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THE CITY AND THE SEA. TWO CASE STUDIES: LA SPEZIA AND LIVORNO ()**

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This study concerns the interrelation between the town and the sea in the two specific cases of La Spezia and Livorno. The aim of this work is to verify whether the two towns can really be identified as SEA CITIES (towns which, for physical, historical, cultural and economic reasons, forms a single unit with the sea) rather than simply CITIES BY THE SEA (towns which do not enjoy a strong interrelationship with the sea itself).

Key words: town-sea relationship, sea city, city by the sea, La Spezia, Livorno, Italy

1 INTRODUCTION

This study sets out to analyse the interrelations between town and sea in the two specific cases of La Spezia and Livorno.

The two towns were chosen for their numerous points of comparison: both are medium-sized towns (La Spezia having approximately 102,000 inhabitants and Livorno 167,000) situated on the Ligurian Sea and each equipped with a considerable

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(**) The research was carried out by the two authors in close collaboration at all times. However, the final drafting of paragraphs 3b, 4, 4b, 5 was carried out by D. Lombardi, and of paragraphs 1, 2, 3a, 4a by C. Possenti.

sized port structure, as well as similar economic systems.

The aim of this work is to verify whether the two towns can really be identified as SEA CITIES rather than simply CITIES BY THE SEA.

By the first term we mean a town which, for physical, historical, cultural and economic reasons, forms a single unit with the sea. It is precisely this integration with the sea that gives rise to a whole series of relations which not only characterise the economy, but also culture, popular traditions and so on.

On the other hand by CITY BY THE SEA we mean an urban community which does not enjoy a strong interrelationship with the sea itself, almost as if this were merely an appendix of the land. All of what has just been stated will be explained in more detail in the course of this work. This study starts in fact from the supposition that the presence of the sea does not necessarily imply that a city's economy is centred around a port or maritime activities, or that its citizens are SEA PEOPLE.

A study of this kind would probably have been more complete if it had also analysed the attitude of individual citizens towards the sea. This could have been done by means of a questionnaire on the subject, distributed to a random sample of the population. However, this was not possible at the time of compilation.

After a brief physical-geographical description of the two towns, their history and their urban and economic development, the study will go on to examine the TOWN-SEA relationship. This will be done through the analyses of some of those aspects of the socio-economic and cultural life of Livorno and La Spezia which we believe to be particularly relevant to the phenomena under consideration. We will also make a brief comparison between the two towns in order to highlight their similarities and any differences.

2 A BRIEF LOOK AT THE NATURAL ENVIRONMENT

La Spezia and Livorno, both facing the Ligurian Sea, are about a hundred kilometres apart. From an administrative point of view they are both provincial capitals and belong to two neighbouring regions: La Spezia is in Liguria - in Northern Italy - while Livorno is in Tuscany - in Central Italy.

Physically speaking, the two urban sites are rather different. La Spezia is situated in a natural gulf, to which it gives its name, bounded by two promontories going north-west/south-east, and closed in behind by a series of hills. The western promontory (that of Portovenere), which is made up of rocky hills of about 500 metres in height, is distinguished by its coastline which juts out over the sea. The eastern promontory, on the other hand, consists of lower hills and, towards the River Magra, slopes down to the sea in a softer, less dramatic way. At its widest point the gulf inlet measures approximately 9 kilometres across. The Gulf of La Spezia is not however all contained within the Commune of La Spezia but reaches in its outermost points into those of Portovenere on one side, and Lerici, and to a small degree Ameglia, on the other.

The town itself lies in the centre of the gulf, on a narrow plain of alluvial origin surrounded by hills.

Livorno instead lies on a mainly regularly formed coastline with a low-lying coast that gradually gets higher towards the South to form the so-called Livornese Mountains (with heights less than 350 m above sea level) which stand steeply overlooking the sea.

Over the centuries this part of the coastline has been altered significantly due to the continuous variations in sea level and the resulting alternation between erosion and deposit.

The consequent formation of marshlands made it necessary in time, especially to the north-east of the town (the hamlet of Stagno), to carry out land drainage in order to reclaim strips of land from the sea and to allow in this way for the topographic development of the town.

It is also important to note that the physical position of Livorno protects the Gulf of La Spezia from the violent Libeccio wind (SW); the Gulf is however affected by the Sirocco (SE), a warm humid wind. In Livorno, on the other hand, the Libeccio, which sometimes reaches 150 km per hour causing serious damage to small seacraft and bathing establishments, blows freely. In addition to this there is the Mistral (NW), a less violent wind.

On the whole the Ligurian Sea does not abound with fish: the limited extension of the Continental shelf also limits the development of depths greater than 50 metres which are usually richer in fish. However, good quantities of oil fish (in Liguria) and mullet (in Tuscany) are fished.

3 AN OUTLINE OF THE HISTORICAL DEVELOPMENT OF THE TWO TOWNS

3.a Livorno

Probably of Roman origins, Livorno had its first period of growth in Medieval times as a village of the Port of Pisa. It was situated to the north of its present position, nearer to the mouth of the River Arno, and from a modest fishing village became a Castle town under the Marine Republic of Pisa, by then at the end of its glory.

