick development of	
		the town into a prosperous city. The most	
		impressive Salonitan structure - the	
		amphitheatre - was erected in the second	
		half of the 2nd century, along with the	
		public baths and an aqueduct. A	
		particularly significant period in the city's	
		history was the reign of Emperor	
11	Value of the site	Diocletian, during whose rule a great	
	value of the site	number of splendid buildings were	
		erected, the forum, temples, thermae and	
		an annex to the amphitheatre. The most	
		glorious period in the Salonitan history	
		began with the Milan Edict of 313 A.D.,	
		allowing free practice of the Christian	
		faith. A powerful Christian community	
		developed and numerous churches were	
		built. The invasions of the Avars and Slavs	
		in the early 7th century marked the end of	
		Salona forcing the residents to flee to the	
		off-shore islands or the nearby	



		Diocletian's Palace which later developed	
		into the nucleus of Split in the Middle	
		Ages. Along the eastern walls of the	
		ancient Salona, a Croatian settlement	
		Solin sprang up that was soon to become	
		one of the most important centres of the	
		medieval Croatian state.	
		Description (fill this field only if it is	
11.	Value of the site intended as	different from point 11): Coastal parts of	
b.	interactions and connections with	archeological park were part of ancient	
D	the port heritage	Salona port, which is yet to be	
		archeologicaly surveyed.	
		Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
		church is from the 11th century, linked	
		with the coronation of Zvonimir as a	
10	Main Cultural/Touristic point of	Croatian king in 1075	
12	Interest in the surrounding Area	Please, specify the distance (D) of the	
		main Cultural/Touristic point of Interest	
		from the	
		Infrastructure/Building/Archaeological	
		Site	
		D < 1 km	
		Does the	
		Infrastructure/Building/Archaeological	
40	Connection with Natural Heritage	site belong to an area considered part of	
13	(NH)	the NH?	
		Yes	1
		Code of the NH element: NH_HR_SO_02	
	Organisation of Internal Spaces	None (only external envelope, no	
14	related to the last/current "final	internal layout/distribution)	
14	Intended use"	Description: The archeological park is a	
		network of walkways connecting	



15 Note: If the info do not fill this fi Characteristics	and Material	archeological ruins. Different outdoor manifestations are reguraly held. Additionally, there is a reception building which features archelogical exhibits. Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
Structure	and Material	Additionally, there is a reception building which features archelogical exhibits. Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
15		which features archelogical exhibits. Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
15		Bearing Masonry Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
15		Description: The archeological park is in ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
15		ruins. Photos attached. Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
		Electrical system* Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
		Presence of a public network in the Surrounding Area, presence of connections to the public network,	3
		Surrounding Area, presence of connections to the public network,	3
		connections to the public network,	3
		·	3
			-
		presence of systems in the	
		Infrastructure/Building/Archeologic Site	
Technical Svs	stems, Services and	Sanitary Installation	
sub-services		Presence of a public network in the	
	Building/Archeologic	Surrounding Area, presence of	
	the Surrounding Area	connections to the public network,	3
		presence of systems in the	
Note: if the info	rmation is not available,	Infrastructure/Building/Archeologic Site	
do not fill this fi		Gasworks	
		Presence of a public network in the	
		Surrounding Area, total lack of systems	
		in the	
			1
		Infrastructure/Building/Archeological	
		Site, total lack of connections to the	
		public network	
		Presence of a paved road that lead to	
	with reference to	the Infrastructure/Building/Archeological	3
17 5	astructures in the	Site and of a parking in the surrounding	
Surrounding	area for private	area	
mobility (car, t	picycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	with reference to structures for public	Close to public MoT (< 500 m)	1,5



	Means of Transport - MoT		
	(collective transport: bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeologic	Protected	
	al site?		
		Complicated	0
	Which is the level of complexity of	Description: The archaelogical Part is	
	the administrative procedures to be	managed by the Archaelogical museum	
20	adopted to manage it (see question	in Split, it is located in Solin and it is	
	19) in terms of renovation/retrofit or	partialy privately owned. We are in the	
	Temporary Uses activation ?	process of making a new management	
		plan if the site.	

*There are buildings with electricity and parts of park have lightning, though, not in continuity. Also, plans are being made to cover park area with street lightning.

SOLIN – CH ELEMENT NUMBER 2 – TOTAL SCORE 15,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_02	
1	Name/Title of the CH element	Gradina	
2	Date of the mapping	08.11.2019.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	Kralja Zvonimira, 21210 Solin	
5	Property Tipology	Public (State)*	0,5
6	State of Occupancy	Abandoned	
7	State of preservation	Ruin	0
		Total	1
8	Lovel of Practicability	Is there a "surrounding Area" in safe	
	Level of Practicability	conditions to be used as TU?	
		Yes	1



		Description: It is possible to organise public events in part of the archeologic site in safe conditions. It is suitable for public events in the open space. Late Antique Era (IV - VII a.C.) Medieval Era (VIII - XIV a.C.)	0,5
9	Construction Era	Modern Era (XV – XVIII a.C.)	0,5 0 0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site? Certain presence of buried Archaeological remains	3
11	Value of the site	Description: Among the remains of the Solin buildings, of particular interest is the complex known as Gradina (Hill-Fort), next to the very river and the Roman town's eastern walls. A church of an unusual ground plan, built over the Roman époque remains, is today situated within a medieval fortress. This was built, according to some authors (F. Bulić and Lj. Karaman), by the Split archbishop Ugolino de Mala Branca (1349-1388) to protect the people of Split from the people of Klis. Today, it is in a fortress built during the	



	Venetian-Turkish wars, in the 16th century (<). It was researched in 1909- 1911 and again in 1923-1925, its ground plan and volume have recently been presented in drawings by J. Marasović, which is a convincing reconstruction. The church was for the first time correctly dated to the time of the Byzantine emperor Justinian (527-567) by M. Prelog, some fifty years ago.	
Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11): Gradina was intended to protect the settelment of Solin and the coastal area of Kastela bay.	
Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldest Mariane shrine in Croatia, Archaelogical park of Salona, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075 Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site D < 1 km	
Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?YesCode of the NH element:	1
	interactions and connections with the port heritage Main Cultural/Touristic point of Interest in the surrounding Area Connection with Natural Heritage	Main Cultural/Touristic pointcentury (<). It was researched in 1909- 1911 and again in 1923-1925, its ground plan and volume have recently been presented in drawings by J. Marasović, which is a convincing reconstruction. The church was for the first time correctly dated to the time of the Byzantine emperor Justinian (527-567) by M. Prelog, some fifty years ago.Value of the site intended as interactions and connections with the port heritageDescription (fill this field only if it is different from point 11): Gradina was intended to protect the settelment of Solin and the coastal area of Kastela bay.Main Cultural/Touristic point of Interest in the surrounding AreaDescription: Our Lady's Isle - the oldest Mariane shrine in Croatia, Archaelogical park of Salona, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075Main Cultural/Touristic point of Interest in the surrounding AreaPlease, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological SiteConnection with Natural HeritageDoesthe Infrastructure/Building/Archaeological site belong to an area considered part of the NH? Yes

European Regional Development Fund

www.italy-croatia.eu/tempus



	Organisation of Internal Spaces	Commercial	
	related to the last/current "final	Description: The Gradina is currently	
14	Intended use"	used as an open summer stage. It was	
14		originally a medieval fortress, and later	
	Note: if the information is not available, do	a church was built in it.	
	not fill this field		
		Bearing Masonry	
15	Structure and Material Characteristics	Description: Gradina is in ruins. Photos	
		attached.	
		Electrical system**	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
		total lack systems in the	2
		Infrastructure/Building/Archeological	
		Site	
	Technical Systems, Services and sub-	Sanitary Installation***	
	services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeological	Surrounding Area, total lack of	
16	Site and in the Surrounding Area	systems in the	1
		Infrastructure/Building/Archeological	I
	<i>Note: if the information is not available, do</i>	Site, total lack of connections to the	
	not fill this field	public network	
		Gasworks	
		Total lack of systems in the	
		Infrastructure/Building/Archeological	
		Site, total lack of connections to the	0
		public network and absence of a	Ŭ
		public network in the surrounding	
		area	
	Accessibility with reference to existing	Presence of a paved road that lead to	
17	infrastructures in the Surrounding area	the	3
	for private mobility (car, bicycles, etc.)	Infrastructure/Building/Archeological	



		Site and of a parking in the	
		surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
10	infrastructures for public Means of	Class to public MoT (/ FOO re)	1 Г
18	Transport - MoT (collective transport:	Close to public MoT (< 500 m)	1,5
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Protected	
	site?		
		Complicated	0
	Which is the level of complexity of the	Description: The archaelogical Part is	
	administrative procedures to be	managed by the Archaelogical	
20	adopted to manage it (see question	museum in Split, it is located in Solin	
	19) in terms of renovation/retrofit or	and it is partialy privately owned. We	
	Temporary Uses activation ?	are in the process of making a new	
		management plan if the site.	

* Parcels surrounding the site are privetly owned

** Plans are being made to supply Gradina with electrical system.

*** Transportable toilets are usualy rented for public events.



SOLIN – CH ELEMENT NUMBER 3 – TOTAL SCORE 22,5

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_SO_03	
1	Name/Title of the CH element	Historic center of Solin	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Address of the building	/, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7		Need of minor interventions on non-	2
/	State of preservation	structural elements (interior finishes)	2
		Total	1
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
8	Level of Practicability	Yes	1
		Description: A building under	
		municipality management is usually	
		used for indoor public events.	
		Roman Era (III b.C III a.C.)	0,5
		Late Antique Era (IV - VII a.C.)	0,5
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0,5
		Modern Era (XV – XVIII a.C.)	0,5
		Contemporary Era (XIX a.C. – Today)	0,5
		Which is the probability to have	
		buried Archaeological Remains in the	
10	Buried Archaeological Remains	area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	



		archaeological studies performed on	
		the site?	
		Certain presence of buried	2
		Archaeological remains	3
		Description: Historic center of Solin is	
		positioned on the eastern side of	
		ancient Salona, and is also one of the	
		most important early Medieval centers	
		of Croatian culture. With time its	
11	Value of the site	importance decreased in favor of Split.	
		Nonetheless, it has multiple	
		importante cultural and historic sites.	
		Also, it is presumed to be a place of	
		other survey significant archeological	
		sites.	
11.	Value of the site intended as	Description (fill this field only if it is	
н. b	interactions and connections with the	different from point 11):	
U	port heritage		
		Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
		church is from the 11th century, linked	
		with the coronation of Zvonimir as a	
		Croatian king in 1075. Ancient Salona	
12	Main Cultural/Touristic point of	is located on the western side of the	
	Interest in the surrounding Area	site.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		D < 1 km	
13	Connection with Natural Heritage	Does the	
	(NH)	Infrastructure/Building/Archaeological	



		site belong to an area considered part of the NH?	
		Yes	1
		Code of the NH element: NH_HR_SO_02	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not fill this field	Residential Description: Historic center of Solin is made up of primarily older residential buildings with shops and other amentities in ground floor, with several public buildings and gathering spaces.	
15	Structure and Material Characteristics	Other Description: Diverse range of materials is used, for a wide range of buildings. Older buildings are made frome stone while newer are made from concrete, almost all have wooden construction sloped roofs coverd with stone or red clay tiles.	
		Electrical system	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
10	Site and in the Surrounding Area	Sanitary Installation	
	<i>Note: if the information is not available, do not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3



		Gasworks	
		Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological	1
		Site, total lack of connections to the public network	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: Mostly under private ownership.	



SOLIN – CH ELEMENT NUMBER 4 – TOTAL SCORE 17,5

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_SO_04	
		Vranjic peninsula - rural entity and	
1	Name/Title of the CH element	terrestrial archeological zone with	
		hydroarchaeological zone	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic	Yes	
	interest?		
4	Location/Address of the building	/, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-	2
		structural elements (interior finishes)	2
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		Yes	1
8		Description: It is possible to organise TU.	
		However, because of the limited spacial	
		charateristic of seafront it would be quite	
		demanding and restricting regarding the	
		number of visitors.	
		Medieval Era (VIII - XIV a.C.)	0,5
		Modern Era (XV – XVIII a.C.)	0,5
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
			0
10	Duried Archaeological Demains	Which is the probability to have buried	
10	Buried Archaeological Remains	Archaeological Remains in the area	



I I			I I
		surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on the	
		site?	
		High probability (based on the available	
		Archaeological information)	2
		Description: Vranjic is a small inhabited	
		island with active seafront, connected	
		with mainland via causeway. Place is	
		picturesque, localy often called "Small	
		Venice". It was first inhabited, most	
11	Value of the site	probably, during the Late Bronze Age.	
		Present day settlement has continuity	
		after 1650. when new inhabitants were	
		settled as garison and means of defence	
		against Turkish incursions.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with	different from point 11):	
b	the port heritage		
	· ·	Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
		church is from the 11th century, linked	
		with the coronation of Zvonimir as a	
		Croatian king in 1075. Ancient Salona is	
12	Main Cultural/Touristic point of	positioned acrose the bay from Vranjic.	
	Interest in the surrounding Area	Please, specify the distance (D) of the	
		main Cultural/Touristic point of Interest	
		from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	



		Does the	
		Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage	site belong to an area considered part of	
	(NH)	the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Residential	
	related to the last/current "final	Description: Vranjic is made up of	
14	Intended use"	primarily older residential buildings with	
14		shops and other amentities in ground	
	Note: if the information is not available,	floor, with several public buildings and	
	do not fill this field	gathering spaces.	
		Other	
		Description: Diverse range of materials is	
	Charles and Material	used, for a wide range of buildings. Older	
15	Structure and Material	buildings are made frome stone while	
	Characteristics	newer are made from concrete, almost all	
		are having wooden construction sloped	
		roofs coverd with stone or red clay tiles.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
	Technical Systems, Services and	presence of systems in the	
	sub-services available into the	Infrastructure/Building/Archeologic Site	
	Infrastructure/Building/Archeologic	Sanitary Installation	
16	al Site and in the Surrounding Area	Presence of a public network in the	
	-	Surrounding Area, presence of	
	Note: if the information is not available,	connections to the public network,	3
	do not fill this field	presence of systems in the	
		Infrastructure/Building/Archeologic Site	
		Gasworks	
		Total lack of systems in the	0
		Infrastructure/Building/Archeological	0
r			



		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area*	3
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeologic al site?	Protected	
	Which is the level of complexity of	Complicated	0
	the administrative procedures to be	Description: Mostly under private	
20	adopted to manage it (see question	ownership.	
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		

* Parking is organised in the thin seafront strip.



SOLIN – CH ELEMENT NUMBER 5 – TOTAL SCORE 12,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
0	Associated Code		е
		HR_SO_05 Reception building at railway station	
1	Name/Title of the CH element	Solin (Vranjic-Solin)	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Salonitanskih mučenika, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of interventions on structural framework	1
	Level of Practicability	None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
8		No	0
0		Description: Building is owned by state company, Croatian Railways, and is occupied. Land surrounding the building is privately owned.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
10	Duniad Anabasalasi Dunusias	Which is the probability to have buried	
10	Buried Archaeological Remains	Archaeological Remains in the area surrounding the	



I			I
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Low probability (based on the available	1
		Archaeological information)	I
		Description: This was a reception	
		building made during Austro-	
		Hungarian Empire. It was made as a	
		part of railway route intended to	
		connect Split and Sarajevo. However,	
11	Value of the site	railroad was never finished past Sinj. It	
		was colloquially called "Rera". This	
		reception building was made in 1901-	
		1902. It's typologicaly simmilar to other	
		reception buildings on the route from	
		this period.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11):	
b	port heritage		
		Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
		church is from the 11th century, linked	
		with the coronation of Zvonimir as a	
		Croatian king in 1075. Ancient Salona is	
12	Main Cultural/Touristic point of	in relative vicinity.	
12	Interest in the surrounding Area	Please, specify the distance (D) of the	
		main Cultural/Touristic point of Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	



1201 1			
		Does the	
13		Infrastructure/Building/Archaeological	
	Connection with Natural Heritage	site belong to an area considered part	
15	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description: Primarily it was built to be	
14	Intended use"	a railway/reception station and guard	
14		house. Today its spatial layout and	
	Note: if the information is not available,	usage is not clear.	
	do not fill this field		
		Bearing Masonry	
		Description: Building is made of	
15	Structure and Material Characteristics	rectangular cut stones on all sides. Roof	
		is a wooden construction covered with	
		red clay tiles.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	3
	Technical Systems, Services and sub-	Infrastructure/Building/Archeologic	
	services available into the	Site	
	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
		Surrounding Area, presence of	
	Note: if the information is not available,	connections to the public network,	C
	do not fill this field	presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
ĺ		Total lack of systems in the	0
			()
		Infrastructure/Building/Archeological	0



		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be	Description: Building is owned by state	
	adopted to manage it (see question	company, Croatian Railways, and is	
	19) in terms of renovation/retrofit or	occupied. Land surrounding the	
	Temporary Uses activation ?	building is privately owned.	



SOLIN – CH ELEMENT NUMBER 6 – TOTAL SCORE 15

MAPPING CRITERIA FOR CH ELEMENT			
		Scor	
			е
0	Associated Code	HR_SO_06	
1 Name/Ti	Name/Title of the CH element	Reception building with ancillary	
•		building at Solin railway station	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Draškovićeva ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7		Need of minor interventions on non-	ſ
	State of preservation	structural elements (interior finishes)	2
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		Yes	1
8		Description: It is possible to visit the	
		building but it is not practical because	
		it is used as a railway station. However,	
		there is a nearby beach available for	
		temporary use.	
	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
9			0
			0
			0
		Which is the probability to have	
10	Buried Archaeological Remains	buried Archaeological Remains in the	
		area surrounding the	



	EMPUS EUROPEAN UNION		
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		High probability (based on the	2
		available Archaeological information)	2
		Description: This was a reception	
		building made as part of railway route	
		connecting Split and Siverić, and later	
11	Value of the site	rest of Europe. Building was built in	
		1877. It's typologically simmilar to	
		other reception buildings on the route	
		from this period.	
11	Value of the site intended as	Description (fill this field only if it is	
11. b	interactions and connections with the	different from point 11):	
a	port heritage		
		Description: This building is within	
		boundries of ancient Salona. Our	
		Lady's Isle -the oldest Mariane shrine	
		in Croatia, Gradina complex- fort-hill,	
		Hollow church - The church is from the	
		11th century, linked with the	
		coronation of Zvonimir as a Croatian	
12	Main Cultural/Touristic point of	king in 1075. Located nearby is	
12	Interest in the surrounding Area	Mramorna beach which is regurally	
		visited by a handfull of local people.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
12	Connection with Natural Heritage	Does the	
13	(NH)	Infrastructure/Building/Archaeological	



		site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Logistic	
14	related to the last/current "final Intended use"	Description: Building is used as intended, reception building.	
	<i>Note: if the information is not available, do not fill this field</i>		
		Bearing Masonry	
15	Structure and Material Characteristics	Description: Description: Building is made of rectangular cut stones on all	
		sides. Roof is a wooden construction	
		covered with red clay tiles.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	J
		Infrastructure/Building/Archeologic	
	Technical Systems, Services and sub-	Site	
	services available into the	Sanitary Installation	
	Infrastructure/Building/Archeological	Presence of a public network in the	
16	Site and in the Surrounding Area	Surrounding Area, presence of	
		connections to the public network,	3
	<i>Note: if the information is not available, do</i>	presence of systems in the	J
	not fill this field	Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Total lack of systems in the	
		Infrastructure/Building/Archeological	0
		Site, total lack of connections to the	-
		public network and absence of a	



		public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the	Complicated	0
	administrative procedures to be	Description: Building is owned by state	
20	adopted to manage it (see question	company, Croatian Railways, and is	
	19) in terms of renovation/retrofit or Temporary Uses activation ?	partialy used.	



SOLIN – CH ELEMENT NUMBER 7 – TOTAL SCORE 11,5

MAPPING CRITERIA FOR CH ELEMENT			
		Scor	
			е
0	Associated Code	HR_SO_07	
1	Name/Title of the CH element	Classification yard	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Draškovićeva ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	Chata of managementing	Need of minor interventions on non-	2
	State of preservation	structural elements (interior finishes)	2
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		Yes	1
8		Description: It is possible to visit the	
		site but it is not safe because it is	
		partialy used for train housing, repair	
		and heavy machinery storage.	
		However, there is a nearby beach	
		available for temporary use.	
	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
9			0
			0
			0
		Which is the probability to have	
10	Buried Archaeological Remains	buried Archaeological Remains in the	
		area surrounding the	



	EUROPEAN UNION		
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		High probability (based on the	2
		available Archaeological information)	2
		Description: This classification yard	
		was built as a expansion of railway	
		route connecting Split and the rest of	
		Croatia. It was important for sorting	
		vagons carying various goods	
		thorough and to Solin and Split ports,	
11	Value of the site	terminals, shipyards and industrial	
		facilities. With change of logistical	
		transportation this classification yard	
		has lost much of it's importance. Now	
		it is oversized and is a potential	
		brownfield site.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11):	
b	port heritage		
		Description: This building is within	
		boundries of ancient Salona. Our	
		Lady's Isle -the oldest Mariane shrine	
		in Croatia, Gradina complex- fort-hill,	
	Main Cultural/Touristic point of Interest in the surrounding Area	Hollow church - The church is from the	
		11th century, linked with the	
12		coronation of Zvonimir as a Croatian	
		king in 1075. Located nearby is	
		Mramorna beach which is regurally	
		visited by a handfull of local people.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	



		Infrastructure/Building/Archaeological	
		Site 2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage	site belong to an area considered part	
	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Logistic	
	related to the last/current "final	Description: Series of paralele railroad	
14	Intended use"	lines used for sorting and classification	
1-7		of vagons carrying different goods	
	Note: if the information is not available, do	and/or intended for different	
	not fill this field	destinations.	
15	Structure and Material Characteristics	Other	
		Description: Typical two track railroad.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
		total lack systems in the	
	Technical Systems, Services and sub-	Infrastructure/Building/Archeological	
	services available into the	Site	
10	services available into the Infrastructure/Building/Archeological	Site Sanitary Installation	
16	services available into the	Site Sanitary Installation Presence of a public network in the	
16	services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of	
16	servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do	Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the	1
16	services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological	1
16	servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do	Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the	1
16	servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do	Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological	1
16	servicesavailableintotheInfrastructure/Building/ArcheologicalSiteandintheSurroundingAreaNote: if the information is not available, do	Site Sanitary Installation Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1



		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Complicated	0
	administrative procedures to be	Description: Classification yard is	
20	adopted to manage it (see question	owned by state company, Croatian	
	19) in terms of renovation/retrofit or Temporary Uses activation ?	Railways, and is partialy used.	



SOLIN – CH ELEMENT NUMBER 8 – TOTAL SCORE 14

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_SO_08	
1	Name/Title of the CH element	"Salonit" factory	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Krešimirova ulica, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Partly Occupied	
7	State of process stien	Need of interventions on structural	1
7	State of preservation	framework	1
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
8		Yes	1
		Description: Site is partialy used for	
		storage and service facility. However,	
		there is a nearby beach available for	
		temporary use.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
10		buried Archaeological Remains in the	
	Buried Archaeological Remains	area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	



		archaeological studies performed on the site?	
		High probability (based on the	2
		available Archaeological information)	
		Description: This is a site of	
		archeological remains of basilica and	
		church of St. Peter. Also, many	
		tombstones were found which	
		suggests that there was a early	
		christian burial ground at the site.	
		First industrial and port facilities,	
		intended for storage and shipment of	
		cement from the nearby Majdan	
		factory, were built from 1909-1921,	
11	Value of the site	along with the railway connecting	
		them. Asbestos factory "Salonit" was	
		found in 1921 and existing facilities	
		were expanded to accommodate the	
		production of asbestos prefabricates.	
		Use and manufacture of asbestos	
		products in Croatia was banned in	
		2006, production was halted and	
		factory was subsequently closed. Since	
		then, factory site is in disrepair and is	
		partialy used as storage area.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11):	
b	port heritage		
		Description: This building is within	
12		boundries of ancient Salona. Our	
	Main Cultural/Touristic point of	Lady's Isle -the oldest Mariane shrine	
	Interest in the surrounding Area	in Croatia, Gradina complex- fort-hill,	
	_	Hollow church - The church is from the	
		11th century, linked with the	
1			

European Regional Development Fund

www.italy-croatia.eu/tempus



		coronation of Zvonimir as a Croatian king in 1075.	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Handcraft/Industrial	
14	related to the last/current "final Intended use"	Description: Industrial production and storage halls with ancillary facilities. Port facilities with cranes.	
	<i>Note:</i> if the information is not available, do not fill this field	Torracinites with crunes.	
		Reinforced Concrete frame structure	
15	Structure and Material Characteristics	Description: Mostly reinforced concrete and steel structures.	
		Electrical system	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic	3
	Nate: if the information is not available do	Site Sepitar (Installation	
	<i>Note: if the information is not available, do not fill this field</i>	Sanitary Installation	
		Presence of a public network in the Surrounding Area, presence of	3
		connections to the public network,	5



		presence of systems in the Infrastructure/Building/Archeologic Site	
		Gasworks	
		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking Additional: Presence of a bycicle	2
		lane? No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Complicated Description: Site is partialy used and privately owned.	0



SOLIN – CH ELEMENT NUMBER 9 – TOTAL SCORE 12

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_09	
1	Name/Title of the CH element	Majdan cultural center	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Mostly rickety/unsafe	0
		Partial	0,5
	Level of Practicability	Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		Yes	1
8		Description: Part of the building is a	
		ruin and the other part is privately	
		owned and used daily as a boxing	
		gym. Hower, square in front of the	
		building can be used as TU.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
10	Buried Archaeological Remains	area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	



		1
	archaeological studies performed on	
	the site?	
	Absence of buried Archaeological	
	remains or absence of Archaeological	0
	information about the site	
	Description: Near the spring of Jadro	
	river, in the area of Majdan, the fifth	
	Dalmatian cement factory was built in	
	1908.	
	In accordance with the post-war social	
	paradigm the Culture center was built	
	in 1954. The Cultural centre has a	
	dance and cinema hall, a meeting	
	room, a library and a reading room,	
	raising the standard of cultural and	
	social functions in Majdan, but also in	
	the wider Solin region. We can credit	
	the designs to architect Franjo	
Value of the site	Buškariol who, along with the	
	enclosed settlements, formed a new	
	square, creating an architectural	
	structure that stands out among the	
	contemporary buildings of social	
	purpose built for the Dalmatian	
	cement factory.	
	The building was burnt at the	
	beginning of the 1990s and has not	
	been integrally renovated to date. Its	
	architectural value and potential of	
	renovation have been actualized by	
	recent urban transformation	
	processes in the surrounding area.	
	Value of the site	Absence of buried Archaeological remains or absence of Archaeological information about the siteDescription: Near the spring of Jadro river, in the area of Majdan, the fifth Dalmatian cement factory was built in 1908. In accordance with the post-war social paradigm the Culture center was built in 1954. The Cultural centre has a dance and cinema hall, a meeting room, a library and a reading room, raising the standard of cultural and social functions in Majdan, but also in the wider Solin region. We can credit the designs to architect Franjo Buškariol who, along with the enclosed settlements, formed a new square, creating an architectural structure that stands out among the contemporary buildings of social purpose built for the Dalmatian cementValue of the siteBuškariol who, along with the enclosed settlements, formed a new square, creating an architectural structure that stands out among the contemporary buildings of social purpose built for the Dalmatian cementThe building was burnt at the beginning of the 1990s and has not been integrally renovated to date. Its architectural value and potential of renovation have been actualized by recent urban transformation



11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the oldestMarianeshrineinCroatia,Archaelogical park of Salona, Hollowchurch - The church is from the 11thcentury, linked with the coronation ofContury, linked with the coronation ofInterest from the 1075Please, specify the distance (D) of the main Cultural/Touristic point of Interest from theInfrastructure/Building/Archaeological Site2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? Yes Yes Code of the NH element: NH_HR_SO_01 NH_HR_SO_02 NH NH	1
14	OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field	Commercial Description: Part of the building is uncleared ruing and the other part is adapted and used daily as a boxing gym.	
15	Structure and Material Characteristics	Reinforced Concrete frame structureDescription:Building is made ofrectangular cut stone and concrete.Roof is a wooden construction	



		covered with asbestos panels. Part of	
		a building was destroyed by fire.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	2
		Infrastructure/Building/Archeologic	
		Site	
	Technical Systems, Services and sub-	Sanitary Installation	
	services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeological	Surrounding Area, presence of	
16	Site and in the Surrounding Area	connections to the public network,	
		presence of systems in the	3
	Note: if the information is not available, do	Infrastructure/Building/Archeologic	
	not fill this field	Site	
		Gasworks	
		Total lack of systems in the	
		Infrastructure/Building/Archeological	
		Site, total lack of connections to the	
		public network and absence of a	0
		public network in the surrounding	
		area	
		Presence of a paved road that lead to	
		the	
	Accessibility with reference to existing	Infrastructure/Building/Archeological	2
17	infrastructures in the Surrounding area	Site, absence of a parking	
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to evicting		0
18	Accessibility with reference to existing	Difficult to attain with public MoT (> 1	
	infrastructures for public Means of	Difficult to attain with public MoT (>1	0,5
	Transport - MoT (collective transport:	and < 3 km)	
	bus, train, etc.)		



19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Complicated	0
	administrative procedures to be	Description: Ownership status is not	
20	adopted to manage it (see question	completly clear. Cadastral parcel does	
	19) in terms of renovation/retrofit or	not exist for this building.	
	Temporary Uses activation ?		

SOLIN – CH ELEMENT NUMBER 10 – TOTAL SCORE 10

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_SO_10	
1	Name/Title of the CH element	Bunkers	
2	Date of the mapping	21.02.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	FIRST: Ivana Pavla II, Širina, 21210 Solin SECOND: Ulica kralja Zvonimira, 21210 Solin THIRD: Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
		Partial	0,5
8	Loval of Dracticability	Is there a "surrounding Area" in safe	
	Level of Practicability	conditions to be used as TU?	
		Yes	1



		Description: Third bunker is safe, has	
		amenities and is suitable for TU.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0,5
9	Construction Era		0
9			-
			0
			0
		Which is the probability to have buried	
		Archaeological Remains in the area	
		surrounding the	
		Infrastructure/Building/Archaeological site,	
10	Buried Archaeological Remains	based on the scientific archaeological	
		studies performed on the site?	
		Absence of buried Archaeological remains	
		or absence of Archaeological information	0
		about the site	
		Description: These bunkers have been	
		made during the first half of twentieth	
11	Value of the site	century as a part of a security network	
		intended to guard major connections	
		leading to Solin and Split, mportant	
		infrastructuer and port/terminal areas.	
11.	Value of the site intended as	Description (fill this field only if it is different	
b	interactions and connections with	from point 11):	
D	the port heritage		
		Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
12	Main Cultural/Touristic point of	church is from the 11th century, linked with	
12	Interest in the surrounding Area	the coronation of Zvonimir as a Croatian	
		king in 1075. Ancient Salona is in vicinity.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of Interest	
		Please, specify the distance (D) of the	



		e	I
		from the	
		Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological site	
		belong to an area considered part of the	
	Connection with Natural Heritage	NH?	
13	(NH)	Yes	1
		Code of the NH element:	
		NH_HR_SO_01 (Third bunker)	
		NH_HR_SO_02 (Third bunker)	
	Organisation of Internal Spaces	None (only external envelope, no internal	
	related to the last/current "final	layout/distribution)	
	Intended use"	Description:	
14			
	Note: if the information is not		
	available, do not fill this field		
		Other	
15	Structure and Material	Description: Bunkers are made of cast	
	Characteristics	concrete.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
	Technical Systems, Services and	connections to the public network,	3
	sub-services available into the	presence of systems in the	
	Infrastructure/Building/Archeologi	Infrastructure/Building/Archeologic Site	
16	cal Site and in the Surrounding	Sanitary Installation	
	Area	Total lack of systems in the	
		Infrastructure/Building/Archeological Site,	
	Note: if the information is not	total lack of connections to the public	0
	available, do not fill this field	network and absence of a public network	J
		in the surrounding area	
		Gasworks	
		Jasworks	



		Total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network and absence of a public network in the surrounding area	0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeologi cal site?	Not protected	
	Which is the level of complexity of	Complicated	0
	the administrative procedures to	Description: First bunker is in public	
20	be adopted to manage it (see question 19) in terms of	ownership but remaining two are privately owned.	
	renovation/retrofit or Temporary	owned.	
	Uses activation ?		



