



BRIEF PRESENTATION OF THE TUA

The pilot comprises a small settlement made out of boxes (e.g. containers) and public spaces for hosting the temporary activities. The area chosen for the pilot, situated on the left-side of the channel at 1.5 km from the railway station, is strongly connected to the port identity and heritage of Ravenna, and forms an important connection among the Darsena, the new port of Ravenna, the city center and the rural territory. Ravenna pilot will host temporary entrepreneurial activities, start-up and exhibitions, all connected with the port identity. These Temporary activities will trigger the regeneration of the Darsena left-side by activating the area at a social as well as economic level. They will bring the attention of the citizens to the neglected heritage, setting up new entrepreneurial networks and cultural polarities. Results of Temporary activities should be capitalized on for attracting bigger investments in view of more definitive interventions of heritage valorization, impossible at the current conditions. The design of the Temporary Uses will be based on four fundamental principles: sustainability, innovation, sociability and reversibility of the intervention. It will also offer the opportunity to implement new planning and design methods, through the reuse of elements belonging to the production and port context.



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European Regional Development Fund

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fluxes

The history and development of the Port of Ravenna can be observed through four flows, i.e. fluxes: four basic concepts (fluxes of goods, of technology, of people and of culture) providing a clear picture of the development of the port and the city. The flow of goods, i.e. trade, is important for every port, including the one in Ravenna: it is the very purpose of the port's existence and defines its history since its inception in the 1st century B.C. The techniques and technologies developed to enhance the environment's potential and improve the collective living conditions can reveal a lot about the needs and dreams of a society, along with its social and political setting in time. In Ravenna, this flux encompasses all main features of the naval industry from archaeological finds to the contemporary city port, including shipbuilding, infrastructures, and cartography. Given its strategic position in the Mediterranean sea, Ravenna has always been a crossroads for people - be it kings, slaves, sailors, saints, traders, or modern day tourists from all over, not to mention all those immigrating or emigrating in search of work, or safety, with a large number settling in the city. The rich influence of this enduring flux of people, as well as technology and trade, has shaped Ravenna into the city it is today, in its architecture, uses and costumes, and the quintessence of the city's life: all this can be observed through the flux of culture.



MAP LEGEND

	Unesco World Heritage site		pre-Roman and Roman Era (VI B.C.-III A.D.)
	Art and Cultural Center		Late Antique Era (IV - VII A.D.)
	Museum		Medieval Era (IV - VII A.D.)
	City Cathedral		Modern Era (XV - XVIII A.D.)
	Rocca Brancaleone Fortress		Contemporary Era (XIX A.D. - Today)
	North Adriatic Sea Port Authority		Natura 2000

FLUX OF MATERIALS

The fluxus of **MATERIALS** tells the story of the goods passing through Ravenna in time, influencing many features, from their means of transportation to the very infrastructures of the ports they crossed. Ancient trades have merged into local traditions, buildings, and works of art, seeping into daily life up to the present day. Among the many, an example is given by the exportation of the locally produced wine, dating back to the Roman era, or of building materials such as marble, used also in the local great tradition of the mosaic.



Archaeologists uncovering amphorae and other evidence of the trades during the Roman era.

FLUX OF PEOPLE

Along with goods, there is always a movement of people. The fluxus of **PEOPLE** tells their life stories. They can be workers employed on ships or in the port, or merchants coming and going for their business: storytellers of trades and crafts testifying to a very rich variety of services and products offered. They can also be long gone kings who come to Ravenna to be buried in monumental splendor, or saints, as relics and icons from distant lands becoming symbols of the history and tradition of Ravenna.



A souvenir photo from the Casa Matha archives taken in the Ravenna's Docks in the 1920's.

FLUX OF TECHNOLOGIES

The fluxus of **TECHNIQUES** explores all the techniques and technologies needed for sailing and to sustain the port life. Shipbuilding and architecture, both heavily influenced by functionality, have evolved in time with technology, as testified by archaeological remains and ruins in the area, including port structures such as piers and banks, warehouses, and sighting structures. Among the navigation techniques, cartography is especially relevant, doubling its importance in time also as an incomparable source of historical information.