In the XIV century, after various ups and downs, Genoa took over from Pisa in the control of the Fortress, but in 1421 it sold both the Port of Pisa and the fortress of Livorno to Florence for 100,000 florins. In this way Florence realised its ambition of becoming a maritime power.

Livorno continued to serve as a branch of the Port of Pisa for many years until the time when Florence, which was reassessing its own maritime ambitions, tried to find a way of attracting foreign ships by developing Livorno's commercial vocation. The latter was also favoured by the gradual silting up of the Port of Pisa. The subsequent granting of personal privileges attracted the labour necessary to carry out construction of the new town - which at the time had only 530 inhabitants - and the Navicelli Canal, which was to link Livorno to Pisa, the manufacturing and maritime commerce centre of the Grand Duchy of Tuscany. To this end Francis I, who wished to create a cityport linked to Pisa by the Navicelli Canal, assigned the project to the architect Bontalenti who carried out the pentagonal design of the new town, a real NEW TOWN "ANTE LITTERAM", reflecting the port function to which it was suited.

The basic outline of the project was kept to, even though some modifications were made in the construction stage because of the need to reclaim new areas, especially towards the north where the land was flatter but marshy. The web of small islands resulting from this reclamation went to make up the area called "Venezia Nuova" (New

Venice), recalling the lagoon city, which was integrated with the port.

The privileges reached a peak first with the issuing of the "Costituzione Livornina" (Livorno Constitution) in 1593 which confirmed personal privileges regarding religion and traditions and cancelled any previous convictions gained outside the town, and later, in 1676, with the institution cosmopolitan town and gave a beneficial boost to port commerce and the economy as a whole. It is also important to note the demographic increase which resulted: the population rose from 2000 in the XVI century to 40,000 by the end of the XVII.

During the XVIII century the port of Livorno, which had been centred around storage trade, turned to the development of transfer trade, following a crisis in the former sector.

The progress made in the world of transport which characterised the XIX century, together with the suppression of the Free Port status, sent the storage trade into decline once and for all.

In the period following national unification Livorno's role as the sole naval base in the Grand Duchy was reduced. The Kingdom of Italy, which still had its CORE AREA in the north-west of the country, favoured La Spezia as its military port.

The preexistent military naval shipyard passed in concession to the Orlando family who, over a period of about forty years, brought it back to international importance.

At the same time Livorno was chosen as the site for the construction of the Naval Academy (inaugurated in 1881), by virtue of its geographical position, halfway between the two traditional naval schools of Naples and Genoa. For this reason Livorno was chosen instead of La Spezia which was considered to be too far north in relation to the southern base and too near the Ligurian one.

In the 1920s work was started to deepen the seabed and modernise the port. This was finished just before the Second World War. However, severe damage suffered during the war made it necessary for reconstruction work which was started by the Allied Military Authorities themselves. Nevertheless, most of the port had already gone back to civil use by 1947.

3.b La Spezia

There are no certain facts regarding the origins of La Spezia but we do know that in 1343 it was already the seat of a borough which was part of the Genoa Republic. This shows that it had already acquired a certain importance.

According to some sources (eg. Falconi, in Gamberini, p.583), La Spezia possessed a military arsenal and shipyard as early as the XV century. This was later destroyed.

Only at the beginning of the 1800s did the Gulf recapture the interest of strategists and politicians. In fact, during French domination, according to Napoleon's plans, the town was supposed to have become a military port and also to have had a secondary commercial role. The Emperor was the first person to highlight the gulf's positive features and he realised that a port set up here would have been easily defensible.

Therefore, in 1808, Napoleon declared it a Military Port and asked the Military Engineers to plan the construction of a military arsenal and shipyard, and to give equal attention to the planning of a large town with appropriate road links.

However, his sudden fall from power and the withdrawal of the French from Italy (1814) prevented the project from being completed.

Annexed to the Kingdom of Sardinia and later to the Kingdom of Italy, La Spezia soon became an object of renewed interest for politicians and local scholars (especially Domenico Chiodo who also had a hand in the project for the arsenal and shipyard). But it was above all thanks to the interest shown by Cavour (during those years Prime Minister and Finance Minister) that the project came to fruition. The statesman recognised the gulf's potential and strongly supported the idea for the construction of a defensive port structure.

Finally in 1861 Parliament approved the construction of the Military Arsenal and Shipyard which was inaugurated eight years later. Then, in 1870, the Headquarters of the Italian Naval District was transferred from Genoa to La Spezia, clearly showing that the town had gained recognition as an important military port.

The building of the military arsenal and shipyard marked a turning point in La Spezia's history. In fact the origins of the modern town can be traced back to this very event. In time a considerable derived economy developed, represented by small construction and ship repairing industries, at first of a military nature, but later also for commerce.

This naturally also brought about marked urban development and a considerable rise in the population, as shown by the fact that only ten years after the construction of the military shipyard and arsenal the town's population had doubled and continued to grow at a fairly fast pace over the following decades (in 1861 there were about 11,500 inhabitants, while at the beginning of the Second World War there were about 111,500.)