SOLIN – CH ELEMENT NUMBER 11 – TOTAL SCORE 13,5

MAPPING CRITERIA FOR CH ELEMENT			
		Scor	
			е
0	Associated Code	HR_SO_11	
1	Name/Title of the CH element	Brewery area	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
4	Location/Address of the building	Vranjički put 16, 21210 Solin	
5	Property Tipology		0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2
		Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		No	0
		Description: Brewery area could possibly	
8	Level of Practicability	facilitate public events. However, this is	
		privately owned area and production	
		process would be hindered or distrupted	
		and could be potentialy hazardous for	
		general public. That is why it is concluded	
		that this location is partialy practicable and	
		not entirely safe.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0



10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site? Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: Brewery area is built in the latter half of 20th century. It was located in the coastal area within an industrial zone. Since its establishment, brewery has had an significant economical importance for the workers, who are mainly local residents.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description: Brewery was intentionaly located in the coastal harbour area with direct acces to harbor facilities and infrastructure. These facilities include a large crane, for loading and unloading the cargo, and silos for storage of cereals which are used as a raw material for beer production.	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: This building is within boundries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	



	EMPOS EUROPEAN UNION	2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological site	
	Connection with Natural Heritage	belong to an area considered part of the	
13	(NH)	NH?	
		No	0
		Code of the NH element:	0
	Organisation of Internal Spaces	Handcraft/Industrial	
	related to the last/current "final	Description:	
	Intended use"	Description.	
14			
	Note: if the information is not		
	available, do not fill this field		
		Reinforced Concrete frame structure	
		Description: This is a typical industrial	
45	Structure and Material	building with large production halls. It is	
15	Characteristics	primarily made out of reinforced concrete	
		and structuraly conceptualized as frame	
		structure.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
	Technical Systems, Services and	connections to the public network,	3
	sub-services available into the	presence of systems in the	
	Infrastructure/Building/Archeologi	Infrastructure/Building/Archeologic Site	
16	cal Site and in the Surrounding	Sanitary Installation	
0	Area	Presence of a public network in the	
		Surrounding Area, presence of	
	Note: if the information is not	connections to the public network,	3
	available, do not fill this field	presence of systems in the	
		Infrastructure/Building/Archeologic Site	
		Gasworks	
			0



17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?	3
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeologi cal site?	Not protected	
	Which is the level of complexity of	Complicated	0
	the administrative procedures to	Description: Site is privately owned and in	
20	be adopted to manage it (see	use.	
20	question 19) in terms of		
	renovation/retrofit or Temporary		
	Uses activation ?		



SOLIN – CH ELEMENT NUMBER 12 – TOTAL SCORE 3,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
	I .		е
0	Associated Code	HR_SO_12	
1	Name/Title of the CH element	Mravinci marl quarry	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Gajeva ulica / Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Mostly rickety/unsafe	0
		Partial	0,5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
8	Level of Practicability	Yes	1
		Description: Area is used as a shoting	
		range. Location can be accesed only via dirt road.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
10	Buried Archaeological Remains	area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	



		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		Description: This was formerly	
		exploited marl quarry. When	
11	Value of the site	exploatation stoped it was filled with	
••		variety of hazardous materials like	
		asbestos. Today area is remediated	
		and used for shooting practise.	
11.	Value of the site intended as	Description (fill this field only if it is	
b.	interactions and connections with the	different from point 11):	
b	port heritage		
		Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
		church is from the 11th century, linked	
		with the coronation of Zvonimir as a	
	Main Cultural/Touristic point of	Croatian king in 1075. Ancient Salona is	
12	Main Cultural/Touristic point of Interest in the surrounding Area	in vicinity.	
	interest in the surrounding Area	Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage	site belong to an area considered part	
	(NH)	of the NH?	
		No	0
		Code of the NH element:	



15 Structure and Material Characteristics Other 15 Structure and Material Characteristics Description: There are paved surface with shooting props and targets. 16 Electrical system 17 Electrical system 18 Fechnical Systems, Services and subservices available into the Infrastructure/Building/Archeological 19 Technical Systems, Services and subservices available into the Infrastructure/Building/Archeological	ly es
Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological	25
Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological	
Intrastructure/Building/Archeological	
Salitary installation	
16 Site and in the Surrounding Area Note: if the information is not available, do Infrastructure/Building/Archeologic Site and in the Surrounding Area Site and in the Surrounding Area Note: if the information is not available, do Infrastructure/Building/Archeologic Site, total lack of connections to the public network and absence of a public network in the surrounding area	
Gasworks	
	0
17 Accessibility with reference to existing Presence of a dirt road that lead to the 17 infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Infrastructure/Building/Archeologic 17 a parking	



		No	0
18	Accessibility with reference to existing infrastructures for public Means of	Unattainable with public MoT (> 3km)	0
	Transport - MoT (collective transport: bus, train, etc.)		
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be adopted to manage it (see question	Description: Area is partially public and partially privately owned.	
	19) in terms of renovation/retrofit or Temporary Uses activation ?		



SOLIN – CH ELEMENT NUMBER 13 – TOTAL SCORE 14,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_13	
1	Name/Title of the CH element	Vranjic quarry	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica nadbiskupa Ante Juri ć a / Pri sela, 21210 Solin	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2
		Total	1
	Level of Practicability	Is there a "surrounding Area" in safe conditions to be used as TU?	
8		Yes	1
		Description: It is possible to organise public events on the premises.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
10		buried Archaeological Remains in the	
	Buried Archaeological Remains	area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	



		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		Description: Area is a remediated marl	
		quarry. Many residents used to work	
		and live in the close vicintiy of the	
11	Value of the site	quarry. It was a major source of raw	
		material for cement production that	
		ecnomicaly developed the area. Today	
		it is publicly used for sports and	
		recreation (mainly football).	
11	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11):	
b	port heritage		
		Description: This site is near the	
		boundries of ancient Salona. Our	
		Lady's Isle -the oldest Mariane shrine	
		in Croatia, Gradina complex- fort-hill,	
		Hollow church - The church is from the	
		11th century, linked with the	
	Main Cultural/Touristic point of	coronation of Zvonimir as a Croatian	
12	Interest in the surrounding Area	king in 1075.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
		Does the	
	Connection with Natural Heritage	Infrastructure/Building/Archaeological	
13	(NH)	site belong to an area considered part	
		of the NH?	



		No	0
		Code of the NH element:	
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not fill this field	None (only external envelope, no internal layout/distribution)	
		Description: Mostly flat open terrain. Parts of it are organized and arranged to accomodate football fields and	
		spectator stands with several temporary uitility buildings. Other parts of the location are unused and	
		mostly grassy. Other	
15	Structure and Material Characteristics	Description: Low walls and fences of football fields.	
		Electrical system	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do</i> <i>not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Sanitary Installation Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site, absence of a parking	2



		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
10	Transport - MoT (collective transport:	m and < 1 km)	I
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be	Description: Area is publicly owned	
	adopted to manage it (see question	(municipality) and parts of it are	
	19) in terms of renovation/retrofit or	managed and used for football	
	Temporary Uses activation ?	practice.	



SOLIN – CH ELEMENT NUMBER 14 – TOTAL SCORE 14,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_14	
1	Name/Title of the CH element	St. Kajo cement factory	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
4	Location/Address of the building	Salonitanska cesta 19, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2
	Level of Practicability	None	0
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		Yes	1
		Description: This location is a cement	
8		factory with heavy machinery	
		operations. As such it is dangerous	
		and unsafe place for temporary public	
		events. There may be "surrounding	
		safe areas" that could facilitate public	
		events.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
10	Buried Archaeological Remains	buried Archaeological Remains in the	
		area surrounding the	



		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Low probability (based on the	
		available Archaeological information)	1
		Description: This is a site of one of the	
		two largest cement factories in the	
		region. It was built at the begining of	
		twentieth century, and was upgraded	
		as the production process was	
		technologicaly improved. In the past	
		it was the most prominent "company"	
	Value of the site	in Kastela bay area, and also a	
11		workplace for a large majority of the	
		local residents. Alongside factory	
		numerous aditional buildings for	
		employees were built, such as	
		dormitories, mess halls, cultural	
		centers, etc. Today, St. Kajo cement	
		factory employs only a fraction of	
		former workforce but it still has	
		significant economical and spatial	
		presence.	
		Description (fill this field only if it is	
		different from point 11): There is a	
		continuous conveyor belt from the	
11. b	Value of the site intended as	marl quarry to the factory. Factory is	
	interactions and connections with the	located near the coastline to reduce	
	port heritage	the shipping costs. It has functioning	
		operating coast with wharf for cargo	
		ships and loading cranges for large	
		weight and volume cargo.	



	EMPUS EUROPEAN UNION		
12	Main Cultural/Touristic point of	Description: This industrial complex is near the boundries of ancient Salona. Our Lady's Isle -the oldest Mariane shrine in Croatia, Gradina complex- fort-hill, Hollow church - The church is from the 11th century, linked with the coronation of Zvonimir as a Croatian king in 1075. Located nearby is Mramorna beach which is regurally	
	Interest in the surrounding Area	visited by a handfull of local people. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site 2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?NoCode of the NH element:	0
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do</i> <i>not fill this field</i>	Handcraft/Industrial Description: Area is organized in multiple buildings and silos of varying size. Some of the buildings are interconnected, while some are isolated.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure Description: Typical industrial building with large production halls. It is primarily made out of reinforced concrete and structuraly conceptualized as a frame structure.	



		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	
		presence of systems in the	3
	Technical Systems, Services and sub-	Infrastructure/Building/Archeologic	
	services available into the	Site	
	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
		Surrounding Area, presence of	
	<i>Note: if the information is not available, do not fill this field</i>	connections to the public network,	2
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
			0
		Presence of a paved road that lead to	
		the	
	Accessibility with reference to evicting	Infrastructure/Building/Archeological	3
17	Accessibility with reference to existing	Site and of a parking in the	
17	infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
10	Transport - MoT (collective transport:	m and < 1 km)	
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be	Description: Privately owned property	
	adopted to manage it (see question	still in use.	



19) in terms of renovation/retrofit or

Temporary Uses activation?

SOLIN – CH ELEMENT NUMBER 15 – TOTAL SCORE 15

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_15	
1	Name/Title of the CH element	Coca-Cola bottler	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Hrvatskih branitelja, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of	3
1		interventions)	2
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		No	0
8		Description: Though this is a privately	
		owned bottling operations it could be	
		possible to organise temporary public	
		events in some parts of building, if	
		agreed upon by owner.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
10	Rurind Archanological Pomains	Which is the probability to have	
10	Buried Archaeological Remains	buried Archaeological Remains in the	



1.500			
		area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Low probability (based on the	1
		available Archaeological information)	1
		Description: This industrial complex	
		was originaly erected as bottlery	
		(manufacturing plant). Today, it is	
11	Value of the site	used as storage and distribution	
		center. Positioned on top of the hill, it	
		is highly visible part of Solins skyline.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11):	
b	port heritage		
	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Our Lady's Isle -the	
		oldest Mariane shrine in Croatia,	
		Gradina complex- fort-hill, Hollow	
		church - The church is from the 11th	
		century, linked with the coronation of	
		Zvonimir as a Croatian king in 1075.	
12		Ancient Salona is in vicinity.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
13		Does the	
		Infrastructure/Building/Archaeological	
	Connection with Natural Heritage	site belong to an area considered part	
	(NH)	of the NH?	
		No	0
			2



		Code of the NH element:	
	Organisation of Internal Spaces	Logistic	
14	related to the last/current "final Intended use"	Description: This area is a place of Coca-Cola a bottler operation. Building also houses offices,	
	<i>Note: if the information is not available, do not fill this field</i>	warehouse and outdoor truck loading bays.	
		Reinforced Concrete frame structure	
15	Structure and Material Characteristics	Description: Reinforced Concrete frame structure covered with steel thermoinsulated panels.	
		Electrical system	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do</i> <i>not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Sanitary Installation Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	



		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: Privately owned property still in use.	

SOLIN – CH ELEMENT NUMBER 16 – TOTAL SCORE 15,5

	MAPPING CRITERIA FOR CH ELEMENT		
			Scor
			е
0	Associated Code	HR_SO_16	
1	Name/Title of the CH element	Vranjic shipyard	
2	Date of the mapping	21.06.2020.	
2	Is it an Area with Archeologic	Vec	
3	interest?	Yes	
4	Location/Address of the building	Krešimirova ulica 149 / 151, 21210 Solin	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-	2
		structural elements (interior finishes)	2
		None	0
8	Loval of Practicability	Is there a "surrounding Area" in safe	
	Level of Practicability	conditions to be used as TU?	
		Yes	1



		Description: This location is a shipyard with	
		heavy machinery operations. As such it is	
		dangerous and unsafe place for temporary	
		public events. There may be "surrounding	
		safe areas" that could facilitate public	
		events.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have buried	
		Archaeological Remains in the area	
		surrounding the	
		Infrastructure/Building/Archaeological	
10	Buried Archaeological Remains	site, based on the scientific archaeological	
		studies performed on the site?	
		High probability (based on the available	_
		Archaeological information)	2
		Description: This is a site of archeological	
		remains of basilica and church of St. Peter.	
		Also, many tombstones were found which	
		suggests that there was a early christian	
14	Malua of the site	burial ground at the site. Currently this	
11	Value of the site	area is used as a shipyard for renovation	
		and building of smaller ships. There is a	
		slipway for launching ships in to the sea,	
		and there are also wharfs for docking the	
		ships.	
11	Value of the site intended as	Description (fill this field only if it is	
11. h	interactions and connections with	different from point 11):	
b	the port heritage		
10	Main Cultural/Touristic point of	Description: This site is near the ancient	
12	Interest in the surrounding Area	city of Salona. Our Lady's Isle -the oldest	



1000	EUROPEAN UNION		
		Mariane shrine in Croatia, Gradina	
		complex- fort-hill, Hollow church - The	
		church is from the 11th century, linked with	
		the coronation of Zvonimir as a Croatian	
		king in 1075.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of Interest	
		from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological site	
12	Connection with Natural Heritage	belong to an area considered part of the	
13	(NH)	NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Handcraft/Industrial	
	related to the last/current "final	Description: Multiple diffefrent sized	
14	Intended use"	buildings.	
	Note: if the information is not		
	available, do not fill this field		
		Reinforced Concrete frame structure	
	Structure and Material Characteristics	Description: Multiple typical industrial	
15		halls. Buildings are primarily made out of	
		reinforced concrete and structuraly	
		conceptualized as a frame structure.	
	Technical Systems, Services and	Electrical system	
16	sub-services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeologi	Surrounding Area, presence of	
	cal Site and in the Surrounding	connections to the public network,	3
	Area	presence of systems in the	
		Infrastructure/Building/Archeologic Site	



	Note: if the information is not	Sanitary Installation	
	available, do not fill this field	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Gasworks	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane? No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeologi cal site?	Not protected	
	Which is the level of complexity of	Complicated	0
20	the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: Privately owned property still in use.	



SOLIN – CH ELEMENT NUMBER 17 – TOTAL SCORE 8,5

MAPPING CRITERIA FOR CH ELEMENT				
			Scor	
			е	
0	Associated Code	HR_SO_17		
1	Name/Title of the CH element	INA tanker berth		
2	Date of the mapping	21.06.2020.		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	Draškovićeva ulica, 21210 Solin		
5	Property Tipology	Private	0	
6	State of Occupancy	Occupied		
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2	
	Level of Practicability	Partial	0,5	
		Is there a "surrounding Area" in safe		
		conditions to be used as TU?		
		Yes	1	
8		Description: This area is unsafe place		
		for temporary public events cause of		
		the loading and unloading operations.		
		There may be "surrounding safe		
		areas" that could facilitate public		
		events.		
	9 Construction Era	Contemporary Era (XIX a.C. – Today)	0,5	
			0	
9			0	
			0	
			0	
10	Buried Archaeological Remains	Which is the probability to have		
		buried Archaeological Remains in the		
		area surrounding the		



	EMPOS EUROPEAN UNION		
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Low probability (based on the	1
		available Archaeological information)	1
		Description: This site is berth, which is	
		a part of loading and unloading	
		operations of fuel and gas for INA. INA	
		or "Industrija nafte", is a Croatian	
		multinational oil company. INA Group	
11	Value of the site	has leading role in Croatia's oil	
11		business, a strong regional position in	
		the oil and gas exploration and	
		production, oil processing, and oil	
		product distribution activities. As such	
		this location has high importance in oil	
		supply for a wider area.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11): This is a	
b	port heritage	significant site in a maritime tanker	
		network of oil, fuel and gas supply.	
		Description: This building is within	
		boundries of ancient Salona harbor.	
		Our Lady's Isle -the oldest Mariane	
		shrine in Croatia, Gradina complex-	
		fort-hill, Hollow church - The church is	
12	Main Cultural/Touristic point of	from the 11th century, linked with the	
IΖ	Interest in the surrounding Area	coronation of Zvonimir as a Croatian	
		king in 1075. Located nearby is	
		Mramorna beach which is regurally	
		visited by a handfull of local people.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	



		Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Logistic	
14	related to the last/current "final Intended use"	Description: This building is a concrete berth. It is composed of a narrow pier like structure conecting a larger	
	<i>Note: if the information is not available, do not fill this field</i>	platform area, some 20 meters of the coast.	
		Other	
15	Structure and Material Characteristics	Description: It is made primarily of concrete. There is also a noticable spatial presence of fuel and gas pipelines.	
		Electrical system	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
	<i>Note: if the information is not available, do</i>	Sanitary Installation	
	not fill this field	Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological	1



		Site, total lack of connections to the public network	
		Gasworks	
			0
17	Accessibility with reference to existing infrastructures in the Surrounding area	Presence of a dirt road that lead to the Infrastructure/Building/Archeological Site, absence of a paved road and of a parking	1
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or	Description: Privately owned property still in use.	
	Temporary Uses activation ?		



SOLIN – CH ELEMENT NUMBER 18 – TOTAL SCORE 14

	MAPPING CRITERIA FOR CH ELEMENT			
			Scor	
			е	
0	Associated Code	HR_SO_18		
1	Name/Title of the CH element	INA fuel tanks		
2	Date of the mapping	21.06.2020.		
3	Is it an Area with Archeologic interest?			
4	Location/Address of the building	Dominisova ulica, 21210 Solin		
5	Property Tipology	Private	0	
6	State of Occupancy	Occupied		
7	State of procentation	Need of minor interventions on non-	2	
/	State of preservation	structural elements (interior finishes)	2	
	Level of Practicability	Partial	0,5	
		Is there a "surrounding Area" in safe		
		conditions to be used as TU?		
8		Yes	1	
		Description: Area itself is restricted but		
		surrounding lawn-like areas could be		
		potentialy used for temporary events.		
		Contemporary Era (XIX a.C. – Today)	0,5	
			0	
9	Construction Era		0	
			0	
			0	
		Which is the probability to have		
		buried Archaeological Remains in the		
10	Buried Archaeological Remains	area surrounding the		
		Infrastructure/Building/Archaeological		
		site, based on the scientific		



		archaeological studies performed on	
		the site?	
		Low probability (based on the	1
		available Archaeological information)	
		Description: This site is occupied by 5	
		large silos varying in size, which are a	
		part of loading and unloading	
11	Value of the site	operations of fuel and gas for INA-	
		Industrija nafte. As such, this location	
		has high importance in oil, fuel and	
		gas supply for a wider area.	
	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11): This is a	
b		significant site in a maritime tanker	
	port heritage	network of oil, fuel and gas supply.	
		Description: This building is within	
	Main Cultural/Touristic point of Interest in the surrounding Area	boundries of ancient Salona harbor.	
		Our Lady's Isle -the oldest Mariane	
		shrine in Croatia, Gradina complex-	
		fort-hill, Hollow church - The church is	
		from the 11th century, linked with the	
		coronation of Zvonimir as a Croatian	
10		king in 1075. Located nearby is	
12		Mramorna beach which is regurally	
		visited by a handfull of local people.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
4.5	Connection with Natural Heritage	Does the	
13	(NH)	Infrastructure/Building/Archaeological	
		5. 5	



		site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
		Logistic	
	Organisation of Internal Spaces	Description: This is a site of five large	
	related to the last/current "final	silos of varying sizes. Silos are placed	
14	Intended use"	on a concrete floor base which is	
		surrounded by flat grassy terrain. On	
	<i>Note:</i> if the information is not available, do	the premises there is a loading bay for	
	not fill this field	trucks and couple of smaller storage	
		and controle buildings.	
		Steel structure	
15	Structure and Material Characteristics	Description: Silosa are made out of	
		steel and base is made out of	
		concrete.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
	Technical Systems Convises and sub	presence of systems in the	-
	Technical Systems, Services and sub- services available into the	Infrastructure/Building/Archeologic	
	services available into the Infrastructure/Building/Archeological	Site	
16	Site and in the Surrounding Area	Sanitary Installation	
	Site and in the Surrounding Area	Presence of a public network in the	
	<i>Note: if the information is not available, do</i>	Surrounding Area, presence of	
	not fill this field	connections to the public network,	3
		presence of systems in the	U
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
			0
17		Presence of a paved road that lead to	2
		the	_



		Infrastructure/Building/Archeological	
	Accessibility with reference to existing	Site, absence of a parking	
	infrastructures in the Surrounding area	Additional: Presence of a bycicle	
	for private mobility (car, bicycles, etc.)	lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
10	Transport - MoT (collective transport:	m and < 1 km)	I
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
	Which is the level of complexity of the	Complicated	0
	administrative procedures to be	Description: Privately owned property	
20	adopted to manage it (see question	still in use.	
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		



SOLIN – CH ELEMENT NUMBER 19 – TOTAL SCORE 12,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_SO_19	
1	Name/Title of the CH element	Factory settlement Majdan	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Put Majdana, 21210 Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
8		Yes	1
		Description: There are areas adequate	
		for temporary use in vicinity.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
10	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	



			L I
		Low probability (based on the	1
		available Archaeological information)	
		Description: Near the spring of Jadro	
		river, in the area of Majdan, the fifth	
		Dalmatian cement factory was built in	
		1908. There was a great need for	
		workforce housing, so several,	
11	Value of the site	typologicaly near identical buildings	
		were built. Though today some of this	
		housing is not to the living standard,	
		in the past it was home to significant	
		part of workforce for extended period	
		of time.	
44	Value of the site intended as	Description (fill this field only if it is	
11.	interactions and connections with the	different from point 11):	
b	port heritage		
		Description: Our Lady's Isle -the oldest	
		Mariane shrine in Croatia,	
		Archaelogical park of Salona, Hollow	
		church - The church is from the 11th	
		century, linked with the coronation of	
	Main Cultural/Touristic point of	Zvonimir as a Croatian king in 1075	
12	Interest in the surrounding Area	Please, specify the distance (D) of the	
	_	main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological	
	Connection with Natural Heritage	site belong to an area considered part	
13	(NH)	of the NH?	
		No	0
		Code of the NH element:	

European Regional Development Fund



	Organisation of Internal Spaces	Residential	
	related to the last/current "final	Description: Multiple typologically	
14	Intended use"	near identical houses for communal	
14		living. Most buildings are two storey	
	Note: if the information is not available, do	high.	
	not fill this field		
		Bearing Masonry	
		Description: Bearing masonry with	
15	Structure and Material Characteristics	wooden pitched roof structure,	
		covered with cement sheets. Some	
		minor changes have been made to the	
		structure and layout of buildings.	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
	Technical Systems Convises and sub	total lack systems in the	_
	Technical Systems, Services and sub- services available into the	Infrastructure/Building/Archeological	
		Site	
16	Infrastructure/Building/Archeological Site and in the Surrounding Area	Sanitary Installation	
	Site and in the Surrounding Area	Presence of a public network in the	
	Note: if the information is not available, do	Surrounding Area, presence of	
	not fill this field	connections to the public network,	2
		total lack systems in the	-
		Infrastructure/Building/Archeological	
		Site	
		Gasworks	
			0
		Presence of a paved road that lead to	
	Accessibility with reference to existing	the	
17	infrastructures in the Surrounding area	Infrastructure/Building/Archeological	3
	for private mobility (car, bicycles, etc.)	Site and of a parking in the	
		surrounding area	



		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
10	Transport - MoT (collective transport:	m and < 1 km)	1
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
	Which is the level of complexity of the	Complicated	0
20	administrative procedures to be	Description: Area is partially public	
	adopted to manage it (see question	and partially privately owned.	
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		



SOLIN – CH ELEMENT NUMBER 20 – TOTAL SCORE 13,5

	MAPPING CRITERIA FOR CH ELEMENT		
			Scor
			е
0	Associated Code	HR_SO_20	
1	Name/Title of the CH element	Factory settlement St. Kajo	
2	Date of the mapping	21.06.2020.	
3	Is it an Area with Archeologic interest?		
		Banova ulica / Drašovićeva ulica /	
4	Location/Address of the building	Ulica oko Svetog Kaje,21210	
		Solin	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of procentation	Need of interventions on structural	1
7	State of preservation	framework	1
		Partial	0,5
		Is there a "surrounding Area" in safe	
	Level of Practicability	conditions to be used as TU?	
		Yes	1
8		Description: Buildings themself might	
		not be available or adequate for	
		temporary use but the events could be	
		potentially facilitated in the	
		surrounding area.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	-
10	Buried Archaeological Remains	buried Archaeological Remains in the	



			1
		area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Low probability (based on the	1
		available Archaeological information)	1
		Description: With the founding of the	
		St. Kajo cement factory and its later	
		development there was also a great	
		need for workforce housing and other	
		amenities. Multiple housing buildings	
		were built, alongside office buildings	
11	Value of the site	and even a small cinema ("culture	
		home"). Buildings in this settlement	
		are typologicaly and stylisticaly	
		differing. Quality of construction is	
		also not on the same level for all the	
		buildins. Though today some of these	
		buildings are not to the living standard	
		and are partly ruinous, in the past it	
		was home to significant part of	
		workforce for extended period of time.	
11.	Value of the site intended as	Description (fill this field only if it is	
n. b	interactions and connections with the	different from point 11):	
d	port heritage		
		Description: Factory settlement St.	
		Kajo is near the ancient city of Salona.	
		Our Lady's Isle -the oldest Mariane	
10	Main Cultural/Touristic point of	shrine in Croatia, Gradina complex-	
12	Interest in the surrounding Area	fort-hill, Hollow church - The church is	
		from the 11th century, linked with the	
		coronation of Zvonimir as a Croatian	
		king in 1075. Located nearby is	
		5	



		Mramorna beach which is regurally	
		visited by a handfull of local people. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
		2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces	Residential	
	related to the last/current "final	Description: Multiple different	
14	Intended use"	buildings. Some are residential, some	
	<i>Note: if the information is not available, do not fill this field</i>	are commercial and some are in a ruined state.	
		Other	
15	Structure and Material Characteristics	Description: All buildings are one to two stories high and have pitched roofs. Different materials were used in construction of these buildings. Main ones being clay bricks, poured concrete, stone, asbestos- cement roof paneling.	
	Technical Systems, Services and sub-	Electrical system	
	services available into the	Presence of a public network in the	
16	Infrastructure/Building/Archeological	Surrounding Area, presence of	3
	Site and in the Surrounding Area	connections to the public network,	5
		presence of systems in the	



	<i>Note: if the information is not available, do not fill this field</i>	Infrastructure/Building/Archeologic	
		Site Sepitar (Installation	
		Sanitary Installation	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	
		Infrastructure/Building/Archeologic Site	
		Gasworks	
		Gasworks	0
		Presence of a paved road that lead to	0
		the	
	Accessibility with reference to existing	Infrastructure/Building/Archeological	2
17	infrastructures in the Surrounding area	Site, absence of a parking	
17	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
40	infrastructures for public Means of	Easy to attain with public MoT (> 500	
18	Transport - MoT (collective transport:	m and < 1 km)	1
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
	Which is the level of complexity of the	Complicated	0
	administrative procedures to be	Description: Area is partially public	
20	adopted to manage it (see question	and partially privately owned.	
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		



RAVENNA – CH ELEMENT NUMBER 1 – TOTAL SCORE 8

MAPPING CRITERIA FOR CH ELEMENT			
			re
0	Associated Code	IT_RA_01	
1	Name/Title of the CH element	Ex SIR - "Sigarone"	
2	Date of the mapping	18/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Bosi Maramotti, Ravenna - RA	
5	Property Tipology	Private	0
6	State of Occupancy	Abandoned	
7	State of preservation	Mostly rickety/unsafe	0
		None	0
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The area has	
		been already identified	
		by the "Darsena" POC	
		(Local Operative Plan)	
8	Level of Practicability	(Tav. C13) and classified	
		has "to be reclaimed".	
		There is a portion of the	
		external surrounding area	
		(width = 10-12 m, length	
		= 150 m) that can be used	
		for TUs. A portion of this	
		area (4-5 meters wide) is	
		adjacent to the building	
		and it is not in safe	
		conditions due to the	



