Casa Del Marittimo

Gioia Tauro Seafarers' Centre

Politecnico di Milano, AUIC School
Architecture, Built environment, Interiors
AA. 2024-2025

Rachele Cavallo 10747896

Relatore: Pierluigi Salvadeo
Correlatore: Gian Luca Brunetti

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Abstract

This thesis investigates the contemporary condition of seafarers — a global yet often invisible population — by relating lifestyle and welfare systems. On board, the ship operates as a "total institution", where work, rest and private life collapse into a closed hierarchical environment, producing isolation, stress and limited mental recovery. On land, the transformation of ports into hyper-efficient logistical devices — automated and detached from the city — drastically reduces shore leave: contact with solid ground becomes rare, hindered by compressed turnaround times and by physical and regulatory barriers.

Within this gap between theoretically recognised rights and their actual accessibility, the design proposal is located in the Port of Gioia Tauro: a strategic Mediterranean transhipment hub, emblematic for its industrial scale, distance from the urban fabric and lack of integrated welfare infrastructure. The site was also selected following direct discussions with Stella Maris volunteers, which revealed how assistance today often depends on proximity-based initiatives rather than on stable and accessible spaces.

The project proposes a welfare structure capable of functioning during both short and extended port stays: refreshment areas, a shared kitchen conceived as the central device of sociality and domesticity, bathrooms reinterpreted as spaces of self-care, and rooms for prolonged stays. The compositional theme is the portico: a linear architecture partially extending over the water, forming a permeable waterfront that does not aim to alter the image of the port but to make it legible.

The building becomes a promenade connecting the leisure harbour and the container terminal, engaging with the nearby institutional buildings and opening to a mixed public: seafarers, port workers, navigators and citizens.

Through this work, the thesis argues for the need to reinterpret logistical infrastructures not only as economic nodes but as human ecosystems, where the right to pause, social interaction and physical presence on land becomes an integral component of maritime sustainability.

Abstract Ita

La tesi indaga la condizione contemporanea dei lavoratori marittimi, una popolazione globale spesso invisibile, mettendo in relazione stile di vita e strumenti di welfare. A bordo, la nave si configura come una "istituzione totale", dove lavoro, riposo e vita privata collassano in un ambiente chiuso e gerarchico, producendo isolamento, stress e difficoltà di recupero mentale. A terra, la trasformazione dei porti in dispositivi logistici iper-efficienti, automatizzati e separati dalla città riduce drasticamente la shore leave: il contatto con la terraferma diventa raro, ostacolato da tempi di sosta compressi e da barriere fisiche e normative.

Su questa frattura tra diritti teoricamente riconosciuti e possibilità reali si innesta il progetto di tesi, localizzato nel porto di Gioia Tauro: un nodo strategico del transhipment mediterraneo, emblematico per scala industriale, distanza dal tessuto urbano e carenza di infrastrutture di accoglienza integrate. La scelta del sito nasce anche dal confronto diretto con i volontari di Stella Maris, che ha reso evidente come l'assistenza oggi dipenda spesso da iniziative "di prossimità" e non da spazi stabili e accessibili.

Il progetto propone una struttura di welfare capace di funzionare durante soste brevi e prolungate: spazi di ristoro, una cucina comune come dispositivo centrale di socialità e domesticità, bagni reinterpretati come luoghi di cura di sé, e camere per soste prolungate. Il tema compositivo è quello del portico: un'architettura lineare che si sviluppa parzialmente sull'acqua, costruendo un waterfront penetrabile, che non mira a cambiare l'immagine del porto ma a renderla leggibile.

L'edificio diventa una promenade che connette diporto e terminal container, dialoga con gli edifici istituzionali più prossimi ed è pensato per aprirsi a un'utenza mista: marittimi, lavoratori portuali, navigatori e cittadini.

Si sostiene, con questo lavoro, la necessità di reinterpretare le infrastrutture logistiche non solo come nodi economici ma come ecosistemi umani, dove il diritto alla pausa, alla relazione e alla presenza fisica sulla terraferma diventa parte integrante della sostenibilità del trasporto marittimo.