This increase was due mainly to the influx of immigrants from neighbouring communes, attracted by the large quantity of jobs created by the development of both the military, and later commercial ports.

In the 1880s the first plans were laid down for the construction of the commercial port which was started in 1890 and completed 10 years later. The creation of the commercial port further contributed to the town's growth., and soon afterwards to the development of the large naval shipyards.

4 THE PRESENT SITUATION

Our intention here is to examine the present situation of the two towns through a careful investigation of some of the economic, social and cultural indicators which are particularly significant in the CITY-SEA relationship.

4.a Economy and Sea

Figure no.1 shows commercial concerns related in various ways to the sea.

There are no fewer than 90 of these in La Spezia and around 140 in Livorno. Compared however to the total number of businesses in each town (1) - 3987 in La Spezia and 5826 in Livorno - they only represent a small percentage (little more than 2% in both communes).

This seems to indicate how little importance these sea-related businesses have

(1) including public commercial concerns, wholesale, retail and street outlet. Figures from CCIAA La Spezia and CCIAA Livorno

within the two towns' commercial systems.

They are primarily retail businesses selling boat engines, gear and equipment and various kinds of supplies for nautical activities, as well as furnishings for boats. Otherwise they are retail outlets offering products for use in various types of seacraft. There are more or less equal numbers of these in the two towns: 49 in La Spezia and 51 in Livorno. However, considering that La Spezia has considerably fewer total businesses than Livorno, this may indicate a greater interest on the part of the inhabitants of La Spezia in the nautical sector. Furthermore, the predominance of shipyards in La Spezia, as shown in the next graph, could be further proof of this tendency.

The graph also shows the number of fishmongers', and of shops selling shells, coral

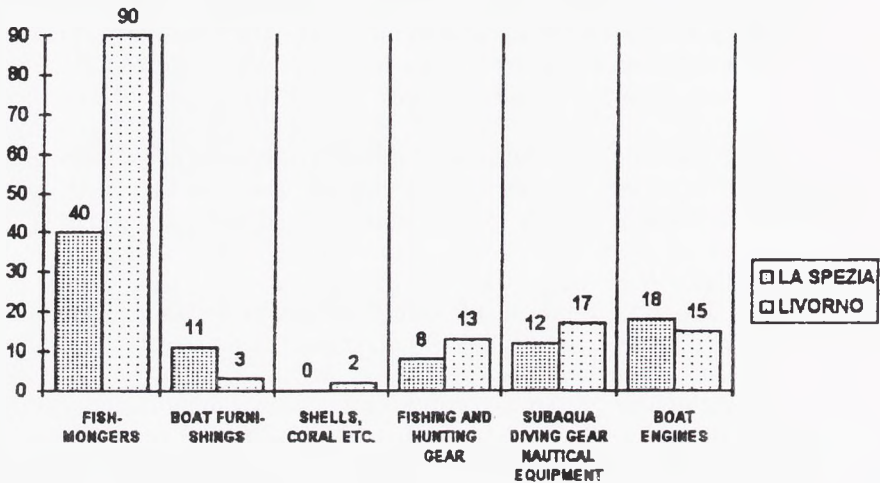


Fig. 1a. Commercial activities related to the sea.

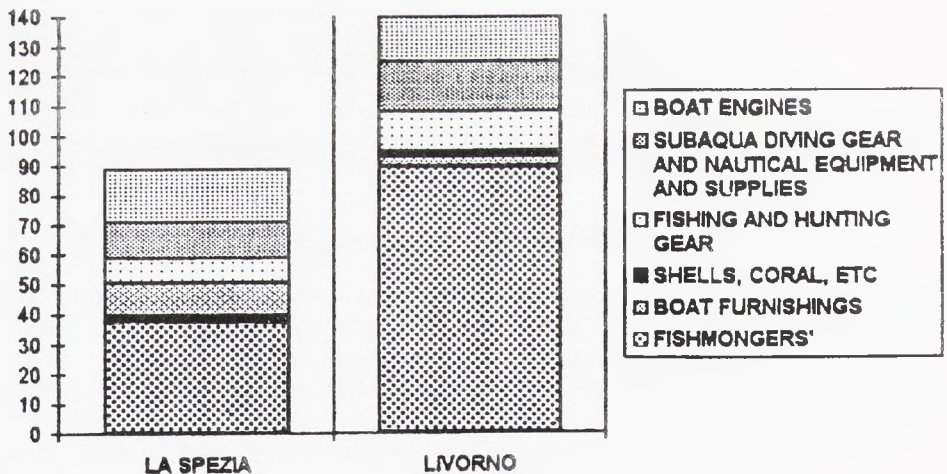


Fig. 1b. Commercial activities related to the sea
Included under the heading FISHMONGERS' is also the wholesale production and sale of fish (4 concerns in La Spezia and 24 in Livorno).

and similar items (the latter are completely insignificant since there are only two, in Livorno). However, the high number of fishmongers' (36 in La Spezia and 66 in Livorno, plus, since they are similar in nature, 4 concerns involved in the wholesale production and selling of fish in La Spezia and 24 in Livorno) could be explained by Livorno's bigger population and probably also by a more fish-orientated culinary tradition.