10 Buried Archaeological Remains height of the building and to the presence of a cantilevered concrete roof. Close to the property, there is a public garden and a public parking. 0.5 11 Value of the site Contemporary Era (XIX a.C Today) 0.5 11 Value of the site 0 0 11 Value of the site 0 0		LEMPUS EUROPEAN UNION		
10 Buried Archaeological Remains Contemporany Era subjice parking. 0 10 Name of the site 0 11 Value of the site Description: The building was made in 1956, and consist in a single space 0			height of the building and	
10 For the site For the s			to the presence of a	
10property, there is a public garden and a public parking.Contemporary Era (XIX a.C Today)0.5 a.C.9Construction EraContemporary Era (XIX a.C Today)0.510Interport (Interport (Interport (Interport))0.510None (Interport)0.511Value of the site0.511Value of the site0.511Value of the site0.512Value of the site0.513Value of the site0.514Value of the site0.515Value of the site0.516Value of the site0.517Value of the site0.518Value of the site0.519Value of the site0.510Value of the site0.510Value of the site0.511Value of the site0.512Value of the site0.513Value of the site0.514Value of the site0.515Value of the site0.516Value of the site0.517Value of the site0.518Value of the site0.519Value of the site0.519Value of the site0.510Value of the site0.5			cantilevered concrete	
garden and a public parking.garden and a public parking.9Contemporary Era (XIX a.C Today)0.5 a.C Today)9Construction Era0 100100 1000 10010No 1000 10011Buried Archaeological RemainsWhich is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological studies performed on the site?0 010Buried Archaeological Remains0 0<			roof. Close to the	
image: parking, parking			property, there is a public	
9 Construction Era Contemporary Era (XIX a.C Today) 0,5 9 Construction Era 0 10 Which is the probability to have buried 0 10 Which is the probability to have buried 4 10 Buried Archaeological Remains in the area surrounding the 1 10 Buried Archaeological Remains 0 0 11 Value of the site Description: The building was made in 1956, and consist in a single space 0			garden and a public	
9 Construction Era a.C Today) 0,5 a.C Today) 0 indication in the construction Era 0 Mathematication in the construction Era 0 Which is the probability to have buried 0 Archaeological Remains 0 Interastructure/Building/Ar 0 Interastructure/Building/Ar 0 Chaeological site, based 0 Interastructure/Building/Ar 0 Chaeological studies 0 Interastructure/Building/Ar 0 Chaeological studies 0 Infrastructure/Building/Ar 0 Chaeological remains 0 Infrastructure/Building/Ar 0 Chaeological remains 0 Information about the 0 Information about the<			parking.	
9 Construction Era 0 9 Construction Era 0 10 Which is the probability to have buried 0 10 Which is the probability to have buried Archaeological Remains 10 Buried Archaeological Remains Infrastructure/Building/Ar 10 Buried Archaeological Remains 0 11 Value of the site Description: The building was made in 1956, and consist in a single space				0,5
9 Construction Era 0 9 Construction Era 0 10 Which is the probability to have buried 0 10 Which is the probability to have buried 1 10 Buried Archaeological Remains 1 10 Buried Archaeological Remains 1 10 Buried Archaeological Remains 1 11 Value of the site 1			a.c. – Today)	0
10 0 0 0 0 0 0 0 0 0 Which is the probability to have buried 0 Archaeological Remains Archaeological Remains in the area surrounding the 10 Buried Archaeological Remains 10 Buried Archaeological Remains 0 0 0 10 10 Buried Archaeological Remains 0 0 0 10 10 10 10 10 10 10 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10	9	Construction Era		
10 0 11 Value of the site 0				_
10Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site?10Buried Archaeological RemainsInfrastructure/Building/Ar chaeological studies performed on the site?10Buried Archaeological Remains011Value of the siteDescription: The building was made in 1956, and consist in a single space				
10 Buried Archaeological Remains Buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Buried Archaeological remains or absence of archaeological remains archaeological remains or absence of archaeological remains archaeological remains or absence of archaeological remains arch				0
10Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site?10Buried Archaeological Remains11Value of the site11Value of the site				
 In the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of buried Archaeological remains or absence of Archaeological information about the site Nulue of the site Value of the site 			to have buried	
10 Buried Archaeological Remains Buried Archaeological Remains Intrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological information about the site Intrastructure/Building/Ar chaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological information about the site Description: The building was made in 1956, and consist in a single space			Archaeological Remains	
10Infrastructure/Building/Ar chaeological site, based on the scientific archaeological studies performed on the site?11Value of the siteInfrastructure/Building/Ar chaeological studies performed on the scientific archaeological studies performed on the site?11Value of the siteInfrastructure/Building/Ar chaeological studies performed on the scientific archaeological studies performed on the site?			in the area surrounding	
10Chaeological site, based on the scientific archaeological studies performed on the site?11Chaeological site, based on the scientific archaeological studies performed on the site?11Value of the site			the	
10Buried Archaeological Remainson the scientific archaeological studies performed on the site?10Absence of buried Archaeological remains or absence of Archaeological information about the siteAbsence of buried Archaeological information about the site11Value of the siteDescription: The building was made in 1956, and consist in a single space			-	
10Buried Archaeological Remainsarchaeological studies performed on the site?11Absence of buried Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space			chaeological site, based	
11Value of the sitearchaeological studies performed on the site?Absence of buried Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space	10	Buried Archaeological Remains	on the scientific	
11Absence of buried Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space	10		archaeological studies	
Archaeological remains or absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space			performed on the site?	
11Value of the siteor absence of Archaeological information about the site011Value of the siteDescription: The building was made in 1956, and consist in a single space1			Absence of buried	
11Value of the site0Archaeological information about the site0Description: The building was made in 1956, and consist in a single space0			Archaeological remains	
11 Value of the site			or absence of	\cap
Image: Non-StreamStream11Value of the siteDescription: The building was made in 1956, and consist in a single space			Archaeological	0
Image: 11Description: The building was made in 1956, and consist in a single space			information about the	
11Value of the sitewas made in 1956, and consist in a single space			site	
11Value of the siteconsist in a single space			Description: The building	
			was made in 1956, and	
	11 Value of the site	Value of the site	consist in a single space	
with dimensions equal to			with dimensions equal to	
175 m (length) x 30 m			175 m (length) x 30 m	



		(width) with a parabalia	
		(width), with a parabolic	
		vault with a maximum	
		height equal to 17,35 m.	
		The building was used as	
		a warehouse for storage	
		of chemical fertilizers for	
		agriculture. From 1980 it	
		was used as a warehouse	
		for construction materials	
		and then aboandoned.	
11.	Value of the site intended as interactions and	Description (fill this field	
b		only if it is different from	
U	connections with the port heritage	point 11):	
		Description: The building	
		is part of an area where	
		different rehabilitation	
		interventions were made	
		in the last 20 years. The	
		bulding is directly	
		connected to the quay,	
		and it is close to different	
		meeting places (Darsena	
	Main Cultural/Touristic point of Interest in the	Pop Up, Darsenale,), to	
12	surrounding Area	Pala De André and to the	
		theatre for contemporary	
		arts "Almagià".	
		Please, specify the	
		distance (D) of the main	
		Cultural/Touristic point	
		of Interest from the	
		Infrastructure/Building/Ar	
		chaeological Site	
		D < 1 km	



13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeological site belongto an area consideredpart of the NH?NoCode of the NH element:	0
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Logistic Description: It is not possible to enter in the building, but it seems that the internal distribution of the spaces consists in a single open space.	
15	Structure and Material Characteristics	Reinforced Concrete frame structure Description: The structure is composed of 34 concrete arches that are perpendicular with respect to the longitudinal development of the building. The roof consists in ferrocement brick masonry slabs. The high of the building is equal to 7,20 m close to the external walls and equal to 17,35 m at the topo of the roof.	
16	Technical Systems, Services and sub-services available	Electrical system	
טו	into the Infrastructure/Building/Archeological Site and in the Surrounding Area	Presence of a public network in the	1



		Surrounding Area, total	
	Note: if the information is not available, do not fill this field	lack of systems in the	
		Infrastructure/Building/Ar	
		cheological Site, total	
		lack of connections to	
		the public network	
		Sanitary Installation	
		Presence of a public	
		network in the	
		Surrounding Area, total	
		lack of systems in the	1
		Infrastructure/Building/Ar	1
		cheological Site, total	
		lack of connections to	
		the public network	
		Gasworks	
		Presence of a public	
		network in the	
		Surrounding Area, total	
		lack of systems in the	1
		Infrastructure/Building/Ar	1
		cheological Site, total	
		lack of connections to	
		the public network	
		Presence of a dirt road	
		that lead to the	
		that lead to the Infrastructure/Building/Ar	1
	Accessibility with reference to existing infrastructures		1
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car,	Infrastructure/Building/Ar	1
17		Infrastructure/Building/Ar cheological Site, absence	1
17	in the Surrounding area for private mobility (car,	Infrastructure/Building/Ar cheological Site, absence of a paved road and of a	1
17	in the Surrounding area for private mobility (car,	Infrastructure/Building/Ar cheological Site, absence of a paved road and of a parking	1



18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
		Complicated	0
2 0	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: The building is considered as "Bonded heritage. It has an act of legally protection as for D. lgs 42/2004 (POC - TAV. 26)	

RAVENNA – CH ELEMENT NUMBER 2 – TOTAL SCORE 5

MAPPING CRITERIA FOR CH ELEMENT			
			Sc
			ore
0	Associated Code	IT_RA_02	
1	Name/Title of the CH element	Marchesato - Fabbrica Vecchia	
2	Date of the mapping	18/11/2019	
3	Is it an Area with Archeologic interest?	No	
		via del Marchesato, Marina	
4	Location/Address of the building	di Ravenna - RA	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Mostly rickety/unsafe	0
		None	0
8	Lovel of Practicability	Is there a "surrounding	
0	Level of Practicability	Area" in safe conditions to	
		be used as TU?	



	EMPOS EUROPEAN UNION		
		Yes	1
		Description: It is possible to	
		think of using only two	
		portions of the outdoor	
		garden.	
		Modern Era (XV – XVIII a.C.)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to	
		have buried Archaeological	
		Remains in the area	
	Buried Archaeological Remains	surrounding the	
		Infrastructure/Building/Arch	
		aeological site, based on	
10		the scientific archaeological	
		studies performed on the	
		site?	
		Absence of buried	
		Archaeological remains or	0
		absence of Archaeological	0
		information about the site	
		Description: Built in 1764 on	
		a project by Antonio Farini,	
		it was a building that	
		performed public functions	
		in relation to port activities	
11	Value of the site	and was known as the "Casa	
		della Sanità". In 1765 the	
		Marquis Cavalli built	
		another building next to the	
		"Casone" which from then	
		on became the "Fabbrica	



		Vecchia" to distinguish it from the "Fabbrica Nuova" of the Cavalli marquises which was used as a warehouse, tavern and tax office for the marquises. Hence the name the "Marquisate". At the end of the 19th century the building was used as the seat of the Harbor Master's Office, but following the development of the port structures the garrison of the old factory was gradually abandoned.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the	Description: Fishing boat dock and lighthouse of Marina di Ravenna, breakwaters of the San Vitale port, historic pine forests of the Natura 2000 network Please, specify the distance	
	surrounding Area	Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Arch aeological Site 1 km < D < 2 km	



	EUROPEAN UNION		
		Does the	
		Infrastructure/Building/Arch	
		aeological site belong to an	
13	Connection with Natural Heritage (NH)	area considered part of the	
15		NH?	
			0
		Code of the NH element:	
		XXXXX	
		Logistic	
	Organisation of Internal Spaces related to the	Description: it is not possible	
	last/current "final Intended use"	to access the structure	
14		internally to check its	
	Note: if the information is not available, do not fill this	Layout. The function	
	field	covered by the structure has	
		always been public.	
	Structure and Material Characteristics	Bearing Masonry	
		Description: load-bearing	
		masonry structure made	
15		with solid brick masonry	
		unit, wooden floor with	
		simple frame and wooden	
		truss roof	
		Electrical system	
		Total lack of systems in the	
	Tabaiad Castana Casica and addression	Infrastructure/Building/Arch	
	Technical Systems, Services and sub-services	eological Site, total lack of	
	available into the	connections to the public	0
16	Infrastructure/Building/Archeological Site and in the	network and absence of a	
ю	Surrounding Area	public network in the	
	Note: if the information is not available, do not fill this	surrounding area	
	field	Sanitary Installation	
		Presence of a public	
		network in the Surrounding	1
		Area, total lack of systems	



	EUROPEAN UNION		
		in the Infrastructure/Building/Arch eological Site, total lack of	
		connections to the public	
		network Gasworks	
		Total lack of systems in the	
		Infrastructure/Building/Arch	
		eological Site, total lack of	
		connections to the public	0
		network and absence of a	U
		public network in the	
		surrounding area	
		Presence of a dirt road that	
		lead to the	
		Infrastructure/Building/Arch	1
	Accessibility with reference to existing	eological Site, absence of a	I
17	infrastructures in the Surrounding area for private	paved road and of a	
	mobility (car, bicycles, etc.)	parking	
		Additional: Presence of a	
		bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Difficult to attain with public MoT (>1 and < 3 km)	0,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the administrative	Complicated	0
2 0	procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation?	Description: building bound by Legislative Decree 42/2004 Code of cultural heritage	



RAVENNA – CH ELEMENT NUMBER 3 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Sco
			re
0	Associated Code	IT_RA_03	
1	Name/Title of the CH element	Capanno Garibaldi	
2	Date of the mapping	08/02/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Baiona 192, Area Industriale - RA	
5	Property Tipology	Public	1
6	State of Occupancy	occupied	
7	State of preservation	well preserved	3
		total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The Garibaldi hut is managed by the	
		Conservation Society, an	
		association that acts for	
8	Level of Practicability	the conservation and enhancement of the	
		enhancement of the same, through the	
		organization of cultural,	
		tourist and educational	
		activities. Events are	
		organized in the outdoor	
		area. It would be	
		interesting to network	
		them with other locations	
		that favor slow and	



		sustainable tourism in the valleys.	
		Contemporary Era (XIX a.C. – Today)	0,5
9	Construction Era		0
9	Construction era		0
			0
			0
		Which is the probability	
		to have buried	
		Archaeological Remains	
		in the area surrounding	
		the	
		Infrastructure/Building/Ar	
		chaeological site, based	
10	Ruriad Archaeological Romains	on the scientific	
10	Buried Archaeological Remains	archaeological studies	
		performed on the site?	
		Absence of buried	
		Archaeological remains	
		or absence of	0
		Archaeological	0
		information about the	
		site	
		Description: Capanno	
		was built in 1810 as a	
		hunting refuge; in 1844 it	
		was rebuilt in masonry	
11	Value of the site	after a fire. In 1849 it	
11	value of the site	became a refuge for G.	
		Garibaldi who, fleeing	
		from Rome, tried to reach	
		Venice and therefore was	
		hidden in Romagna to	



		escape the Austrians. The shed thus became one of the places of the Garibaldian "drawing" and later, also a monument of the city of Ravenna, as it was placed under the protection of the Soprindendenza. It is in good condition and is currently managed by an association that promotes it through initiatives and events.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Capanno is located inside the Po Delta Park. Several routes start in the vicinity and the Capanno is a stage of one of these. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Ar chaeological Site D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Ar chaeological site belong	



		to an area considered part of the NH?	
		Si	1
		Code of the NH element:	
		Parco del Delta del Po'	
		Residential	
		Description: the building	
		is accessible and consists	
		of a small masonry	
	Organisation of Internal Spaces related to the	volume consisting of two	
	last/current "final Intended use"	rooms connected on the	
14		ground floor, a wooden	
	Note: if the information is not available, do not fill this field	mezzanine and an	
		important valley reed	
		roof. Pictures of the	
		external and internal	
		environment are	
		attached.	
		Bearing Masonry	
		Description: The	
		supporting structure is in	
15	Structure and Material Characteristics	masonry. The roof is	
		made of wood and the	
		mantle in valley reed. It is	
		in good condition.	
		Electrical system	
	Technical Systems, Services and sub-services available	Presence of a public	
	into the Infrastructure/Building/Archeological Site and	network in the	
16	in the Surrounding Area	Surrounding Area,	
	and Surrounding Area	presence of connections	3
	Note: if the information is not available, do not fill this field	to the public network,	
		presence of systems in	
		the	



	TEMPUS EUROPEAN UNION		
		Infrastructure/Building/Ar	
		cheologic Site	
		Sanitary Installation	
		Presence of a public	
		network in the	
		Surrounding Area,	
		presence of connections	
		to the public network,	3
		presence of systems in	
		the	
		Infrastructure/Building/Ar	
		cheologic Site	
		Gasworks	
		Total lack of systems in	
		the	
		Infrastructure/Building/Ar	
		cheological Site, total	
		lack of connections to	0
		the public network and	
		absence of a public	
		network in the	
		surrounding area	
		Presence of a dirt road	
		that lead to the	
		Infrastructure/Building/Ar	3
	Accessibility with reference to existing infrastructures	cheological Site and of a	5
17	in the Surrounding area for private mobility (car,	parking in the	
	bicycles, etc.)	surrounding area	
		Additional: Presence of a	
		bycicle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (>500 and <1km)	1



19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
		Complicated	0
		Description: Each	
	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	intervention must comply	
		with the legislation for the	
2		protection of	
0		Architectural and	
		Landscape Heritage. The	
acuvo		structure is managed by	
		an Association that	
		promotes its protection	
		and enhancement.	

RAVENNA – CH ELEMENT NUMBER 4 – TOTAL SCORE 11

MAPPING CRITERIA FOR CH ELEMENT			
			Sco
			re
0	Associated Code	IT_RA_04	
1	Name/Title of the CH element	Idrovora Fagiolo	
2	Date of the mapping	08/02/2020	
3	Is it an Area with Archeologic interest?	No	
	Location/Address of the building	Via Cimitero, Area	
4		Industriale - RA	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Mostly rickety/unsafe	0
		None	0
		Is there a "surrounding	
8	Level of Practicability	Area" in safe conditions	
		to be used as TU?	
		Yes	1



		The dewatering pump is managed by the "Consorzio di Bonifica", a public body that relates to the control of water regulation. Currently the plant is stopped and the building is in a state of decay. Around there are spaces and green areas	
		that could be subject to enhancement also in relation to the location, after checking the	
		availability of the area. Contemporary Era (XIX	0,5
	Construction Era	a.C. – Today)	
9			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Ar chaeological site, based on the scientific	
		archaeological studies performed on the site? Absence of buried Archaeological remains or absence of	0



		Archaeological information about the	
		site	
		Description: The	
		"Idrovora Fagiolo" was	
		built by the "Consorzio di	
		Bonifica" at the beginning	
		of 1900, apparently in	
		1901, during an important	
		reclamation operation in	
		the Ravenna area. Within	
		about 30 years, the	
		Consortium built various	
11	Value of the site	plants, including the	
		gravel ditch, Madonna	
		del Pino in Cervia, the	
		Rasponi plant in Punta	
		Marina and S.Vitale in	
		Marina di Ravenna. The	
		plants have dried	
		important parts of the	
		Ravenna area by	
		mechanical reclamation,	
		faster than by	
		reclamation by filling.	
11.	Value of the site intended as interactions and	Description (fill this field	
b.	connections with the port heritage	only if it is different from	
U	connections with the port heritage	point 11):	
		Description: The	
		dewatering pump is near	
12	Main Cultural/Touristic point of Interest in the	the "Monumento ai	
	surrounding Area	caduti in mare" and the	
		monumental cemetery of	
		Ravenna; it is accessible	

European Regional Development Fund

www.italy-croatia.eu/tempus



		from Via del Cimitero and also from the long quay, which however is not in continuity with that of the city dock, as they are separated by the mobile bridge. The proximity indicated refers to the two monumental sites mentioned. Compared to the main tourist attractions as well as monuments of the historic city we are at D> 3 Km	
		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Ar chaeological Site D < 1 km	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeological site belongto an area consideredpart of the NH?NoCode of the NH element:	0
14	Organisation of Internal Spaces related to the last/current "final Intended use"Note: if the information is not available, do not fill this field	"Impianto di sollevamento" / Industrial Description: the building is not accessible, as it is unsafe. It consists of a	



		small masonry volume on two levels. Presumably,	
		given the common type	
		of similar systems, built at	
		the same time at the	
		beginning of the	
		twentieth century, the	
		ground floor could	
		consist of a single room	
		to host the lifting system.	
		Pictures of the structure	
		are attached.	
		Bearing Masonry	
		Description: The bearing	
		structure is in masonry.	
15	Structure and Material Characteristics	The roofing is in brick.	
		The building is not in a	
		good state of	
		conservation.	
		Electrical system	
		Presence of a public	
		network in the	
		Surrounding Area, total	
		lack of systems in the	1
	Technical Systems, Services and sub-services available	Infrastructure/Building/Ar	
	into the Infrastructure/Building/Archeological Site and	cheological Site, total	
16	in the Surrounding Area	lack of connections to	
		the public network	
	Note: if the information is not available, do not fill this field	Sanitary Installation	
		Presence of a public	
		network in the	
		Surrounding Area, total	1
		lack of systems in the	
		Infrastructure/Building/Ar	



I			1
		cheological Site, total lack	
		of connections to the	
		public network	
		Gasworks	
		Presence of a public	
		network in the	
		Surrounding Area, total	
		lack of systems in the	1
		Infrastructure/Building/Ar	1
		cheological Site, total	
		lack of connections to	
		the public network	
		Presence of a paved	
		road that lead to the	
		Infrastructure/Building/Ar	
	Accessibility with reference to existing infrastructures	cheological Site and of a	3
17	in the Surrounding area for private mobility (car,	parking in the	
	bicycles, etc.)	surrounding area	
		Additional: Presence of a	
		bycicle lane?	
		Yes	1
	Accessibility with reference to existing infrastructures		
18	for public Means of Transport - MoT (collective	Close to public MoT (<	1,5
	transport: bus, train, etc.)	500 m)	
	What is the protection status of the		
19	Infrastructure/Building/Archeological site?	Not Protected	
		Complicated	0
		Description: The	
	Which is the level of complexity of the administrative	intervention on the	
2	procedures to be adopted to manage it (see question	structure aimed at a	
0	19) in terms of renovation/retrofit or Temporary Uses	possible temporary reuse	
	activation ?	must first of all provide	
		for its safety. The	
		complexity could derive	



mainly from an economic factor, unless the institution is willing to proceed with a shared planning, with a view to enhancing the heritage pertaining to the testimony of the mechanical reclamation carried out thanks to the early twentieth century water pumps.

RAVENNA – CH ELEMENT NUMBER 5 – TOTAL SCORE 17,5

	MAPPING CRITERIA FOR C	CH ELEMENT	
			Sc
			ore
0	Associated Code	IT_RA_05	
1	Name/Title of the CH element	Faro di Marina di Ravenna	
2	Date of the mapping	20/02/2020	
3	3 Is it an Area with Archeologic interest? No		
	Location/Address of the building	Viale delle Nazioni, 12, 48123	
4		Ravenna RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
		Need of minor interventions	
7	State of preservation	on non-structural elements	2
		(interior finishes)	
8	Level of Practicability		0



		Is there a "surrounding Area"	
		in safe conditions to be used	
		as TU?	
		No	0
		It could be possible, with the	
		authorization of the	
		competent body, to organize	
		informative events by	
		temporarily opening some of	
		the rooms inside and the	
		garden area	
		Contemporary Era (XIX a.C. –	0.5
		Today)	0,5
_			0
9	Construction Era		0
			0
			0
		Which is the probability to	
		have buried Archaeological	
		Remains in the area	
		surrounding the	
		Infrastructure/Building/Archae	
		ological site, based on the	
10	Buried Archaeological Remains	scientific archaeological	
		studies performed on the site?	
		Absence of buried	
		Archaeological remains or	
		absence of Archaeological	0
		information about the site	
11		Description: The lighthouse of	
		Marina di Ravenna was turned	
	Value of the site	on for the first time on	
		12/06/1862, the so-called	
		lighting period of the	



		lighthouse, and is an integral	
		part of the infrastructure of the	
		San Vitale port, still in use	
		today and together with the	
		control tower of the port pilots	
		and the maritime horn is one	
		of the reference points for	
		accessing the port area.	
11	Value of the site intended as interactions and	Description (fill this field only if	
.b	connections with the port heritage	it is different from point 11):	
		Description: The lighthouse is	
		an integral part of the fishing	
		boat dock of Marina di	
		Ravenna and together with it	
		forms the first nucleus of the	
		port. Not far away is the fish	
		market, pine forests and	
12	Main Cultural/Touristic point of Interest in the	nature trails linked to the	
'	surrounding Area	valleys and dunes	
		Please, specify the distance	
		(D) of the main	
		Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archae	
		ological Site	
		1 km < D < 2 km	
		Does the	
		Infrastructure/Building/Archae	
		ological site belong to an area	
13	Connection with Natural Heritage (NH)	considered part of the NH?	
		No	0
		Code of the NH element:	
14			
L			



			I I
		Description: The layout of the	
		lighthouse corresponds to	
		what is reported in the	
	Organisation of Internal Spaces related to the	attached historical plans	
	last/current "final Intended use"	dating back to the time of	
		construction. The only element	
	Note: if the information is not available, do not fill this	that has been modified,	
	field	probably contextually to the	
		construction of the fish market	
		is the tower, which has been	
		raised by two levels.	
		Bearing Masonry	
15	Structure and Material Characteristics	The structure is exposed to	
		load bearing mirature.	
		Electrical system	
		Presence of a public network	
		in the Surrounding Area,	
		presence of connections to	
		the public network, presence	3
		of systems in the	
		Infrastructure/Building/Archeo	
	Technical Systems, Services and sub-services	logic Site	
	available into the	Sanitary Installation	
	Infrastructure/Building/Archeological Site and in	Presence of a public network	
16	the Surrounding Area	in the Surrounding Area,	
		presence of connections to	
	<i>Note: if the information is not available, do not fill this</i>	the public network, presence	3
	field	of systems in the	
		Infrastructure/Building/Archeo	
		logic Site	
		Gasworks	
		Presence of a public network	
		in the Surrounding Area,	3
		presence of connections to	Ŭ



		the public network, presence of systems in the Infrastructure/Building/Archeo logic Site	
Accessibility with reference to existing 17 infrastructures in the Surrounding area for private		Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area	3
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?		
	Which is the level of complexity of the	Complicated	0
2 0	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: Any intervention must be of public initiative, or subject to public evidence.	



RAVENNA – CH ELEMENT NUMBER 6 – TOTAL SCORE 10,5

MAPPING CRITERIA FOR CH ELEMENT				
			Sc	
0	Associated Code	IT_RA_06	ore	
1	Name/Title of the CH element	Piattaforma Angelina		
2	Date of the mapping	20/02/2020		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	Costa Mare Adriatico - impianto Offshore		
5	Property Tipology	Public	1	
6	State of Occupancy	Partly Occupied		
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2	
			0	
		Is there a "surrounding Area" in safe conditions to be used as TU?		
	Level of Practicability	No	0	
8		For now it is part of ENI's coastal extraction plants under temporary stop and / or being decommissioned. They can be reached by sea or by air and cannot be visited.		
9		Contemporary Era (XIX a.C. – Today)	0,5	
	Construction Era		0	
			0	
			0	
			0	



10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archae ological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	The Angelina platform is part of the first group of extraction platforms built in the early 1970s and remained in operation until the early 2000s and was one of the main coastal extraction wells present on the national territory.	
11	Value of the site intended as interactions and	Description (fill this field only if	
.b	connections with the port heritage	it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Due to its position, the Angelina platform is clearly visible from the coast. It is located near the mouth of the United Rivers and can be reached from the network of co-pedestrian routes that connects the northern shores with the Ramazzotti pine forest, the natural reserve of the Bevano river up to the areas of naturalistic interest on	



		the border with the Cervese	
		territory.	
		Please, specify the distance	
		(D) of the main	
		Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archae	
		ological Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archae	
12	Connection with Network Levitage (NU)	ological site belong to an area	
13	Connection with Natural Heritage (NH)	considered part of the NH?	
		Yes	1
		Code of the NH element:	
		Description: the	
	Organisation of Internal Spaces related to the	documentation relating to the	
	last/current "final Intended use"	layout of the spaces of the	
14		extraction plants is not	
	Note: if the information is not available, do not fill this	available for public	
	field	consultation, as they are	
		considered sensitive	
		objectives.	
		Steel Structure	
15	Structure and Material Characteristics	The structure is in iron and	
		prefabricated modules	
	Technical Systems, Services and sub-services	Electrical system	
	available into the	Total lack of systems in the	
16	Infrastructure/Building/Archeological Site and in	Infrastructure/Building/Archeo	
		logical Site, total lack of	0
	the Surrounding Area	connections to the public	
		network and absence of a	



Note: if the information is not available, do not fill this public network in the field surrounding area Sanitary Installation Image: Sanitary Installation Total lack of systems in the Infrastructure/Building/Archeo logical Site, total lack of connections to the public onetwork and absence of a public network in the guildic network in the surrounding area guildic network in the surrounding area Gasworks Presence of a public network in the guildic network, presence a guildic network, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area mobility (car, bicycles, etc.) Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area Accessibility with reference to existing No infrastructures for public Means of Transport No Mot (collective transport: bus, train, etc.) No Mot (s the level of complexity of the Not Protected administrative procedures to be adopt		EMPOS EUROPEAN UNION		
17 Accessibility with reference to existing infrastructures for public network and a parked to the lufticastructure/Building/Archeo logical Site not a public network in the surrounding area end to the lufticastructure/Building/Archeo logical Site 0 17 Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Presence of a paved road that lead to the lufticastructure/Building/Archeo logical Site and of a parking in the surrounding area for private mobility (car, bicycles, etc.) Presence of a paved road that lead to the lufticastructure/Building/Archeo logical Site and of a parking in the surrounding area for private mobility (car, bicycles, etc.) 3 18 Accessibility with reference to existing infrastructures for public Mot (> 3km) 0 19 What is the protection status of the luftrastructure/Building/Archeological site? Vote Protected 0 2 Which is the level of complexity of the administrative procedures to be adopted to 0 Description: it is an extractive 0			public network in the	
Total lack of systems in the Infrastructure/Building/Archeo logical Site, total lack of connections to the public network and absence of a public network in the surrounding area0Gasworks		field	surrounding area	
Image: space of a public network in the surrounding area of a public network presence of a public network, presence of a nublic network, presence of a nublic network, presence of a systems in the furfastructure/Building/Archeo logic Site 3 17 Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area for private mobility (car, bicycles, etc.) 3 18 Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport bus, train, etc.) Unattainable with public MoT (c) 3km) 0 18 Accessibility with reference to existing infrastructure/Building/Archeological site? Unattainable with public MoT (c) 3km) 0 19 What is the protection status of the Infrastructure/Building/Archeological site? Not Protected 0 2 Which is the level of complexity of the administrative procedures to be adopted to a			Sanitary Installation	
Image: space s			Total lack of systems in the	
Image: serie s			Infrastructure/Building/Archeo	
Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport bus, train, etc.) Presence of a public network in the surrounding area 3 18 Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport bus, train, etc.) Vote the surrounding area 3 19 What is the protection status of the infrastructure/Building/Archeological site? Vote the infrastructure for ubblic MoT (> 3km) 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? Not Protected 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? O 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? O 0 2 Which is the level of complexity of the infrastructure/Building/Archeological site? O 0 3 Description: it is an extractive 0			logical Site, total lack of	
Public network in the surrounding area public network in the surrounding area			connections to the public	0
Image: serie of a public network in the Surrounding Area, presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logic Site 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logic Site 9 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logic Site 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logical Site and of a parking in the surrounding area 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logical Site and of a parking in the surrounding area 3 Image: serie of a pawed road that lead to the infrastructure/Building/Archeo logical Site and of a parking in the surrounding area 3 Image: serie of a pawed road that lead to the infrastructure for public Means of Transport 10 Image: serie of a pawed road that lead to the infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for public Means of Transport MoT (collective transport: bus, train, etc.) 10 Image: serie of a pawed road that infrastructure for			network and absence of a	
Image: Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Image: Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.) Presence of a paved road that lead to the Infrastructures of a paved road that lead to the Infrastructures of a paved road that lead to the Infrastructures and of a parking in the surrounding area 3 17 Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.) Presence of a paved road that lead to the Infrastructure/Building/Archeo Iogical Site and of a parking in the surrounding area 3 18 Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.) Unattainable with public MoT (> 3km) 0 19 What is the protection status of the infrastructure/Building/Archeological site? Not Protected 0 2 Which is the level of complexity of the administrative procedures to be adopted to Complicated 0			public network in the	
Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logic Site3Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area317Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			surrounding area	
in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logic Site377Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area38Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)No018Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			Gasworks	
Presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeo logic Site317Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.) MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			Presence of a public network	
Image: 1 percent set in the public network, presence of systems in the Infrastructure/Building/Archeo logic Site317Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			in the Surrounding Area,	
of systems in the Infrastructure/Building/Archeo logic Siteof systems in the Infrastructure/Building/Archeo logic Sitea17Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			presence of connections to	
Infrastructure/Building/Archeo logic SiteInfrastructure/Building/Archeo logic Site3Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?317Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)1018Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)1019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected2 0Which is the level of complexity of the administrative procedures to be adopted toComplicated012Description: it is an extractive0			the public network, presence	3
Image: 10 series of a pave road that lead to theImage: 10 series of a pave road that lead to the317Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area317Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Image: 10 series of a byce of			of systems in the	
17Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Presence of a paved road that lead to the Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			Infrastructure/Building/Archeo	
IndexImage: Image:			logic Site	
17Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area317Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Infrastructure/Building/Archeo logical Site and of a parking in the surrounding area318Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			Presence of a paved road that	
Accessibilitywith referenceto existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)logical Site and of a parking in the surrounding area17Infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Additional: Presence of a bycicle lane?Additional: Presence of a bycicle lane?18Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			lead to the	
17Infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Iogical Site and of a parking in the surrounding area17infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)Additional: Presence of a bycicle lane?18Accessibility with reference to existing infrastructures for public Means of Transport MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated019Which is the level of complexity of the administrative procedures to be adopted toDescription: it is an extractive0			Infrastructure/Building/Archeo	3
mobility (car, bicycles, etc.)The surrounding areaAdditional: Presence of a bycicle lane?Additional: Presence of a bycicle lane?No0Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)0What is the protection status of the Infrastructure/Building/Archeological site?Not Protected0Which is the level of complexity of the administrative procedures to be adopted toComplicated0	47		logical Site and of a parking in	
Additional: Presence of a bycicle lane?No0No0Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)0What is the protection status of the Infrastructure/Building/Archeological site?Not Protected0Which is the level of complexity of the administrative procedures to be adopted toComplicated0	17		the surrounding area	
No0NoNo0Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)0NoWhat is the protection status of the Infrastructure/Building/Archeological site?Not Protected0Which is the level of complexity of the administrative procedures to be adopted toComplicated0		mobility (car, bicycles, etc.)	Additional: Presence of a	
AccessibilitywithreferencetoexistingUnattainable with public MoT (> 3km)018Accessibilitywithreferencetoexisting019What istheprotectionstatusofthe Not Protected019What istheprotectionstatusofthe Not Protected02Which isthelevelofcomplexityof02ooDescription:it is an extractive0			bycicle lane?	
18Infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)Unattainable with public MoT (> 3km)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected02 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0			No	0
18infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)019What is the protection status of the Infrastructure/Building/Archeological site?Not Protected2 0Which is the level of complexity of the administrative procedures to be adopted toComplicated0		Accessibility with reference to existing	Upattainable with public MaT	
MoT (collective transport: bus, train, etc.) Not Protected 19 What is the protection status of the Infrastructure/Building/Archeological site? Not Protected 2 Which is the level of complexity of the administrative procedures to be adopted to Complicated 0	18	infrastructures for public Means of Transport -		0
19Infrastructure/Building/Archeological site?Not Protected2Which is the level of complexity of the administrative procedures to be adopted toComplicated00Description: it is an extractiveImage: Complexity of the section of the sectio		MoT (collective transport: bus, train, etc.)	(<i>></i> 3KM)	
Infrastructure/Building/Archeological site? Complicated 0 Which is the level of complexity of the administrative procedures to be adopted to administrative procedures to be adopted to Description: it is an extractive 0	10	What is the protection status of the	Not Drotostad	
administrative procedures to be adopted to Description: it is an extractive	19	Infrastructure/Building/Archeological site?	Not Protected	
administrative procedures to be adopted to Description: it is an extractive	2	Which is the level of complexity of the	Complicated	0
manage it (see question 19) in terms of infrastructure of public		administrative procedures to be adopted to	Description: it is an extractive	
	U	manage it (see question 19) in terms of	infrastructure of public	



renovation/retrofit	or	Temporary	Uses	interest,	and	therefore	
activation ?				considered	а	sensitive	
				objective.			

