



PIANC French Section



**PIANC Mediterranean Days  
and Conference «Port of the future» by Cerema  
25 to 27 october 2023 in Sète France**

**New perspectives for port cities planning in Italy**

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## **Main issues affecting port planning in Italy**

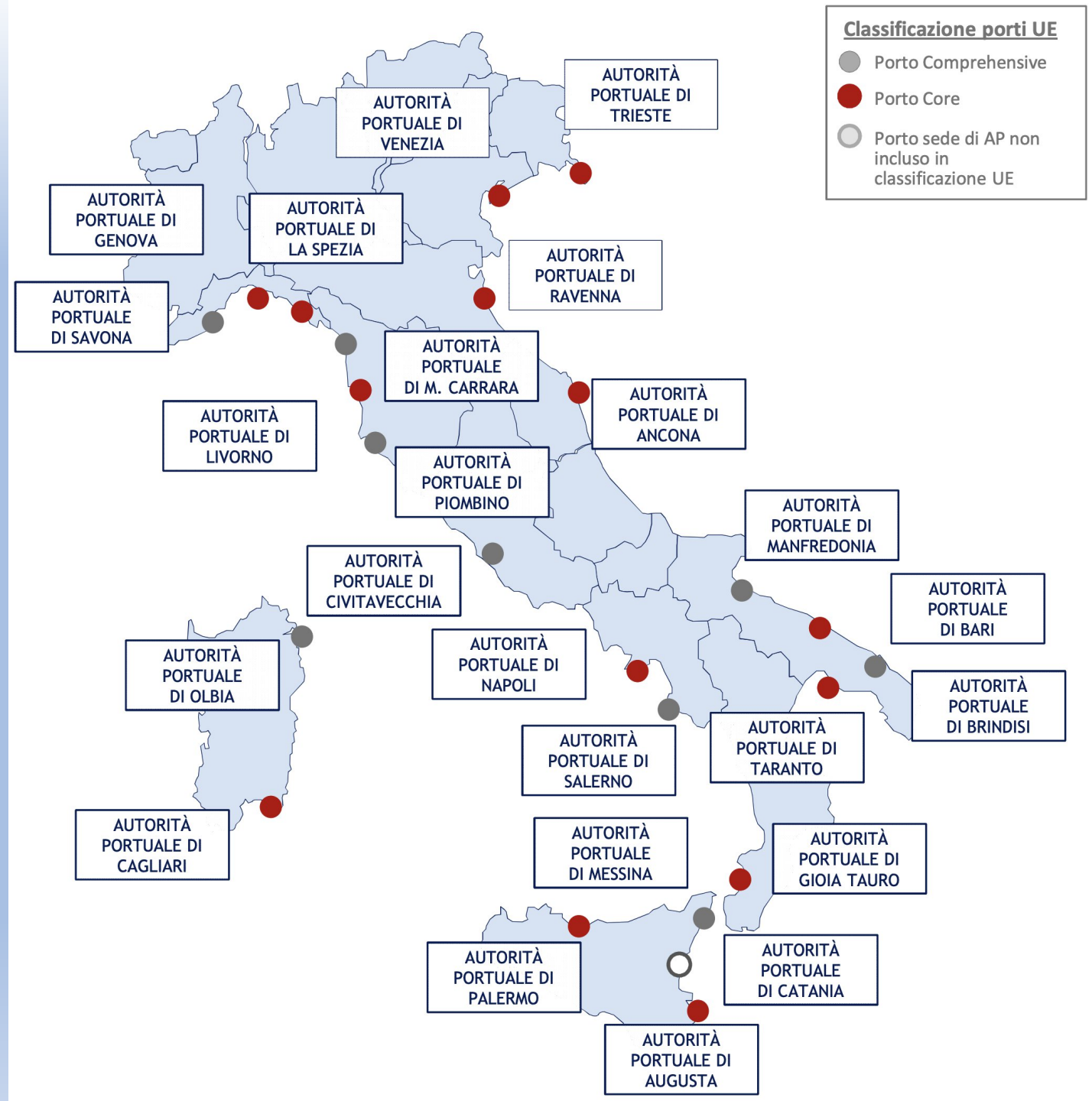
- **The large number of ports and Port Authorities**
- **The “concurrent” competence between State and Regions**
- **The proximity of ports to urban centres**
- **The conflicts between port planning and town planning**