1690's map of Ravenna's territory, drawn by Vincenzo Coronelli.

FLUX OF CULTURES

The fluxus of **CULTURES** narrates the strong and persistent relationships with distant places and cultures that, starting from the port, have become rooted in the city and have ended up being its distinctive features. A glimpse of such relationships can be caught in their influence on art and architecture, on food, and even on games, as in the case of the Mah Jong, a traditional Chinese game that reached Ravenna through traders to become a pastime so deeply rooted as to compete, in appreciation, with the most traditional card games.



The Chinese game of Mah Jong, a local tradition born from trade and exchanges.

BRIEF DESCRIPTION OF THE ENTREPRENEURIAL ACTIVITIES

The Cultural and Creative Industries (CCI) have a pivotal role in the valorization of the heritage: a territory supporting the rooting of CCI is bound to realize more effective valorization and conservation strategies. To put it simply, the "cultural" industries can be defined as those that deal with publishing, music, cinema, radio-television, video games, performing arts and visual arts, while under the hat of "creative" we can include architecture, design (which includes craftsmanship, fashion and, in perspective, food design) and communication. Traditional sectors such as the historical and artistic heritage valorization and conservation (museums, libraries, archives, monuments) and the complementary sectors of education, cultural tourism and information technology can be developed in a creative way. In Emilia Romagna (Ravenna's Region), CCI is represented by approximately 35,000 businesses and local units, mainly small to very small, employing about 89,000 total employees. Despite its quick growth in relevance, this sector is facing many challenges: it needs new business models, the upskilling/reskilling of operators and managers, more investments for R&I, and an improved connection with the traditional industrial sectors. This is because CCIs are often affected by the patchy integration among themselves and with other industries, as a result of peripheral economic effects.

5 MINUTES OF HISTORY WITH RESPECT TO THE WATER

Ravenna is, and has been, first of all a city of water, with a strong propensity for maritime and river trade. Its connotation as a port city is described by historical sources, reported on cartographic documents and has always been immediate in the collective consciousness and imagination. Ancient monuments, archaeological finds, disused spaces that testify to a recent past, intangible heritages and submerged structures, all speak of Ravenna and its views over the water. Ravenna has been a port city as early as the 1st century B.C., when Emperor Augustus placed his fleet in the Classe area, south of the city. The difficult management of the marshy territories and the complex hydrographic network, combined with the changing coast line in time, led to the city ports being moved in different areas along the centuries, as testified by literature and remains. Drawing on a constant input of ideas, techniques, lifestyles and human contacts, the long-lasting port dimension of Ravenna has shaped its very identity. But Ravenna's relationship with water also transcends its nature as a port city: located on the coast of the Po Plain, so close to the complex environment of the Po delta, and crossed by an intricate network of rivers and canals, both natural and man made, Ravenna's people has always dealt with living in balance with fresh and saltwater, especially regarding the vast marshes and brackish lagoons characterizing the area and heavily influencing the lifestyle and livelihood of the inhabitants.

LOCAL WAYS OF SAYING WITH RESPECT TO THE WATER

As most maritime towns and cities, nautical terms and sailors' lingo have crept into the local dialect in time, especially when it comes to common sayings, such as *"incù a n fègh brisa vela"* (there's no wind today for my sails), meaning one's too tired to deal with tasks and engagements. A similar meaning has also the saying *"no avè la dogà"* (not having the strokes, referring to the planks covering the hull), while *"eszar zò ad corda"* (to have one's ropes down) refers to being in low spirits. Also proverbs are not immune: for example, *"S'a gh'è da andghères, l'è mej fèrel dove a gh'è dimondi aqua"* (If one must drown, better to do it where the water's deep) means that, once one is forced to take action, might as well go all in. Of course, local insults are also influenced by centuries of life at sea: *"ha la testa d'un sardòn"* or *"e' becha e' paganel"* all refer to having the wits of a fish, adding insult to injury by choosing the most common catches along the Adriatic coast (the sardine and the goby). Insults can get even more creative, as in the case of *"L'a na testa che s'a l'avess una balena l'as fara magnè da na puraza"*, literally meaning that one's so stupid that if they were a whale, they would go get eaten by a clam. On the other hand, sending someone to *"dé int e' fioch"* (go stick yourself into the jib, referring to the sail at the end of the prow or bowsprit) can be a colorful way to tell someone to buzz off.