RAVENNA – CH ELEMENT NUMBER 7 – TOTAL SCORE 13,5

	MAPPING CRITERIA FOR CH ELEMENT		
			S c o r e
0	Associated Code	IT_RA_07	
1	Name/Title of the CH element	Torraccia	
2	Date of the mapping	17/02/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Via Marabina, 153, 48124 Ravenna RA	
5	Property Tipology	Public	1
6	State of Occupancy	Abandoned	
7	State of preservation	Need of minor interventions on non-structural elements (interior finishes) Description: The main interest concerns the surrounding area: the interior space will probably not be used. ANNEX 3	2



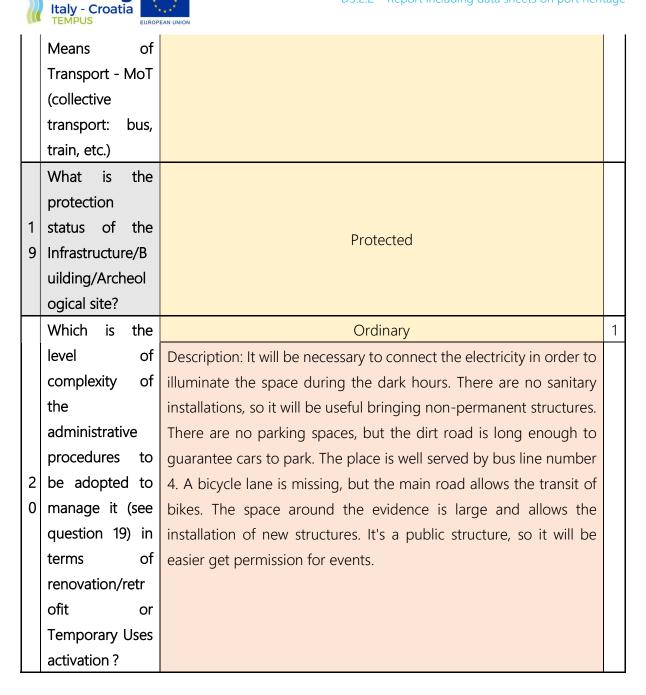
I	EUROP EUROP	EAN UNION	, ,
		Partial	0 , 5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
8	Level of	Yes	1
	Practicability	Description: There is the possibility to organize public events in part of the archaeological site, but not inside the building for reasons of preservation of the monument. The surrounding area is in safe conditions and allows any kind of organization.	
		Medieval Era (VIII - XIV a.C.)	0 , 5
9	Construction Era	Modern Era (XV – XVIII a.C.)	0 , 5
			0
			0
			0
1	Buried Archaeological	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on	
	Remains	the site?	
		Certain presence of buried Archaeological remains	3
1	Value of the site	Description: The Torraccia is what remains of the coastal watchtower which, at the time of construction, was located at the Candiano port entrance, in the south of Ravenna. This port was built in medieval times at the mouth of the Candiano stream, which connected the sea to the Candiana Valley (later called Standiana), the large marsh near the Classe pine forest. The construction of the tower of the Candiano port, known as Turaza, was commissioned by Cardinal Paolo Savelli in 1667. It was the seat of a garrison that controlled the coast preventing unwanted landings and signaling suspicious or enemy boats to the coastal defense system. It was also called Sanità	



		tower, for the sanitary control that was carried out on the crews of the boats.	
1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1	Main Cultural/Touristi c point of	Description: Near the site of Torraccia there is the important Byzantine curch (6th century) dedicated to Sant'Apollinare in Classe. ANNEX 4	
2	Interest in the surrounding Area	Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site 2 km < D < 3 km	
1	Connection with Natural	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
3	Heritage (NH)	Code of the NH element:	0
	Organisation of	Handcraft/Industrial	
	Internal Spaces	Description: The internal spaces was not accessible during the	
	related to the	survey, but probabily the plant scheme is simple: an empty	
	last/current	quadrangular space. During the last century the tower was	
1	"final Intended	employed as a shed for agricultural tools.	
4	use"		
	Note: if the		
	information is not		
	available, do not		
	fill this field		
		Bearing Masonry	
1	Structure and	Description: The structure is made of bricks tied with mortar. There	
5	Material	are some corner elements in white stone inserted in the string	
	Characteristics	course of the first floor. The building is divided into two overlapped blocks. The main facade is marked by two entrances, one on the	
	Characteristics	blocks. The main facade is marked by two entrances, one on the	



		ground floor and the other on the upper floor, without stairs (perhaps originally made of wood), the remaining walls have windows. Some furnishing elements, such as shelves and lamp holders, are made with iron. ANNEX 1.	
	Technical	Electrical system	
	Systems,	Presence of a public network in the Surrounding Area, total lack of	
	Services and	systems in the Infrastructure/Building/Archeological Site, total lack	1
	sub-services	of connections to the public network	
	available into	Sanitary Installation	
	the	Presence of a public network in the Surrounding Area, total lack of	
	Infrastructure/B	systems in the Infrastructure/Building/Archeological Site, total lack	1
1	uilding/Archeol	of connections to the public network	
6	ogical Site and	Gasworks	
	in the		
	Surrounding		
	Area	Total lack of systems in the Infrastructure/Building/Archeological	
		Site, total lack of connections to the public network and absence	0
	Note: if the information is not	of a public network in the surrounding area	
	available, do not		
	fill this field		
	Accessibility	Presence of a dirt road that lead to the	
	with reference	Infrastructure/Building/Archeological Site, absence of a paved road	1
	to existing	and of a parking	
	infrastructures	Additional: Presence of a bycicle lane?	\square
1	in the		
7	Surrounding	No	
	area for private	(There is not bicycle lane, but the main road can be traveled by	0
	mobility (car,	bicycle and there isn't city traffic.)	
	bicycles, etc.)		
	Accessibility		
	with reference		
1	to existing	Easy to attain with public MoT (> 500 m and < 1 km)	1
8	infrastructures		
	for public		



Interreg



RAVENNA – CH ELEMENT NUMBER 8 – TOTAL SCORE 25

MAPPING CRITERIA FOR CH ELEMENT			
			S c o r
0	Associated Code	IT_RA_08	
1	Name/Title of the CH element	Antica Linea di costa	
2	Date of the mapping	19/02/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Via Teodorico, 47122 Ravenna RA (this area seems the main interesting position to show the ancient coastline proved by the presence of the lighthouse at the Theoderic's mausoleum.)	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
		Total Is there a "surrounding Area" in safe conditions to be used as TU?	1
8	Level of Practicability	Yes Description: There is no archaeological building and the place qualifies an intangible heritage, therefore it is possible to organize events in a large area of interest. Currently the location is used as a	1



		parking lot so there are large spaces that can be enjoyed in total safety.	
		Late Antique Era (IV - VII a.C.)	0 , 5
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0 , 5
		Roman Era (III b.C III a.C.)	0 , 5
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1	Value of the site	Description: About the port framework, the place shows the position of a stretch of the ancient coastline and than an area in which boats, goods and people moved in ancient times. The position is obtained from the ancient lighthouse at the Theoderic's mausoleum during the medieval age.	
1 1 b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	
1 2	Main Cultural/Touristi c point of Interest in the	Description: At 200 meters from this place there is the site of the mausoleum of Theoderic, built during the sixth century for the king of the Goths. In later periods, the building was used as a lighthouse to signal the coast to ships, then as church and monastery. In Roman times the area was a burial ground outside the city walls. ANNEX 1	



	surrounding	Please, specify the distance (D) of the main Cultural/Touristic point	
	Area	of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
		Does the Infrastructure/Building/Archaeological site belong to an	
1	Connection with	area considered part of the NH?	
3	Natural Heritage (NH)	No	0
	Hentage (NH)	Code of the NH element:	
	Organisation of	None (only external envelope, no internal layout/distribution)	
	Internal Spaces	Description: The area is currently used as a parking lot, there are no	
	related to the	ancient buildings. The ancient coast line is covered by modern and	
	last/current	contemporary structures, including streets, parking lots, facilities	
1	"final Intended	and buildings. Therefore it's impossible to describe the internal	
4	use"	space of the building or the construction material. Nonetheless, the	
		area evokes the intangible heritage even if it has been altered	
	Note: if the	during the ages.	
	information is not		
	available, do not		
_	fill this field Structure and	Other	
1	Material	Description: Intagible heritage	
5	Characteristics	Description. Intagible heritage	
-	Technical	Electrical system	
	Systems,	Presence of a public network in the Surrounding Area, presence of	
	Services and	connections to the public network, presence of systems in the	3
	sub-services	Infrastructure/Building/Archeologic Site	
	available into	Sanitary Installation	
	the	Presence of a public network in the Surrounding Area, presence of	
1	Infrastructure/B	connections to the public network, total lack systems in the	2
6	uilding/Archeol	Infrastructure/Building/Archeological Site	
	ogical Site and	Gasworks	
	in the		
	Surrounding	Presence of a public network in the Surrounding Area, presence of	
1	Area	connections to the public network, total lack systems in the	2
1	Alca		
	Alca	Infrastructure/Building/Archeological Site	



		EAN UNION	
	information is not		
	available, do not		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	
1	infrastructures	Additional: Presence of a bycicle lane?	
	in the		
7	Surrounding		
	area for private	Yes	1
	mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing		
	infrastructures		
1	for public		1
8	Means of	Close to public MoT (< 500 m)	,
	Transport - MoT		5
	-		
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
	protection		
1	status of the	Not protected	
9	Infrastructure/B		
	uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description: The space is illuminated by the public network. There	
2	complexity of	are no sanitary installations, but it will be the possibility to connect	
0	the	the non-permanent structures to the public system. There are many	
	administrative	parking spaces and a large paved road. The place is well served by	
	procedures to	many bus lines. There is a bicycle lane that start from the city center	
L		that y each not there is a sley do faile that start norm the city conter	



be add	opted to	and from train station; there are also some facilities for parking
manage	e it (see	bikes. The space is wide enough to allow the installation of new
questio	n 19) in	structures. It's a public space, so it will be easier get permission for
terms	of	events. The area is served by a restaurant and a kiosk.
renovat	ion/retr	
ofit	or	
Tempor	ary Uses	
activatio	on?	

RAVENNA – CH ELEMENT NUMBER 9 – TOTAL SCORE 24

	MAPPING CRITERIA FOR CH ELEMENT				
			S		
			с		
			о		
			r		
			е		
0	Associated	IT_RA_09			
0	Code	11_KA_09			
1	Name/Title of	Bagni del Clero			
I	the CH element	Bagin der Clero			
2	Date of the	20/02/2020			
2	mapping	20/02/2020			
	Is it an Area with				
3	Archeologic	Yes			
	interest?				
	Location/Addre	Piazza Arcivescovado			
4	ss of the	48121 Ravenna RA			
	building	401211/avenina (VA			
5	Property	Public	1		
5	Tipology	Public			
6	State of	Occupied			
6	Occupancy	Occupied			



	State of		
7	preservation	Well preserved (no need of interventions)	3
		Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
8	Level of	Description: The archaeological building is buried. The surface area	
	Practicability	is occupied by a large public garden and the remains are partially	
		preserved in the vault of the Banca Popolare di Ravenna. The area	
		of Piazza dell'Arcivescovado is usable in total safety and is suitable	
		for all kinds of events. ANNEX 1	
			0
		Late Antique Era (IV - VII a.C.)	,
			5
			0
		Roman Era (III b.C III a.C.)	,
9	Construction Era		5
			0
		Medieval Era (VIII - XIV a.C.)	,
			5
			0
			0
		Which is the probability to have buried Archaeological Remains in	
1	Buried	the area surrounding the Infrastructure/Building/Archaeological	
0	Archaeological	site, based on the scientific archaeological studies performed on	
	Remains	the site?	
		Certain presence of buried Archaeological remains	3
		Description: The site is part of the port theme because of the ancient	
		presence of water. The main ports of the ancient Ravenna were	
		connected by roads intertwined with the intricate system of canals	
1	Value of the site	inside the city. These canals and rivers allowed the population to	
1		move and reach various places, as happens nowadays in Venice.	
		The waters were therefore a connection system as much as the	
		ports, but at the same time they allowed to keep structures, like the	
		bath, operating.	



	Value of the site	Description (fill this field only if it is different from point 11):		
1	intended as			
1	interactions and			
	connections			
b	with the port			
	heritage			
	Main	Description: In the same site there is the Archiepiscopal Museum,		
	Cultural/Touristi	where Massimiano's ebony Chair is kept, there are also the ancient		
1	c point of	Neonian baptistery and the city cathedral.		
2	Interest in the	Please, specify the distance (D) of the main Cultural/Touristic point		
	surrounding	of Interest from the Infrastructure/Building/Archaeological Site		
	Area	D < 1 km		
		Does the Infrastructure/Building/Archaeological site belong to an		
1	Connection with	area considered part of the NH?		
3	Natural	No	0	
	Heritage (NH)	Code of the NH element:		
	Organisation of	None (only external envelope, no internal layout/distribution)		
	Internal Spaces	Description: The site evokes an ancient reality currently buried,		
	related to the	therefore it's impossible to establish the organization of the internal		
	last/current	spaces. However, the area of interest is a city garden. ANNEX 3		
1	"final Intended			
4	use"			
	Note: if the			
	information is not			
	available, do not			
	fill this field			
1	Structure and	Bearing Masonry		
5	Material	Description: The ancient structures are characterized by bearing		
	Characteristics	masonry, but currently the area is intended for trees and gardens.		
	Technical	Electrical system		
1	Systems,	Presence of a public network in the Surrounding Area, presence of		
6	Services and	connections to the public network, presence of systems in the	3	
I	sub-services	Infrastructure/Building/Archeologic Site		



	available into	Sanitary Installation*	
	the	Presence of a public network in the Surrounding Area, presence of	
	Infrastructure/B	connections to the public network, total lack systems in the	2
	uilding/Archeol	Infrastructure/Building/Archeological Site	
	ogical Site and	Gasworks	
	in the		
	Surrounding		
	Area	Presence of a public network in the Surrounding Area, presence of	
	Note: if the	connections to the public network, total lack systems in the	2
	information is not	Infrastructure/Building/Archeological Site	
	available, do not		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	
4	infrastructures	Additional: Presence of a bycicle lane?	
1	in the		
7	Surrounding	No	
	area for private	(There is no bicycle lane, but the area is very close to the city	0
	mobility (car,	center where traffic is low)	
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing		
	infrastructures		1
1	for public	Close to public MoT (< 500 m)	
8	Means of	The closest public MoT is 130 meters far. ANNEX 4	, 5
	Transport - MoT		
	(collective		
	transport: bus,		
	train, etc.)		
1	What is the		
י 9	protection	Protected	
7	status of the		



	Infrastructure/B uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description: The space is managed by the municipality, therefore it	
	complexity of	will be easier to obtain permits for temporary activities. The	
	the	presence of public toilets in the surrounding area, of the public	
	administrative	electricity network, of several parking lots, the proximity to the city	
	procedures to	center and the possibility of attracting a good number of people are	
2	be adopted to	all elements that allow an easy organizational level for the events.	
0	manage it (see		
	question 19) in		
	terms of		
	renovation/retr		
	ofit or		
	Temporary Uses		
	activation?		

*The nearest public bathroom is 450 meters away, located in the "Port'Aurea" parking

RAVENNA – CH ELEMENT NUMBER 10 – TOTAL SCORE 15,5

	MAPPING CRITERIA FOR CH ELEMENT		
	S		
			0
			r
			е
0	Associated	IT_RA_10	
	Code		
1	Name/Title of	Mura di Classe	
	the CH element	Wura ur Classe	
2	Date of the	25/02/2020	
	mapping	23/02/2020	



Is it an Area with Archeologic interest?	Yes		
Location/Addre ss of the building	Via Romea Vecchia, 115 48124 Ravenna RA (Podere Minghetti) (The house number 115 is an approximation, the position refers to the near Minghetti property)		
Property Tipology	Private	0	
State of Occupancy	Occupied		
State of preservation	Need of minor interventions on non-structural elements (interior finishes)	2	
	Total	1	
	Is there a "surrounding Area" in safe conditions to be used as TU?		
level of	Yes	1	
	Description: The archaeological site is completely buried, so the area		
,	of interest is absolutely practicable in total safety. There are no		
	buildings, it is a private field intended for cultivation, therefore no		
	structural interventions are needed. ANNEX 1		
	Late Antique Era (IV - VII a.C.)	0 , 5	
Construction Era	Medieval Era (VIII - XIV a.C.)	0 ,	
		5	
		0	
		0	
	Which is the probability to have buried Archaeological Remains in	0	
Buried			
•	the site?		
		3	
	Archeologic interest? Location/Adresss of the building Property Tipology State of Occupancy State of preservation Ccupancy State of Practicability	Archeologic interest? Yes Location/Addre ss of the building Via Romea Vecchia, 115 48124 Ravenna RA (Podere Minghetti) (The house number 115 is an approximation, the position refers to the near Minghetti property) Property Tipology Private State of Occupany Need of minor interventions on non-structural elements (interior finishes) Is there a "surrounding Area" in safe conditions to be used as TU? Version Version Is there a "surrounding Area" in safe conditions to be used as TU? Practicability Description: The archaeological site is completely buried, so the area of interest is absolutely practicable in total safety. There are no buildings, it is a private field intended for cultivation, therefore no structural interventions are needed. ANNEX 1 Construction Far Medieval Era (VIII - XIV a.C.) Image: Surrounding the infrastructure/Building/Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on	



1	Value of the site walls goods and people arrived, ships docked and sailors lived the		
	Value of the site	Description (fill this field only if it is different from point 11):	
1	intended as		
1	interactions and		
•	connections		
b	with the port		
	heritage		
1	Main Cultural/Touristi c point of Interest in the surrounding Area	Description: About 700 meters from the site, to the east, stands the ancient port of Classe. In the opposite direction, about 1.5 kilometers far, there is the Basilica of Sant'Apollinare in Classe and the new museum dedicated to the port city. At a very short distance there are also the archaeological excavations of the monastery of San Severo, currently not open to visitors. The places mentioned consist of large gathering spaces for the local community and tourists. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site D < 1 km	
1	Connection with	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	
3	Natural		0
5	Heritage (NH)	Code of the NH element:	
	Organisation of	None (only external envelope, no internal layout/distribution)	
	Internal Spaces	Description: The site has no buildings and the current use is for	
	related to the	cultivation.	
	last/current		
	"final Intended		
4	use"		
	Note: if the information is not		



	available, do not fill this field		
		Bearing Masonry	
1 5	Structure and Material Characteristics	Description: The archaeological structures are in bearing masonry, but are currently buried and invisible. The area at the time of the inspection is a plowed field. ANNEX 3	
	Technical	Electrical system	
	Systems,	Presence of a public network in the Surrounding Area, total lack of	
	Services and	systems in the Infrastructure/Building/Archeological Site, total lack	1
	sub-services	of connections to the public network	
	available into	Sanitary Installation	
	the Infrastructure/B	Presence of a public network in the Surrounding Area, total lack of	1
	uilding/Archeol	systems in the Infrastructure/Building/Archeological Site, total lack	1
1	ogical Site and	of connections to the public network Gasworks	
0	in the	Gasworks	
	Surrounding		
	Area Note: if the information is not available, do not fill this field	Presence of a public network in the Surrounding Area, total lack of systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	1
	Accessibility	Presence of a paved road that lead to the	2
	with reference	Infrastructure/Building/Archeological Site, absence of a parking	2
	to existing	Additional: Presence of a bycicle lane?	
1 7	infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Yes (The bicycle lane is present up to via Marabina)	1
1 8	Accessibility with reference to existing	Close to public MoT (< 500 m)	1 , 5



	infrastructures		
	for public		
	Means of		
	Transport - MoT		
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
	protection		
1	status of the	Dratated	
9	Infrastructure/B	Protected	
	uilding/Archeol		
	ogical site?		
	Which is the	Complicated	0
	level of	Description: This area is large and safe, but it is privately owned.	
	complexity of	Normally cultivated land is not easily disposed for other purposes.	
	the	There are public electricity, gas and sewer networks, but the field is	
	administrative	totally isolated from the local system. The site is a bounded heritage,	
	procedures to	but it will be impossible to cause any damage to the buried	
2	be adopted to	structures. The site is easily accessible by any vehicle, the closest	
0	manage it (see	parking is at the site of the ancient port of Classe, but the via Romea	
	question 19) in	Vecchia, with few traffic, allows to park some cars on the edge.	
	terms of	Public transportation serves the area very well. So the only	
	renovation/retr	difficulties that can be found are related to the permits to use the	
	ofit or	area and to the recruitment of facilities.	
	Temporary Uses		
	activation ?		



RAVENNA – CH ELEMENT NUMBER 11 – TOTAL SCORE 16,5

MAPPING CRITERIA FOR CH ELEMENT			
			S c o r
0	Associated Code	IT_RA_11	
1	Name/Title of the CH element	Banchine portuali	
2	2 Date of the 28/01/2020		
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Via del Muro Lungo 48124 Ravenna RA (Podere Biondi)	
5	Property Tipology	Private	0
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
		Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	1
8	Level of Practicability	Yes Description: The structures of the ancient docks are currently buried. The area is intended for cultivation, therefore there are large spaces available in total safety. ANNEX 1	1



	IEMPUS EUROP	EAN UNION	
	Roman Era (III b.C III a.C.)		0 , 5
9	Construction Era	Late Antique Era (IV - VII a.C.)	
	Medieval Era (VIII - XIV a.C.)		0 , 5
			0
			0
1 0	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
1	Value of the site	Description: The site plays a significant role in the port framework because it represents one of the main port evidences: the docks. The docks overlooked a basin of water connected to the sea and allows to understand how goods and people moved. It is necessary to imagine the densely populated structures where busy people loaded the products on the boats and concluded the exchange talks.	
	Value of the site	Description (fill this field only if it is different from point 11):	
1	intended as		
1	interactions and		
•	connections		
b	with the port		
	heritage	Description: About 700 meters far there is the archaeological area	
1	Main Cultural/Touristi	of the ancient port of Classe: a tourist place widely sponsored and known by both local population and tourists.	
2	c point of Interest in the	Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	



	surrounding	D < 1 km		
	Area			
	Connection with	Does the Infrastructure/Building/Archaeological site belong to an	\square	
1	Connection with Natural	area considered part of the NH?		
3	Heritage (NH)		0	
	Tientage (NT)	Code of the NH element:		
	Organisation of	None (only external envelope, no internal layout/distribution)		
	Internal Spaces	Description: It's impossible to describe internal spaces due to the		
	related to the	morphology of the evidence: these are port docks therefore no		
	last/current	spaces are to be considered closed, with the exception of the port		
1	"final Intended	warehouses which, however, are located in the archaeological area		
4	use"	of the ancient port. The area has changed a lot during the ages and		
		what in late ancient times was in contact with the waters is now		
	Note: if the	buried beacuse of the subsidence phenomenon. The field is		
	information is not	cultivated and the archaeological evidence is visible only as crop		
	<i>available, do not fill this field</i>	marks.		
		Bearing Masonry		
		Description: The structures of the docks had to be composed of		
1	Structure and	masonry parts and wooden elements, such as poles and walkways -		
5	Material	in accordance with the archaeological excavations of the 60s.		
	Characteristics	Currently the ruins are not visible because they are buried. ANNEX		
		3		
	Technical	Electrical system		
	Systems,	Presence of a public network in the Surrounding Area, total lack of		
	Services and	systems in the Infrastructure/Building/Archeological Site, total lack	1	
	sub-services	of connections to the public network		
1	available into	Sanitary Installation		
6	the	Presence of a public network in the Surrounding Area, total lack of		
	Infrastructure/B	systems in the Infrastructure/Building/Archeological Site, total lack	1	
	uilding/Archeol	of connections to the public network		
	ogical Site and	Gasworks		



	IEMPUS EUROP	EAN UNION		
	in the			
	Surrounding			
	Area	Presence of a public network in the Surrounding Area, total lack of		
		systems in the Infrastructure/Building/Archeological Site, total lack	1	
	Note: if the			
	information is not	of connections to the public network		
	available, do not			
	fill this field			
	Accessibility	Presence of a paved road that lead to the	2	
	with reference	Infrastructure/Building/Archeological Site, absence of a parking*		
	to existing	Additional: Presence of a bycicle lane?		
1	infrastructures			
· 7	in the	Yes		
	Surrounding	(The bicycle lane goes up to via Marabina, then it is 800 meters far	1	
	area for private			
	mobility (car,	from the site)		
	bicycles, etc.)			
	Accessibility			
	with reference			
	to existing			
	infrastructures			
1	for public	Easy to attain with public MoT (> 500 m and < 1 km)		
8	Means of	Lasy to attain with public wor (> 500 m and < 1 km)	1	
	Transport - MoT			
	(collective			
	transport: bus,			
	train, etc.)			
	What is the			
	protection			
1	status of the	Durkertert		
9	Infrastructure/B	Protected		
	uilding/Archeol			
	ogical site?			
		Complicated	0	
]				

	Which is the	Description: Organizing events in this location may require a higher
	level of	level of complexity due to the private ownership of the field. In the
	complexity of	surrounding area there are public electricity, gas and sanitary
	the	networks, but the site is totally devoid of facilities, therefore it would
	administrative	be necessary to install all the necessary equipment. The site is
	procedures to	considered a bounded heritage, but there is no possibility of
2	be adopted to	damage to the ancient buried structures. The place is easily
0	manage it (see	reachable with both private and public vehicles and it's served by a
	question 19) in	nearby bicycle lane, however is necessary to reach the site on foot
	terms of	because of the parking and bus stop located at the site of the
	renovation/retr	ancient port.
	ofit or	
	Temporary Uses	
	activation?	

*The closest car park is located at the ancient port.