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ANCHE I MARITTIMI HANNO DIRITTO AL RIPOSO
BASTA CON
ANCHE I MARITTIMI HANNO DIRITTO AL RIPOSO

The Invisible Dimension: Lifestyle, Living Spaces, and Welfare Policies for Seafarers in the 21st Century

The maritime transport sector serves as the backbone of the global economy, facilitating the movement of approximately 90% of all internationally traded goods*(1)(2)* . Despite this systemic centrality, seafarers—a nomadic workforce estimated between 1.3 and 1.5 million individuals—frequently remain an invisible social category, operating in contexts characterized by extreme geographical and relational isolation *(3)* . Their lifestyle at sea is defined by a unique combination of psychophysical stress, grueling work schedules, and a forced coexistence within confined spaces that simultaneously serve as both workplace and residence*(4)* .

1. The Ship as a "Total Institution": Routine and Work Cycles

From a sociological perspective, the contemporary merchant vessel can be interpreted through the lens of Erving Goffman's "total institution": a confined environment where the barriers that normally separate the three spheres of life—sleep, leisure, and professional activity—are dismantled under a single authority *(5)*. This condition imposes a "culture of sacrifice" upon seafarers, where individual well-being is systematically subordinated to the operational requirements of cargo management and navigational safety*(3)*.

The daily routine is dictated by rigorous "watch" systems. The most common cycles, such as "6:6" (six hours of duty followed by six hours of rest) or "4:8," chronically fragment the circadian rhythm(6) . In a 6:6 cycle, a worker finishing their shift at noon has only six hours to eat, attend to personal hygiene, do laundry, communicate with family, and attempt to sleep before returning to duty at midnight. This fragmentation prevents the achievement of deep sleep phases, leading to chronic sleep deprivation that compromises long-term health *(7)(8)* . Unlike land-based workers, the seafarer never truly "goes home" at the end of the day. The constant hum of the engine, structural vibrations, and the rolling motion of the vessel penetrate even private spaces, making rest a feat of physical endurance rather than a restorative act .*(9)*

2. The Architecture of Confinement: Evolution of Living Spaces

Historically, the design of merchant ships has prioritized cargo capacity over the quality of crew accommodations*(5)*. Naval architecture is, by nature, an exercise in extreme spatial compression. However, the quality of this physical environment has a direct impact on the personnel's capacity for "mental restoration" and recovery*(10)*.

The cabin represents the only private space for the seafarer, a minimal shell intended to offer refuge from the rigid hierarchies of the ship. While modern vessels have trended toward single cabins with private en-suite facilities, approximately one-third of seafarers still consider their cabin size and storage space inadequate*(9)* . Ergonomics are often sacrificed for

technical efficiency: natural light is limited by small portholes (frequently obscured by containers), and individual climate control is rarely optimal. For younger seafarers, the lack of privacy is an increasing source of stress, particularly in multinational crews where forced proximity can exacerbate cultural misunderstandings or language barriers. The cabin is no longer just a place for sleep; it has become the primary site for digital communication with the outside world, effectively turning into a "technological cell" if internet connectivity is the only bridge to terrestrial reality.

Parallel to the standardization of cabins, there is a worrying trend toward the reduction of communal spaces in favor of commercial cargo. Messrooms and recreational lounges, once the focal point of group cohesion and social culture, have become increasingly cramped, often unable to accommodate the entire crew simultaneously. In many instances, dining and relaxation areas have been combined, eliminating the possibility of mentally "detaching" from the work environment. Furthermore, access to physical wellness facilities, such as gyms or pools, remains a luxury available only on a fraction of the global fleet*(11)*. This architectural deficiency forces seafarers into a sedentary lifestyle during their limited free time, heightening the risk of metabolic and cardiovascular issues Source.

3. Stress Factors and the Frontier of Mental Health

The 21st-century seafarer faces psychological challenges that far exceed those of most land-based occupations . Research indicates that burnout acts as a crucial mediator between high workloads and the onset of sleep disorders and physical ailments.