BRIEF DESCRIPTION OF THE HISTORICAL ERAS

The city's first big step into history was its elevation to military port by Emperor Augustus at the end of the 1st century B.C., leading to an era of splendor. Due to its strategic position, in 402 Honorius transferred here the capital of the Western Roman Empire, turning Ravenna into a cosmopolitan city so grand as to be chosen as capital again and again, after the fall of the Empire, by Odoacer, Theoderic, and the exarchs of Byzantium. Dominated by the archbishops and then by the Venetians until 1509, the city has been part of the Pontifical State for the following 350 years, until the unification of Italy in 1861. After a period of political and economic struggles, Ravenna rose again through land reclamation and agricultural work, but above all through the sea: in the last post-war period, the discovery of extensive deposits of methane in the waters in front of the city led to a new take-off of the city and its port. The '70s oil crisis accentuated the commercial side of the port, leading to today's international relevance.

BRIEF DESCRIPTION OF THE CULTURAL HERITAGE (CH)

The first steps taken to address the theme of the port led to the identification of key places in the urban and suburban context, the ancient topography and the main infrastructures and structures related to the port and, more generally, to the coexistence with a constantly changing coastal maritime and lagoon environment, which required an important and careful management of water. The places identified are hidden or neglected gems worthy to be valorized and different in nature, encompassing the centuries of history of the city and witnessing its development in time: some are ancient monuments, others are now disused spaces that bear witness to a recent past, others still constitute intangible heritage or submerged structures. In any case, all the elements speak of Ravenna and its waterfront.

HOW TO DO A BOAT TRIP IN THE SEA?

A variety of boat tours are offered to tourists, departing mainly from the port of Marina di Ravenna and heading out to sea for small tours of the coast. Privates or organizations offer sailing and motor boats, even historic ones, varying in size and accommodating even large groups. Many offer refreshments on board and combine the sailing experience with activities of various kinds, from entertainment to exploring sites of natural interest. Boat trips can also be organized to other bodies of water in the Ravenna area, for example to the Pialassa Baiona lagoon or along the Bevano river, focusing especially on the discovery of the area's natural wonder. Also, boat tours along the Candiano Canal are available, crossing the city from Marina di Ravenna almost to the city center and offering an unusual perspective on the port and the urban area, including the abundant industrial archaeology heritage of the city.

A simpler, widely available, and cheaper way to enjoy a small tour at sea, without getting too far from the coast due to safety regulations, is the "pedalò" (paddle-boat): a type of recreational pedal-powered watercraft derived from the rowing watercraft "pattino", also known as "moscone", which constellated the Riviera in its roaring days as a touristic Mecca in the first half of the 20th century. Initially made of wood and now made of fiberglass, the pedalò is driven by pedals, with a lever to control the rudder. It offers a floating platform often equipped with a slide: in the open sea where no islands or other structures are available for swimmers to take a break and catch their breath, or simply tanning and enjoying the sun, this kind of watercraft has always been well loved by locals and tourists alike.



Ruins of the warehouses in the Ancient Port of Classe Archaeological Park.



Ravenna's Docks area, rich in industrial archaeology.