Italy - Croatia

RAVENNA – CH ELEMENT NUMBER 12 – TOTAL SCORE 11

	MAPPING CRITERIA FOR CH ELEMENT			
	o			
0	Associated Code	IT_RA_12		
1	Name (Title of the Cill element	Monumento ai marinai		
	Name/Title of the CH element	d'Italia		
2	Date of the mapping	25/06/2020		
3	Is it an Area with Archeologic interest?	No		
		Via Cimitero , Banchina		
4	Location/Address of the building	canale Candiano - RA		
5	Property Tipology	Public	1	
6	State of Occupancy	abandoned		
_	Chata of announced in a	Need of interventions on	1	
7	State of preservation	structural framework		
8	Level of Practicability	none	0	



		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		The monument to the fallen of the Sea, located on the left bank of the Candiano Canal, near the entrance to the monumental cemetery of Ravenna, is located close to a pine forest overlooking the Canal, to which one descends through a staircase that accompanies the Sailor's look. This is the only point on the quay that slopes down with a stairway to the water. The area in front of the monument could be the	
		stage of connection routes with the whole dock if redeveloped.	
		Contemporary Era (XIX a.C. – Today)	0,5
9	Construction Era		0
5			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the	
		Infrastructure/Building/Arch aeological site, based on the	



		scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: The monument to the Sailor of Ravenna is the work of the sculptor Giannantonio Bucci of Ravenna. It was built in 1963 by the ANMI (National Association of Italian Sailors) and located near the monumental cemetery with its gaze facing south-east, near the entrance to the city dock, located there to greet the merchants who they passed through it as a sign of protection. The monument is made of travertine and has an inscription which is the incipit of the Sailor's prayer, written by Fogazzaro in 1901 "To you, great eternal God, whom the winds and waves obey." The monument is located near the quay leading to the monumental cemetery and a staircase that brings the quay closer to the water, as well as being	



			I I
		immersed in the "pinetina", a	
		residual fragment of the	
		pinewood cordon reduced	
		during the industrial	
		expansion of the commercial	
		port at the end of 1800.	
11.	Value of the site intended as interactions and	Description (fill this field only	
b	connections with the port heritage	if it is different from point 11):	
		Description: the monument	
		to the Sailor is near the	
		monumental cemetery of	
		Ravenna, which is 150m	
	Main Cultural/Touristic point of Interest in the surrounding Area	away; it is also about 2.2 km	
		from the park and Theodoric	
		mausoleum and 2.7 from the	
12		Rocca Brancaleone.	
		Please, specify the distance	
		(D) of the main	
		Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Arch	
		aeological Site	
		2 Km < D < 3 km	
		Does the	
	Connection with Natural Heritage (NH)	Infrastructure/Building/Arch	
		aeological site belong to an	
13		area considered part of the	
15		NH?	
		NO	0
		Code of the NH element	0
	Organisation of Internal Spaces related to the last/current "final Intended use"	None (Monument)	
14			
		Description: the monument	
		made of travertine depicts a	
		sailor with a waxed coat and	



	Note: if the information is not available, do not fill this	with a glance towards the	
	field	entrance to the city port of	
		the "Darsena" and towards	
		the industrial archeology	
		area of the port. It is placed	
		on a stone covered base. It is	
		currently made inaccessible	
		because it is in a state of	
		decay.	
		other: travertine	
	Structure and Material Characteristics	Description: The statue is	
15		made of travertine and now	
J.		both it and the base on	
		which it rests are in a state of	
		decay.	
		Electrical system	
		Presence of a public	
		network in the Surrounding	
		Area, total lack of systems in	
		the	1
		Infrastructure/Building/Arch	1
	Technical Systems, Services and sub-services	eological Site, total lack of	
	available into the	connections to the public	
	Infrastructure/Building/Archeological Site and in	network	
16	the Surrounding Area	Sanitary Installation	
	<u> </u>	Presence of a public	
	Note: if the information is not available, do not fill this	network in the Surrounding	
	field	Area, total lack of systems in	
		the	
		Infrastructure/Building/Arch	1
		eological Site, total lack of	
		connections to the public	
		network	
		Gasworks	



		Total lack of systems in the	
		Infrastructure/Building/Arch	
		eological Site, total lack of	
		connections to the public	0
		network and absence of a	
		public network in the	
		surrounding area	
		Presence of a paved road	
		that lead to the	
		Infrastructure/Building/Arch	3
	Accessibility with reference to existing	eological Site and of a	5
17	infrastructures in the Surrounding area for private	parking in the surrounding	
	mobility (car, bicycles, etc.)	area	
		Additional: Presence of a	
		bycicle lane?	
		Yes	1
	Accessibility with reference to existing	close to public MoT (<500	
18	infrastructures for public Means of Transport - MoT	m)	1,5
	(collective transport: bus, train, etc.)	111)	
19	What is the protection status of the	Not protected	
	Infrastructure/Building/Archeological site?		
		Complicated	0
		Description: The monument	
		requires restoration. The	
		neighboring area and	
	Which is the level of complexity of the	therefore the monument	
2	administrative procedures to be adopted to	itself, could be enhanced by	
0	manage it (see question 19) in terms of	inserting the place into	
	renovation/retrofit or Temporary Uses activation?	demonstrations, events,	
		walks aimed at spreading the	
		port heritage. In these terms,	
		temporary use could	
1		facilitate the installation of	1



small structures to support them.

RAVENNA – CH ELEMENT NUMBER 13 – TOTAL SCORE 20,5

	MAPPING CRITERIA FOR CH ELEMENT		
			Sc
			ore
0	Associated Code	IT_RA_13	
1	Name/Title of the CH element	Mercato del Pesce	
2	Date of the mapping	25/06/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Molo Dalmazia 51_ Marina di Ravenna- RA	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of some interventions on structural framework and of minor interventions on non-structural elements*	1
		Partial Is there a "surrounding Area" in safe conditions to be used as TU?	0,5
		Yes	1
8	Level of Practicability	The former fish market of Marina di Ravenna overlooks the Dalmatia pier where the suggestive fishing boats that carry out fishing activities daily are moored. Currently the building has been partially recovered and	



		reopened as an Experimental	
		Center for the development	
		of fishing support activities	
		and managed by Cestha, an	
		association of young	
		biologists and researchers.	
		The area has a large internal	
		courtyard, currently at the	
		service of the fishmongers	
		facing Viale delle Nazioni	
		while it still has unused	
		spaces towards Via Zen. In	
		both spaces it would be	
		possible to think of events	
		and even temporary	
		manifestations.	
		Contemporary Era (XIX a.C. –	
		Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to	
		have buried Archaeological	
		Remains in the area	
		surrounding the	
		Infrastructure/Building/Archa	
10	Buried Archaeological Remains	eological site, based on the	
.0		scientific archaeological	
		studies performed on the	
		site?	
		Absence of buried	
		Archaeological remains or	0
		Archaeological remains of	



	EUROPEAN UNION		
		absence of Archaeological	
		information about the site	
		Description: the former fish	
		market was built in 1939 in	
		place of an old artifact from	
		the 1920s in iron and sheet	
		metal. It was immediately	
		considered as one of the	
		most modern sales structures	
		in Italy, above all due to the	
		presence of an	
		electromechanical rod system	
		that allowed faster sales and	
	Value of the site	with fewer complaints that	
		took place in the large	
		amphitheater hall which	
		buyers accessed. Until the	
11		Second World War, the	
		Marina market was of	
		national importance, with	
		over 100 fishing boats	
		accessing the pier every day.	
		Gradually, with the	
		replacement of the sailing	
		boat with motor boats and	
		with the industrialization of a	
		good stretch of the Candiano	
		Canal, many fishing families	
		moved to nearby markets	
		(Cesenatico, Chioggia, Cervia,	
		Rimini, etc.) and the related	
		market of Marina will	
		decrease dramatically, until	
		the total decline in the 70s	



11	Value of the site intended as interactions and	Description (fill this field only	
.b	connections with the port heritage	if it is different from point 11):	
.b 12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: the former market is located near the bathing establishments and the main tourist attractions and nature trails, both on the Marina di Ravenna side and on the Porto Corsini side, from which it is also connected by ferry. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archa eological Site	
13	Connection with Natural Heritage (NH) Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this</i>	D < 1 km Does the Infrastructure/Building/Archa eological site belong to an area considered part of the NH? No Code of the NH element commercial / handcraft Description:	0
15	field Structure and Material Characteristics	bearing masonry, reinforced concrete structure Description: The former market, now the	



		headquarters of the Cestha	
		association, is presented in	
		the original plant and with	
		few transformations. The	
		right wing is more degraded	
		and in a state of neglect, as	
		well as part of the roof and	
		canopy towards the	
		courtyard, which should be	
		redeveloped.	
		Electrical system	
		Presence of a public network	
		in the Surrounding Area,	
		presence of systems in the	
		Infrastructure/Building/Arche	3
		ological Site, presence of	
		connections to the public	
		network	
	Technical Systems, Services and sub-services	Sanitary Installation	
	available into the	Presence of a public network	
	Infrastructure/Building/Archeological Site and in	in the Surrounding Area,	
16	the Surrounding Area	presence of systems in the	
		Infrastructure/Building/Arche	3
	Note: if the information is not available, do not fill this	ological Site, presence of	
	field	connections to the public	
		network	
		Gasworks	
		Presence of a public	
		network in the Surrounding	
		Area, presence of systems in	3
		the	J
1		Infrastructure/Building/Arche	
		innastractare, Banang, , ache	



		connections to the public	
		network	
17 infr	Accessibility with reference to existing infrastructures in the Surrounding area for private	Presence of a paved road that lead to the Infrastructure/Building/Arche ological Site and of a parking in the surrounding area	3
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
		facilitated	2
2 0	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation?	Description: The building is already the seat of an association of researchers and organizes training, dissemination and research activities. It also hosts events. With additional resources it would also be interesting to enhance the courtyard and the street views.	

*a part is occupied and active even if it needs extraordinary maintenance and a part is abandoned and with greater degradation



RAVENNA – CH ELEMENT NUMBER 14 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			ore
0	Associated Code	IT_RA_14	
1	Name/Title of the CH element	Ex-uffici Pansac	
2	Date of the mapping	20/06/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via D'Alaggio 75, Ravenna RA	
5	Property Tipology	private	0
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of some interventions on structural framework and of minor interventions on non-structural elements	1
		Total	1
		Is there a "surrounding Area"	
		in safe conditions to be used	
		as TU?	
		Yes	1
		The former offices of Pansac	
		overlook Via d'Alaggio, with	
8	Level of Practicability	two long masonry facades	
		decorated with stone motifs	
		dating back to the plant as a	
		Romagna hemp factory born	
		in 1905, again on a project by the architect. Camillo	
		the architect. Camillo Morigia. From the central	
		body, which has been	
		remodeled, there is access to	
		remoueleu, mere is access lo	



		an internal courtyard which distributes the productive activities of the Raviplast still in operation. Compatibly with the activities in place and in relation to the forecasts of the current planning tool, the area could accommodate in some portion, even not in use, events or the inclusion of temporary uses.	
		Contemporary Era (XIX a.C. – Today)	0,5
9	Construction Era		0,5 0 0 0 0
			-
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archa eological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological	0
11	Value of the site	information about the site Description: This building was built in 1905 as a Romagna hemp factory and was used for the production of jute	



bags for almost all the sugar	
factories in northern Italy. The	
first changes took place after	
the first 15 years of activity,	
transformed for the first time	
into a jute factory, by	
Montecatini, intended use	
which it held until 1970.	
The building, especially in the	
part towards the canal, is	
characterized by decorative	
brick motifs.	
In the period between 1938	
and 1940, the central body	
undergoes changes: the	
director's villa and some	
houses for employees are	
annexed to this central	
structure.	
After 1970, the plant was	
again converted to the	
production of PVC and	
polyethylene.	
In 1972, it was taken over by	
Pansac s.a.s., by Donato	
Jacopone, while in 1980 it was	
acquired by the Lori group	
and became Nuova Pansac	
s.p.a. Following the	
bankruptcy of Nuova Pansac,	
the factory is leased by the	
employees and the business	



		continues under the current	
		name of Raviplast.	
11	Value of the site intended as interactions and	Description (fill this field only	
.b	connections with the port heritage	if it is different from point 11):	
		Description: the area is	
		located on the right bank of	
		the Candiano Canal and is	
		close to the main parks and	
		places of historical and	
		cultural interest in the city,	
		including: Rocca	
		Brancaleone, Park and	
10	Main Cultural/Touristic point of Interest in the	Mausoleum of Theodoric,	
12	surrounding Area	Piazza del Popolo, Basilica of	
		Sant'Apollinare Nuovo , etc.	
		Please, specify the distance	
		(D) of the main	
		Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archa	
		eological Site	
		1 km< D < 2 km	
		Does the	
		Infrastructure/Building/Archa	
		eological site belong to an	
13	Connection with Natural Heritage (NH)	area considered part of the	
		NH?	
		No	0
		Code of the NH element	
	Organisation of Internal Spaces related to the	industrial / handcraft	
	last/current "final Intended use"	Description: the building was	
14		born and continues to be a	
	Note: if the information is not available, do not fill this	factory, that is a place	
	field	intended for productive	



		activity. The plant was partially remodeled in the 1950s for the central body, while the two masonry wings remain unaltered. bearing masonry, reinforced concrete structure Description: the structure is in	
15	Structure and Material Characteristics	masonry and is in a good state of conservation as regards the accessible portion of the compartment. The oldest masonry wings do not show obvious signs of instability or even of major transformations.	
		Electrical system	
		Presence of a public network	
		in the Surrounding Area,	
		presence of systems in the	
		Infrastructure/Building/Arche	3
	Technical Systems, Services and sub-services	ological Site, presence of	
	available into the	connections to the public	
	Infrastructure/Building/Archeological Site and in	network	
16	the Surrounding Area	Sanitary Installation	
		Presence of a public network	
	Note: if the information is not available, do not fill this	in the Surrounding Area,	
	field	presence of systems in the	
		Infrastructure/Building/Arche	3
		ological Site, presence of	
		connections to the public	
		network	
		Gasworks	



		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Arche ological Site, presence of connections to the public network	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Arche ological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?	3
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
		ordinary	1
2 0	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Description: The building is currently used although not in full. The path to allow temporary use follows current legislation, net of any relocation of workers who are currently operating in the same area.	



RAVENNA – CH ELEMENT NUMBER 15 – TOTAL SCORE 23

MAPPING CRITERIA FOR CH ELEMENT			
			Sco
			re
0	Associated Code	IT_RA_15	
1	Name/Title of the CH element	Darsena dei Velieri o	
	Data of the mean sin s	Darsena Bidente	
2	Date of the mapping	08/07/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	piazzale Aldo Moro RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
_		Need of minor	
7	State of preservation	interventions on non-	1
		structural elements	
		total	1
		Is there a "surrounding	
		Area" in safe conditions	
		to be used as TU?	
		Yes	1
		After the Second World	
		War, the Darsena dei	
		"velieri" or Darsena	
8	Level of Practicability	Bidente, built at the head	
		of the Corsini Canal in the	
		mid-1700s, was buried	
		following the	
		reconstruction of the	
		canal port and the docks	
		to make way for a square	
		for handling means of	
		transport. In the 1980s the	



		square will be named	
		after Aldo Moro.	
		Currently the square is	
		used as a parking lot as	
		well as a bus station. It is	
		connected to the railway	
		station and therefore to	
		the city center through an	
		underpass that will soon	
		be strengthened	
		following the	
		redevelopment of the	
		Darsena area. The square	
		occasionally hosts events	
		and demonstrations and	
		is strategic for the	
		connection with the main	
		urban and extra-urban	
		connections.	
		Modern Era (XV a.C. –	0,5
		XVIII a.C)	0,5
9	Construction Era		0
5			0
			0
			0
		Which is the probability	
		to have buried	
		Archaeological Remains	
10	Buried Archaeological Remains	in the area surrounding	
		the	
		Infrastructure/Building/Ar	
		chaeological site, based	
		on the scientific	



			-
		archaeological studies	
		performed on the site?	
		High probability (based	
		on the available	2
		Archaeological	2
		information)	
		Description: the Darsena	
		Bidente, built at the end	
		of the Corsini Canal,	
		occupied the old course	
		of the Bidente drain and	
		ran parallel to the railway	
		and at the top it touched	
	Value of the site	the church of San Simone	
		and Guida. It was in	
		communication with the	
		Bidente drain through	
		two arches near the	
		bridge in via "al	
11		Candiano" which led to	
		the double-level docks	
		that allowed the mooring	
		of both wooden sailing	
		ships and steamers at a	
		later date depending on	
		the tides. At the end of	
		the 19th century, almost	
		all port activity took place	
		to the right and left of this	
		dock which houses the	
		port warehouses	
		designed in 1780 by	
		Camillo Morigia. In this	
		area there were also	



11. b	Value of the site intended as interactions and connections with the port heritage	taverns and inns and it was the beating heart of the commercial and productive activity of the port. Description (fill this field only if it is different from point 11):	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description:PiazzaleAldo Moro, in addition tohostingthecourierterminal, is closeto therailway station to which itis connected with a pedo-cycle underpass, throughwhich the historic centerand the main monumentsof the city can be reachedwith short distancesPlease, specify thedistance (D) of the mainCultural/Touristic pointof Interest from theInfrastructure/Building/Archaeological Site	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeological site belongto an area consideredpart of the NH?NoCode of the NH elementlogistic	0



	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	Description: The Darsena Bidente was buried after the Second World War, around 1950, and has become an area for goods handling and in recent times an area used as a parking lot and courier terminal.	
15	Structure and Material Characteristics	otherDescription:PiazzaleAldoMoroneedsfunctional reorganizationas well as enhancementin terms of connectionbetween the "City Dock"and the historic city, as astrategic environment foruseand the cycle-pedestrian connection aswell as for vehicles.	
16	Technical Systems, Services and sub-services availableinto the Infrastructure/Building/Archeological Site andintheSurroundingAreaNote: if the information is not available, do not fill this field	Electrical system Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Ar cheological Site, presence of connections to the public network	3
		Sanitary Installation Presence of a public network in the	3



		Surrounding Area, presence of systems in the Infrastructure/Building/Ar cheological Site, presence of connections to the public network	
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of systems in the Infrastructure/Building/Ar cheological Site, presence of connections to the public network	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Ar cheological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane? Yes	3
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
2 0	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question	facilitatedDescription:PiazzaleAldo Moro already hosts	2



19) in terms of renovation/retrofit or Temporary Uses	local initiatives and	
ac	tivation ?	events, including	
		temporary ones. The	
		request for events or	
		temporary uses is part of	
		initiatives on public land	

RAVENNA – CH ELEMENT NUMBER 16 – TOTAL SCORE 11

MAPPING CRITERIA FOR CH ELEMENT			
			Sc
			ore
0	Associated Code	IT_RA_16	
1	Name/Title of the CH element	Magazzini Silos Granari	
2	Date of the mapping	7/8/2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Via Manfredi Eustachio 2 RA	
5	Property Tipology	private	0
6	State of Occupancy	abandoned	
7	State of preservation	mostly rickety/unsafe	0
		none	0
		Is there a "surrounding Area"	
		in safe conditions to be used	
		as TU?	
		Yes	1
		Currently the sector is in a	
8	Level of Practicability	state of deterioration,	
ľ		particularly on the quay front.	
		The area is very large and	
		includes several buildings	
		including industrial	
		archeology, in addition to the	
		former "building" of the	
		caretaker's house between	



		via Manfredi Eustachio and via Montecatini. Among the buildings there are the pertinent open spaces which, except for cleaning, static and environmental safety, could be used for triggering events, also in relation to the provisions of the current planning tool.	
		Contemporary Era (XIX a.C. – Today)	0,5
	Construction Fro		0
9	Construction Era		0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archa eological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Description: The Silos Granari del Candiano company was founded in 1925, and following this constitution three buildings were erected,	



in place of the Portland cement factory. A two-storey building, on the corner of via Montecatini and via Manfredi, housed the caretaker's offices and accommodation. On the back are the two exwarehouses of industrial of archeology imposing dimensions, linked to the storage of cereals and grains: the first consists of a large room with a brick vault with tie rods, buffered on one side by a facade characterized by a series of pilaster strips in relief. The second warehouse, built in 1933, is fragmented into 4 bodies, with a perimeter structure in masonry, internally divided by reinforced concrete pillars. The warehouses have always been used as a grain store, although over time they have been modified to facilitate the handling of products. The warehouses two were internally connected to the Canal by conveyor belts, which still characterize the



		fronts, despite the evident state of decay.	
11	Value of the site intended as interactions and	Description (fill this field only	
.b	connections with the port heritage	if it is different from point 11):	
.D	Main Cultural/Touristic point of Interest in the surrounding Area	Description: the area is located on the left bank of the Candiano Canal and is close to the main parks and places of historical and cultural interest of the city, including: Rocca Brancaleone, Park and Mausoleum of Theodoric, Piazza del Popolo, Basilica of Sant'Apollinare Nuovo, etc Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archa eological Site	
		1 km< D < 2 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archa eological site belong to an area considered part of the NH?	
		No	0
		Code of the NH element	
	Organisation of Internal Spaces related to the	industrial / handcraft	
	last/current "final Intended use"	Description: the building was	
14	<i>Note:</i> if the information is not available, do not fill this field	born on a cement factory in 1925 and over time the original plant was remodeled	



		in particular to accommodate	
		the machinery dedicated to	
		the storage of cereals and	
		grains, while maintaining the	
		scenic appearance of the	
		large masonry vaults.	
		bearing masonry, reinforced	
		concrete structure	
		Description: the structure is in	
15	Structure and Material Characteristics	masonry and is in a poor state	
		of conservation. Many parts	
		have collapsed and in some	
		cases even unsafe.	
		Electrical system	
		Presence of a public	
		network in the Surrounding	
		Area, total lack of systems in	
		the	1
		Infrastructure/Building/Arche	1
		ological Site, total lack of	
	Technical Systems, Services and sub-services	connections to the public	
	available into the	network	
	Infrastructure/Building/Archeological Site and in	Sanitary Installation	
16	the Surrounding Area	Presence of a public	
		network in the Surrounding	
	Note: if the information is not available, do not fill this	Area, total lack of systems in	
	field	the	
		Infrastructure/Building/Arche	1
		ological Site, total lack of	
		connections to the public	
		network	
		Gasworks	
		Presence of a public	
		network in the Surrounding	1
<u> </u>		network in the Surrounding	



		Area, total lack of systems in the Infrastructure/Building/Arche ological Site, total lack of connections to the public network	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Arche ological Site and of a parking in the surrounding area	3
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		Yes	1
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	close to public MoT (<500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
		ordinary	1
	Which is the level of complexity of the	Description: The building is	
2	administrative procedures to be adopted to	currently abandoned. The	
0	manage it (see question 19) in terms of	path to allow temporary uses	
	renovation/retrofit or Temporary Uses activation?	follows the current legislation with an ordinary path.	

RAVENNA – CH ELEMENT NUMBER 17 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Sco
			re
0	Associated Code	IT_RA_17	
1 Name/Title of the CH element Idrovora S.Vitale		Idrovora S.Vitale	
2	Date of the mapping	8/7/2020	
3	Is it an Area with Archeologic interest?	No	



4	Location/Address of the building	Via dell'Idrovora 51, Area Industriale - RA	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	0
		Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
8	Level of Practicability	The dewatering pump is managed by the "Consorzio di Bonifica", a public body that relates to the control of water regulation. The plant is currently in use. Around there are spaces and green areas that could be subject to enhancement (for example an abandoned inn) also in relation to the location, after checking the availability of the area.	
		Contemporary Era (XIX a.C. – Today)	0,5
9	Construction Era		0
			0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in	



		the area surrounding the Infrastructure/Building/Arc haeological site, based on the scientific archaeological studies performed on the site? Low probability (based on the available Archaeological information)	1
11	Value of the site	Description: The San Vitale dewatering pump was built by the Reclamation Consortium at the beginning of 1900, in 1932 during an important reclamation operation in the Ravenna area. In about 30 years, the Consortium built various plants, including that of the Fagiolo, Fosso gravel, of Madonna del Pino in Cervia, and the Rasponi plant in Punta Marina. The plants have dried important parts of the Ravenna area by mechanical reclamation, faster than by reclamation by filling.	
11. b	Value of the site intended as interactions and connections with the port heritage	Description (fill this field only if it is different from point 11):	



1.00	EUROPEAN UNION		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: The dewatering pump is near the Pialassa Piomboni and can be reached from Via Trieste. The connection with the white road of the "Lungo Pialassa" is interesting, leading through a suggestive panorama dotted with fishing huts to Marina di	
		Ravenna. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Arc haeological Site 1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeological site belong toan area considered part ofthe NH?NoCode of the NH element:	0
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do not fill this field</i>	"impianto di sollevamento" / industrial Description: the building is not accessible because it is fenced and manned. It consists of a small masonry volume on two levels. Presumably, given the	



		common type of similar systems, built at the same time in the early twentieth century, the ground floor could consist of a single room to house the lifting	
15	Structure and Material Characteristics	system. Bearing Masonry Description: The supporting structure is in masonry. The roofing is in brick. The building is in a fairly good state of conservation.	
16	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeological Site and in the	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Arc heologic Site	3
	Surrounding Area Note: if the information is not available, do not fill this field	Sanitary InstallationPresenceofapublicnetwork in the SurroundingArea,presenceofconnectionstothepublicnetwork,presenceofsystemsintheInfrastructure/Building/Archeologic SiteGasworks	3



		Presence of a public	
		network in the	
		Surrounding Area,	
		presence of connections	3
		to the public network,	С
		presence of systems in the	
		Infrastructure/Building/Arc	
		heologic Site	
		Presence of a paved road	
		that lead to the	
		Infrastructure/Building/Arc	C
	Accessibility with reference to existing infrastructures	heological Site and of a	3
17	in the Surrounding area for private mobility (car,	parking in the surrounding	
	bicycles, etc.)	area	
		Additional: Presence of a	
		bycicle lane?	
		Yes	1
	Accessibility with reference to existing infrastructures	Close to public MoT (<	
18	for public Means of Transport - MoT (collective	500 m)	1,5
		JUU III)	
	transport: bus, train, etc.)		
10	transport: bus, train, etc.) Is it an infrastructure/building/Archeological Site	Not protected	
19		Not protected	
19	Is it an infrastructure/building/Archeological Site	Not protected Complicated	0
19	Is it an infrastructure/building/Archeological Site		0
19	Is it an infrastructure/building/Archeological Site	Complicated	0
19	Is it an infrastructure/building/Archeological Site	Complicated Description: The	0
19	Is it an infrastructure/building/Archeological Site	ComplicatedDescription:Theinterventionon	0
19	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"?	ComplicatedDescription:Theinterventiononthestructureaimedata	0
	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative	ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporaryreuse	0
2	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative procedures to be adopted to manage it (see	ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporaryreusemustfirstofallprovidefor	0
2	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or	ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporarymust first of all provide foranagreementwiththe	0
2	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or	ComplicatedDescription:Theinterventiononthestructureaimedatapossibletemporaryreusemust first of all provide foranagreementwithmanagingbodywith	0
2	Is it an infrastructure/building/Archeological Site considered as "Bounded Heritage"? Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or	Complicated Description: The intervention on the structure aimed at a possible temporary reuse must first of all provide for an agreement with the managing body with a view to enhancing the heritage	0



thanks to the early twentieth century water pumps.

RAVENNA – CH ELEMENT NUMBER 18 – TOTAL SCORE 22,5

	MAPPING CRITERIA FOR CH ELEMENT		
			S
			с
			0
			r
_	Associated		е
0	Code	IT_RA_18	
1	Name/Title of	Donto Augusto	
	the CH element	Ponte Augusto	
2	Date of the	20/05/2020	
	mapping		
	ls it an Area with		
3	Archeologic	Yes	
	interest?		
	Location/Addre		
4	ss of the	Via Salara 6, 48121 Ravenna (RA)	
	building		
5	Property	Public	1
	Tipology		
6	State of	Abandoned	
	Occupancy		
7	State of	Well preserved (no need of interventions)	3
	preservation		
	Level of		0
8	Practicability	Is there a "surrounding Area" in safe conditions to be used as TU?	
	,	Yes	1



		Description: This is a buried archaeological structure and It's	
		impossible to organize events in the building because of its nature.	
		The surrounding area is accessible in total safety and is partially	
		occupied by a paved street and shops. ANNEX 1	
			0
		Late Antique Era (IV - VII a.C.)	,
			5
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0
9	Construction Lia		' 5
			0
			0
			0
		Which is the probability to have buried Archaeological Remains in	
	Buried	the area surrounding the Infrastructure/Building/Archaeological	
1	Archaeological	site, based on the scientific archaeological studies performed on	
0	Remains	the site?	
		Certain presence of buried Archaeological remains	3
		Description: This bridge was an important link between two parts of	
		the city divided by a stream. The choice of this point of interest	
		wants to recall, with a single element, a much wider reality of a city	
		characterized by the constant presence of water. The waterways	
1		allowed, as well as bridges, the movement of people and goods	
1	Value of the site	throughout the city. We must imagine how the goods of the port	
		were stored in the warehouses of the city, and then be distributed	
		thanks to streams connections or bridges. In addition, the rivers that	
		flowed in the city of Ravenna were a direct connection with the sea	
		flowed in the city of Ravenna were a direct connection with the sea and the bridge wants to recall waters flowing and connecting distant	
		flowed in the city of Ravenna were a direct connection with the sea and the bridge wants to recall waters flowing and connecting distant inland areas.	
1	Value of the site	and the bridge wants to recall waters flowing and connecting distant	
1 1	Value of the site intended as	and the bridge wants to recall waters flowing and connecting distant inland areas.	
		and the bridge wants to recall waters flowing and connecting distant inland areas.	



	with the port heritage		
1 2	Main Cultural/Touristi c point of Interest in the surrounding Area	Description: The CH element is in the city center and is located less than 200 m from the complex of the Basilica of San Vitale, one of the most important tourist attractions in Ravenna. Similarly, the CH element is located a short distance from the tourist information offices. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
1 3	Connection with Natural Heritage (NH)	D < 1 km Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? Code of the NH element:	0
1	Organisation of Internal Spaces related to the last/current "final Intended use" Note: if the information is not available, do not fill this field	None (only external envelope, no internal layout/distribution) Description: The site evokes an ancient reality currently buried, therefore it's impossible to establish the organization of the internal spaces. However, the area of interest is covered by a city street and provides sufficient space for the organization of events.	
1 5	Structure and Material Characteristics	Bearing Masonry Description: The ancient structures are characterized by bearing masonry, but currently the structure is buried and the area is intended for shops.	
1 6	Technical Systems, Services and sub-services available into	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, total lack systems in the Infrastructure/Building/Archeological Site Sanitary Installation*	2



I			
	the	Presence of a public network in the Surrounding Area, presence of	
	Infrastructure/B	connections to the public network, total lack systems in the	2
	uilding/Archeol	Infrastructure/Building/Archeological Site	
	ogical Site and	Gasworks	
	in the		
	Surrounding		
	Area	Presence of a public network in the Surrounding Area, presence of	
		connections to the public network, total lack systems in the	2
	Note: if the	Infrastructure/Building/Archeological Site	
	<i>information is not available, do not</i>		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	Ū
	infrastructures	Additional: Presence of a bycicle lane?	
1	in the		
7	Surrounding		
	area for private	Yes**	1
	, mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing		
	infrastructures		
1	for public		1
8	Means of	Close to public MoT (< 500 m)	, -
	Transport - MoT		5
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
1	protection		
9	status of the	Protected	
	Infrastructure/B		



	uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description:	
	complexity of		
	the		
	administrative		
	procedures to		
2	be adopted to		
0	manage it (see		
	question 19) in		
	terms of		
	renovation/retr		
	ofit or		
	Temporary Uses		
	activation?		

* The nearest public toilet is 60 meters far, it's located in Paolini street. ANNEX 4.