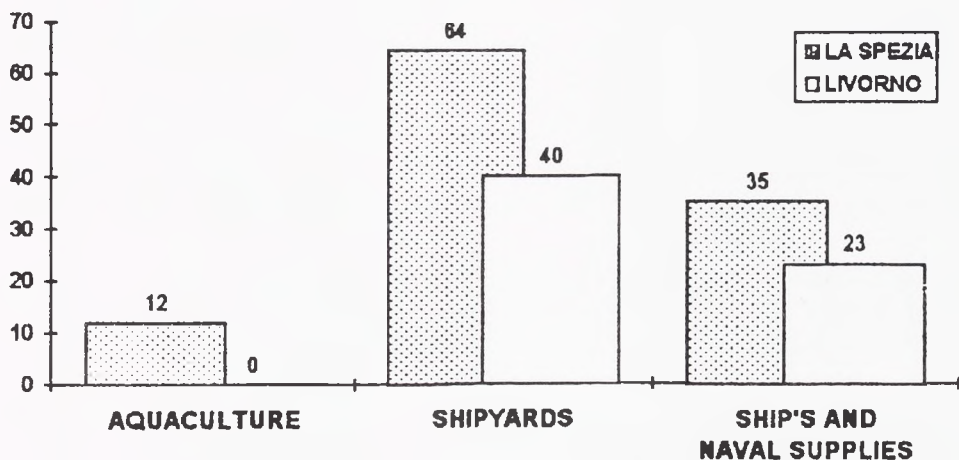


Fig. 2. Economic activities related to the sea.

Included under the heading SHIPYARDS are also naval machine shops which carry out naval maintenance, repairs and demolition; and the building of boats, canoes and speedboats.

Also counted for la Spezia are the four shipyards situated in the locality of Pertusola (commune of Lerici), Via dei Cantieri and the locality of Le Grazie (commune of Portovenere); for Livorno, the locality of Stagno (commune of Collesalveti).

Included under the heading AQUACULTURE are also the six plants in the locality of Fezzano and La Grazie (commune of Portovenere).

Figure no. 2 goes to the heart of sea-related economic activities, examining first of all the number of shipyard of small, medium and large dimensions. The small and medium-sized shipyards are privately owned and often grew up as a result of the large state-involved shipyards. The latter have in fact characterised the economic structure of the two towns for a long time. The difficulty of distinguishing between shipyards and simple naval repair and maintenance workshop, (as both are often to be found in the same dock area) made it necessary to count them together. In actual fact, the large shipyards represent small number of the total.

Shipbuilding, in both the civil and military sectors (the latter only in La Spezia for the last decade), together with all dockyard activities, is going through a period of major crisis. This has a negative effect on the whole economic climate, and especially on the specific derived economy.

As regards aquaculture, it should be noted that this activity has been practised in the Gulf of La Spezia for a long time and still flourishes today, so much so that about 30,000 quintals of molluscs are produced each year. In Livorno, instead, there have not been any aquaculture plants for over a century.

Figure no. 3 instead shows the geography of activities and businesses linked in various ways to the port and, consequently, to the sea. These consist particularly of

ship brokers, shipping agencies, forwarding agencies and transport companies. The large quantity of these shows a strong relationship between the sea, the port and the town, and especially highlights the heavy amount of traffic passing through the port.

The shipping companies are more numerous in Livorno, proof of the greater flow of tourist traffic headed mainly towards the Tuscan Archipelago and the large Mediterranean islands. Moreover, the establishment of a boundary - although only provisional - of the Tuscan Archipelago National Park which not only includes the island of Gorgona which is within the commune of Livorno, but also the other islands belonging to the Province (Capraia, Montecristo etc.), has further increased tourist traffic, especially that of an educational-cultural nature.

The tourist traffic in La Spezia, on the other hand, is directed mainly towards Corsica.

Port services and associations operating with the port (such as agent and representatives of overseas commerce, or the Corporation of Port Pilots) exist in more or less equal numbers in both towns.