## **Main issues affecting port planning in Italy**

- **The large number of ports and Port Authorities**
- The “concurrent” competence between State and Regions
- The proximity of ports to urban centres
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In **1994**  
Law n. 84 established  
**24 Port Authorities**

Each port had  
its own Master Plan



In 2015

Minister of Infrastructure and  
Transport  
proposed to establish

**8 Port System Authorities**

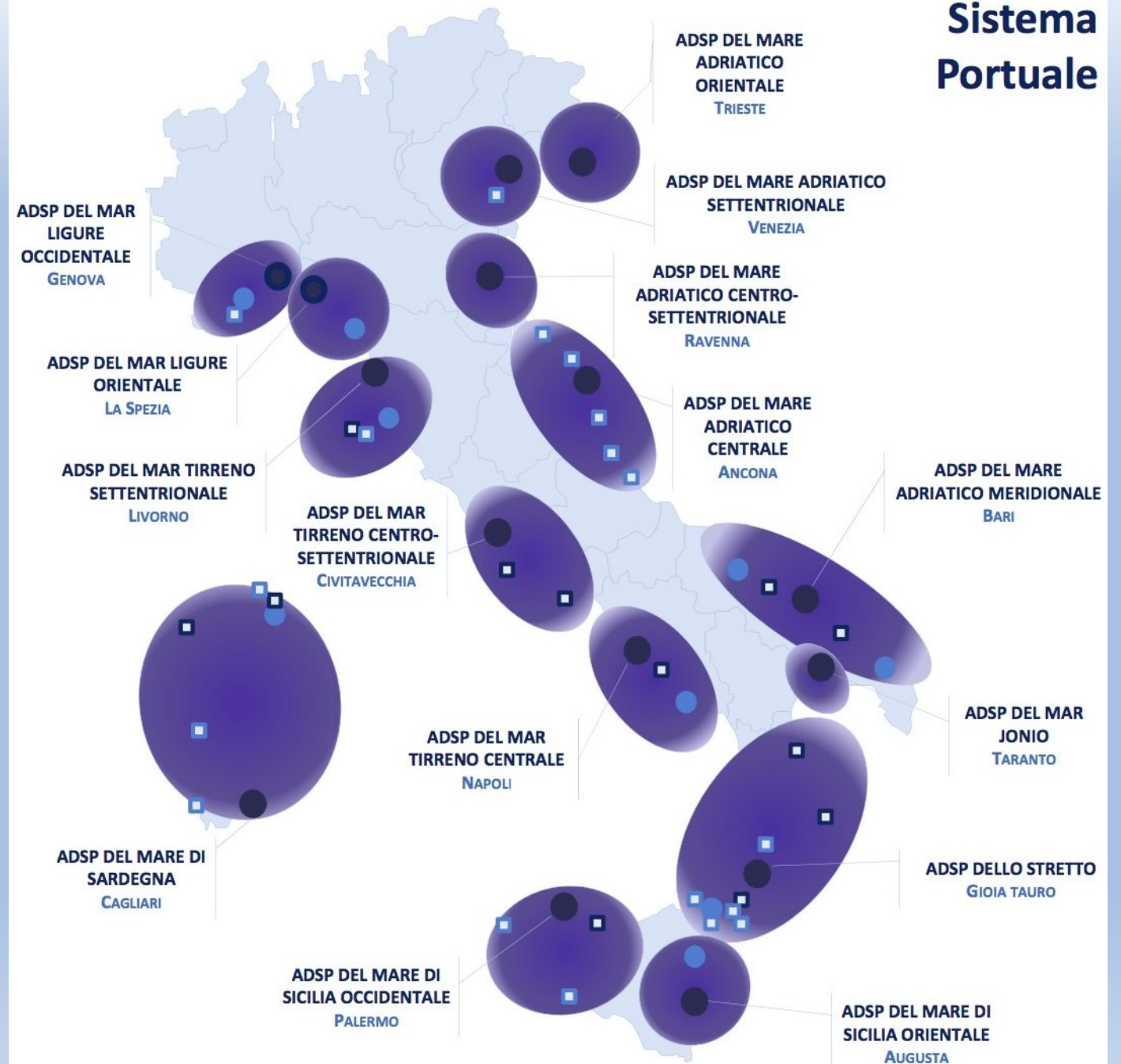


In **2016**

at the request of the Regions  
Legislative Decree n. 169  
established

**15 Port System Authorities  
managing 58 ports**

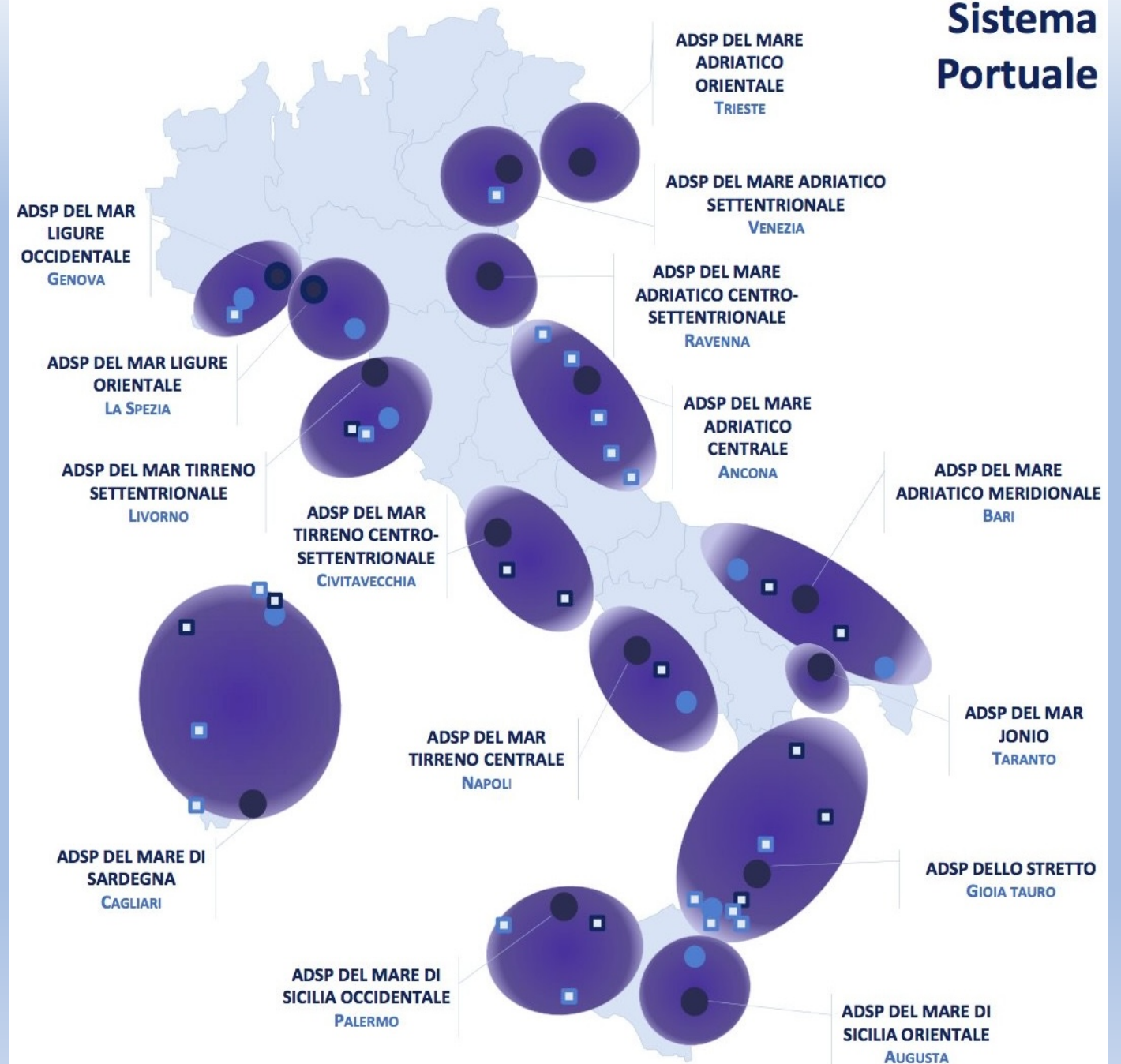
Each system had a unique  
“Port System Master Plan”  
including all its ports