** The site is in a pedestrian area and byicle lanes all converge in the city center

RAVENNA – CH ELEMENT NUMBER 19 – TOTAL SCORE 21

	MAPPING CRITERIA FOR CH ELEMENT				
			S		
			с		
			0		
			r		
			е		
0	Associated	IT_RA_19			
	Code				
1	Name/Title of	Pozzi di via Morigia			
	the CH element				
2	Date of the	06/06/2020			
	mapping				



3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Via Morigia, 48121 Ravenna (RA)	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Ruin	0
	Level of Practicability	Partial	0 , 5
		Is there a "surrounding Area" in safe conditions to be used as TU?	
8		Yes	1
		Description: The area of interest is practicable in total safety. The site has no old buildings. In fact, this is the area where archaeological excavations have been carried out, bringing to light numerous ceramic finds and stratigraphies from the pre-Roman age. Currently the archaeological investigations are no longer visible and the area is occupied by a paved street and private homes. ANNEX 1	
9	Construction Era	Roman Era (III b.C III a.C.)	0 , 5
		Late Antique Era (IV - VII a.C.)	0 , 5
		Medieval Era (VIII - XIV a.C.)	0 , 5



		Modern Era (XV – XVIII a.C.)	0
			5
			0
		Which is the probability to have buried Archaeological Remains in	
	Buried	the area surrounding the Infrastructure/Building/Archaeological	
1	Archaeological	site, based on the scientific archaeological studies performed on	
0	Remains	the site?	
		Certain presence of buried Archaeological remains	3
		Description: The role of the site in the port framework is very	
		significant because many materials, found during excavations	
1		(which did not bring to light structures, but only mobile artifacts),	
1	Value of the site	were imported. Many ceramics, for example of Greek origin, were	
1		transported by ship to one of the ports of Ravenna and then traded	
		and distributed in the city. The site evokes a commercial flow of	
		ceramic vessels that through the port and the sea reached the city.	
	Value of the site	Description (fill this field only if it is different from point 11):	
1	intended as		
1	interactions and		
	connections		
b	with the port		
	heritage		
		Description: The site is in the city center and is located less than 200	
	Main	m from the complex of the Basilica of San Vitale, one of the most	
	Cultural/Touristi	important tourist attractions in Ravenna. Similarly, the CH element	
1	c point of	is located a short distance from the tourist information offices.	
2	Interest in the	ANNEX 2	
	surrounding	Please, specify the distance (D) of the main Cultural/Touristic point	
	Area	of Interest from the Infrastructure/Building/Archaeological Site	
		D < 1 km	
	Connection with	Does the Infrastructure/Building/Archaeological site belong to an	
1	Connection with	area considered part of the NH?	
3	Natural Heritage (NH)		0
	Heritage (NH)	Code of the NH element:	



	Organisation of	None (only external envelope, no internal layout/distribution)	
	Internal Spaces	Description: The site evokes the presence of objects imported from	
	related to the	distant places, so there are no buildings or structures. Therefore it's	
	last/current	impossible to describe the internal organization of the spaces. The	
1	"final Intended	area is currently an inhabited street of the city.	
4	use"		
	Note: if the		
	information is not		
	available, do not		
	fill this field		
	Structure and	Other	
1	Material	Description: The archaeological remains are simple stratigraphies of	
5	Characteristics	soil investigated with the excavation of vertical wells: there are no	
		structures.	
	Technical	Electrical system	
	Systems,	Presence of a public network in the Surrounding Area, presence of	
	Services and	connections to the public network, total lack systems in the	2
	sub-services	Infrastructure/Building/Archeological Site	
	available into	Sanitary Installation*	
	the	Presence of a public network in the Surrounding Area, presence of	
	Infrastructure/B	connections to the public network, total lack systems in the	2
1	uilding/Archeol	Infrastructure/Building/Archeological Site	
6	ogical Site and	Gasworks	
	in the		
	Surrounding		
	Area	Presence of a public network in the Surrounding Area, presence of	
		connections to the public network, total lack systems in the	2
	Note: if the	Infrastructure/Building/Archeological Site	
	information is not	initiast detaile, building, Archeological Site	
	available, do not		
	fill this field		
1	Accessibility	Presence of a paved road that lead to the	
7	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	



	infrastructures	Additional: Presence of a bycicle lane?	
	in the		
	Surrounding		
	area for private	Yes**	1
	mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing		
	infrastructures		1
1	for public	Class to public MoT (< E00 m)	
8	Means of	Close to public MoT (< 500 m)	, 5
	Transport - MoT		5
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
	protection	Not protected	
1	status of the		
9	Infrastructure/B		
	uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description:	
	complexity of		
	the		
	administrative		
2	procedures to		
0	be adopted to		
	manage it (see		
	question 19) in		
	terms of		
	renovation/retr		
	ofit or		



* The nearest public toilet is 130 meters far, it's located in Pasolini street. ANNEX 3.

** The site is in a pedestrian area and byicle lanes all converge in the city center.

RAVENNA – CH ELEMENT NUMBER 20 – TOTAL SCORE 21,5

	MAPPING CRITERIA FOR CH ELEMENT		
			S c o r e
0	Associated Code	IT_RA_20	
1	Name/Title of the CH element	Campanile della Chiesa di Santa Maria in Porto Fuori	
2	2 Date of the 07/06/2020		
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Via Stradone 50, 48121 Porto Fuori (RA)	
5	Property Tipology	Private (Arcidiocesi Ravenna-Cervia)	0
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
8	Level of Practicability	Partial	0 , 5



		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: The site is characterized by the presence of a church and a bell tower that preserves some traces of the original plant dating back to 1100 a D. The bell tower is in good condition and back	
		dating back to 1100 a.D. The bell tower is in good condition and has been rebuilt and restored on several occasions. The surrounding	
		area is intended as a garden, is safe and is served by a paved road.	
		Once the permits have been obtained, it may also be possible to use the structure of the bell tower. ANNEX 1	
		Medieval Era (VIII - XIV a.C.)	0
			' 5
		Modern Era (XV – XVIII a.C.)	0
9	Construction Era		, 5
			0
		Contemporary Era (XIX a.C. – Today)	, 5
			0
			0
		Which is the probability to have buried Archaeological Remains in	
	Buried	the area surrounding the Infrastructure/Building/Archaeological	
1 0	Archaeological	site, based on the scientific archaeological studies performed on the site?	
	Remains	High probability (based on the available Archaeological information)	2
		Description: This site represents the ancient mouth of the Bidente	
		river in the south of Ravenna, where was built a port. In fact, the	
1	Value of the site	difficult management of the marshy territories and the hydrographic network in which the port of Classe was located, meant that	
	value of the site	between the VIII and IX Century A.D. the main port center of the city	
		was in Porto Fuori: a name that still evokes the function for which	
		the place was intended. In this place around 1100 a.D. some monks	



		built a church to house an icon arrived in Ravenna thanks to the	
		connections with Constantinople.	
	Value of the site	Description (fill this field only if it is different from point 11):	
1	l intended as		
1	interactions and		
•	connections		
b	with the port		
	heritage		
	Main	Description: The site is isolated and there are no touristic points of	
	Cultural/Touristi	interest at a distance of less than 3 km.	
1	c point of	Please, specify the distance (D) of the main Cultural/Touristic point	
2	Interest in the	of Interest from the Infrastructure/Building/Archaeological Site	
	surrounding		
	Area		
	Connection with Natural	Does the Infrastructure/Building/Archaeological site belong to an	
1		area considered part of the NH?	
3			0
	Heritage (NH)	Code of the NH element:	
	Organisation of	Logistic	
	Internal Spaces	Description: The structure is used as a bell tower. From the access	
	related to the	the stairs lead to the openings to the top floor of the tower. There	
	last/current	have been no changes in usage over time, but many remakes that	
1	"final Intended	have always maintained the appearance of the structure similar to	
4	use"	the original (ANNEX 3). The interior spaces are very small, but	
		outside there's a large garden that it's possible to use in total safety.	
	Note: if the		
	information is not		
	available, do not		
	fill this field		
1	Structure and	Bearing Masonry	
5	Material	Description: The structure is well preserved and absolutely safe.	
	Characteristics		
		Electrical system	



	Technical	Presence of a public network in the Surrounding Area, presence of	
	Systems,	connections to the public network, presence of systems in the	3
	Services and	Infrastructure/Building/Archeologic Site	
	sub-services	Sanitary Installation	
	available into	Presence of a public network in the Surrounding Area, presence of	
	the	connections to the public network, total lack systems in the	
	Infrastructure/B	rastructure/B Infrastructure/Building/Archeological Site	
1	uilding/Archeol	Gasworks	
6	ogical Site and		
	in the		
	Surrounding		
	Area	Presence of a public network in the Surrounding Area, presence of	
		connections to the public network, total lack systems in the	2
	Note: if the	Infrastructure/Building/Archeological Site	
	information is not		
	available, do not		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	
1	infrastructures	Additional: Presence of a bycicle lane?	
7	in the		
	Surrounding		
	area for private	No	
	mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing	1	
1	infrastructures	Close to public MoT (< 500 m)*	
8	for public		
	Means of		
	Transport - MoT		
	(collective		

Interreg Italy - Croatia TEMPUS		D3.2.2 – Report including data sheets on port herit	tage
	transport: bus,		
	train, etc.)		
	What is the		
	protection		
1	status of the	Not Protected	
9	Infrastructure/B	Not Hotected	
	uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description:	
	complexity of		
	the		
	administrative		
	procedures to		
2	be adopted to		
0	manage it (see		
	question 19) in		
	terms of		
	renovation/retr		
	ofit or		
	Temporary Uses		
	activation ?		

* Less than 190 meters away there's the bus stop for the line from the city center to Porto Fuori. ANNEX

2.



RAVENNA – CH ELEMENT NUMBER 21 – TOTAL SCORE 13

	MAPPING CRITERIA FOR CH ELEMENT		
			S c o r e
0	0 Associated IT_RA_21 Code		
1	Name/Title of the CH element	Fossa Augusta	
2	Date of the mapping	12/06/2020	
3 Is it an Area with 3 Archeologic interest?		Yes	
4 Location/Addre 5 of building Via Corriera Antica, 48123 Ravenna		Via Corriera Antica, 48123 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Partly Occupied	
7	State of		3
8		Total Is there a "surrounding Area" in safe conditions to be used as TU? Yes	1
	Level of Practicability	Description: The site represents a stretch of the ancient Fossa Augusta of which no visible traces remain, but from some archival investigations and archaeological excavations it's possible to trace an hypothetical path. Therefore, it isn't a material heritage and there are no buildings. The place evokes this ancient reality and is	



	located in an agricultural area where it's possibile to organize		
		events in a large area in total safety. ANNEX 1	
		Roman Era (III b.C III a.C.)	
	Construction	Late Antique Era (IV - VII a.C.)	0 , 5
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0 , 5
		Modern Era (XV – XVIII a.C.)	0 , 5
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Certain presence of buried Archaeological remains	3
11	 In the ports, it was also a channel navigable by small boats. The city and at the same time it was a connection with distant areas, evidenced by the survival of some streets that bordered it. During the centuries the Fossa Augusta has always been maintained, with the important land reclamations of the XVIII century. 		
	Value of the site	Description (fill this field only if it is different from point 11):	
11.	intended as		
b	interactions and		
	connections		



	with the port heritage		
	Main	Description:	
	Cultural/Touristi	Please, specify the distance (D) of the main Cultural/Touristic	
	c point of	point of Interest from the Infrastructure/Building/Archaeological	
12	Interest in the	Site	
	surrounding	It's an isolated site and far from tourist attractions.	
	Area		
	Compation	Does the Infrastructure/Building/Archaeological site belong to an	
12	Connection	area considered part of the NH?	
13	with Natural		0
	Heritage (NH)	Code of the NH element:	
	Organisation of	None (only external envelope, no internal layout/distribution)	
	Internal Spaces	Description: The site is destined to cultivated fields and it's in the	
	related to the	countryside	
	last/current		
	"final Intended		
14	use"		
	Note: if the		
	information is not		
	available, do not fill this field		
	Structure and	Other	
15	Material	Description: There are no structures, the cultural heritage is	
	Characteristics	immaterial	
	Technical	Electrical system	
	Systems,	,	0
	Services and	Sanitary Installation	
	sub-services		0
16	available into	Gasworks	
	the		
	Infrastructure/B		0
	uilding/Archeol		

55	Interreg Italy - Croatia	****
	TEMPUS	EUROPEAN UNION

	ogical Site and in the		
	Surrounding Area		
	Alea		
	Note: if the		
	information is not		
	available, do not		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	2
	with reference	Infrastructure/Building/Archeological Site, absence of a parking	
	to existing	Additional: Presence of a bycicle lane?	
17	infrastructures		
17	in the		
	Surrounding area for private	No	0
	mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing		
	infrastructures		
18	for public	Upattoinable with public MoT (> 2km)	0
10	Means of	Unattainable with public MoT (> 3km)	0
	Transport - MoT		
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
	protection		
19	status of the	Not protected	
	Infrastructure/B		
	uilding/Archeol		
0.0	ogical site?		
20		Complicated	0



Which is the	Description:
level of	
complexity of	
the	
administrative	
procedures to	
be adopted to	
manage it (see	
question 19) in	
terms of	
renovation/retr	
ofit or	
Temporary Uses	
activation ?	



RAVENNA – CH ELEMENT NUMBER 22 – TOTAL SCORE 24,5

		MAPPING CRITERIA FOR CH ELEMENT	
			S c o r e
0	Associated Code	IT_RA_22	
1	Name/Title of the CH element	Porto di Metello	
2	Date of the mapping	01/07/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Via Gastone de Foix, 48121 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
		Total Is there a "surrounding Area" in safe conditions to be used as TU?	1
8	Level of Practicability	Yes Description: This site, currently used as a car park, represents the ancient port of Metello. The ruins are buried and are not visible. There are no buildings, but the large parking area is usable in total safety, there are also tall trees that shade the space below, while	1



		behind via Gastone de Foix there is the park of the Rocca Brancaleone that offers a sugegstive view. ANNEX 1	
		Roman Era (III b.C III a.C.)	0 , 5
		Late Antique Era (IV - VII a.C.)	0 , 5
9	Construction Era	Medieval Era (VIII - XIV a.C.)	0 , 5
		Modern Era (XV – XVIII a.C.)	0 , 5
			0
		Which is the probability to have buried Archaeological Remains	
	Buried	in the area surrounding the	
10	Archaeological	Infrastructure/Building/Archaeological site, based on the scientific	
	Remains	archaeological studies performed on the site?	2
		Certain presence of buried Archaeological remains	3
		Description: The site evokes the ancient Port of Metellus, where	
		probably in 80 b.C. the soldiers of Metellus (allied with Silla) fired. It is one of the many ports of the city of Ravenna. This port was	
		built before the great Augustan port and remained in use until at	
		least the V century AD, but some maps of the city show that the	
		waterways and the mouth of the ancient port had to be visible	
11	Value of the site	even in the XVI century. Some archaeological excavations have	
		identified in this place the containment walls of the embankments	
		of the port and the presence of palisades. It was a very large port	
		that probably occupied the area of the railway station. The basilica	
		of San Giovanni Evangelista shows the extension of the port,	
		because Galla Placidia wanted to build this church on the docks as	
		a votive offering to escape a shipwreck.	



	Value of the site	Description (fill this field only if it is different from point 11):	
	intended as		
11.	interactions and		
b	connections		
	with the port		
	heritage		
	nentage	Description: The Rocca Brancaleone is located behind the site. It is	
		an extraordinary ancient monument and a meeting point for the	
	Main	people of Ravenna, especially during the summer beacuse of the	
	Cultural/Touristi	large park and for the events that are organized here. About 300	
	c point of	meters far is the Basilica of San Giovanni Evangelista, connected	
12	Interest in the	to the ancient port of Metello and much appreciated tourist place.	
	surrounding	ANNEX 2	
	Area	Please, specify the distance (D) of the main Cultural/Touristic	
		point of Interest from the Infrastructure/Building/Archaeological	
		Site	
		D < 1 km	
	Connection	Does the Infrastructure/Building/Archaeological site belong to an	
12		area considered part of the NH?	
13	with Natural		0
	Heritage (NH)	Code of the NH element:	
	Organisation of	None (only external envelope, no internal layout/distribution)	
	Internal Spaces	Description: The site is a parking lot, so there are no buildings, but	
	related to the	only an external development. The area is large and usable in total	
	last/current	safety.	
	"final Intended		
14	use"		
	Note: if the		
	information is not		
	available, do not		
	fill this field		
15		Wood structure	



			I I
	Structure and	Description: The ancient structures were made of wood and lime.	
	Material	The structures are in a good state of conservation, but the	
	Characteristics	evidence is buried. ANNEX 4	
	Technical	Electrical system	
	Systems,	Presence of a public network in the Surrounding Area, presence	
	Services and	of connections to the public network, total lack systems in the	2
	sub-services	Infrastructure/Building/Archeological Site	
	available into	Sanitary Installation*	
	the	Presence of a public network in the Surrounding Area, presence	
	Infrastructure/B	of connections to the public network, total lack systems in the	2
	uilding/Archeol	Infrastructure/Building/Archeological Site	
16	ogical Site and	Gasworks	
	in the		
	Surrounding		
	Area	Presence of a public network in the Surrounding Area, presence	
		of connections to the public network, total lack systems in the	2
	Note: if the	Infrastructure/Building/Archeological Site	
	information is not	innastractare, bananig, richeological site	
	available, do not		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	
	infrastructures	Additional: Presence of a bycicle lane?	
17	in the		
	Surrounding		
	area for private	Yes	1
	mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		1
18	to existing	Close to public MoT (< 500 m)	
	infrastructures		' 5
	for public		
	Means of		



	Transport - MoT		
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
	protection		
19	status of the	Not protected	
19	Infrastructure/B	Not protected	
	uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description:	
	complexity of		
	the		
	administrative		
	procedures to		
20	be adopted to		
20	manage it (see		
	question 19) in		
	terms of		
	renovation/retr		
	ofit or		
	Temporary Uses		
	activation ?		

*The nearest public toilets are 800 meters far. ANNEX 3



RAVENNA – CH ELEMENT NUMBER 23 – TOTAL SCORE 18

	MAPPING CRITERIA FOR CH ELEMENT		
			S c o r e
0	Associated Code	IT_RA_23	
1	Name/Title of the CH element	Porto Augusto	
2	Date of the mapping	07/06/2020	
3	Is it an Area with Archeologic interest?	Yes	
4	Location/Addre ss of the building	Viale Vincenzo Randi 25, 48121 Ravenna	
5	Property Tipology	Public	1
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of interventions)	3
		Partial	0 , 5
8	Level of	Is there a "surrounding Area" in safe conditions to be used as TU?	
	Practicability	Yes Description: The site represents the ancient Port of Augustus now buried and invisible. The area is occupied by the firehouse, but in the surrounding area it is possible to organize public events in total	1



		safety, but without hindering the transit of vehicles. This area is	
		close to a very busy road, so it's necessary to use appropriate areas.	0
		Roman Era (III b.C III a.C.)	0
		Koman era (in b.c in a.c.)	' 5
			0
9	Construction Era	Late Antique Era (IV - VII a.C.)	
9	Construction era		' 5
			0
			0
			0
_		Which is the probability to have buried Archaeological Remains in	0
	Buried	the area surrounding the Infrastructure/Building/Archaeological	
1	Archaeological	site, based on the scientific archaeological studies performed on	
0	Remains	the site?	
		Certain presence of buried Archaeological remains	3
		Description: In this place was built the ancient port wanted by	-
		Augustus for the city of Ravenna, currently the structures are buried,	
1		but the site allows to evoke one of the numerous port realities of	
1	Value of the site	the city of Ravenna. It's impossible to determine with certainty how	
		long this port was used, but from the imperial age it probably came	
		up to the late antiquity. ANNEX 1	
	Value of the site	Description (fill this field only if it is different from point 11):	
1	intended as		
1	interactions and		
•	connections		
b	with the port		
	heritage		
	Main	Description: The main tourist place is Piazza Arcivescovado, where	
	Cultural/Touristi	there are the Archiepiscopal Museum and the Neonian Baptistery.	
1	c point of	This place is 1 km far and the Square has been mapped as a point	
2	Interest in the	of interest for the Tempus project	
	surrounding	Please, specify the distance (D) of the main Cultural/Touristic point	
	Area	of Interest from the Infrastructure/Building/Archaeological Site	



	IEMPUS EUROP		
		1 km < D < 2 km	
	Connection with	Does the Infrastructure/Building/Archaeological site belong to an	
1		area considered part of the NH?	
3	Natural		0
	Heritage (NH)	Code of the NH element:	
	Organisation of	None (only external envelope, no internal layout/distribution)	
	Internal Spaces	Description: The area is occupied by the firehouse, but a large	
	related to the	garden overlooks Viale Randi. There is no possibility of using indoor	
	last/current	spaces and there's only external envelope: it is a large area with	
1	"final Intended	trees and lawn.	
4	use"		
-			
	Note: if the		
	information is not		
	available, do not		
	fill this field		
1	Structure and	Other	
5	Material	Description: The site is buried and preserved, no archaeological	
	Characteristics	excavation has ever been made.	
	Technical	Electrical system	
	Systems,	Presence of a public network in the Surrounding Area, total lack of	
	Services and	systems in the Infrastructure/Building/Archeological Site, total lack	1
	sub-services	of connections to the public network	
	available into	Sanitary Installation	
	the	Presence of a public network in the Surrounding Area, total lack of	
1	Infrastructure/B	systems in the Infrastructure/Building/Archeological Site, total lack	1
6	uilding/Archeol	of connections to the public network	
	ogical Site and	Gasworks	
	in the		
	Surrounding	Presence of a public network in the Surrounding Area, total lack of	
	Area	systems in the Infrastructure/Building/Archeological Site, total lack	1
		of connections to the public network	
	Note: if the	or connections to the public network	
	information is not		



	available, do not		
	fill this field		
	Accessibility	Presence of a paved road that lead to the	
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3
	to existing	surrounding area	
	infrastructures	Additional: Presence of a bycicle lane?	
1	in the		
7	Surrounding		
	area for private	Yes	1
	mobility (car,		
	bicycles, etc.)		
	Accessibility		
	with reference		
	to existing		
	infrastructures		1
1	for public	Close to public MoT (< 500 m)	'
8	Means of		' 5
	Transport - MoT		
	(collective		
	transport: bus,		
	train, etc.)		
	What is the		
	protection		
1	status of the	Not protected	
9	Infrastructure/B		
	uilding/Archeol		
	ogical site?		
	Which is the		0
	level of	Description:	
2	complexity of		
0	the		
	administrative		
	procedures to		
	be adopted to		



manage it (see	
question 19) in	
terms of	
renovation/retr	
ofit or	
Temporary Uses	
activation?	

RAVENNA – CH ELEMENT NUMBER 24 – TOTAL SCORE 26,5

	MAPPING CRITERIA FOR CH ELEMENT		
			S
			с
			0
			r
			е
0	Associated	IT_RA_24	
	Code	11_1\7_27	
1	Name/Title of	Magazzini Porto di Classe	
	the CH element	Wagazzini i Orto di Classe	
2	Date of the	09/07/2020	
2	mapping	03/07/2020	
	ls it an Area with		
3	Archeologic	Yes	
	interest?		
	Location/Addre		
4	ss of the	Via Marabina, 7 Zona Ponte Nuovo-Classe, 48124 Ravenna	
	building		
5	Property	Public	1
5	Tipology	FUDIC	
6	State of	Occupied	
6	Occupancy	Occupied	



	State of		
7	preservation	Well preserved (no need of interventions)	3
	•	Total	1
		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
	Level of	Description: The ancient warehouses of the Porto di Classe are	
8	Practicability	located inside the Archaeological Park of the Ancient Port. There are	
	Tracticability	several structures created to accommodate tourists and there is a	
		large garden where you can see the archaeological evidence. In the	
		site it's possible organizing public events in total safety, there are	
		roads, toilets, a parking and the bike path. ANNEX 1	
			0
		Late Antique Era (IV - VII a.C.)	,
			5
			0
9	Construction Era	Medieval Era (VIII - XIV a.C.)	,
			5
			5
			0
			0
		Which is the probability to have buried Archaeological Remains in	
1	Buried	the area surrounding the Infrastructure/Building/Archaeological	
0	Archaeological	site, based on the scientific archaeological studies performed on	
	Remains	the site?	
		Certain presence of buried Archaeological remains	3
		Description: The site of the Classe port, and in particular the	
1	Value of the site	warehouses, evoke the possibility of the ancient landings to store goods and materials. These warehouses had a long life and when	
1	value of the site	the port was covered up they were transformed into private houses.	
		ANNEX 2	
1	Value of the site	Description (fill this field only if it is different from point 11):	$\left - \right $
1	intended as		
	interactions and		
b.	connections		
~			



	with the port heritage		
1 2	Main Cultural/Touristi c point of Interest in the surrounding Area	Description: The site is located in a very popular tourist area and a short distance there is the Basilica di Sant 'Apollinare in Classe and the Classis Museum dedicated to the archaeological finds of the port. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site D < 1 km	
1 3	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? Code of the NH element:	0
1	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not	Commercial Description: In the archaeological site there is a large structure created to accommodate tourists, has a large capacity and is equipped with all the necessary facilities to organize events. There are two other structures that can be used as storage or for special preparations. ANNEX 3	
1 5	fill this field Structure and Material Characteristics	Bearing Masonry Description: The archaeological evidence is well preserved and continuously maintained. The public spaces are newly built, so they are in very good condition. ANNEX 4	
1 6	Technical Systems, Services and sub-services available into	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Sanitary Installation	3



I				
	the	Presence of a public network in the Surrounding Area, presence of		
	Infrastructure/B	connections to the public network, presence of systems in the	3	
	uilding/Archeol	Infrastructure/Building/Archeologic Site		
	ogical Site and	Gasworks		
	in the			
	Surrounding			
	Area	Presence of a public network in the Surrounding Area, presence of		
		connections to the public network, presence of systems in the	3	
	Note: if the	Infrastructure/Building/Archeologic Site		
	information is not			
	available, do not fill this field			
	Accessibility	Presence of a paved road that lead to the		
	with reference	Infrastructure/Building/Archeological Site and of a parking in the	3	
1 7	to existing	surrounding area	5	
	infrastructures	Additional: Presence of a bycicle lane?		
	in the			
	Surrounding			
	area for private	Yes	1	
	mobility (car,			
	bicycles, etc.)			
	Accessibility			
	with reference			
	to existing			
	infrastructures			
1	for public		1	
8	Means of	Close to public MoT (< 500 m)*	′	
	Transport - MoT		5	
	(collective			
	transport: bus,			
	train, etc.)			
	What is the			
1	protection			
9	status of the	Protected		
	Infrastructure/B			



	uilding/Archeol		
	ogical site?		
	Which is the	Facilitated	2
	level of	Description:	
	complexity of		
	the		
	administrative		
	procedures to		
2	be adopted to		
0	manage it (see		
	question 19) in		
	terms of		
	renovation/retr		
	ofit or		
	Temporary Uses		
	activation ?		

* The bus stop is at the entrance of the archaeological park and you can arrive by bus from the city

center.



RIJEKA – CH ELEMENT NUMBER 1 – TOTAL SCORE 20

MAPPING CRITERIA FOR CH ELEMENT			
			Sco
			re
0	Associated Code	HR_RI_01	
1	Name/Title of the CH element	Kantrida Port	
2	Date of the mapping	06/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Kantrida, Portić 26	
5	Property Tipology	Both Public and Private	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2
			0
8	Level of Practicability	Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Description: Suitable for smaller open-air public events.	
		Contemporary Era (XIX a.C. – Today)	0,5
9	Construction Era		0
9			0
			0
			0
		Which is the probability to	
10	Buried Archaeological Remains	have buried Archaeological	
		Remains in the area	



		surrounding the	
		Infrastructure/Building/Arc	
		haeological site, based on	
		the scientific	
		archaeological studies	
		performed on the site?	
		Low probability (based on	
		the available	1
		Archaeological	
		information)	
		Description: Small port near	
		the city centre right next to	
		football stadium Kantrida. It	
		lacks great architectural or	
		artistic value but it	
		represents living	
		mediterrannean maritime	
		culture and intangible	
11	Value of the site	heritage. It still serves its	
		original purpose for the	
		local community through	
		the recreational fishing club	
		SRD KANTRIDA. It has a	
		mole and a lot of colourful	
		wooden magazines still	
		used by the local	
		community.	
		Description (fill this field	
11.	Value of the site intended as interactions and	only if it is different from	
b	connections with the port heritage	point 11):	
		Description: All the main	
12	Main Cultural/Touristic point of Interest in the	sights of Rijeka are within	
12	surrounding Area	the radius of 3km.	



	TEMPUS EUROPEAN UNION		
		Please, specify the distance	
		(D) of the main	
		Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Arc	
		haeological Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Arc	
		haeological site belong to	
13	Connection with Natural Heritage (NH)	an area considered part of	
		the NH?	
		No	0
		Code of the NH element:	
	Organization of Internal Spaces related to the	Description: Traditional	
	Organisation of Internal Spaces related to the	small mediterranean port	
14	last/current "final Intended use"	with a mole and a lot of	
	<i>Note: if the information is not available, do not fill this field</i>	wooden magazines still	
		used by the local	
		community.	
		Bearing Masonry	
15	Structure and Material Characteristics	Well preserved. Still in its	
		original function.	
		Electrical system	
		Presence of a public	
	Technical Systems, Services and sub-services	network in the	
	available into the	Surrounding Area,	
16	Infrastructure/Building/Archeological Site and in the	presence of connections to	3
U	Surrounding Area	the public network,	ر ا
		presence of systems in the	
	Note: if the information is not available, do not fill this field	Infrastructure/Building/Arc	
		heologic Site	
		Sanitary Installation	



		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Arc heologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Arc heologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Arc heological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?	3
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	No Close to public MoT (< 500 m)	0
19	What is the protection status of the Infrastructure/Building/Archeological site?		
2 0	Which is the level of complexity of the administrative procedures to be adopted to manage it (see	Ordinary Description: Permissions needed from Port	1



question 19) in terms of renovation/retrofit or	Authority, Primorje-Gorski
Temporary Uses activation ?	Kotar County and City of
	Rijeka.