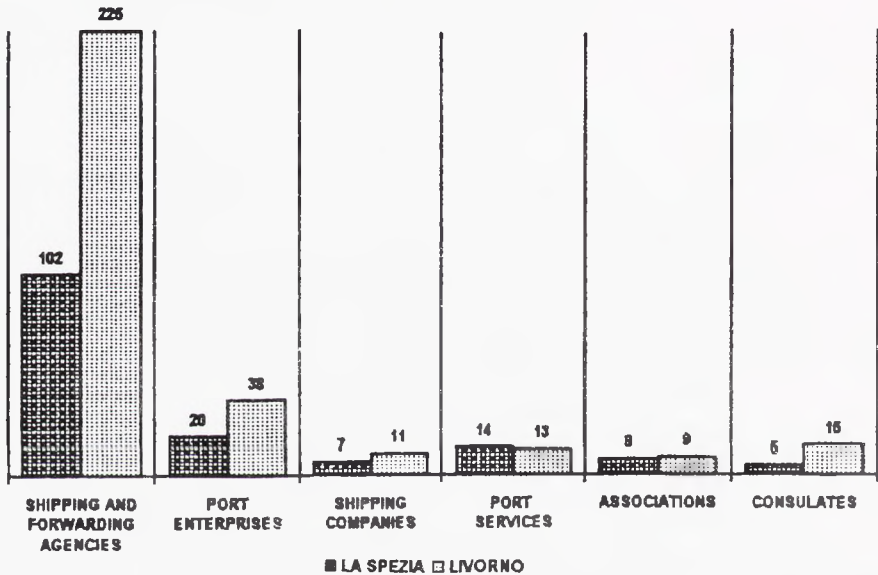


Fig. 3. Included under the heading SHIPPING AND FORWARDING AGENCIES are shipping agencies, forwarding agencies and transport agencies,
 - included under the heading PORT SERVICES are the marine warning instruments, the Harbour Master's Office, the Customs office, the ecology and anti-water pollution centres, underwater and marine services, marine documentation office, naval classification registers,
 - included under the heading PORT ENTERPRISES are the Mechanical Means and Port Storehouse companies, the terminal operators, shipowners, general port enterprises, etc.,
 - included under the heading ASSOCIATIONS are all the associations operating in the port (eg. the assoc. of agents and representatives of overseas commerce and the port pilots corporation, etc).

Foreign consulates have also been included in this graph.

There are more of them in Livorno, showing the town's cosmopolitan traditions which were started off by the "Livorno Laws" of 1593.

The graphs and table no. 4 show container traffic in the major ports of the western Mediterranean so as to give a clear diachronic picture of the growth in importance of

	1988	1989	1990	1991	1992
Valencia	343	390	384	364	370
Barcelona	410	440	447	485	552
Marseille	391	476	482	446	350
Genova	327	236	330	311	328
La Spezia	282	413	454	462	595
Livorno	479	416	416	411	334
TOTALE	2234	2371	2513	2479	2529

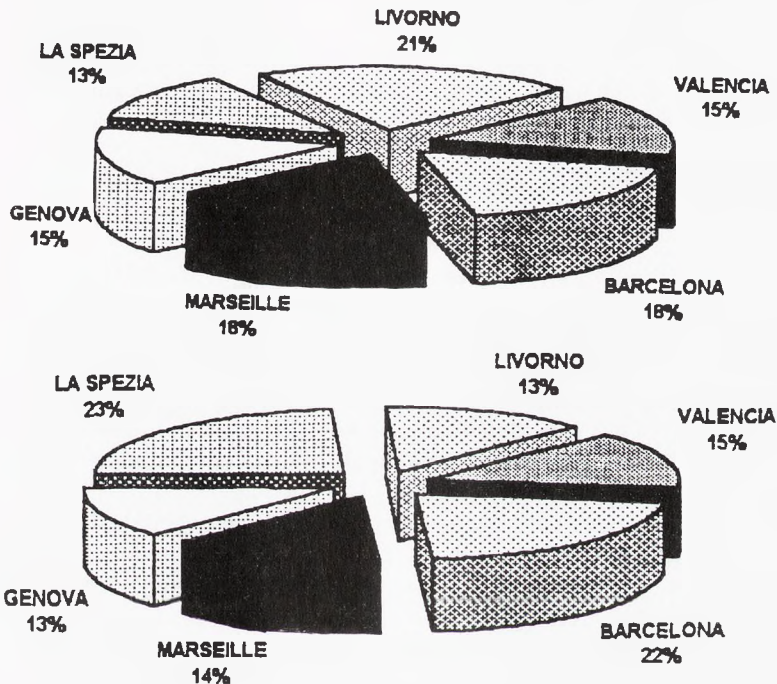


Fig. 4. From: Azienda dei Mezzi Meccanici, Port of La Spezia. Year Book 1993, La Spezia, p. 54.

the two ports of Livorno and La Spezia. It is interesting to note that whereas in 1988 Livorno was the first port with regard to container traffic (22%) and La Spezia was in sixth place, in 1992 the situation was reversed and La Spezia became the first port with 23% of total traffic while Livorno, with 13%, was, with Genoa, the last in the group.

4.b Sea, Sport and Culture

Figure no. 5 shows the situation of cultural institutions and sports associations, both public and private, whose activities are completely related to the sea: the aquarium of Livorno; the two naval museums; all high schools and higher education institutes offering maritime studies; research centres; sea promotion bodies; specialised newspapers and magazines; not mention all the sports associations which only operate

sea-related promotional or research activities on an occasional basis, or as part of other unrelated activities, have been excluded from our research.

It is particularly important to note the presence of educational institutions dedicated to nautical studies as these are not usually found in Italian towns. This shows a certain sensitivity towards issues to do with the sea and therefore, in some ways, a certain awareness on the part of the two towns' inhabitants of being SEA PEOPLE.

Even more remarkable is the fact that there are two of these schools in the smaller of the two towns. La Spezia also offers the only university course in Italy for the design of seacraft for recreational navigation, therefore confirming its advanced position in this sector. Livorno organises courses in environmental and marine education as well as regular courses in marine biology, for primary and secondary schools. These are organised through the communal aquarium itself. However, the educational experience does not end with compulsory schooling: The Naval Academy in Livorno - partly in collaboration with the University of Pisa - offers training and specialisation courses for military purposes, linked in various ways to marine activities. These are open to students with high school diplomas.