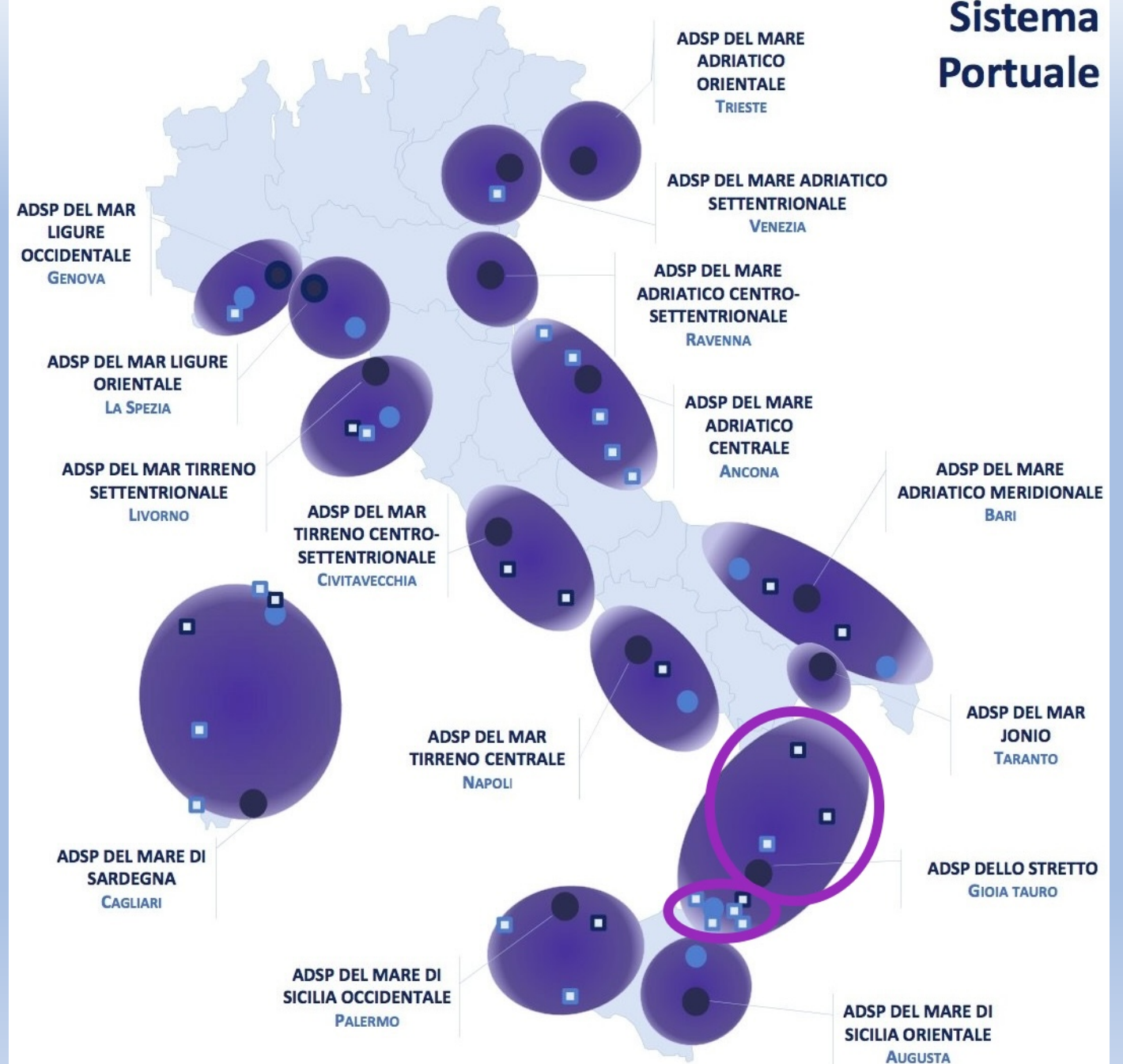
In **2017**

Legislative Decree n. 232  
established that the  
“Port System Master Plan”  
is composed by:

- **System Strategic Planning Document (DPSS)**
- **Port Master Plans (PMP) for each port**



In **2018**  
Law n. 136  
established the  
**16<sup>th</sup> Port System Authority**





