

BRIEF PRESENTATION OF THE TUA (TEMPORARY USES ACTIONS)

As part of the project, the Maritime and History Museum of the Croatian Littoral Rijeka set up the "Fluxes" exhibition both online and on Rijeka's main promenade Korzo to inspire entrepreneurs to recognize the economic potential of cultural heritage and develop their entrepreneurial ideas by connecting the past and the present. Their ideas for new products and services were showcased at the second TEMPUS exhibition in Rijeka held on Rijeka's promenade Korzo. At the first exhibition, the history and the development of the Port of Rijeka are looked at through four fluxes – the flux of goods, the flux of technologies, the flux of people, and the flux of cultures. This enables us to recognize the size and significance of the port centre, its evolution, and finally, its perspective.



This Map has been developed within the TEMPUS Project. TEMPUS - TEMPorary USEs as start-up actions to enhance port (in) tangible heritage (Project n. 10044521) has been co-funded by the INTERREG V A Italy-Croatia CBC Programme 2014 – 2020 - Call for Proposals 2017 Standard. The contents of this map reflect the authors views; the Programme authorities are not liable for any use that may be made of the information contained therein.



MAP LEGEND

- Museum
- Theater
- Fortresses
- Church
- Other sites

BRIEF DESCRIPTION OF THE 4 FLUXES



The history and development of the Port of Rijeka can be observed through four flows, i.e. fluxes. That way, we can perceive the size and importance of the development of the port centre, namely its origin and progress. The four basic concepts (fluxes/flows of goods, technology, people, and culture) provide a clear picture of the development of the port, the industry, and the city. The flow of goods, i.e. trade, is important for every port, the one in Rijeka included, as without it, the port itself would not have any purpose (because what is a port without any cargo?). Technology-wise, it encompasses the modernization of the city port, as well as of shipbuilding and industry, as the size and importance of the Port of Rijeka are the results of the fact that it developed its full potential at a time of great modernization of shipping, maritime affairs, and industry. Technology and trade cannot be discussed without mentioning the people who immigrate or emigrate in search of work, with a large number of them also settling in the city. Observing these four flows (fluxes), we ultimately reach culture as a kind of quintessence of people's lives, the city, technology, and trade.

FLUX OF MATERIALS



The operational port area is a separate part of every coastal city, and Rijeka is no exception. The expansion of the port of Rijeka primarily depended on the raw materials used, mainly timber, as well as products from the islands and the mainland. At the beginning of the 20th century, the port of Rijeka gained importance as a transatlantic passenger port, and it also gained a modern supporting infrastructure with the founding of new ship companies and the building of modern warehouses.

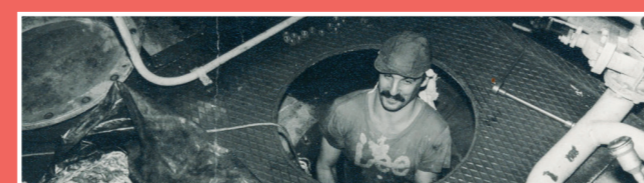


Jugolinija's motor vessel Trebinje in New York; 1960s
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FLUX OF PEOPLE



People have always been and still are the initiators of the port economy, whether they were or are administration leaders, shipbuilders, or just "regular" workers. In addition to famous shipbuilding families such as the Schiavon family, the Jakovčić family, and the Zanon family, Rijeka also boasts many other notable figures, such as Robert Whitehead, the founder of the first torpedo factory, Ivan Blaž Luppis, the inventor of salvacosta (a boat with explosives that later became the torpedo), Milutin Barać, the designer of the Rijeka refinery, Hilarion Pascal, the builder of the new port, and Gábor Baross, the Hungarian minister after whom the Porto Baross was named. Fiorello La Guardia, the U.S. Consul General who later became New York's most notable mayor, contributed to connecting Rijeka's passenger traffic to the United States of America.