Inside of the Livorno's communal aquarium there is an important centre of marine biology: The Interdepartmental Centre of Marine Biology of the University of Pisa, Florence, Genoa and others important Italian university.

We should also point out the presence in La Spezia of the Military Arsenal and Shipyard where professional training courses have been held for several years, but which have not been included in this study.

There are also various sports associations dedicated entirely to marine activities (canoeing, sailing, windsurfing, subaqua diving, etc.), as well as all the sports clubs, swimming schools - not considered here as they also exist in inland towns - and in Livorno also the "Cantine rionali di canottaggio" (the neighbourhood canoeing associations) which show a positive relationship with the sea.

Figure no. 6 examines cultural, historical, folklore and sports events and shows. Sailing competitions stand out here in sheer quantity, which is understandable considering the high number of sports associations. However, these competitions are followed by a relatively small section of the population, while the Palio Marinaro is of greater significance for the purposes of our study: it takes place in both towns and, being a rowing race between the various neighbourhoods of the town, involves the entire population. Besides this there are also the folklore shows related to the MAN-SEA relationship and therefore an important factor present only in SEA-CITIES, and presumably not in CITIES BY THE SEA. The Livorno Palin has, furthermore, a particular historical connotation since it began as a "marathon race" in the waters in front of the port where the ships waited to be unloaded: groups of local labourers in this way competed for their day's work.

In addition we should point out that many activities of this kind take place in the Gulf of La Spezia but outside the commune borders and so they have not been considered here.

Figure no. 7 highlights the different hotels and tourist facilities and shows above all a different way of living and using the sea: from this point of view the important factor is not so much the difference in the amount of hotels and holiday apartments between the two towns (seeing as Livorno is bigger than La Spezia) but rather the total lack of bathing establishments in La Spezia.

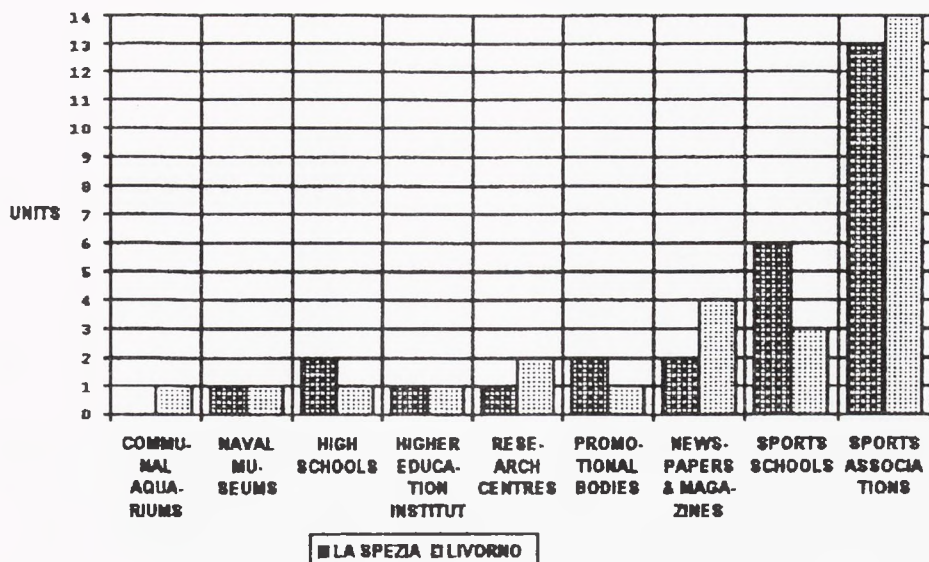


Fig. 5. Cultural institutions and sports associations related to the sea.

- for the heading NAVAL MUSEUMS the one in Livorno is part of the Naval Academy,
- included under the heading HIGH SCHOOLS are the following:
 - * the professional institute for industry and marine activities,
 - * the technical institute for nautical studies,
- included under the heading SPECIALISATION SCHOOLS are the following:
 - * the school of special purpose studies, leading to the design of craft for recreational navigation, at Genoa University
 - * training and specialisation courses at the Naval Academy
- included under the heading RESEARCH CENTRES are the following:
 - * the Marine Environment Research Centre of Saint Theresa ENEA (commune of Lerici)
 - * the Interdepartmental Centre of Marine Biology, Pisa University
 - * the regional centre of Hydrology and Fishing
- included under the heading PROMOTIONAL BODIES are the following:
 - * the National Board for the diffusion and development of nautical studies EDIN
- included under the heading SPORTS SCHOOLS are sailing windsurfing, subaqua diving, and canoeing schools. Swimming schools have not been included since they are more or less ubiquitous,
- under the heading SPORTS ASSOCIATIONS only those associations of a specifically marine nature, like sailing clubs, competitive fishing associations etc., have been included,
- it should also be emphasized that several public and private bodies organize shows and conferences or publish material to do with the sea, but they have not been considered here since their main activities do not solely involve maritime issues (eg. the Antonicelli Foundation, Casa del nortuale, in Livorno).