## **Main issues affecting port planning in Italy**

- The large number of ports and Port Authorities
- **The “concurrent” competence between State and Regions**
- The proximity of ports to urban centres
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**Since 2001,  
Constitution of the Italian Republic  
establishes “concurrent” competence  
between State and Regions  
for the governance of territory and ports**

**The principles and general directions of national policies  
are assigned to the State, while the implementation of  
local infrastructural and territorial policies is assigned to  
the Regions**

The question is:

## Who approves a Port Master Plan?

- Before **1994**, PMP was **approved** by **State** Government (Inter-Ministerial Decree)

## Who approves a Port Master Plan?

- Since **1994**, PMP was **adopted** by Port Authority, **in agreement with Municipality (or Municipalities)**, then submitted to the **opinion** of High Council of Public Works, submitted to **Environmental Impact Assessment** (by Ministry), finally **approved** by **Region**

In ports where a PMP was approved, **the process typically took many years**

## Who approves a Port Master Plan?

- Since **1994**, PMP was **adopted** by Port Authority, in **agreement** with Municipality (or Municipalities), then submitted to the **opinion** of High Council of Public Works, submitted to **Environmental Impact Assessment** (by Ministry), finally **approved** by Region
- Since **2016**, **PSMP** was **adopted** by Port System Authority, **in agreement with all Municipalities**, then submitted to the **opinion** of High Council of Public Works, submitted to **Strategic Environmental Assessment** (by Region), finally **approved** by **Region**, in **agreement** with Ministry of Infrastructure and Transport, **eventually in agreement with others Regions**

# Who approves a Port Master Plan?

Since 2017,

- **System Strategic Planning Document (DPSS)** was submitted to the **opinion** of all Municipalities, then **adopted** by Port System Authority, finally **approved** by **Region**, in **agreement** with Ministry of Infrastructure and Transport, after **consultation** with National PSA Coordination Conference, eventually in **agreement** with others Regions
- **PMP** were **adopted** by Port System Authority, in **agreement** with Municipalities, *exclusively in reference to port-city interaction areas*, then submitted to the **opinion** of High Council of Public Works, submitted to **Strategic Environmental Assessment** (by Region), finally **approved** by **Region**

# Who approves a Port Master Plan?

Since 2021, currently

- **System Strategic Planning Document (DPSS)** is **adopted** by Port System Authority, then submitted to the **opinion** of Municipalities and Region(s), finally **approved** by **Ministry of Infrastructure and Transport**, after **consultation** with National PSA Coordination Conference
- **PMP** are **adopted** by Port System Authority, then submitted to the **opinion** of Municipalities and Region(s), *limited to consistency with the current urban planning of areas adjacent to the port on which the PMP forecasts could have an impact,* submitted to the **opinion** of Ministry of Infrastructure and Transport, *on the consistency of the provisions with the DPSS,* submitted to the **opinion** of High Council of Public Works, submitted to **Strategic Environmental Assessment** (by Ministry), finally **approved** by **Port System Authority**

Since **2016**,  
the Port Master Plan of **Brindisi**  
is the **first and only PMP** submitted to the opinion of High  
Council of Public Works