RIJEKA – CH ELEMENT NUMBER 2 – TOTAL SCORE 17,5

	MAPPING CRITERIA FOR CH ELEMENT		
			Sc
			or
			е
0	Associated Code	HR_RI_02	
1	Name/Title of the CH element	Torpedo Factory	
2	Date of the mapping	06/11/2019	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača	
5	Property Tipology	Both Public and Private	0
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
		Partial	0,5
		Is there a "surrounding Area" in	
		safe conditions to be used as TU?	
		Yes	1
		Description: There is possibility of	
8	Level of Practicability	open-air events and smaller indoor events at the rennovated Porin	
		building (Factory hall no. 14) which	
		is part of the complex. The first	
		TEMPUS exhibition scheduled for	
		june 2020 will be held at the Porin	
		building.	
9	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5



	TEMPUS EUROPEAN UNION		_ I
			0
			0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in	
		the area surrounding the	
		Infrastructure/Building/Archaeolog	
1	Duried Angles also sized Demosing	ical site, based on the scientific	
0	Buried Archaeological Remains	archaeological studies performed	
		on the site?	
		Low probability (based on the	
		available Archaeological	1
		information)	
		Description: Industrial complex of	
		the first torpedo factory in the	
		world. The first torpedo was made	
		in 1866. and through it Rijeka found	
		its place at the top of the global	
		industrial innovation and	
		production of the time. As for the	
		preserved architectural spaces of	
		the factory, we should mention Villa	
		Whitehead as the most	
11	Value of the site	representative administration	
		building of the company, the hall	
		complex with production facilities,	
		the warehouses made of reinforced	
		concrete as well as the launching	
		pad itself. All the projects were	
		designed by renowned architects	
		Giacomo Zammatio, Giovanni	
		Maria Curet and others. The	
		factory, although in substantially	
		is story, and ough in substantially	



			. I
		altered form, continued to exist	
		until the 1990s. The last torpedo	
		was produced in 1966, after which	
		the plant started producing diesel	
		engines and tractors.	
11	Value of the site intended as interactions and	Description (fill this field only if it is	
.b	connections with the port heritage	different from point 11):	
		Description: All the main sights of	
		Rijeka are within the radius of 2km.	
		Please, specify the distance (D) of	
1	Main Cultural/Touristic point of Interest in the	the main Cultural/Touristic point of	
2	surrounding Area	Interest from the	
	surrounding Area		
		Infrastructure/Building/Archaeolog ical Site	
		Does the	
		Infrastructure/Building/Archaeolog	
1	Connection with Natural Heritage (NH)	ical site belong to an area	
3	3 ()	considered part of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces related to the		
1	last/current "final Intended use"	Description:	
4			
	Note: if the information is not available, do not fill		
	this field		
		Reinforced Concrete frame	
1	Structure and Material Characteristics	structure	
5		Description: Parts are also wooden	
		and parts are made of steel	
	Technical Systems, Services and sub-services	Electrical system	
1	available into the	Presence of a public network in	
6	Infrastructure/Building/Archeological Site	the Surrounding Area, presence of	3
	and in the Surrounding Area	connections to the public network,	
L			



		processos of a stores in the	I
	<i>Note:</i> if the information is not available, do not fill this field	presence of systems in the	
		Infrastructure/Building/Archeologic	
		Site	
		Sanitary Installation	
		Presence of a public network in	
		the Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	S
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in	
		the Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
		Presence of a paved road that lead	
		to the	
	Accessibility with reference to existing infrastructures in the Surrounding area for	Infrastructure/Building/Archeologic	3
1		al Site and of a parking in the	
7		surrounding area	
	private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle	
		lane?	
		No	0
4	Accessibility with reference to existing		
1	infrastructures for public Means of Transport	Close to public MoT (< 500 m)	1,5
8	- MoT (collective transport: bus, train, etc.)		
1	What is the protection status of the		
9	Infrastructure/Building/Archeological site?		
2	Which is the level of complexity of the	Complicated	0
2	administrative procedures to be adopted to	Description: Multiple owners, parts	
0	manage it (see question 19) in terms of	are privately owned, parts are	



renovation/retrofit	or	Temporary	Uses	owned by the Port and City of	
activation?				Rijeka	

RIJEKA – CH ELEMENT NUMBER 3 – TOTAL SCORE 20

	MAPPING CRITERIA FOR CH ELEMENT				
			Scor		
			е		
0	Associated Code	HR_RI_03			
1	Name/Title of the CH element	Kapela sv. Ivana Nepomuka			
2	Date of the mapping	12.2.2020			
3	Is it an Area with Archeologic interest?	No			
4	Location/Address of the building	Titov trg bb, Rijeka			
5	Property Tipology	Public (Municipality)	1		
6	State of Occupancy	Occupied			
7	State of preservation	Well preserved (no need of	C		
7		interventions)	3		
	Level of Practicability	Total	1		
		Is there a "surrounding Area" in safe			
		conditions to be used as TU?			
8		Yes	1		
		Suitable for open-air events because			
		the Chapel is situated in a large square			
		in the city centre.			
	Construction Era	Modern Era (XV – XVIII a.C.)	0,5		
			0		
9			0		
			0		
			0		
	Buried Archaeological Remains	Which is the probability to have			
10		buried Archaeological Remains in the			
		area surrounding the			



			1
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		This building has a continuity of over	
		300 years. It has an octagonal floor	
		plan and it was built by the Jesuits in	
		1717. The border between the	
		Kingdom of Italy and the Kingdom of	
		Yugoslavia between two world wars	
	Value of the site	passed right through the Chapel	
		which served as a communication	
		point for citizens on both sides of the	
		border. After the War Destruction and	
11		the Liberation of Rijeka in 1945, the	
		construction of the demolished bridge	
		and square began and the chapel was	
		removed in 1954. Today there is a	
		replica of the chapel but it has no	
		religous characteristics. The statue of	
		St. John Nepomuk which used to be in	
		the chapel is now on display in the	
		Church of the Assumption of the	
		Blessed Virgin Mary a couple of	
		hundred meters away.	
	Value of the site intended as		
11.	interactions and connections with the		
b	port heritage		
		Croatian National Theatre, Peek &	
12	Main Cultural/Touristic point of	Poke Museum, Natural History	
	Interest in the surrounding Area	Museum, Maritime and History	
		wascum, wantime and mistory	



		Museum of the Croatian Littoral (Governer's Palace), Church of the Assumption of the Blessed Virgin Mary and the Leaning Tower, St. Vitus Cathedral and many more touristic landmarks are within 1 km radius. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site D < 1 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	0
14	OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field	Code of the NH element: Description:	
15	Structure and Material Characteristics	Description:	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do</i> <i>not fill this field</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Sanitary Installation	3



		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Gasworks	3
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the		0
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Gradska uprava grada Rijeke	



RIJEKA – CH ELEMENT NUMBER 4 – TOTAL SCORE 19,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_RI_04	
1	Name/Title of the CH element	Mrtvi kanal (Dead Canal)	
2	Date of the mapping	20.2.2020	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Fiumara bb, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2
	Level of Practicability	Partial	0,5
		Is there a "surrounding Area" in safe	
8		conditions to be used as TU?	
		Yes	1
		Suitable for open-air public events	
	Construction Era	Modern Era (XV – XVIII a.C.)	0,5
			0
9			0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
		Infrastructure/Building/Archaeological	
10	Buried Archaeological Remains	site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Low probability (based on the	1
		available Archaeological information)	1



11	Value of the site	The Dead Canal existed as a stream of river Rječina until 1855 when a new canal was dug to prevent the flooding of the city. Since then the sea has been released into the canal which was used as a port for sailboats and smaller vessels and for trade. It lost its port function after 1945 when it gradually became a port for small fishing boats, which remains to this day.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Description: Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?NoCode of the NH element:	0
14	OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field	Description:	
15	Structure and Material Characteristics	Stone	



		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
	Technical Systems, Services and sub-	Sanitary Installation	
	services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeological	Surrounding Area, presence of	
16	Site and in the Surrounding Area	connections to the public network,	2
		presence of systems in the	3
	Note: if the information is not available, do	Infrastructure/Building/Archeologic	
	not fill this field	Site	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	J
		Infrastructure/Building/Archeologic	
		Site	
		Presence of a paved road that lead to	
		the	
	Accessibility with reference to existing	Infrastructure/Building/Archeological	3
17	infrastructures in the Surrounding area	Site and of a parking in the	
	for private mobility (car, bicycles, etc.)	surrounding area	
	···· p······· ························	Additional: Presence of a bycicle	
		lane?	
		No	0
18	Accessibility with reference to existing		
	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
	Transport - MoT (collective transport:	m and < 1 km)	
	bus, train, etc.)		



19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the	Ordinary	1
	administrative procedures to be	Grda Rijeka, Republika Hrvatska	
20	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		

RIJEKA – CH ELEMENT NUMBER 5 – TOTAL SCORE 20

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_RI_05	
1	Name/Title of the CH element	Svjetionik Mlaka	
2	Date of the mapping	20.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača 3, rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of	3
<u> </u>		interventions)	
	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe	
8		conditions to be used as TU?	
		Yes	1
		Possibility of organization of small	
		scale events on the premises.	
		Contemporary Era (XIX a.C. – Today)	0,5
9	Construction Era		0
9			0
			0



			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	In 1884, an iron lighthouse was set up at the end the breakwater of Rijeka's port (formerly breakwater of Maria Theresa). Due to the subsidence of the breakwater, the lighthouse was moved to Mlaka at the end of the 19th century. However, in 1933, it was moved for the third time and this time it was built as a four-storey lighthouse building as well as strengthened with reinforced concrete. The last change occurred in 2002, when the building gained another floor for the Coastal Radio Station. The lighthouse consists of eight rings stacked on each other. At the top there is a lantern room with an optical apparatus, containing the lamp and the lenses. The central part of the apparatus is connected to a timer. Every two minutes, the optical apparatus, consisting of eight lenses,	



	1011 1014 2010 ⁻¹ 1014 2010 ⁻¹		-
		makes a full circle, which means that the light appears every 15 seconds in the form of an alternating occurrence of red and white light. The light is visible from a distance of approximately 33 kilometres or 17.8 nautical miles. Today, the lighthouse is fully automated and an integral part of the cityscape.	
		The lighthouse is now harder visible from the sea becouse it is surrounded by buildings and city lights . It doesn't have permanent crew, and the light has a white flash every 10 seconds. In the lighthouse is radio station for communication with ships.	
11. b	Value of the site intended as interactions and connections with the port heritage	Svjetionik je dio lukig građevina I opreme koji služi za navigaciju brodova u luci.	
12	Main Cultural/Touristic point of Interest in the surrounding Area	Moguénost posjeta na svjetionik s kojeg se proža pogled na lučka skladišta, željeznicu I dokove. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site 2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH?	0



		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
	<i>Note: if the information is not available, do not fill this field</i>		
15	Structure and Material Characteristics	Steel structure	
		Armirani beton, č elik	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	С
		Infrastructure/Building/Archeologic	
		Site	
	Technical Systems, Services and sub-	Sanitary Installation	
	services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeological	Surrounding Area, presence of	
16	Site and in the Surrounding Area	connections to the public network,	3
		presence of systems in the	5
	<i>Note: if the information is not available, do</i>	Infrastructure/Building/Archeologic	
	not fill this field	Site	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	J
		Infrastructure/Building/Archeologic	
		Site	
	Accessibility with reference to existing	Presence of a paved road that lead to	
17	infrastructures in the Surrounding area	the	3
	for private mobility (car, bicycles, etc.)	Infrastructure/Building/Archeological	



		Site and of a parking in the	
		surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
	Transport - MoT (collective transport:	m and < 1 km)	I
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Protected	
	site?		
	Which is the level of complexity of the	Ordinary	1
	administrative procedures to be	Luka Rijeka d.o.o Republika Hrvatska,	
20	adopted to manage it (see question	Grad Rijeka	
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		

RIJEKA – CH ELEMENT NUMBER 6 – TOTAL SCORE 20,5

	MAPPING CRITERIA FOR CH ELEMENT			
			Scor	
			е	
0	Associated Code	HR_RI_06		
1	Name/Title of the CH element	Porto Baross		
2	Date of the mapping	12.2.2020.		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	Senjsko pristanište, Brajdica, Rijeka		
5	Property Tipology	Public (Municipality)	1	
6	State of Occupancy	Occupied		
7	State of procession	Well preserved (no need of	n	
7 State of preservation interventions		interventions)	3	
8	Level of Practicability	Total	1	



			I
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
		Yes	1
		Danas je sušaki bazen uporabni dio	
		riječke luke za rasute terete. Nedaleko	
		od njega nalazi se novi kontejnerski	
		terminal. Uz luku je novi putnički	
		terminal koji ima različite namjene.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
	Buried Archaeological Remains	buried Archaeological Remains in the	
		area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
10		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		The construction of the Baross harbor	
		(Sušak basin) began and was	
		completed in 1894, intended mainly	
		for timber traffic. It is built as a smaller	
		pool completely enclosed by a	
11	Value of the site	breakwater 420 m long and	
		connected to the Dead Channel on	
		the north side. It had 11 cranes and	
		163,000 square feet of open	
		warehouses on the embankments of	
		Delta and Brajda. Porto Baross has	



11.	Value of the site intended as	been developing continuously from 1894 to the present, through three different countries, the Austro- Hungarian Monarchy, the Kingdom and Socialist Yugoslavia, even today when it operates in the Republic of Croatia.	
b	interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site 2 km < D < 3 km	
13	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological site belong to an area considered part of the NH? No	0
14	OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field	Code of the NH element: Description:	
15	Structure and Material Characteristics	Steel structure Kamen, beton	
	Technical Systems, Services and sub-	Electrical system	
16	services available into the Infrastructure/Building/Archeological	Presence of a public network in the Surrounding Area, presence of	3



	Site and in the Surrounding Area	connections to the public network,	
		presence of systems in the	
	Note: if the information is not available, do	Infrastructure/Building/Archeologic	
	not fill this field	Site	
		Sanitary Installation	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	С
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
		Presence of a paved road that lead to	
		the	
	Association with reference to evicting	Infrastructure/Building/Archeological	3
17	Accessibility with reference to existing	Site and of a parking in the	
17	infrastructures in the Surrounding area	surrounding area	
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
10	Transport - MoT (collective transport:	m and < 1 km)	I
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
20		Ordinary	1



Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?

Lučka uprava Rijeka, Ministarstvo mora, prometa I infrastrukture Republike Hrvatske.

RIJEKA – CH ELEMENT NUMBER 7 – TOTAL SCORE 20,5

	MAPPING CRITERIA FOR CH ELEMENT			
			Scor	
			е	
0	Associated Code	HR_RI_07		
1	Name/Title of the CH element	Administrative building of Jadranska		
_		Plovidba		
2	Date of the mapping	12.2.2020.		
3	Is it an Area with Archeologic	No		
	interest?			
4	Location/Address of the building	Ružićeva ulica br. 5-7, Rijeka		
5	Property Tipology	Public (Municipality)	1	
6	State of Occupancy	Occupied		
7	State of preservation	Well preserved (no need of interventions)	3	
	Level of Practicability	Total	1	
		Is there a "surrounding Area" in safe		
8		conditions to be used as TU?		
		Yes	1	
		Contemporary Era (XIX a.C. – Today)	0,5	
			0	
9	Construction Era		0	
			0	
			0	
10	Buried Archaeological Remains	Which is the probability to have buried		
	builed Archaeological Remains	Archaeological Remains in the area		



		surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on the	
		site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		The building had several different uses. It	
		was built as a hotel in the Art Nouveau	
		style between the two wars. Afterwards, it	
		became the seat of the biggest shipping	
		company in the Kingdom of Serbs, Croats,	
		and Slovenes. After World War II it served	
		as the branch of Yugoslav Academy of	
		Sciences and Arts and after Croatia gained	
		its independence it became the branch of	
		Croatian Academy of Sciences and Arts .	
11	Value of the site	The building is at the beginning of the	
		street leading to Rijeka's most important	
		industrial plants in the early 20th century.	
		It is also close to the Trsat stairs, the	
		beginning of which is marked by a plaque	
		commemorating the relics of Croatian	
		hero Petar Kružić in the fight against the	
		Ottomans. The first railway bridge in the	
		city of Rijeka was erected nearby, as well	
		as one of the oldest hotels in the city that	
		are still in function, Hotel Continental.	
11.	Value of the site intended as		
b	interactions and connections with		
	the port heritage		
12	Main Cultural/Touristic point of	Trsat Castle, Croatian National Theatre,	
	Interest in the surrounding Area	Peek & Poke Museum, Natural History	



	EUROPEAN UNION		
		Museum, Maritime and History Museum	
		of the Croatian Littoral (Governer's	
		Palace), Church of the Assumption of the	
		Blessed Virgin Mary and the Leaning	
		Tower, St. Vitus Cathedral and many more	
		touristic landmarks are within 1 km radius.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of Interest	
		from the	
		Infrastructure/Building/Archaeological	
		Site	
		D < 1 km	
		Does the	
		Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage	site belong to an area considered part of	
13	(NH)	the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
	Note: if the information is not available,		
	do not fill this field		
15	Structure and Material	Steel structure	
	Characteristics	Stone, concrete, steel, wood	
	Technical Systems, Services and	Electrical system	
	sub-services available into the	Presence of a public network in the	
16	Infrastructure/Building/Archeologic	Surrounding Area, presence of	
	al Site and in the Surrounding Area	connections to the public network,	3
		presence of systems in the	
	<i>Note: if the information is not available,</i>	Infrastructure/Building/Archeologic Site	
	do not fill this field	Sanitary Installation	



		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
	mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeologic al site?	Not protected	
	Which is the level of complexity of	Ordinary	1
	the administrative procedures to be	Ministarstvo Kulture republike Hrvatske	
20	adopted to manage it (see question		
	19) in terms of renovation/retrofit		
	or Temporary Uses activation?		



RIJEKA – CH ELEMENT NUMBER 8 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
		Scor	
		е	
Associated Code			
Name/Title of the CH element			
	•		
Date of the mapping	12.2.2020.		
Is it an Area with Archeologic interest?	No		
Location/Address of the building	The Port of Rijeka		
Property Tipology	Public (Municipality)	1	
State of Occupancy	Occupied		
	Need of interventions on structural	1	
State of preservation	framework	1	
Level of Practicability	Total	1	
	Is there a "surrounding Area" in safe		
	conditions to be used as TU?		
	Yes	1	
	Abundance of outdoor and indoor		
	spaces suitable for bigger and smaller		
	events.		
	Contemporary Era (XIX a.C. – Today)	0,5	
		0	
Construction Era		0	
		0	
		0	
	Which is the probability to have		
	. ,		
Buried Archaeological Remains			
	6		
	5 5		
	Associated Code Name/Title of the CH element Date of the mapping Is it an Area with Archeologic interest? Location/Address of the building Property Tipology State of Occupancy State of preservation	Associated Code HR_RI_08 Name/Title of the CH element Port Warehouses IIIa, IIIb and 15 (today warehouses no. 31, 32, 33) Date of the mapping 12.2.2020. Is it an Area with Archeologic interest? No Location/Address of the building The Port of Rijeka Property Tipology Public (Municipality) State of Occupancy Occupied State of preservation Need of interventions on structural framework Is there a "surrounding Area" in safe conditions to be used as TU? Level of Practicability Yes Abundance of outdoor and indoor spaces suitable for bigger and smaller events. Construction Era Contemporary Era (XIX a.C. – Today) Mich is the probability to have buried Archaeological Remains in the	



			1
		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		After the Austro-Hungarian	
		Compromise of 1867, Hungary made	
		efforts to make Rijeka a major export	
		port which demanded the investment	
		of significant resources in the	
		construction of railways. In parallel with	
		the construction of the railroad, railway	
		warehouses were erected stretching	
	Value of the site	from the Žabica square to Brgud	
		(today's 3. Maj Shipyard), with the	
11		intention of transhipment and storage	
		of goods. By the end of the 19th	
		century, thirty warehouses were built,	
		both open and permanent storage	
		warehouses, with clear historicist	
		stylistic characteristics. The	
		warehouses number IIIa, IIIb and 15	
		(today warehouses no. 31, 32, 33) are	
		still standing today. Those warehouses	
		are early examples of use of renforced	
		concrete.	
11	Value of the site intended as		
11. L	interactions and connections with the		
b	port heritage		
12		All major Rijeka landmarks are within 2	
		km radius.	
	Main Cultural/Touristic point of	Please, specify the distance (D) of the	
	Interest in the surrounding Area	main Cultural/Touristic point of	
		Interest from the	



		Infrastructure/Building/Archaeological	
		Site	
		1 km < D < 2 km	
		Does the	
		Infrastructure/Building/Archaeological	
17	Connection with Natural Heritage	site belong to an area considered part	
13	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
1-4			
	Note: if the information is not available,		
	do not fill this field		
15	Structure and Material Characteristics	Steel structure	
		Stone, reinforced concrete, steel, wood	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	5
	Technical Systems, Services and sub-	Infrastructure/Building/Archeologic	
	services available into the	Site	
	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
		Surrounding Area, presence of	
	Note: if the information is not available,	connections to the public network,	3
	do not fill this field	presence of systems in the	Ū
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	3
		Surrounding Area, presence of	J



		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Ordinary	1
20	administrative procedures to be	Ministarstvo Kulture Republike	
	adopted to manage it (see question	Hrvatske, Port Authority, Municipality	
	19) in terms of renovation/retrofit or	of Rijeka	
	Temporary Uses activation ?		



RIJEKA – CH ELEMENT NUMBER 9 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_RI_09	
1	Name/Title of the CH element	Traction Maintenance Depot (Remiza)	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Bara č a, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of proconvation	Need of minor interventions on non-	2
/	State of preservation	structural elements (interior finishes)	2
		Total	1
		Is there a "surrounding Area" in safe	
		conditions to be used as TU?	
Q	Level of Practicability	Yes	1
		No possibility of event organizing	
		because the object is still used by	
		Croatian Railroad Company (Hrvatske	
0 Associated Code HR_RI_09 1 Name/Title of the CH element Traction Maintenance Depot (Remiza) 2 Date of the mapping 12.2.2020. 3 Is it an Area with Archeologic interest? No 4 Location/Address of the building Ulica Milutina Barača, Rijeka 5 Property Tipology Public (State) 6 State of Occupancy Occupied 7 State of preservation Need of minor interventions on non- structural elements (interior finishes) 7 Level of Practicability Yes 8 Level of Practicability Yes			
1 Name/Title of the CH element Traction Maintenance Depot (Remiza) 2 Date of the mapping 12.2.2020. 3 Is it an Area with Archeologic interest? No 4 Location/Address of the building Ulica Milutina Barača, Rijeka 5 Property Tipology Public (State) 6 State of Occupancy Occupied 7 State of preservation Need of minor interventions on non- structural elements (interior finishes) 7 State of preservation Total 8 Level of Practicability Yes 8 Level of Practicability Ves 9 Construction Era Contemporary Era (XIX a.C. – Today) 9 Construction Era Which is the probability to have buried Archaeological Remains 10 Buried Archaeological Remains Which is the probability to have buried Archaeological Remains	0,5		
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
10		buried Archaeological Remains in the	
	Buried Archaeological Remains	area surrounding the	
		Infrastructure/Building/Archaeological	
		site, based on the scientific	



		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	Ū
		After the construction of the railway	
		and the main railway station, it was	
		necessary to make a series of	
		accompanying facilities, above all, a	
		traction maintenance depot. A	
		locomotive depot was made not far	
		from the main railway station, in the	
		former Industrijska Street. The	
		architect and the exact time of	
		construction are unknown, but it can	
11		be assumed that the storage was built	
11	Value of the site	just before World War I. It is a semi-	
		circular ground floor building, covered	
		by a sloping roof. Inside the building	
		there are twenty-two tracks for	
		garaging locomotives. The rear façade	
		of the building, facing today's Milutina	
		Barača Street, is marked by simple wall	
		decorations, segmented by pilasters of	
		cut stone, among which there are high	
		openings with a typical historicist	
		decorative finish.	
11.	Value of the site intended as		
b	interactions and connections with the		
	port heritage		
12		Nearest Cultural/Touristic point of	
	Main Cultural/Touristic point of	Interest is Museum of Modern and	
	Interest in the surrounding Area	Contemporary Art which is situated	
		aprx. 1 km away.	



		Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site D < 1 km Does the	
13	Connection with Natural Heritage (NH)	Infrastructure/Building/Archaeological site belong to an area considered part of the NH? No Code of the NH element:	0
14	OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field	Description: Original layout preserved	
15	Structure and Material Characteristics	Steel structure Stone, concrete, steel, wood	
		Electrical system	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
01	Site and in the Surrounding Area	Sanitary Installation	
	<i>Note: if the information is not available, do not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3



		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	S
		Infrastructure/Building/Archeologic	
		Site	
		Presence of a paved road that lead to	
		the	
	Accessibility with reference to existing	Infrastructure/Building/Archeological	3
17	infrastructures in the Surrounding area	Site and of a parking in the	
	for private mobility (car, bicycles, etc.)	surrounding area	
		Additional: Presence of a bycicle lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
	Transport - MoT (collective transport:	m and < 1 km)	1
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Protected	
	site?		
	Which is the level of complexity of the	Ordinary	1
	administrative procedures to be	Ministarstvo Kulture republike	
20	adopted to manage it (see question	Hrvatske; Hrvatske željeznice	
	19) in terms of renovation/retrofit or		
	Temporary Uses activation?		



RIJEKA – CH ELEMENT NUMBER 10 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			Scor
			е
0	Associated Code	HR_RI_10	
1	Name/Title of the CH element	Port Warehouse no. 17	
2	Date of the mapping	12.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	The Port of Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Occupied	
7	State of preservation	Need of interventions on structural framework	1
		Total	1
		Is there a "surrounding Area" in safe	
	Level of Practicability	conditions to be used as TU?	
8		Yes	1
		Abundance of outdoor and indoor	
		spaces suitable for bigger and smaller	
		events.	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
10		buried Archaeological Remains in the	
		area surrounding the	
	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	



Absence of buried Archaeologic remains or absence of Archaeolog information about the site	
	ical 0
information about the site	
Warehouse no. 17 was built on	the
former Mary Valerius Pier, kno	own
today as Visin Pier. It was planned	by
the Hungarian architect Ferenc F	faff
who was hired by the Hungarian S	tate
Railways. The construction took p	ace
between 1906 and 1909.	The
monumental building was desig	ned
with a rectangular door and tracks	for
railway cars which were pas	sing
through the centre of the ground fl	oor,
above which there are three m	ore
storeys. Besides historicist eleme	ents
visible in the construction of the	port
windows and the stone balustrade	hat
11 Value of the site conceals the roof, the spirit	of
Modernism is captured thro	ugh
accentuated horizontal lines	and
connected balconies on the eas	ern
and western facade. It was the	first
warehouse in Rijeka with a struc	ure
consisting entirely of reinfor	ced
concrete, according to the Coignet	-De
Tedesco system. The sa	ime
methodology was later used in	the
construction of the Metrop	
warehouse. The work was carried	out
by the Budapest-based comp	-
Grunwald Testverek. The load-bea	ring
capacity of the building was enhan	ced
to 1,500 kg/m2.	



11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	All major Rijeka landmarks are within 2 km radius. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site 1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?NoCode of the NH element:	0
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note:</i> if the information is not available, do not fill this field	Description:	
15	Structure and Material Characteristics	Steel structure Stone, reinforced concrete, steel, wood	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available,</i> <i>do not fill this field</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Sanitary Installation	3



		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?	Ordinary Ministarstvo Kulture Republike Hrvatske, Port Authority, Municipality of Rijeka	1



RIJEKA – CH ELEMENT NUMBER 11 – TOTAL SCORE 18

MAPPING CRITERIA FOR CH ELEMENT			
		Scor	
			е
0	Associated Code	HR_RI_11	
1	Name/Title of the CH element	Hotel Emigranti	
2	Date of the mapping	20.2.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Ulica Milutina Barača 7, Rijeka	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Partly Occupied	
7	State of process stice	Need of interventions on structural	1
7	State of preservation	framework	1
		Total	1
		Is there a "surrounding Area" in safe	
8	Level of Practicability	conditions to be used as TU?	
		Yes	1
		Not suitable for events at the moment	
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
10	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	



	EMPUS EUROPEAN UNION		
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		At the beginning of the 20th century,	
		with the development of the	
		passenger port and the intensification	
		of transatlantic routes to America,	
		Rijeka became a centre of migratory	
		movements of the population.	
		Passenger capacities were insufficient,	
		so the Hungarian Ministry of the	
		Interior decided to build a new hotel.	
		The project of the Hotel Emigranti was	
		made by engineer Szilárd Zielinski, a	
		professor at the Polytechnic Institute	
		of the Budapest University. Zielinski	
		decided on a completely unusual type	
		of a reinforced concrete structure	
11	Value of the site	building. The structure and method of	
		construction of the facility were	
		certainly a complete novelty for	
		Rijeka's architecture. This facility	
		proved that Rijeka was keeping up	
		with the European trends of modern constructions. The construction work	
		was carried out by the Budapest	
		company Henrik Freud es Fiai in 1905.	
		It is an approximately 160 meters long	
		building with a ground floor and two	
		storeys, located in the former	
		Industrijska Street, opposite the Rice	
		Mill. The same location was chosen	
		because of the proximity to the port	
		and railway pier. The basement	



	EMPUS EUROPEAN UNION		
		housed waiting rooms, an outpatient	
		clinic, bathrooms, disinfection rooms	
		and ticket offices. On the first and	
		second floor there were bedrooms	
		and a gathering space for emigrants	
		who had already undergone medical	
		and sanitary control. A series of floral	
		and geometric motifs and wavy lines	
		indicates elements of Art Nouveau or,	
		better said, a combination of Art	
		Nouveau and upcoming Modernism.	
		The building of the former Hotel	
		Emigranti exists even today. In the	
		1920s, it was used as a trade fair area	
		and, after World War II, as an industrial	
		facility. In 1953, the packaging factory	
		of 8. Mart, later known as the	
		Metallographic Combine, was placed	
		in the area of the former hotel. The	
		factory is still active under the name	
		MGK-pack d.d. and, although it	
		moved its production plant to	
		Kukuljanovo, it still uses parts of the	
		former Hotel Emigranti as office and	
		warehouse spaces. After the closing,	
		hotel is a converted without major	
		structural work. In the biggining of the	
		20th century the building has served	
		as a fair and after World War II as an	
		industrial site . Today there are offices.	
11.	Value of the site intended as		
n. b	interactions and connections with the		
5	port heritage		



12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the Infrastructure/Building/Archaeological Site 1 km < D < 2 km	
13	Connection with Natural Heritage (NH)	DoestheInfrastructure/Building/Archaeologicalsite belong to an area considered partof the NH?Code of the NH element:	0
14	Organisation of Internal Spaces related to the last/current "final Intended use" <i>Note: if the information is not available, do</i> <i>not fill this field</i>	Description:	
15	Structure and Material Characteristics	Steel structure Reinforced concrete, steel	
16	Technical Systems, Services and sub- services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do</i>	Electrical system Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site Sanitary Installation	3
	not fill this field	Presence of a public network in the Surrounding Area, presence of	3



		connections to the public network,	
		presence of systems in the	
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to	
		the	
		Infrastructure/Building/Archeological	3
17		Site and of a parking in the	
17		surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Easy to attain with public MoT (> 500	1
	Transport - MoT (collective transport:	m and < 1 km)	I
	bus, train, etc.)		
19	What is the protection status of the		
	Infrastructure/Building/Archeological	Protected	
	site?		
	Which is the level of complexity of the	Ordinary	1
20	administrative procedures to be		
	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		



RIJEKA – CH ELEMENT NUMBER 12 – TOTAL SCORE 17

MAPPING CRITERIA FOR CH ELEMENT				
			Scor	
			е	
0	Associated Code	HR_RI_12		
1	Name/Title of the CH element	The Metropolis Complex		
2	Date of the mapping	24.6.2020.		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	The Port of Rijeka, Rijeka		
5	Property Tipology	Both Public and Private	0,5	
6	State of Occupancy	Partly Occupied		
7	State of preservation	Need of interventions on structural	1	
		framework		
	Level of Practicability	Total	1	
		Is there a "surrounding Area" in safe		
8		conditions to be used as TU?		
		Yes	1	
	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5	
9			0	
			0	
			0	
			0	
		Which is the probability to have		
	Buried Archaeological Remains	buried Archaeological Remains in the		
10		area surrounding the		
		Infrastructure/Building/Archaeological		
		site, based on the scientific		
		archaeological studies performed on		
		the site?		