The fact is even more surprising if we consider that the town overlooks the sea and that at the beginning of this century it possessed some good quality bathing areas: this shows that certain economic choices - in fact the shipyards and port area itself are situated here - have damaged any possibility that the area might have had of becoming a centre for marine tourism, as well as making the relationship between the sea and the La Spezia inhabitants all the more conflictual (at present, nowhere in the whole commune is it possible to "go to the beach", that is to go to the coast to swim and sunbathe!).

Livorno on the other hand, is favoured in this respect, not only by its morphological structure, but also by the choices made by administrators and entrepreneurs of the past who wished to equip the town with a tourist infrastructure as well: in fact at present 9 of the 11 bathing establishments are situated in the town itself; there is also a campsite overlooking the sea.

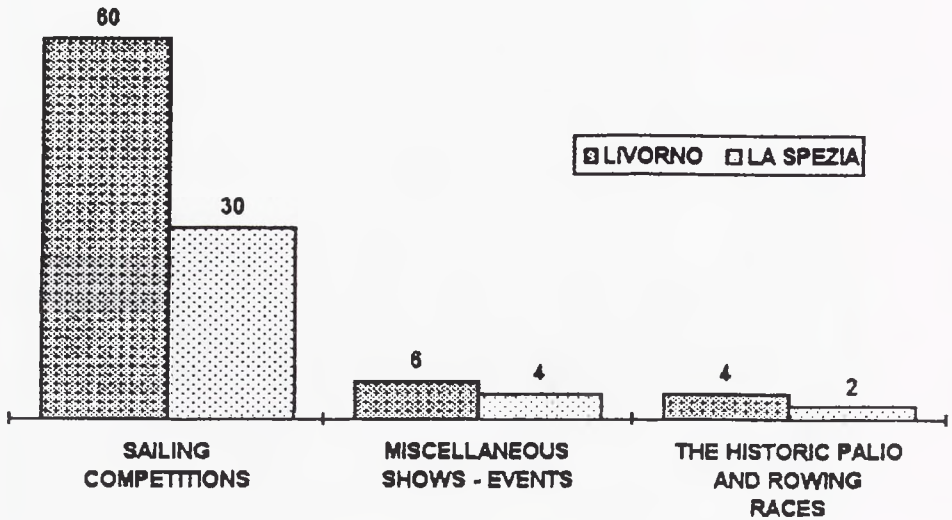


Fig.6. Cultural, folklore and sports events.

In the previous graph, occasional shows/events are not included.

- included under the heading MISCELLANEOUS SHOWS AND EVENTS are:

- * "sea diary" (a scholastic diary put together with the collaboration of various public and private bodies)
- * "effetto Venezia" (an initiative for the reappraisal of the port district, Venezia)
- * "festa del mare" (sea festival)
- * "photography in blue" (a national competition of underwater photography)
- * "the sea recounts..." (educational days out for children)
- * "la Fiumata" (a swimming competition between two bathing establishments)
- * "Christmas under water"
- * "obiettivo mare" (open days with science and art themes)
- * "Pancaldiade" - (water names in a bathing establishment).

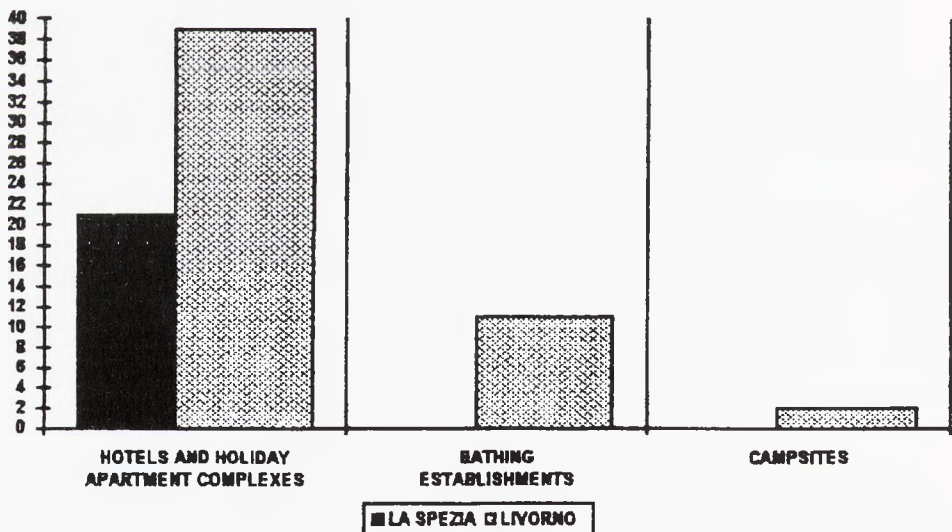


Fig. 7. Infrastructure of tourist facilities.

There is clearly a stronger relationship between the town and the sea in the case of Livorno.