It received a favourable opinion in **July 2023**

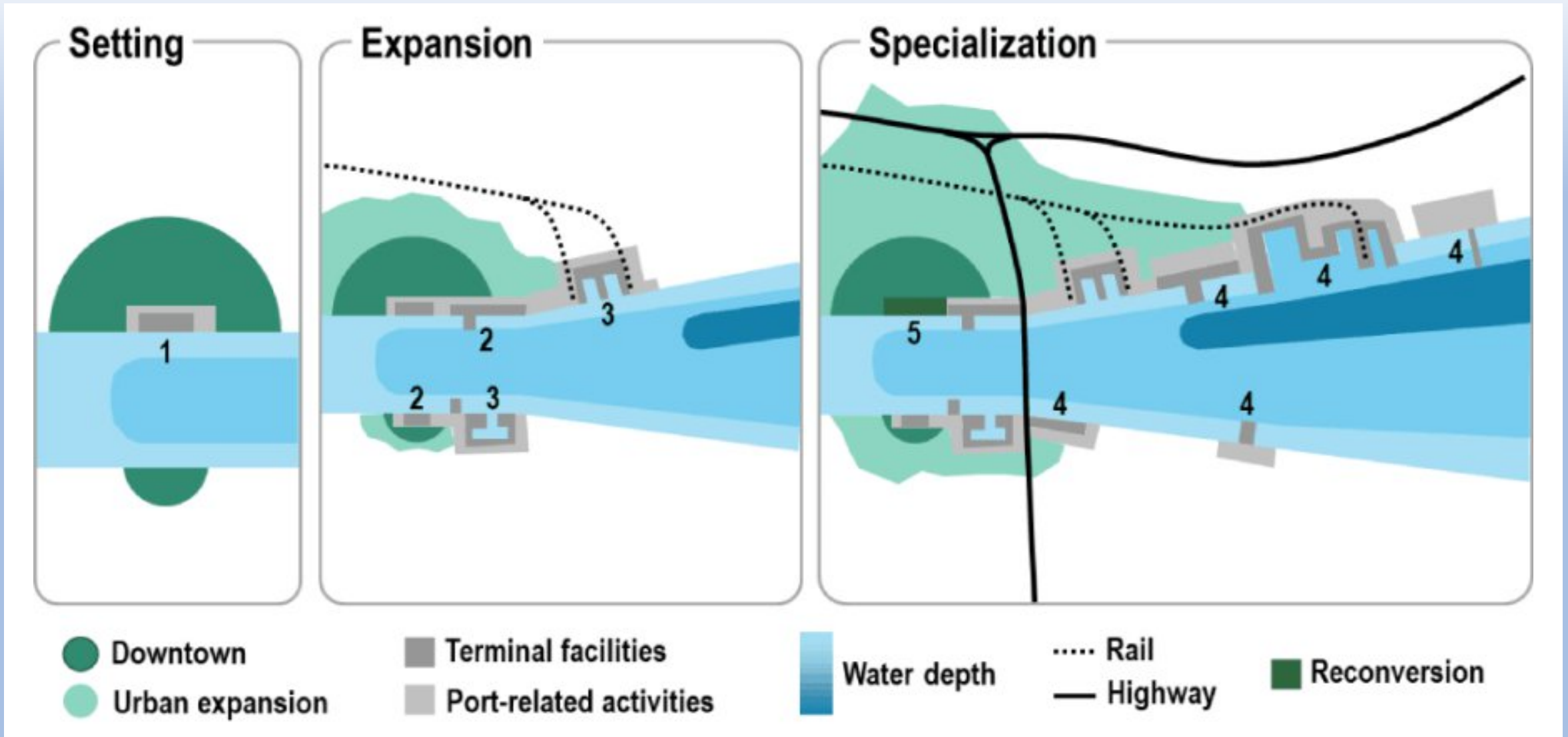
The Strategic Environmental Assessment procedure is  
currently underway at the Ministry of the Environment

**Many Italian ports have PMP dating back to decades  
ago**



## **Main issues affecting port planning in Italy**

- The large number of ports and Port Authorities
- The “concurrent” competence between State and Regions
- **The proximity of ports to urban centres**
- The conflicts between port planning and town planning



*“Anyport Model”*: the evolution of a port

**Not in Italy!**

Bird J.H., **1963**, *The Major Seaports of the United Kingdom*, Hutchinson, London



# Port of Genova

Livelli

Navigation controls including a compass, a person icon, a 2D button, a rotation button, and zoom in/out buttons.



# Port of Napoli

## **Main issues affecting port planning in Italy**

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# Port Master Plan vs Town Plan

## What prevails?

- From **1994** to **2021**, law stated:  
“The provisions of Port Master Plan cannot conflict with Town Planning Instruments in force.”
- From **2021**, law states:  
“Port Master Plan is a territorial plan of **State rank** and represents **the only planning instrument** within its perimeter of competence.”

