

International Architectural and Urban Design Workshop

**CREATIVE DOCKLANDS**

20–26 September 2015, Rijeka, Croatia

## **RIJEKA AND THE PORT DEVELOPMENT**

Until the beginning of the eighteenth century, the city of Rijeka was surrounded by walls and had a population of about 3,000. The first milestone in the urban development of Rijeka is in 1719, when Rijeka became a free port and the population increased fourfold in subsequent years. Another milestone was the establishment of the dual monarchy of Austria–Hungary in 1868, which gave Hungary the opportunity to fulfill its aspirations of building its own port in the Adriatic. In the second half of the nineteenth century, the port of Rijeka developed urban industrial port structures, a railway nexus was formed, and new city quarters developed. In this context, the mouth of the Rječina River was shifted eastward, infilling of the sea in the southern part of the city began, and construction started on the first part of the port breakwater. Hungary managed the construction of the port of Rijeka until the First World War. After the First World War, the port of Rijeka, which became an important European seaport through development supported by Hungary, was divided into two separate ports (the ports of Rijeka and Sušak) corresponding to the city's division into Rijeka (Ital. *Fiume*) in Italy and Sušak in Yugoslavia. Consequently, the importance of the geographic location of the port of Rijeka shrank, as well as the throughput at the port. Because of the extended hinterland of the new political formation, the importance of the port of Sušak grew. Some years before the beginning of the Second World War, the amount of throughput was almost equal between the ports of Rijeka and Sušak, but the general throughput was still significantly lower than the throughput at the port of Rijeka before the First World War. After the Second World War, Rijeka and Sušak were reunited as both an urban structure and port.

In Rijeka, wartime destruction disabled both ports from April 17th until May 3rd, 1945. "All of the docks and quays, the port's facilities, the storehouses, and the railway and traffic routes in the harbor were mined and demolished. Only 904 meters of the total length of the operative coastline of 8,056 meters and three of the forty derricks remained undestroyed." The Paris Peace Treaty of 1947 awarded Rijeka to Yugoslavia. After that, intensive reconstruction of the port began, and soon (1949) the throughput at the port of Rijeka surpassed the highest historical records of goods traffic in 1913. The period after the Second World War saw the most dynamic development of the port of Rijeka. In the 1980s, the port of Rijeka accounted for 50% of the traffic of all Yugoslav ports and it was the most important Yugoslav port. The capacities of the port could not meet the strong increase in port traffic (e.g., maintaining around fifty lines to almost all important international ports). Consequently, new spatially dispersed port basins were built; the terminal for bulk cargo in Bakar–Urinj, a port basin with a terminal for the Adriatic Oil Pipeline in Omišalj, the Raša port basin for loading timber, and a terminal for livestock. There were more changes at the port of Sušak, where a container terminal was opened at Brajdica in 1978 after infilling. The port of Rijeka became the main national port after Croatia proclaimed its independence. However, although the overall port traffic exceeded 20 million tons in 1980, it only amounted to 4.6 million tons four years ago, which is comparable with throughput after the 1960s.

The port of Rijeka is located between the city and the sea, and its quays are long, but they lack storage and handling areas. In the physical sense, the port grew along the coast.

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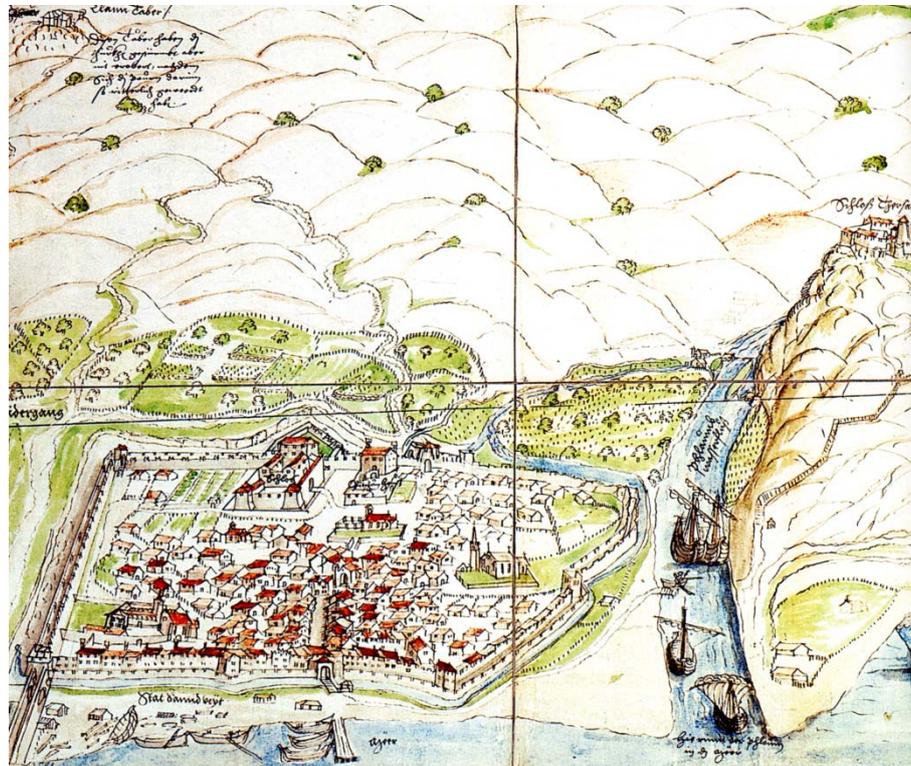


Figure 1: The port of Rijeka was located in the estuary of the Rječina River (1578–1590, Ivan Klobučarić (E. Dubrović (ed.) 2001).



Figure 2: Map of city of Rijeka and its surroundings by the military engineer Johann Candid, 1814 (E. Dubrović (ed.) 2001).

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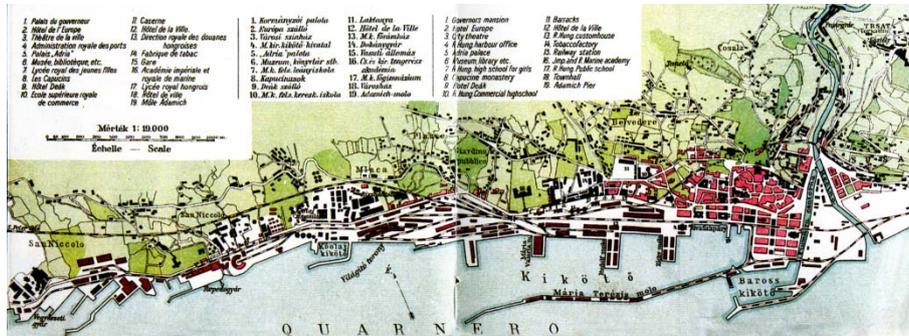


Figure 3: Map of the city and port of Rijeka before the First World War (E. Dubrović (ed.) 2001).



Figure 4: Aerial view of Rijeka, 2014.



Figure 5: Rijeka's old city center, port, and hinterland (Port of Rijeka).