5 CONCLUSION

From the above study it is possible to make some observations, even though the survey is incomplete - more consideration could in fact have been given to the perception that the people of Livorno and La Spezia have of the CITY-SEA environment, as well as to other socioeconomic factors; this will be done in the course of future research.

In any case, up to now certain typical features of a maritime culture have emerged in both towns: an historical tradition (to a greater extent in Livorno); cultural and folklore events; a culinary tradition which has fish as an ingredient in many of its recipes (especially in Livorno); and an economic activity strongly tied to the sea in both towns.

In Livorno there is perhaps a more intense MAN-SEA relationship and a greater perception of belonging to a SEA-CITY on the part of its people. In La Spezia, on the other hand, even if we take into account the fact that a great deal of its population comes from outside the Gulf, this awareness seems much more limited.

Furthermore, in La Spezia we find that the port and the town itself are heavily taken up by the Italian Navy. This is clearly shown by the maps of the Gulf and can easily be perceived by simply crossing the port area (where indeed, from the road, it is difficult to see the sea), or by observing it from above. The extent of this is such that about half the Gulf is taken up by military structures. There are also areas of the sea used for military exercises and various other functions which limit the free use of some parts of the Gulf.

La Spezia therefore has a twofold nature, being both an industrial and military town: on the one hand it is a large port belonging to the Italian Navy, and on the other, an important commercial port.

The presence of the Navy (The Naval Academy) in Livorno is physically much less extensive and the first impression is one of a town which opens on to the sea and which is economically tied to it. The sea's presence is tangible in many places in the town: the Medici canals are in themselves reminiscent of a maritime atmosphere; they were built for defense purposes but later became passages between the sea and the warehouses situated near the various "scali" (mooring-places). This function of linking the sea to the hinterland then declined and today the canals are used as "parking areas" for small and small-medium sized boats, as can be seen when crossing the historical centre of Livorno. All of these various places and factors - the main meeting places for young people situated along the sea front road; the setting up of a Natural Park in the Province's main islands; and the project for the establishment of a marine reserve for the Meloria Sandbanks (rich in rare species of vegetation); the three maritime railway stations; the four tourist marinas, etc. - are indication of a high degree of interrelation of the town with the sea.

From our research it also clearly emerges that in both La Spezia and Livorno certain conflicting uses of the sea have to co-exist. For example, military and civil uses, those concerned with industry and tourism, or the conflict between urban waste which

pollutes the sea and those wishing to enjoy and benefit from a clean sea, like professional and amateur fishermen, tourists or the inhabitants themselves.

These conflicts are particularly obvious in La Spezia (we recall the lack of places for bathing and the heavy use of the waters and land around the Gulf by industry and military structures), but they do also appear in Livorno. Here too, in fact, the area around the sea is affected at the same time by urban, port and industrial functions, with all the related risks of pollution and conflict. However, the Livornese still have a greater possibility of enjoying the natural and scenic aspects offered by the sea.

The relationship between town and sea is therefore clearly rather complex; in any case, the chances of having a strong interrelationship with the sea, not only of an economic nature but extending to the sphere of leisure time, are much greater in the Tuscan town.

In conclusion, it seems possible to say that, even though they are broadly speaking both SEA-CITIES, they possess certain internal contradictions (more so in La Spezia) which mitigate this definition.

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MESTO A MORE. PŘÍKLADOVÉ ŠTÚDIE: LA SPEZIA A LIVORNO

Cieľom štúdie, ktorá sa koncentruje na analýzu vzájomného vzťahu mesta (La Spezia a Livorno) a mora (Ligúrske more), je stanoviť ich status. Ide o to, či mesto môže byť identifikované ako MORSKÉ MESTO, t.j. mesto, ktoré z fyzickogeografických, historických, kultúrnych a ekonomických dôvodov vytvára s morom jeden celok, alebo či mesto skôr predstavuje MESTO PRI MORI (jeho vzájomné vzťahy s morom nie sú až také silné).

Prítomnosť mora nemusí nevyhnutne znamenať, že ekonomika mesta je založená na prístave alebo aktivitách spojených s morom. Dokonca ani ľudia sa nemusia cítiť ako morskí ľudia. Preto sa po krátkom fyzickogeografickom opise oboch miest, náčrte ich histórie s akcentom na sídelný a ekonomický rozvoj, pristupuje k skúmaniu vzájomného vzťahu medzi mestami a morom. Na základe analýzy jednotlivých ukazovateľov ekonomickej, sociálnej a kultúrnej povahy, relevantných z hľadiska skúmaného vzťahu, sa obidvom mestám prisúdil status morského mesta, pričom tesnejšie vzťahy medzi mestom a morom sa zaznamenali v prípade toskánskeho mesta Livorna.

Obr.1. Obchodné aktivity so vzťahom k moru.

Obr.2. Ekonomické aktivity so vzťahom k moru.

Obr.3. Aktivity formujúce prístavný, resp. morský charakter mesta.

Obr.4. Kontajnerová doprava v prístavoch západného Stredomoria.

Obr.5. Kultúrne inštitúcie a športové združenia so vzťahom k moru.

Obr.6. Kultúrne, folklórne a športové udalosti.

Obr.7. Infraštruktúra cestovného ruchu.