From **2021**,  
System Strategic Planning Document (DPSS)  
divides port areas into:

- **port and retro-port areas (operational areas)**  
where planning is exclusive jurisdiction of  
**Port Master Plan approved by Port System Authority**
- **port-city interaction areas (non-operational areas)**  
where planning is jurisdiction of  
**Town Plan approved by Municipality and Region**  
obtaining the opinion of the Port System Authority

**In some cases,  
operational port areas may also have a port-city interaction  
function**

**1<sup>st</sup> case: a maritime station located on the waterfront;**  
it has an operational function, even if accessible to citizens;  
DPSS should keep it within the perimeter of “port areas” covered by  
PMP (jurisdiction of the Port System Authority)

**2<sup>nd</sup> case: a port area decommissioned and transformed into a housing  
complex,** should be classified by DPSS as “an area with a port-city  
interaction function”, removed from PMP and subjected to Town Plan

**3<sup>rd</sup> case: a quay for pleasure boating, located on the edge of urban  
centre,** is suitable for being assigned to both the jurisdiction of PMP and  
Town Plan; DPSS should identify which, between port and municipal  
planning, is the most suitable to guarantee a harmonious development  
of the quay with respect to the surrounding area



Zaha Hadid Cruise Station

Ricardo Bofill  
Housing Complex

Port of Salerno

Oriol Bohigas  
Pleasure Boating Quay

## **The future prospects**

- **Port planning intercepts investments of Next Generation EU: investments aimed at improving the quality of port environment will produce positive effects in relationship and integration between port system and urban system**
- **In recent years, waterfront redevelopment works have been undertaken in many Italian ports**
- **Because of the new laws, High Council of Public Works is now updating its “Guidelines for the drafting of port master plans”, dating back to 2017**

## **The future prospects**

- **It is proposed to bring together in a single integrated procedure the Strategic Environmental Assessment and the opinion of the Superior Council of Public Works**
- **The possibility that DPSS becomes the key element of port planning is under discussion, providing for an integrated and shared planning process involving entire territories and various institutions and operators**
- **A new governance model for Port Authorities is being studied by Italian Government, redefining, *once again*, the relationships between State, Regions and Municipalities**



**Port of Marina di Carrara  
Waterfront under construction  
(rendering)**



# ICCE

ROME  
2024

38<sup>TH</sup>  
INTERNATIONAL  
CONFERENCE  
ON COASTAL  
ENGINEERING

8-14  
SEPTEMBER



## Venue



Pontifical Gregorian  
University

Piazza della Pilotta, 4

Rome



Chair:  
Prof. Leopoldo Franco - Roma Tre University

LOC Coordinator:  
Prof. Giorgio Bellotti - Roma Tre University

[WWW.ICCE2024.COM](http://WWW.ICCE2024.COM)



# ICCE

ROME  
2024

ICCE IS THE PREMIER INTERNATIONAL EVENT IN THE FIELD OF COASTAL ENGINEERING. TOPICS INCLUDE WAVE MEASUREMENT AND MODELLING, TSUNAMI AND SEA LEVEL RISE, COASTAL RISK AND SUSTAINABLE ADAPTATION, BEACH MORPHODYNAMICS, WAVE ENERGY CONVERTERS, PORTS AND MARINAS, BREAKWATERS, COASTAL PROTECTION AND NATURE-BASED SOLUTIONS, LARGE BARRIERS FOR FLOOD DEFENCE, OFFSHORE STRUCTURES, HISTORICAL EXPERIENCE AND CASE STUDIES, COASTAL MANAGEMENT, COASTAL MONITORING AND REMOTE SENSING.

The target audience is:

### WHO SHOULD ATTEND

- Public and private researchers
- Practitioners and building industry professionals
- Public agencies, utilities and policy makers involved in the coastal engineering themes
- Private firms including manufacturers, management companies, utilities and software houses.

ICCE conferences are exceptional opportunities to:

### WHY ATTEND

- Share information about coastal engineering.
- Present and get updates about recent achievements and new developments in the research.
- Illustrate case studies and share best practices.
- Join special programs for students and practitioners.
- Network during sessions and social programs.

ROME, SEPTEMBER 8-14, 2024

### WHERE AND WHEN

The Pontifical Gregorian University was established in 1552 in the center of Rome. The venue is close to the Colosseum, the Quirinal Palace and the Roman Forum.

### HOW TO REACH AND STAY

Rome can be easily reached by train or plane. The international airport Roma Fiumicino is well connected with the railway station. Roma Termini railway station is located about 20 minutes walk from the Angelicum Congress Center. There are a range of accommodation options within walking distance.

38<sup>TH</sup> INTERNATIONAL  
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