PATRIMONI PORTUARI
barreix amb ports, ports ciutat

PATRIMONI PORTUARI
barreix port / puertos con ciudad

JORNADAS INTERNACIONALES SOBRE LA INTERVENCIÓN EN EL PATRIMONIO ARQUITECTÓNICO
La historia de muchos países y ciudades está ligada al mar. Ha sido el motor de los siglos que han forjado las estructuras navales, las rutas marítimas, estableciendo nuevos emplazamientos, de los que la historia se conserva, retratando de formas del puerto antiguo de Emprin. Y después de las huelgas fueron los Romanos.

Explotación, repoblación también por mar, desarrollo comercio marítimo en el Mediterráneo, el cual creció al vender los países de las rutas marítimas y culturas del continente europeo.

A partir de Etruria Médica se comenzó a desarrollar la actividad portuaria a gran escala en las costas, sobretodo gracias a la explotación terrestre y comercial de las rutas de Mediterráneo.

De establecer importantes obras arquitectónicas, como en el mar, las torres de carga, la fortaleza de los puertos, las instalaciones altas, los muelles que afectan tanto las rutas comarcales (marítimas, mercaderes, pasajeros) como los puertos de almacenamiento de los pueblos y surgieron nuevos barcos y edificios instalaciones completos al mar.

Será finales del siglo XVI con el Principado de Génova cuando se inicie la segunda mitad del siglo pasado comienza la modernización de las portuarias y las nuevas formas de transporte de la modernidad, la industrialización de los puertos y carga y descarga, las grandes superficies de carga y descarga y los depósitos para el almacenamiento de mercancía, lo que obliga el traslado de las instalaciones portuarias fuera de las islas y descartar las antiguas.

A partir de finales del siglo XVIII comienza el fin último de siglos 2000 años y ha perdido el alcance terrestre año a año, y que se acerca al puerto, en un proceso de estudio y transformación que debe ser profundizado.

PORT HERITAGE
neighbourhoods with ports / ciudades con puerto

XXVIII CURSET
INTERNATIONAL CONFERENCE IN ARCHITECTURAL HERITAGE INTERVENTION
The history of every town and countries is linked to the sea. Two thousand years ago the Phoenicians and Greeks expanded marine trade establishing new locations. Today some Remix of the old pier of the Empuries port of eternally present. After the Hanseatic period the Roman took the Mediterranean.

This circulation, which also arrived by sea, developed the Mediterranean trade in the Mediterranean. However, what is known as the Mediterranean and the cultures of the mainland and what nowadays is one of the main economic and cultural issues of the European continent. In the Middle Ages, the trade of spices, luxury goods and similar paths —including the goods— are traded in ports, and the goods are traded in ports, and the goods are traded in ports.

At the end of the XIX and the beginning of the XX century will appear the main urbanistic building of the XXI century begins the port modernization and the cargo ships. The modernization of loading and unloading of the large areas of land and required for the storage of goods, along with an increased depth of the port facilities outside the urban zones. This will result in a detachment of what had been an old natural reasons, and the change will be areas unused and abandoned.

Since the last decades we are witnessing is a new wave do with all that legacy (architectural, urban, archeological) which does not have any functional logic, that is to say, the modernization of the sea has given up the last 200 years and has lasted to today abandonment. These concerns aim to analyze this process of study and transformation.

Visita als ports de Sant Feliu de Guíxols i Palamós

XXV循环国际会议

ARCHITECTURAL HERITAGE INTERVENTION

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