



WARE waterfront regeneration



The Port and the City

O Porto e a Cidade

Vasco Cameira

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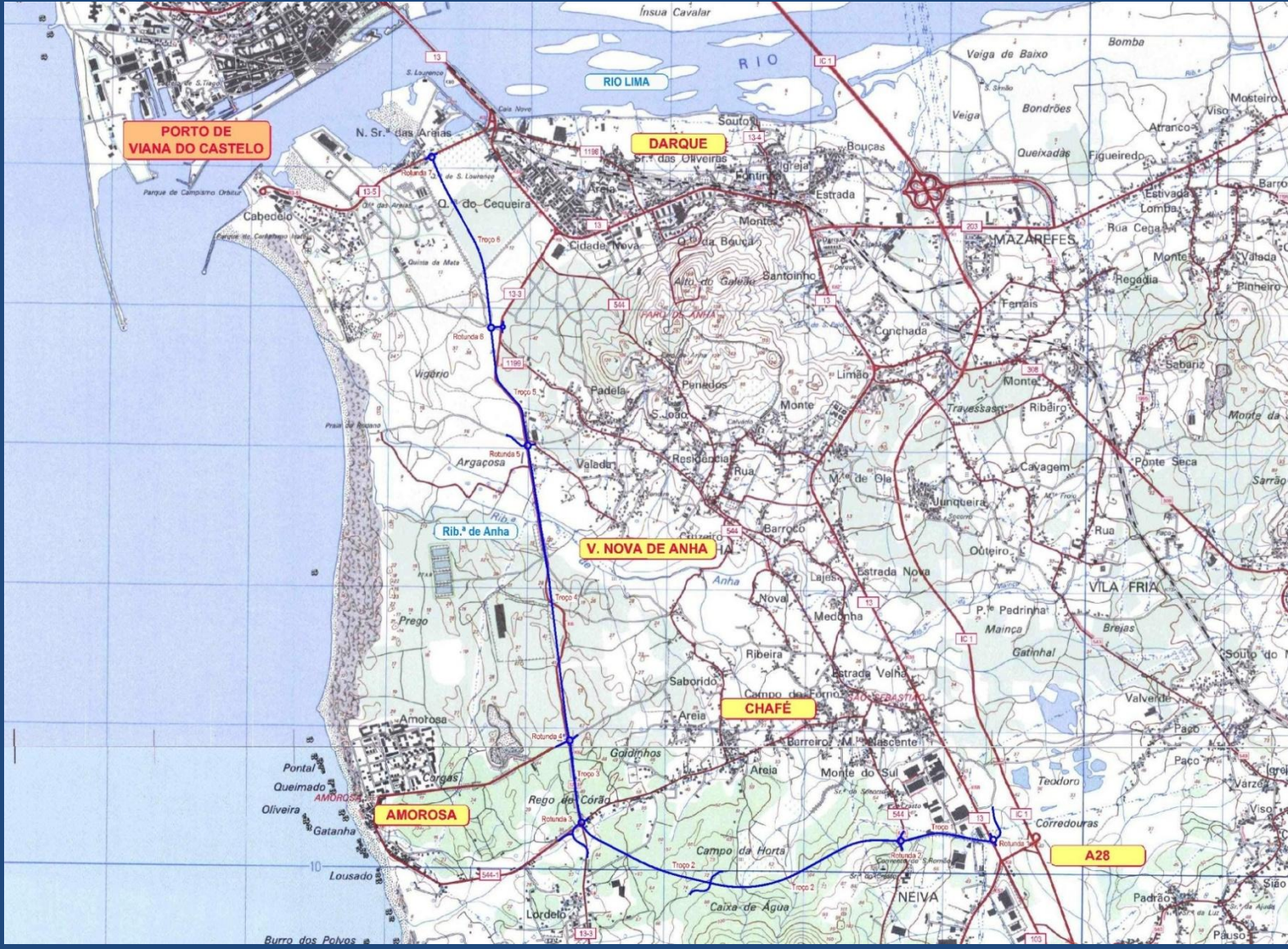
waterfront regeneration