Isolation is the primary driver of emotional stress*(12)*. Prolonged absence from home, which can last from 6 to 12 months, creates a "work-family conflict" that progressively erodes a worker's resilience. Seafarers exist in a state of temporal limbo, missing significant family milestones—births, birth-


SAFETY FIRS
BE ALERT
SOYO

days, and funerals—leaving them feeling alienated from their own communities. Furthermore, the multinational nature of modern crews can lead to deep-seated loneliness if a seafarer is the sole representative of their nationality on board, facing linguistic barriers that impede social bonding *(12)*. Recent studies show that 25-28% of seafarers exhibit depression scores significantly higher than the general population, with a concerning rise in suicide rates at sea *(13)*.

4. Regulatory Frameworks and the Welfare Paradox

The well-being of seafarers is not merely an ethical concern but a legal requirement under the Maritime Labour Convention (MLC) 2006, known as the "fourth pillar" of international maritime regulation Source . The MLC 2006 establishes minimum standards for accommodation, recreational facilities, food, and medical care.

Italy has ratified this convention, implementing provisions to ensure sustainable living conditions on board . However, practical implementation remains heterogeneous and subject to frequent violations regarding rest periods and service quality Source . This leads to a paradox within the Italian maritime labor market: a severe shortage of officers alongside a surplus of low-skilled labor, driven by the perception that the quality of life at sea is no longer acceptable compared to modern terrestrial standard*(14)* . The Italian welfare system is coordinated by the National Committee for the Welfare of Seafarers (Comitato Nazionale Welfare della Gente di Mare), which operates through territorial committees in major ports, involving organizations like Stella Maris Source . Despite these efforts, support is often fragmented and reliant on the goodwill of the third sector rather than integrated port infrastructure.

On the opposite page: Basketball Game on the Deck of a Commercial Vessel

Source: https://www.teekay.com/

5. Emerging Challenges: Digital Divide and the post-pandemic

In the era of global connectivity, internet access is no longer an optional luxury but a fundamental pillar of psychological welfare. Stable connectivity allows seafarers to maintain affective bonds and access tele-consultancy services, reducing the stigma associated with seeking help*(7)*.

Simultaneously, seafarers face the growing threat of "criminalization" due to increasingly stringent environmental regulations, such as MARPOL Annex VI. While environmental protection is essential, the legal burden often falls disproportionately on shipboard personnel. The fear of being imprisoned in foreign jurisdictions for bureaucratic errors or accidental emissions creates a climate of persistent anxiety and legal insecurity*(15)*. This was further exacerbated by the COVID-19 pandemic, which represented the pinnacle of deprivation for seafarers' labour rights, as the overwhelming majority were forced to work beyond their contractual periods and were denied access to shore, even for medical emergencies. While the initial crew change crisis has largely been resolved, the return to pre-pandemic levels of shore leave has failed to materialise, leading to a situation where sea workers are more isolated and marginalised than ever. This trend is confirmed by port-based welfare providers: 61% of seafarers' centres reported a decline in visitor numbers since the pandemic, while only 15% saw an increase . The pandemic heightened awareness of the importance of social interaction for wellbeing, yet the current reality is a culture of adjustment where excessive workloads and commercial pressures lead seafarers to falsify work/rest records, further eroding the time available for them to benefit from the positive benefits of taking a break from the ship.