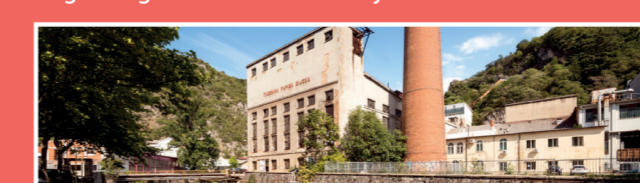


Jugolinija worker, 1980s
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FLUX OF TECHNOLOGIES



The technological development of ports has for centuries been dominated by traditional dock building and manual construction of ships. Until the first industrial revolution and the invention of the steam engine, the main protagonists of manufacture were craftsmen and their associations. Until the second half of the 19th century, the port of Rijeka was limited to the Mrtvi kanal area. Following the Austro-Hungarian Compromise of 1867, the decision of the city authorities to start the construction of a new port in Rijeka in the next decade also stimulated changes in the technological economy within the basin of the port of Rijeka. The technological development in shipbuilding and rail and road transport made it possible for the port of Rijeka to rapidly expand at the end of the 19th and the beginning of the 20th century.



Paper factory / © Petar Fabijan

FLUX OF CULTURES



Rijeka's culture is the fruit of an unusual combination of Mediterranean and Central European cultures. Its position at the crossroads of the spheres of influence of great forces such as the Venetian Republic, the Habsburg and Austro-Hungarian monarchies, and the Kingdom of Italy made its political history unstable and its culture dynamic. Each government left its mark on the city and also led to Rijeka's linguistic and cultural diversity. Many of Rijeka's artists as well as foreign artists studying all over Europe come or return to Rijeka to live and create there, with each of them bringing something from other cultures.



Hotel Continental
© Maritime and History Museum of the Croatian Littoral Rijeka

BRIEF DESCRIPTION OF THE ENTREPRENEURIAL ACTIVITIES

Rijeka is the administrative, economic, port, and academic centre of the Primorje-Gorski Kotar County. The economic structure of the city of Rijeka is dominated by trade, followed by transport, industry, construction, science and education, ICT, services, and culture-related activities. Great efforts are being made to develop an economy based on innovation, Industry 4.0, and information and communication technologies. This is supported by the fact that we are the second-largest city in Croatia in terms of the number of start-ups, second only to Zagreb. As far as the industry is concerned, in addition to shipbuilding, there is a growing pharmaceutical industry developing, with a number of new technologies. This is possible thanks to the educational structure of the population and an annual enrolment of 17,000 students at the University of Rijeka. Rijeka is one of the most developed cities in Croatia and belongs to the group with the highest ranking in terms of the development index (based on the unemployment rate, income per capita, budget revenues of cities per capita, general population trends, education rate, and aging index). New projects in tourism, such as the construction of a marina with accompanying facilities in the city centre, will make Rijeka a desirable and sought-after tourist destination.



View of Rijeka's port / © Petar Fabijan



Oil refinery / © Petar Fabijan

LOCAL WAYS OF SAYING WITH RESPECT TO THE WATER

Rijeka – which is Croatian for “river” – owns its name to the Rječina River flowing through it. The coat of arms of the city dates back to 1659 and boasts an eagle holding a jug in its claws with water flowing from it. There is also the Latin inscription *indeficenter* on the coat of arms, meaning inexhaustible. Rječina, in addition to supplying the city with water since ancient times, both divides and connects the city. Throughout history, the state border passed right through it more than once, placing the right bank of the Rječina River in one state and the left one in another. Apart from being a demarcation line, Rječina was also where the first port and the first industry of Rijeka emerged, while today the plateau above the mouth of the river is a gathering place for young people, the so-called *Kont*, named after the nearby Hotel Kontinental.



Dead canal / © Petar Fabijan

HOW TO TAKE A BOAT TRIP?

Situated in the northernmost part of the Kvarner Bay, Rijeka offers various options for short sailing trips such as the Kvarner islands of Cres, Krk, and Lošinj, as well as Istria's eastern coast. Kvarner is a popular sailing destination with a number of hidden beaches, charming towns, and modern marinas. Those looking to sail further can easily reach Central Dalmatia and its magical islands such as the Kornati archipelago, or larger Mediterranean cities such as the beautiful Zadar and Šibenik.