Hinterland



Acesso Rodoviário





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Thank you



**Ware – Seminar.Viana do Castelo
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**The port of Viana do Castelo
Vasco Cameira, arch¹**

The port of Viana do Castelo is a core part in the development of the city and its hinterland. It is not known in the history of the city and region, a period of prosperity and economic growth without the participation of the port component. The port projects its strong bond to the territory of influence through adequate infrastructure.

There is abundant documentation about deep connections between Viana do Castelo and maritime activity, the river trade and the Atlantic, the different professional labors, including the shipyards, who have contributed strongly to the external knowledge of the city.

The city, in its settlement, structure, design and growth was adjusting to the proximity of the river Lima course: Near the mouth, first just on the north bank later, still in the eighteenth century, also on the south bank. In this case, with an anchorage for larger vessels near the southern Cabedelo. Along the 19th century and the pile's own protection of sand existed at Cabedelo, after having arrived on the shore mooring bollards.

On the north bank so much older testimonies were built.

From a strict point of view, during the Romanization a structure “castreja” was established during peaceful times. This settlement, after it named *Póvoa*, was inhabited by fishermen and farmers based on the favorable features of the sea front and fields, well-watered and fertile, with the Lima River basin.

From the port point of view, the city will have begun to enable infrastructure to own, dedicated to exploit maritime trade and, later, from the 12th century. Maybe a bit before, but there are no known archaeological or written signal enable to confirm us. Viana do Castelo, under natural circumstances and their position in the Iberian Atlantic coast, soon became the main trading post north of the Douro River and to the border with Spain. Insured shipping from within Limiano the Atlantic and, in reverse, this natural hinterland for the interior, up the river to Ponte da Barca. At that time, the maritime coastal shipping was much more efficient and safer than land transport and distribution that were damaged by incipient, slow and dangerous network of roads and paths.

This port movement, transfer river-marine and ocean transportation was the generator of wealth, has emerged and attracted the greed of piracy. The Corsican began to attend regularly our coast and also

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making inroads at the mouth of Lima. The King Manuel, early in the 16th century (1502), passing through Viana do Castelo, became aware of this vulnerability and exposure ordering the construction of defense at the mouth.

The Tower of Roqueta was the beginning of later fortress known as Santiago da Barra. In mid-nineteenth century the whole front of the town was bordered by berth between the river, in Argaçosa, and the fortress of Santiago da Barra, at the mouth, as stated in a chorography published in 1863.

Most of the masonry of the quay walls were constructed recycled stones resulting from the demolition of mures of the medieval city. Today we can see only a few signals about them, hidden by some buildings inside the historical center.

This entire length of pier gave way to a certain specialization: the rising piers to service the vessels that made the river traffic to Ponte da Barca, in the center, near the area now occupied by the Square of Liberty, the piers for loading and unloading market days, and to the west, more protected docks for boat parking or loading and unloading operations take longer. Among these last two sectors came to be, until the beginning of the twentieth century, a shipyard repair and shipbuilding located on marginal lands near the site where the future is to raise the city's coliseum.

According the progress of maritime trade Viana do Castelo knew a urban associated growth This town had needed to raise the embankments along the pier and build new docks wider and better funding.

I will remark in this presentation the period since '30s of the 20th century. The construction of new commercial dock was done in the early 20th century began. It was helped by road and railway extension (plan 1933). The dock was built in front of the hull consolidated urban city, protected by the hillside of Santa Luzia, and the place was peaceful and calm waters for loading and unloading of commercial ships.

A bit later, but in the first half of the twentieth century (see Plant, 1945), the shipyards were born at the same time that a it was visible a very strong presence of the cod fleet of Viana do Castelo. This the set was -called White Fleet – referring to candles and wooden hulls painted white - all contributing to a very strong presence of the port and its different valences, progress and growth of the city.