	I		
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		A large complex of five port	
		warehouses in the new port of Rijeka.	
		They were built from 1909 to 1914.	
		Within the complex the most	
		significant parts were warehouses	
		from no. 19. to no.22. designed by	
		engineers Wehler and Rolberitz and	
		the execution solutions adapted by	
		Venceslao Celligoj, Ignac Bereny, and	
		Béla Enyedi The warehouses were	
		built by combining reinforced	
		concrete structures with traditional	
		materials such as bricks. The fact that	
		the load-bearing capacity of the floors	
		is 1,500 kg/m2 and of the ground floor	
11	Value of the site	2,000 kg/m2 attests to the quality of	
		the construction. These are high six-	
		storey buildings made of reinforced	
		concrete. Larger warehouses are up to	
		120 meters long, while shorter ones	
		are 60 meters long. Warehouses no. 19	
		and 22 are connected by a series of	
		closed bridges between two rows of	
		buildings, which gave them a specific	
		recognizability in the new ambience of	
		the port of Rijeka. Those bridges	
		connecting the warehouses were	
		added in 1914. The warehouses had	
		harmonious facades dominated by the	
		Art Nouveau style. The decoration of	
		the walls is based on bricks which	



		frame the meshed-glass windows. The vertical component of the buildings is additionally emphasised by shallow pilasters that extend from the ground up to the attic, as well as by the embossed stylized balustrades placed between the windows, which seemingly connect the floors on a vertical axis. The external facades of the warehouses facing the sea received less prominent balconies, which emphasized the practicality of the new expanded port of Rijeka. The complex was named Metropolis by the conservators because its theatrics and the apposition of overhead passages are reminiscent of the scenery of the famous science fiction film directed by Fritz Lang. The complex Metropolis is one of the most representative and famous Rijeka port warehouses. Warehouses are placed under conservation protection.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	



		Infrastructure/Building/Archaeological	
		Site	
		1 km < D < 2 km	
		Does the	
		Infrastructure/Building/Archaeological	
40	Connection with Natural Heritage	site belong to an area considered part	
13	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
17			
	Note: if the information is not available, do		
	not fill this field		
15	Structure and Material Characteristics	Reinforced Concrete frame structure	
		Reinforced concrete, steel	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	-
	Technical Systems, Services and sub-	Infrastructure/Building/Archeologic	
	services available into the	Site	
	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
		Surrounding Area, presence of	
	Note: if the information is not available, do	connections to the public network,	3
	not fill this field	presence of systems in the	
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	3
		Surrounding Area, presence of	



		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Easy to attain with public MoT (> 500 m and < 1 km)	1
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the	Complicated	0
	administrative procedures to be		
20	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		

RIJEKA – CH ELEMENT NUMBER 13 – TOTAL SCORE 15

MAPPING CRITERIA FOR CH ELEMENT			
		Scor	
0	Associated Code	HR_RI_13	
1	Name/Title of the CH element	Steamer Uragan	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Molo Longo, Port of Rijeka, Rijeka	



5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Partly Occupied	
7	State of preservation	Need of interventions on structural framework	1
		Total	1
8	Level of Practicability	Is there a "surrounding Area" in safe conditions to be used as TU?	
		No	0
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
10	Buried Archaeological Remains	Which is the probability to have buried Archaeological Remains in the area surrounding the Infrastructure/Building/Archaeological site, based on the scientific archaeological studies performed on the site? Absence of buried Archaeological	
		remains or absence of Archaeological information about the site	0
11	Value of the site	The old steamer Uragan (<i>Hurricane</i>) is a rare example of a well-preserved steamship in the northern Adriatic. It was restored in early 2000s. The steamer was built in Hamburg at the end of the 19th century and was handed over to SFRY after the Second World War as part of war reparations by the Federal Republic of Germany. It served as a ship for collecting pieces	



		of waste in ports. The basic dimensions of the ship are: length: 21 m, width: 5.2 m, hull height: 2.9 m, draft: 2 m, tonnage: 44 GT. The initiative for the reconstruction of the steamship was a joint effort by the Faculty of Maritime Studies of Rijeka, Port Authority of Rijeka and the Maritime and Historical Museum of the Croatian Littoral Rijeka. Some of the most important companies from the area of Primorje - Gorski Kotar County and the City of Rijeka supported the renovation after which it was placed next to the building of the former Governo Marittimo, today's Port Authority in 2003/2004. It was moved to Rijeka breakwater in 2010/2011. Uragan was also used the film industry, participating in the famous Winds of War in the late 1980s and the film Around the World in 80 Days.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	



		Infrastructure/Building/Archaeological	
		Site	
		1 km < D < 2 km	
		Does the	
		Infrastructure/Building/Archaeological	
12	Connection with Natural Heritage	site belong to an area considered part	
13	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
	Note: if the information is not available, do		
	not fill this field		
15	Structure and Material Characteristics	Other	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	
	Technical Systems, Services and sub-	Infrastructure/Building/Archeologic	
	services available into the	Site	
10	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
	Notes if the information is not available do	Surrounding Area, presence of	
	<i>Note: if the information is not available, do not fill this field</i>	connections to the public network,	3
		presence of systems in the	
		Infrastructure/Building/Archeologic Site	
		Gasworks	
		Total lack of systems in the	0
		Infrastructure/Building/Archeological	



		Site, total lack of connections to the public network and absence of a public network in the surrounding area	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Protected	
	Which is the level of complexity of the	Ordinary	1
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?		



RIJEKA – CH ELEMENT NUMBER 14 – TOTAL SCORE 19

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_RI_14	
1	Name/Title of the CH element	Matteo Skull Foundry and Mint	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Vodovodna ulica, Rijeka	
5	Property Tipology	Public (Municipality)	1
6	State of Occupancy	Partly Occupied	
_	State of announcetion	Need of interventions on structural	1
7	State of preservation	framework	1
		Total	1
	Level of Practicability	Is there a "surrounding Area" in safe	
8		conditions to be used as TU?	
		Yes	1
	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
9			0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
10	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	



		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
		The activities of the company with the full name of Matteo Skull Foundry and Mint can be traced back to the 1880s. It is interesting that the workers' apartments were still an integral part of the factory at the time. The factory was expanded and architecturally changed in 1881, then again in 1888 and 1925, when it expanded at the expense of the already collapsed Ružić Tannery.	
11	Value of the site	The former tannery's two-storey factory building was adapted into housing facilities for workers and, in 1941 it became the administration building of the Matteo Skull Foundry and Engine Factory, according to the project by Nereo Bacci. The building has a simple rectangular floor plan and, according to historical and artistic guidelines, it can be characterized as a building of Italian Modernism. At the same time, apart from the modification of this building, Bacci was involved in other projects that included the factory's expansion. He made the most interesting interventions on the opposite side of the street, where he designed a corner building with futuristic architectural	



characteristics. This building was later known as the dopolavoro (after work) and it had a bridge connecting it to the administration building. The foundry continued its production until the end of the Second World War, after which it went bankrupt and the factory premises were taken over by Rade Končar.

The complex of the former plant is now largely abandoned and often serves as a waste dump. In 1999, the factory's administration building, as well as the workers' homes across the street were converted into the Conservationand Restoration Department of the State Archives in Rijeka.

Valorization:

A part of the complex of the tannery and foundry has been partly revitalized within the State Archives in Rijeka, and the rest of the complex has been preserved by the conservatorsrestorers. The rest of the complex is in an extremely poor condition and is subject to further ruin, considering that its roof has been ruined, while the representative east façade, overlooking Vodovodna Street, is still preserved.



11. b	Value of the site intended as interactions and connections with the port heritage		
		Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated	
12	Main Cultural/Touristic point of Interest in the surrounding Area	aprx. 1km away. Please, specify the distance (D) of the main Cultural/Touristic point of	
		Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
		Does the Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage (NH)	site belong to an area considered part of the NH?	
		No Code of the NH element:	0
	Organisation of Internal Spaces		
14	related to the last/current "final Intended use"	Description:	
	<i>Note: if the information is not available, do not fill this field</i>		
15	Structure and Material Characteristics	Other	
	Technical Systems, Services and sub-	Electrical system	
	services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeological	Surrounding Area, presence of	
16	Site and in the Surrounding Area	connections to the public network,	3
	<i>Note: if the information is not available, do</i>	presence of systems in the	
	not fill this field	Infrastructure/Building/Archeologic Site	

European Regional Development Fund

www.italy-croatia.eu/tempus



I			
		Sanitary Installation	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	J
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to	
		the	
		Infrastructure/Building/Archeological	3
		Site and of a parking in the	
17		surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
10	infrastructures for public Means of	Close to public MoT (< 500 m)	4 5
18	Transport - MoT (collective transport:		1,5
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Protected*	
	site?		
	Which is the level of complexity of the	Ordinary	1
	administrative procedures to be		
20	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		
	remporary oses detivation :		



*Protected as part of Cultural and historic ensemble of City of Rijeka

RIJEKA – CH ELEMENT NUMBER 15 – TOTAL SCORE 19

	MAPPING CRITERIA FOR CH ELEMENT			
			е	
0	Associated Code	HR_RI_15		
1	Name/Title of the CH element	Oil Refinery		
2	Date of the mapping	24.6.2020.		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	Ulica Milutina Bara č a, Rijeka		
5	Property Tipology	Private	0	
6	State of Occupancy	Occupied		
7	State of preservation	Need of minor interventions on non- structural elements (interior finishes)	2	
		Total	1	
		Is there a "surrounding Area" in safe		
8	Level of Practicability	conditions to be used as TU?		
		Yes	1	
		Contemporary Era (XIX a.C. – Today)	0,5	
			0	
9	Construction Era		0	
			0	
			0	
		Which is the probability to have		
10		buried Archaeological Remains in the		
	Buried Archaeological Remains	area surrounding the		
		Infrastructure/Building/Archaeological		
		site, based on the scientific		



		archaeological studies performed on the site?	
		Absence of buried Archaeological remains or absence of Archaeological information about the site	0
11	Value of the site	Throughout its history, Rijeka was characterized by its favourable geographic position and good connections with the continental and overseas countries. The initiative for the construction of a refinery in Rijeka came in 1882 from the Shale Oil Refinery Company from Pest. Instructions for the construction were compiled by Rijeka's municipal authority and the construction permit was issued in February 1883. A specific location was determined for the needs of the refinery, at a suitable distance from residential buildings. After obtaining all the necessary permits, the construction of the Oil Refinery, designed by architect Mate Glavan, began on Ponsal, next to the Rice Mill. The refinery was commissioned in 1883. The engineer Milutin Barač was elected as the technical director and he remained at the head of the Refinery until the end of the First World War. At the same time, plans were made for a petroleum port and construction work began soon after. The production of paraffin started two	



years after the founding of the Refinery. The production plant was located in a house with a double-sided roof, which had basilical illumination in the central part of the roof. The facility was also designed by Mate Glavan. At the end of the 19th century, the capacity of the Refinery's plant amounted to 30,000 tons per year. This amount was sufficient to supply 30% of the Monarchy's need for petroleum products. The most important products of the Refinery were petroleum, paraffin, various solvents, resins, coke and petrol. The First World War significantly affected the Refinery's business and from 1916 until 1918 the production decreased by almost two thirds. The number of employees was also reduced to three hundred workers. It is also interesting to point out that oil was imported in barrels from the U.S. and, from 1890 onwards, from Russia and Galicia. At the end of World War I, the Rice Mill closed down and the plant facility and the administration building became property of the Joint Stock Company of the Mineral Oil Refinery (ROMSA). The complex then lost its functionality and the area was rearranged and adapted to the needs of the Refinery. Significant changes occurred in 1938,



			1
		when Eneo Perugini, using the skeleton of the large and long operations building of the Rice Mill, designed the new ROMSA Headquarters Building and created a completely different appearance of that representative modern palace. At the same time, the Refinery became one of the most modern complexes for the production of gasoline and petroleum products, especially oils. Today, the complex is in the possession of the oil company Ina d.d. and it is partially in use.	
	Value of the site intended as		
11.	interactions and connections with the		
b	port heritage		
	port nentage	Nearest Cultural/Touristic point of	
		Nearest Cultural/Touristic point of	
		Interest is Museum of Modern and	
		Contemporary Art which is situated	
		aprx. 1km away.	
12	Main Cultural/Touristic point of		
	Interest in the surrounding Area	main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		1 km < D < 2 km	
		Does the	
		Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage	site belong to an area considered part	
	(NH)	of the NH?	
		No	0
		Code of the NH element:	
14			



	OrganisationofInternalSpacesrelatedtothelast/current"finalIntendeduse"Note: if the information is not available, donot fill this field	Description:	
15	Structure and Material Characteristics	Other	
		Electrical system	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
	Technical Systems, Services and sub-	Sanitary Installation	
16	services available into the Infrastructure/Building/Archeological Site and in the Surrounding Area <i>Note: if the information is not available, do</i> <i>not fill this field</i>	Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
		Gasworks	
		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3



		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
18	infrastructures for public Means of	Class to public MoT (< 500 m)	1 ⊑
10	Transport - MoT (collective transport:	Close to public MoT (< 500 m)	1,5
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Protected*	
	site?		
	Which is the level of complexity of the	Ordinary	1
	administrative procedures to be		
20	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		

*Protected as part of Cultural and historic ensemble of City of Rijeka

RIJEKA – CH ELEMENT NUMBER 16 – TOTAL SCORE 19

	MAPPING CRITERIA FOR CH ELEMENT			
			Scor	
			е	
0	Associated Code	HR_RI_16		
1	Name/Title of the CH element	Paper Mill		
2	Date of the mapping	24.6.2020.		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	Ružićeva ulica, Rijeka		
5	Property Tipology	Private	0	
6	State of Occupancy	Occupied		
7	State of procentation	Need of minor interventions on non-	2	
	State of preservation	structural elements (interior finishes)	۷	
8	Level of Practicability	Total	1	



		Is there a "surrounding Area" in safe conditions to be used as TU?	
		Yes	1
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
10		site, based on the scientific	
		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		The administration building was	
		erected in 1827. It has been preserved	
		until today, but in modified form. It is	
		a two-storey building, built to the	
		greatest extent with reinforced	
		concrete, with wall additions made of	
		brick. The stone decorations on the	
11	Value of the site	door and window lintels have been	
		preserved. A very specific detail is the	
		roof lantern, placed above the	
		triangular pediment. The lantern ends	
		with a roof turret that has an iron	
		pointer with the four cardinal	
		directions.The story of the Paper Mill is	
		the story of the first major industrial	



enterprise in Rijeka. It all started with the 1st of September 1821, when Andrija Ljudevit Adamić bought the Lučica Mill, located opposite of Zvir. Adamić bought the mill in order to use it for starting the planned paper manufacturing plant. Besides Adamić, the co-founder of the Paper Mill was the Briton William Moline. In 1824, Moline bought off the mill and the paper manufacturing plant from Adamić. He paid 19,000 forints for them. This manufacturing plant employed eight workers. By using hydropower, paper was produced exclusively from cloth rags. After three years, Moline sold the factory for a price of 20,000 forints to the English entrepreneur Walter Crafton Smith, who subsequently, together with his partner Charles Meynier, started the industrial production of paper in Rijeka. In October 1828, the factory changed its name to Smith & Meynier. Although raw material for paper processing remained the same, the new owners modernized the factory. In 1827, they acquired a Fourdrinier papermaking machine, which was known as an exceptional machine and, already in 1833, they purchased a steam engine and thus increased production. Due to the innovations in the production process and the quality



of the paper, the Paper Mill received numerous awards on national and international trade fairs: in Vienna 1835, Pest 1842, London 1851, Munich 1854, Paris 1878, Barcelona 1888 and so on. In accordance with its progress, the factory expanded and the number of workers increased. In the 1870s, the factory employed approximately a thousand workers.

The Paper Mill complex was built largely in the 1820s, but major architectural changes were made in the 20th century. At the time of its construction, the factory was state-ofthe-art and it operated very well. The complex also owned the first steam engine in the Balkans, another proof thatit was keeping up with the times. Apart from technology, the factory also had an advanced social policy: as early as in 1877, it established the first pension fund for workers. After the Croatian-Hungarian Settlement, the factory supported Hungarian interests and continued its good collaboration with that country. At the turn of the century, the factory was strongly hit by economic crisis. At that time, a new entity entered the ownership structure of the Paper Factory – the Ungarische Papier A.G. With the arrival of this joint-stock company, the plant's steam



and hydropower drives were modernized and, by World War I, the number of employees doubled. After World War I, the owners of the factory changed, the factory was incorporated into the paper company Jela, industrija papira, and after that it became property of the First Croatian Savings Bank (Prva hrvatska štedionica) and the local council committee of the directors' council of Smith and Meynier on Sušak. The period after the war brought a new revival of the factory; it produced cigarette paper along with silk and Bible paper, copy paper etc. Sales of the manufactured products once again spread all over the world: United States, Argentina, Romania, Egypt, the Middle and the Far East. After World War II, the factory was taken over by the national government. Today, the complex is abandoned.

Valorization:

Today there is a dental laboratory in the Paper Mill administrative building. The building was partially devastated during the construction of the Power Plant in the 1930s, however, it has been kept to this day in a quite good condition.



11. b	Value of the site intended as interactions and connections with the port heritage		
		Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated	
12	Main Cultural/Touristic point of Interest in the surrounding Area	aprx. 1km away. Please, specify the distance (D) of the main Cultural/Touristic point of	
		Interest from the Infrastructure/Building/Archaeological Site	
		1 km < D < 2 km	
	Connection with Natural Heritage (NH)	Does the Infrastructure/Building/Archaeological	
13		site belong to an area considered part of the NH?	
		No Code of the NH element:	0
	Organisation of Internal Spaces		
14	related to the last/current "final Intended use"	Description:	
	<i>Note: if the information is not available, do not fill this field</i>		
15	Structure and Material Characteristics	Other	
	Technical Systems, Services and sub-	Electrical system	
	services available into the	Presence of a public network in the	
	Infrastructure/Building/Archeological	Surrounding Area, presence of	
16	Site and in the Surrounding Area	connections to the public network,	3
	<i>Note: if the information is not available, do</i>	presence of systems in the	
	not fill this field	Infrastructure/Building/Archeologic Site	

European Regional Development Fund

www.italy-croatia.eu/tempus



I			
		Sanitary Installation	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	J
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	2
		presence of systems in the	3
		Infrastructure/Building/Archeologic	
		Site	
	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to	
		the	
		Infrastructure/Building/Archeological	3
		Site and of a parking in the	
17		surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
10	infrastructures for public Means of	Close to public MoT (< 500 m)	4 5
18	Transport - MoT (collective transport:		1,5
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Protected*	
	site?		
	Which is the level of complexity of the	Ordinary	1
	administrative procedures to be		
20	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation ?		
	remporary oses detivation :		



Г

*Protected as part of Cultural and historic ensemble of City of Rijeka

RIJEKA – CH ELEMENT NUMBER 17 – TOTAL SCORE 18,5

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_RI_17	
1	Name/Title of the CH element	Pharmaceutical and Cosmetic Laboratory	
		Alga	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic	No	
	interest?		
4	Location/Address of the building	Šetalište XIII. divizije 11, Rijeka	
5	Property Tipology	Both Public and Private	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Need of minor interventions on non-	2
/		structural elements (interior finishes)	۷
	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe	
8		conditions to be used as TU?	
		Yes	1
		Contemporary Era (XIX a.C. – Today)	0,5
			0
9	Construction Era		0
			0
			0
		Which is the probability to have buried	
10		Archaeological Remains in the area	
10	Buried Archaeological Remains	surrounding the	
		Infrastructure/Building/Archaeological	



	l		1
		site, based on the scientific archaeological	
		studies performed on the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		In 1926, the pharmacist Vladimir Kezele	
		received the approval by the Ministry of	
		Public Health in Belgrade to start the	
		Pharmaceutical and Cosmetic Laboratory	
		Alga in Ružićeva Street. The very next year,	
		he teamed up with an equally ambitious	
		Dinko Budak, otherwise a master in the	
		preparation of domestic remedies, one of	
		which was the elixir Alga. The successful	
		operation of this pharmaceutical company	
		culminated in the 1930s and 1940s, when	
		its products transcended the local market	
		and became known throughout the	
		Kingdom of Yugoslavia. A large number of	
11	Value of the site	advertisements from that period that were	
		published in daily newspapers, various	
		periodicals, brochures and inscribed on	
		itineraries and calendars have been	
		preserved. Alga also issued instant	
		educational brochures called The People's	
		Physician and Reference Guide and	
		Healthy Food – Long-Term Health, which,	
		apart from advertising, also had an	
		educational purpose. What distinguished	
		Alga from other pharmacies was the	
		independent production of a large portion	
		of its products. Very well-known were its	
		Alga product for massage, Energin for	
		strengthening one's blood, nerves,	

European Regional Development Fund

www.italy-croatia.eu/tempus



appetite and the whole body, the Vema cream for accelerating wound healing and the Vale platelets as a remedy for respiratory organs.

Following the increasing demand for Alga's pharmaceutical drugs on the domestic and foreign markets, which resulted in a series of awards on health fairs in Paris, London, Brussels and elsewhere, the owners invested in the construction of a new facility to accommodate the operation and administration. This building, located at Šetalište XIII Divizije No. 11, has been preserved to this day. The blueprint of the building was made by David Bunetta in 1931, and the construction work was carried out in several stages by Boren Emili. The operating permit was issued in 1937. Considering that the building was constructed in a planned manner with a strong focus on the needs of the laboratory and the administration, it is not surprising that the project was a success and produced a design completely subordinate to the facility's functionality.

The operation of Alga can be traced back to the end of the Second World War, after which it was liquidated and some of its pharmaceutical assortment was inherited by the companies Pliva and Neva.



		Valorization:	
		The building of the former Alga has been	
		preserved in its original form. It contains	
		residential and office spaces.	
11	Value of the site intended as		
11.	interactions and connections with		
b	the port heritage		
		Nearest Cultural/Touristic point of Interest	
		is Museum of Modern and Contemporary	
		Art which is situated aprx. 1km away.	
		Please, specify the distance (D) of the	
12	Main Cultural/Touristic point of	main Cultural/Touristic point of Interest	
	Interest in the surrounding Area	from the	
		Infrastructure/Building/Archaeological	
		Site	
		1 km < D < 2 km	
		Does the	
		Infrastructure/Building/Archaeological site	
10	Connection with Natural Heritage	belong to an area considered part of the	
13	(NH)	NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
14			
	<i>Note:</i> if the information is not available, do not fill this field		
15	Structure and Material	Other	
15	Characteristics		
16		Electrical system	



		Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
	Technical Systems, Services and sub-services available into the Infrastructure/Building/Archeologi cal Site and in the Surrounding Area <i>Note: if the information is not</i>	Sanitary Installation Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
	available, do not fill this field	Gasworks Presence of a public network in the Surrounding Area, presence of connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	3
17	Accessibility with reference to existing infrastructures in the Surrounding area for private	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area Additional: Presence of a bycicle lane?	3
	mobility (car, bicycles, etc.)	No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeologi cal site?	Not protected	
20	Which is the level of complexity of the administrative procedures to be adopted to manage it (see question 19) in terms of	Complicated	0



renovation/retrofit or Temporary

Uses activation?

RIJEKA – CH ELEMENT NUMBER 18 – TOTAL SCORE 21

	MAPPING CRITERIA FOR CH ELEMENT			
			е	
0	Associated Code	HR_RI_18		
1	Name/Title of the CH element	Vidikovac Water Reservoir		
2	Date of the mapping	24.6.2020.		
3	Is it an Area with Archeologic interest?	No		
4	Location/Address of the building	Bulevard, Rijeka		
5	Property Tipology	Public (Municipality)	1	
6	State of Occupancy	Occupied		
7	State of preservation	Well preserved (no need of	3	
		interventions)	З	
	Level of Practicability	Total	1	
		Is there a "surrounding Area" in safe		
8		conditions to be used as TU?		
		Yes	1	
		Contemporary Era (XIX a.C. – Today)	0,5	
			0	
9	Construction Era		0	
			0	
			0	
10		Which is the probability to have		
		buried Archaeological Remains in the		
	Buried Archaeological Remains	area surrounding the		
		Infrastructure/Building/Archaeological		
		site, based on the scientific		



	EUROPEAN UNION		
		archaeological studies performed on	
		the site?	
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
11	Value of the site	The old Vidikovac water reservoir on Bulevard is one of the four historic Rijeka water reservoirs besides Pećina, Krić and Podvežica. It is the most attractive and architecturally it represents the culmination of the construction of that type of buildings, in the period from 1912 to 1915. Today, it represents the segment of the former old Sušak water supply system which also consisted of other reservoirs on Sušak. It is located at about 80 m above sea level, and today is a meeting place for the citizens of that part of Rijeka as well as tourists. Vidikovac Reservoir is an integral part	
	Value of the site intended as	of today's Ivo Lola Ribar Park.	
11.	interactions and connections with the		
b	port heritage		
		Nearest Cultural/Touristic point of	
		Interest is Museum of Modern and	
12		Contemporary Art which is situated	
	Main Cultural/Touristic point of	aprx. 1km away.	
	Interest in the surrounding Area	Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	



		Infrastructure/Building/Archaeological	
		Site	
		2 km < D < 3 km	
		Does the	
		Infrastructure/Building/Archaeological	
13	Connection with Natural Heritage	site belong to an area considered part	
	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
	<i>Note:</i> if the information is not available, do		
	not fill this field		
15	Structure and Material Characteristics	Other	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, presence of	
		connections to the public network,	3
		presence of systems in the	J
	Technical Systems, Services and sub-	Infrastructure/Building/Archeologic	
	services available into the	Site	
	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
		Surrounding Area, presence of	
	Note: if the information is not available, do	connections to the public network,	3
	not fill this field	presence of systems in the	З
		Infrastructure/Building/Archeologic	
		Site	
		Gasworks	
		Presence of a public network in the	C
		Surrounding Area, presence of	3



		connections to the public network, presence of systems in the Infrastructure/Building/Archeologic Site	
17	Accessibility with reference to existing infrastructures in the Surrounding area	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
	for private mobility (car, bicycles, etc.)	Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Ordinary	1
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?		



RIJEKA – CH ELEMENT NUMBER 19 – TOTAL SCORE 13,5

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_RI_19	
1	Name/Title of the CH element	Railway Bridge	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Školjić, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of process stice	Well preserved (no need of	n
7	State of preservation	interventions)	3
	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe	
8		conditions to be used as TU?	
		No	0
	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
9			0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
10	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	



			I
		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
		At the end of the 1960s, work began	
		on the construction of a railway from	
		Karlovac to Rijeka. After a few years,	
		on October 23rd 1873. Rijeka was	
		finally connected with Karlovac and	
		Zagreb. One of the key buildings on	
		Sušak which was the lifeblood of the	
		Rijeka railway, was the railway bridge	
		which forms a common unit with the	
		viaduct that connects the Sušak and	
		Rijeka. In the next twenty years, other	
		iron bridges were built that connected	
11	Value of the site	Delta and Brajdica and formed a	
		complex that enabled the expansion	
		of the railway network in Sušak and	
		Rijeka at the end of the 19th century.	
		The railway bridge built at the junction	
		of the historic Karolinska and Lujzinska	
		roads, is made in the form of beautiful	
		stone arches that support the	
		construction of the railway. It was	
		opened to traffic with the opening of	
		the Rijeka-Zagreb railway, and in the	
		first half of the 20th century it was	
		demolished and rebuilt twice.	
11.	Value of the site intended as		
b.	interactions and connections with the		
b	port heritage		
12	Main Cultural/Touristic point of	Nearest Cultural/Touristic point of	
12	Interest in the surrounding Area	Interest is Museum of Modern and	



		Contemporary Art which is situated	
		aprx. 1km away.	
		Please, specify the distance (D) of the	
		main Cultural/Touristic point of	
		Interest from the	
		Infrastructure/Building/Archaeological	
		Site	
		D < 1 km	
		Does the	
		Infrastructure/Building/Archaeological	
10	Connection with Natural Heritage	site belong to an area considered part	
13	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
14			
	Note: if the information is not available, do		
	not fill this field		
15	Structure and Material Characteristics	Other	
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, total lack of	
	Technical Systems, Services and sub-	systems in the	1
	services available into the	Infrastructure/Building/Archeological	I
10	Infrastructure/Building/Archeological	Site, total lack of connections to the	
16	Site and in the Surrounding Area	public network	
	<i>Note:</i> if the information is not available, do	Sanitary Installation	
	not fill this field	Presence of a public network in the	
		Surrounding Area, total lack of	1
		systems in the	ĺ
		Infrastructure/Building/Archeological	



		Site, total lack of connections to the	
		public network	
		Gasworks	
		Presence of a public network in the	
		Surrounding Area, total lack of systems in the	
		Infrastructure/Building/Archeological	1
		Site, total lack of connections to the	
		public network	
		Presence of a paved road that lead to	
	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	the	
		Infrastructure/Building/Archeological	3
		Site and of a parking in the	
17		surrounding area	
		Additional: Presence of a bycicle	
		lane?	
		No	0
	Accessibility with reference to existing		
10	infrastructures for public Means of	Class to public MoT (< 500 m)	1 Г
18	Transport - MoT (collective transport:	Close to public MoT (< 500 m)	1,5
	bus, train, etc.)		
	What is the protection status of the		
19	Infrastructure/Building/Archeological	Not protected	
	site?		
	Which is the level of complexity of the	Ordinary	1
20	administrative procedures to be		
	adopted to manage it (see question		
	19) in terms of renovation/retrofit or		
	Temporary Uses activation?		



RIJEKA – CH ELEMENT NUMBER 20 – TOTAL SCORE 14,5

MAPPING CRITERIA FOR CH ELEMENT			
			е
0	Associated Code	HR_RI_20	
1	Name/Title of the CH element	Petroleum Port	
2	Date of the mapping	24.6.2020.	
3	Is it an Area with Archeologic interest?	No	
4	Location/Address of the building	Petrolejska luka, Rijeka	
5	Property Tipology	Public (State)	0,5
6	State of Occupancy	Occupied	
7	State of preservation	Well preserved (no need of	3
		interventions)	5
	Level of Practicability	Total	1
		Is there a "surrounding Area" in safe	
8		conditions to be used as TU?	
		Yes	1
	Construction Era	Contemporary Era (XIX a.C. – Today)	0,5
			0
9			0
			0
			0
		Which is the probability to have	
		buried Archaeological Remains in the	
		area surrounding the	
10	Buried Archaeological Remains	Infrastructure/Building/Archaeological	
		site, based on the scientific	
		archaeological studies performed on	
		the site?	



		Absence of buried Archaeological	
		remains or absence of Archaeological	0
		information about the site	
11	Value of the site	Petroleum port - a separate part of the new port of Rijeka. It is located in the area between the Zagreb coast and the Torpedo factory. It is closely related to the history of the Rijeka Oil Refinery, which was built to the north of the port in the early 1880s. The port has a separate entrance at the beginning of which there is a port lighthouse, which consists of a port pool for oil transshipment bordered on the east side by a coastal port for mooring ships. From the end of the 19th century to the second half of the 20th century oil was first brought to the refinery by sailing ships, steamboats and first tankers, while from the end of the Second World War this was done by motor ships and larger tankers, which continue to	
		deliver oil to this day.	
11. b	Value of the site intended as interactions and connections with the port heritage		
12	Main Cultural/Touristic point of Interest in the surrounding Area	Nearest Cultural/Touristic point of Interest is Museum of Modern and Contemporary Art which is situated aprx. 1km away. Please, specify the distance (D) of the main Cultural/Touristic point of Interest from the	



		Infrastructure/Building/Archaeological	
		Site	
		D < 1 km	
13		Does the	
		Infrastructure/Building/Archaeological	
	Connection with Natural Heritage	site belong to an area considered part	
	(NH)	of the NH?	
		No	0
		Code of the NH element:	
	Organisation of Internal Spaces		
	related to the last/current "final	Description:	
14	Intended use"		
14			
	Note: if the information is not available, do		
	not fill this field		
15	Structure and Material Characteristics	Other	
.0			
		Electrical system	
		Presence of a public network in the	
		Surrounding Area, total lack of	
		systems in the	1
		Infrastructure/Building/Archeological	
	Technical Systems, Services and sub-	Site, total lack of connections to the	
	services available into the	public network	
	Infrastructure/Building/Archeological	Sanitary Installation	
16	Site and in the Surrounding Area	Presence of a public network in the	
		Surrounding Area, total lack of	
	Note: if the information is not available, do	systems in the	1
	not fill this field	Infrastructure/Building/Archeological	
		Site, total lack of connections to the	
		public network	
		Gasworks	
		Presence of a public network in the	1
		Surrounding Area, total lack of	



		systems in the Infrastructure/Building/Archeological Site, total lack of connections to the public network	
17	Accessibility with reference to existing infrastructures in the Surrounding area for private mobility (car, bicycles, etc.)	Presence of a paved road that lead to the Infrastructure/Building/Archeological Site and of a parking in the surrounding area	3
		Additional: Presence of a bycicle lane?	
		No	0
18	Accessibility with reference to existing infrastructures for public Means of Transport - MoT (collective transport: bus, train, etc.)	Close to public MoT (< 500 m)	1,5
19	What is the protection status of the Infrastructure/Building/Archeological site?	Not protected	
	Which is the level of complexity of the	Ordinary	1
20	administrative procedures to be adopted to manage it (see question 19) in terms of renovation/retrofit or Temporary Uses activation ?		