Porto Barros / © Petar Fabijan

BRIEF DESCRIPTION OF NATURA 2000 SITES

In the Primorje-Gorski Kotar County, the Natura 2000 network consists of 110 sites and covers 74.89% of the county's land area and 16.36% of its sea. Near Rijeka, there are several Natura 2000 sites such as the islands of Krk and Cres or the Risnjak National Park, with the nearest site being the Kostrena seabed. The site covers a marine area up to approximately 300 m from the coastline, from Žurkovo bay to Perilo bay.



Kostrena / © commons.wikimedia.org



BRIEF DESCRIPTION OF THE CULTURAL HERITAGE (CH) ELEMENTS

Marked cultural heritage landmarks of Rijeka were selected based on their importance as witnesses of various stages in Rijeka's development as a maritime and port city. Most of them are from the 19th and 20th centuries since those periods saw the culmination of Rijeka's development. The selection includes significant parts of the port infrastructure, as well as factories and company headquarters.



Rijeka's riva, early 20th century
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BRIEF DESCRIPTION OF THE HISTORICAL ERAS: ROMAN ERA, LATE ANTIQUE ERA, MEDIEVAL ERA, MODERN ERA, CONTEMPORARY ERA

As early as the times of the ancient Tarsatica, the city needed docks for small and large coastal sailing ships, galleys, and, later on, merchant ships. As a medieval port, Rijeka was confined to a narrow area in front of the city walls and the Rječina River delta, which was located in the area of today's *Mrtvi kanal* (Dead Channel) up until 1855. It handled the import of salt, wheat, wine, and fish, as well as the export of wood, leather, wool, etc. In the second half of the 18th century, Rijeka became one of the leading Habsburg ports, while at the beginning of the 19th century, the prominent businessman Andrija Ljudevit Adamić traded with Great Britain and tried to introduce a steamship transportation line to Kotor. For centuries, wood was the main material in Rijeka thanks to the proximity of Gorski Kotar and its forests. Unlike, for instance, Dalmatian ports, perhaps even Solin, which depended on foreign craftsmen given the lack of wood in their vicinity, as they are surrounded by the bare mountain massifs of Velebit, Biokovo, etc., Rijeka was in a more favourable position. Shipyards were built all around the city, and they produced wooden sailing ships up until 1883, while numerous *trabaccolo* and *bragozzo* sailing ships transported timber from Rijeka to the islands and back for various purposes. Wood

lost its importance as steamships started to prevail, and steam-powered watercraft and metal became more widespread. The new port with docks was completed by the beginning of the 1890s, while in the early 1890s a new port basin with piers was built. Soon afterwards, in 1894, the Porto Baross was built as well. During the last decade before the beginning of the First World War, the port of Rijeka established itself as the link between the Adriatic, the Mediterranean, and the Atlantic, especially for passengers and emigrants, for whom it was much more affordable in comparison to the port of Trieste and other Italian ports. Following its destruction during the Second World War, a swift and thorough rebuilding was carried out, and thanks to its continued economic growth, the port of Rijeka experienced its economic peak in the second half of the 20th century.



City plan of Rijeka, 1862
© Maritime and History Museum of the Croatian Littoral Rijeka

5 MINUTES OF HISTORY WITH RESPECT TO THE WATER

The location of the city of Rijeka – which is situated in the deeply recessed northernmost corner of the Kvarner Gulf – and its inhospitable hinterland inevitably led to the city turning towards the sea and maritime trade, i.e., the shipping industry in general. From the earliest times ships have been coming to Rijeka via several routes: through Kvarner, i.e. *Vela vrata*, through *Mala vrata*, through the passage between the islands of Krk and Cres, and through the channel beneath the Velebit mountain range. Historically, climatic conditions always played a significant part in forming Rijeka's port; this is particularly true for the *bora*, the wind Rijeka is famous for, as well as for the sometimes even more dangerous *sirocco*, which would often cause high tides and great waves and, due to the lack of high breakwaters, lead to substantial damage in the port. This continued almost to the very end of the 19th century. The city's orientation toward the sea was from the earliest times linked to its geographical location and transport links. Rijeka's port, however, had an additional advantage: considerable sea depths in the Rijeka Bay, where ships with greater draughts could anchor.



Rijeka's breakwater, early 20th century
© Maritime and History Museum of the Croatian Littoral Rijeka



Rijeka's breakwater / © Petar Fabijan