Among the commercial dock basin and access to shipyards (outer harbor) was born on tidal dock which was under the local fishing fleet. This distribution and design of port infrastructure in its different valences determined the development and design of the city in the west flank to the seafront.

The growth of the city was conditioned along the river bank, the port infrastructure that was necessary to strengthen in particular with the construction of warehouses, near the commercial dock for the storage of perishable loads produced in the pulp mill built in the meantime hinterland port, 15 kilometers upstream along the course of the river Lima.

The need of building a new commercial port began to sharpen up and was faced with some intensity. The working hypotheses were avoiding in the first times, the most densely urbanized areas of the city. It seems that two working hypotheses were studied: one within the estuary of the River Lima and the other outside the estuary. The first, on the south bank was opposite to the city and the second on the





north shore. The construction of water protection overseas shipping became a beach area north and almost perpendicular to the coastline.

Considering the advantages and disadvantages of one or another solution, respective costs and technical capabilities, and also the model of completely centralized planning and decision-making that prevailed in the country at the time - the late sixties and early seventies of last century - was the option to build the new commercial port on the south bank, within the estuary and across from the historic quarter of the city. The initial valences fishing industry and remain on the north bank and valence business migrates to the south bank to do with building up since 1979. It became a new opportunity to create wet areas for recreational craft upstream and downstream of the bridge Eiffel. It was caused by the configuration of the new north bank with the construction of marine works and marginal retentions and landfill, and associated earthworks.

Valences to commercial, industrial and fisheries joined the new service of recreational boating, aspects that today characterize the current port of Viana do Castelo. The commercial port has the capacity to handle annually 900,000 tons of general cargo fractional, or solid and liquid bulk containers. The road network connects the neighborhood with the national road network by placing large capacity, the scope of an hour away, a population of about 2 million inhabitants.

The marina and nautical recreation area is based on three marinas - upstream and downstream of the metal bridge and Atlantic - all together the historical center of the city- It will be able to accommodate about 500 pleasure boats with lengths up to 20 meters and drafts up to 4 meters, after its fully rehabilitation. The fishing port has been subject to extension works (new dock *Lota*) and improvement of floats (dock *Tide*), to protect and accommodate the local fishing fleet, with about 70 artisanal vessels, with full safety and operability.

The industrial port, also on the north bank, in addition to the shipyards houses since 2007, two factories that produce wind blades and towers in the company Enercon is a new customer of a seaport that exports much of its industrial production especially once supplied the domestic market. The Authority of the port of Viana do Castelo has been concentrating efforts in organizing the new company, providing it with modern tools of management and maximizing the most favorable characteristics of their infrastructure. The strategic plan, however drafted and approved during 2009, defines a set of actions and investments to be held in the coming years, able to restore vigor and dynamism to the port of Viana do Castelo. New landfills are planned port and a new set of extensions pier that will double current capacity of PVC. As part of the port expansion and better flow of goods by land is approved the project of a new access road connecting the harbor with the main road network (AE28) about 8.9 miles south, near the industrial zone of Neiva . Expropriations for the full possession of the land necessary for their future construction have already started..

The implementation of this project will divert heavy traffic from the town center *Darque*, improving safety in circulation with economic, social and environmental. Also in the context of improving land access is studying rail access to the commercial port to be an extension to the current line of Minho. Central objective is to obtain a performance to match its potential and concentrate on delivering better service to their customers, win new loads and more movement and becoming a factor for attracting





new economic activities that generate more wealth for the city and territory of influence. The port authority is intended that the growth of port traffic is able to introduce the qualification of both urban neighborhoods on the south bank. It will, be in the same way than happened on the north shore. The growing economic and social projection of the port infrastructure walks hand in hand with their integration in virtuous environment of the city and the estuary of the river Lima.