6. The Critical importance of Shore Leave

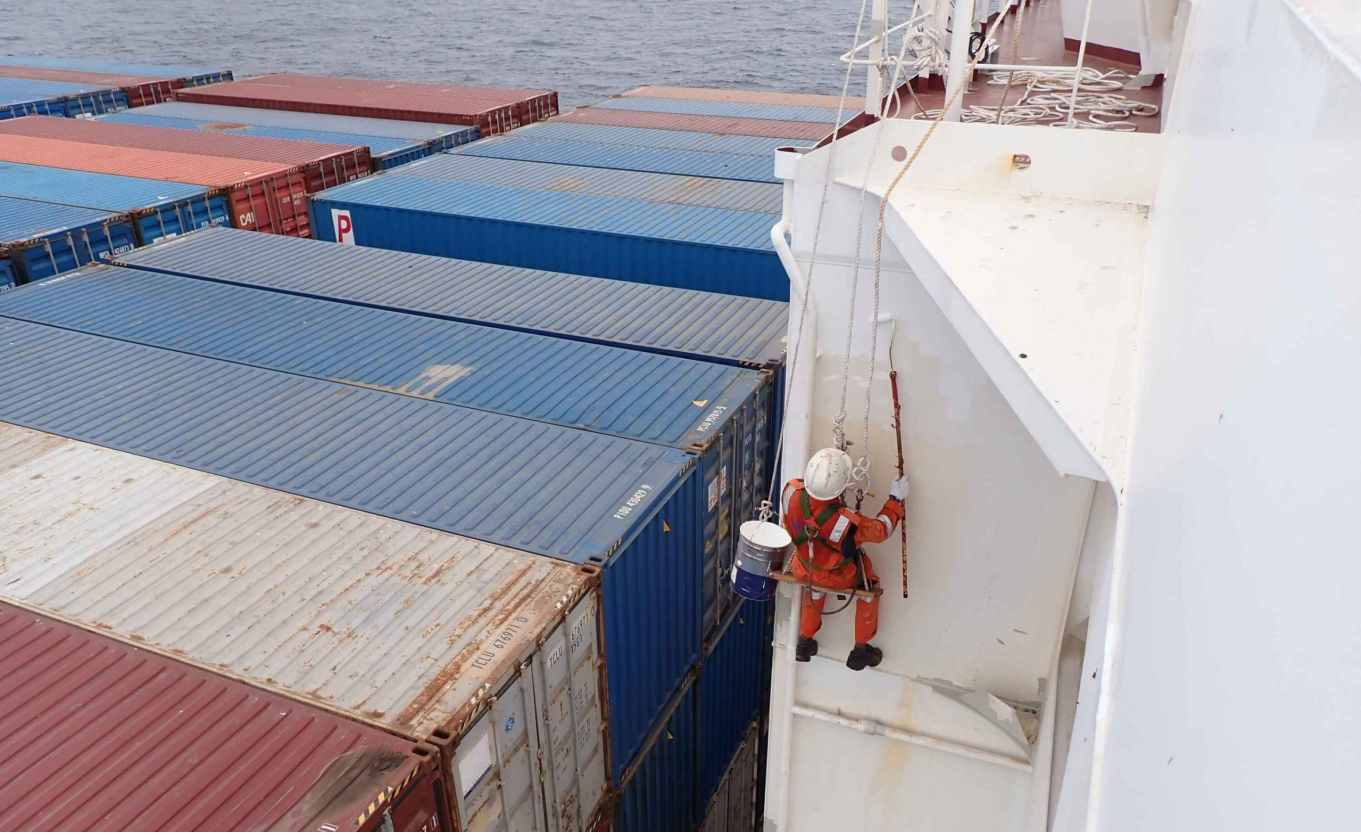
The port represents the critical site for shore leave, an essential moment for workers to "recharge their batteries" Source . Historically, port stays allowed seafarers to reconnect with civil reality, socialize in environments distinct from the ship, and satisfy spiritual or material needs.

Today, 88.3% of seafarers consider shore leave vital for contacting family and distracting themselves from work Source . However, shore leave is under threat. Automation and containerization have transformed ports into hyper-efficient logistical machines located far from urban centers Source . Modern terminals are often "non-places" surrounded by rigid security measures (the ISPS Code) that act as insurmountable physical barriers Source . Port stays for container ships can be less than 24 hours, forcing seafarers to choose between necessary sleep and the opportunity to go ashore Source . Many choose to stay on board, remaining confined for months without ever touching land—a condition that closely resembles detention Source .

The importance of the port visit is therapeutic rather than merely recreational. Leaving the ship means exiting the hierarchy, stopping the engine's vibration in one's bones, and re-establishing an individual identity outside of a professional role . The port, as the interface between sea and land, must return to being a place of welcome and not just a node for transit Source .

The analysis of seafarers' lifestyles and living spaces reveals a profound crisis of the "human element" in global shipping . While ships grow larger and more technologically advanced, the spaces dedicated to the men and women who operate them are shrinking or stagnating. Without a radical transformation that prioritizes psychophysical well-being and the right to social connection, the crisis of maritime vocations will worsen, threatening the stability of global trade.