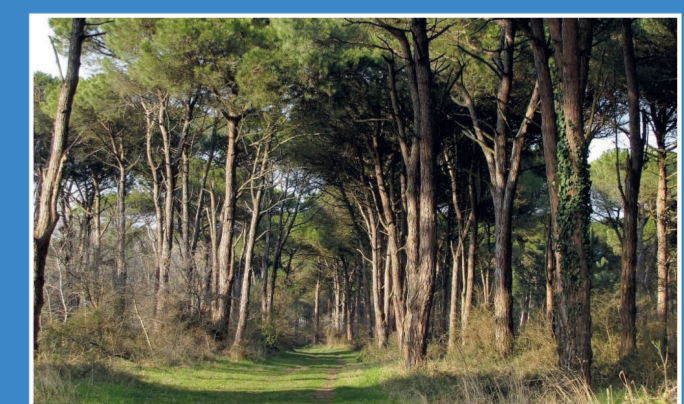


BRIEF DESCRIPTION OF NATURA 2000 SITES

Ravenna's territory results from the dynamic interaction between fluvial, coastal, and tidal processes. Combined with human action over the centuries, these processes have led to the current variety of landscapes and habitats hosting a rich biodiversity, including brackish areas, rivers, coastal dunes, and pine forests. This environmental wealth is reflected in the abundance of local protected areas, among which there are almost 30 Natura 2000 sites. **Punte Alberete and Valle Mandriole** comprise wetlands of fresh water characterized by the alternation of different unique microenvironments in relation to the depth and seasonal variations of the water levels. Punte Alberete is a predominantly hygrophilous forest dominated by *Fraxinus oxycarpa*, *Ulmus minor*, *Populus alba*, *Salix alba*; Valle Mandriole, in the northern part of the site, is an open valley partially filled with abundant halophytic populations. **The Casalborsetti pine forest, the Staggioni pine forest, and the dune of Porto Corsini** form a complex system comprising relict dunes, pinewoods of *Pinus pinaster* of anthropic origin, what the anthropic pressure has left of the active dunes, the beach, a stretch of sea of about 250 meters, and the rectified and altered mouth of the Lamone river. The site is included entirely in the Po Delta Regional Park and contains a mosaic of complex and vulnerable habitats, differentiated, superimposed and particularly rich in valuable elements. **The Pialassa Baiona, Risega, and Pontazzo** are large brackish lagoons connected to the sea through canals, featuring shallow waters crossed by grassy embankments and ridges with halophilous vegetation. Comprising 10 habitats of community interest, 3 of which are priority, the site is included in the Po Delta Regional Park. The northern area is a Ramsar wetland of international importance. Inside the Pialassa Baiona some old fishing huts can be spotted, one of which hosted Giuseppe Garibaldi during his escape, now open to the public. **The San Vitale pine forest and the Bassa del Pirottolo** is a natural picture of suggestive beauty: the lush pine forest comprising various species of oak, *facci* and *ilex*, and a thick undergrowth of brambles, is crossed from north to south by a depression with sweet brackish waters, and from west to east by numerous canals and the Lamone river. The site is almost totally included in the Po Delta Regional Park. The combination of forest and marsh environments creates fascinating natural scenarios that can be explored also on horseback thanks to the Ravenna Horse Club, located in the proximity of the 2 Giugno park. The combination of the salt marshes of the **Pialassa dei Piomboni** and the **Punta Marina pine forest** results in a very relevant ecosystem of fauna (especially avifauna), vegetation, and landscape, comprising 11 habitats of community interest (3 of which have priority). The area of **Ortazzo, Ortazzino, and the Mouth of the Bevano river** is an uncontaminated succession of habitats: sea, inland marshes, active dunes and consolidated dunes covered by maritime pines forest, and an estuary

unconfined and free to evolve. This great geo-morphological and environmental diversity leads to a remarkable fauna diversity. **Classe's pine forest** is the largest pine forest in the south of Ravenna. A remnant of the great historic pinewood that once stretched from the Reno to the Savio rivers, the Classe pinewood is perhaps the closest example to that famous pinewood sung about by Dante, Boccaccio, Byron and admirably portrayed by Botticelli. The area comprises the Primo Maggio Park, which can be traveled on foot or by bicycle along routes entering the heart of the pine forest until the Mouth of the Bevano river, with areas equipped for outdoor dining.

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Natural heritage: the Classe's pine forest.

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