Port infrastructure must be reimagined not just as logistical nodes, but as civil ecosystems capable of integrating the needs of seafarers. Shore leave must be restored as an effective right, supported by architectural spaces designed for “mental restoration,” intercultural socialization, and proactive assistance. Only by re-humanizing the port and the stay can we ensure social justice for a category of workers who are as fundamental to our world as they are invisible .



Above: Working aloft,
photo by Joeboy Irudhayaraj

Source: The Mission to Seafarers, “Gallery & Contest 2025”, accessed [date], https://missiontoseafarers.com.au/gallery-contest-2025/

On the opposite page: Life at sea,
photo by Raymond A. Mata

Source: The Mission to Seafarers, “Gallery & Contest 2025”, accessed [date], https://missiontoseafarers.com.au/gallery-contest-2025/

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Page 13: Genoa – Port Workers' Strike –
May 1 Demonstration - March

Source: https://www.lombardiabeniculturali.it/fotografie/schede/IMM-2w030-0000185/

Page 16: Inde the Cargo Hold: maintenance in motion,
photo by Edneh

Source: The Mission to Seafarers, "Gallery & Contest 2025", accessed [date],
https://missiontoseafarers.com.au/gallery-contest-2025/

Architecture Of Maritime Welcoming: Structure, Organization, And Crisis Of Port Welfare For Seafarers

1. Reconstruction of an "Ideal Type" Seafarers' Centre

Although every port reality shows specific variations, it is possible to outline an exemplary structural model that defines the modern Seafarers' Centre. This structure is not simply a building; it is a multifunctional interface designed to meet the sensory and relational deprivation caused by life on board.

The standard centre usually consists of areas that reflect the primary needs of seafarers on shore leave:

Connectivity Area: The technological heart. It includes high speed internet workstations and acoustically isolated Wi Fi zones that enable private video calls with families, overcoming the cost and restriction limits of onboard satellite systems.

Social and Leisure Area: Common spaces equipped with pool tables, ping pong, darts and screens for international sporting events. These environments counteract ship hierarchy: rank does not matter and socialisation occurs on an equal civil footing.

Practical Services / Shop Area: A small retail point that goes beyond comfort goods, offering essential items such as local SIM cards, phone top ups, and, in many cases, a depot of hea-

vy clothing (crucial for crews from Southeast Asia arriving in northern climates).

Spiritual Area: Meditation rooms or ecumenical chapels. The modern trend is toward a "Silent Room," a neutral space where seafarers of different faiths (Catholic, Orthodox, Muslim, Hindu) can find icons, prayer rugs or sacred texts, ensuring freedom of worship in a multinational context.

A maritime centre cannot be evaluated solely on its walls; its ability to "reach" the seafarer is essential. The free transport service (shuttle bus) transforms an isolated structure into an accessible refuge. In the post ISPS world, where walking among containers is prohibited and hazardous, the centre's shuttle is the only umbilical cord between the ship's gangway and civil society.

2. The Fragility of the Current System

In recent years the sector has seen a rise in "on board" welfare programmes (ship visiting, satellite Wi Fi). However, this shift does not arise from a seafarer preference for staying on the ship, but rather from the inadequacy or failure of shore based facilities.

Physical reception centres remain indispensable for mental health: the chance to "touch land" and leave the work environment is the only way to break the burnout cycle. If attention moves toward on board welfare, it is because many centres are often geographically marginalised and temporally incompatible. New container terminals are located kilometres from city centres and from the old mariners' club sites. And while the industry operates 24 h / 7 days with ever faster turn around times, many centres follow office like or limited evening hours, rendering the facility useless for crews that have only three or four hours of shore leave during the day.

The fact that the overwhelming majority of these centres rely on public donations and volunteerism indicates the low priority the shipping industry assigns to workers' wellbeing. While

shipping companies generate billions in profit, the “Seafarers’ Centre” often survives thanks to parish collections or charitable grants from unions such as the ITF. This financial precariousness translates into an inability to employ full time professional staff, to keep shuttle services running, or to maintain the facilities, forcing seafarers to remain confined on board.

That’s why the ship visiting programmes (mobile welfare teams that board vessels) have become the default solution. While useful, they cannot replace the psychological benefit of stepping onto solid ground, underscoring the earlier argument that the shift toward on board welfare is a symptom of the failure of shore based centres.

So despite the global recognition of the Seafarers’ Welfare Convention (MLC 2006), many ports still operate under a charity based model that leaves them vulnerable to funding shortfalls and operational constraints The result is a self reinforcing cycle: limited services push crews to stay on board, which in turn reduces demand for shore facilities, making it harder to justify sustained investment.

3. Specific Cases

3.1 The Case of China: From State Welfare to Market Exclusion

China, the world's largest port State, ratified the MLC 2006 in 2016, yet visiting seafarers still face a "substantial gap" in welfare provision.

The Decline of International Seafarers Clubs (ISCs): In the 1950s, China operated over 30 ISCs as part of its foreign policy, providing free transport and social opportunities. Today, about half have closed or ceased welfare operations . Many former clubs, such as those in Shanghai and Ningbo, have been converted into commercial hotels where the "ISC" name is used only as a marketing brand.

The Funding Crisis: Most remaining ISCs (currently 16 are listed) struggle to survive as the State has withdrawn funding). Under the current grading system, only "Grade I" clubs receive full funding; "Grade III" clubs must rely entirely on the market, often leading them to focus on profitable hospitality rather than seafarer welfare.

Geographical Marginalisation: The development of mega-ports, such as Yangshan Deep-Water Port (located 32.5 km from Shanghai), has rendered city-centre clubs unreachable). Consequently, 28% of seafarers in Chinese ports are unable to take shore leave—a rate nearly six times higher than the 5% average in non-Chinese ports .

Negative Experiences: Survey data indicates that 53% of seafarers in China had negative experiences, citing a lack of services, language barriers, or being overcharged Specifically, taxi drivers frequently overcharge seafarers for transport from isolated port gates to shopping areas

3.6.2 Africa and the Black Sea: Security and InformalitySimilar "shadow" patterns appear in other regions where the institutional infrastructure of welfare is fragile.

3.2 Sub-Saharan Africa

Welfare is often non-existent or restricted to informal, unregulated markets. Security concerns in industrial port zones and the absence of dedicated shuttle buses effectively trap seafarers on board. The lack of a "united front" between port authorities and NGOs means that welfare is often left to "vendors" who trade on board, often providing poor-quality goods or pirated items

3.3 The Black Sea Basin

Ports in this region often suffer from fragmented infrastructure where a single club must serve widely dispersed berths. Without a dedicated transport mechanism (the "umbilical cord"), these centres remain "temporalily incompatible" with modern shipping's rapid turnaround times.

3.4 Western ports

The evidence suggests that, on average, Western ports provide a somewhat higher quality welfare system than many ports in China, sub Saharan Africa or the Black Sea basin.

Seafarers' Club Rotterdam (also known as Zeemanshuis Flying Angel) operates under an independent foundation linked to the Mission to Seafarers. It is open only on Tuesday, Wednesday and Thursday from 18:00 to 22:00, reflecting volunteer availability. Services include a free pick up arranged via WhatsApp, computers, pool table, and a chapel. Funding relies almost entirely on sponsors and the modest profit from snack and beverage sales (alcohol excluded).

Seafarers Centre Vlissingen (The Bridge) exemplifies an ecumenical collaboration that serves as a critical hub for the ports of Zeeland, offering a more structured environment thanks to cooperation among several maritime welfare agencies.

Mission to Seafarers – Thunder Bay (Canada)
Located on the north shore of Lake Superior, this centre is vital for its extreme climate context. Its primary function is the distribution of winter clothing. Many seafarers arrive to load grain without appropriate gear for sub zero temperatures. The centre runs an intensive "shoebox" gift box programme and a robust ship visiting schedule, compensating for the difficulty of disembarking in adverse weather.

The Flying Angel Centre (Gibraltar) Situated at a strategic Mediterranean node, Gibraltar's centre must handle huge trans shipment flows. Operated by the Mission to Seafarers, it is not only a relaxation point but also a logistical hub where crew members awaiting flights or onward embarkation obtain bureaucratic assistance and shelter.

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1,2 Seafarers' Club Rotterdam

Source: https://seafarersclubrotterdam.nl/

3 Seafarers' Club Vlissingen

Source: https://restaurantguru.com/The-Mission-to-Seafarers-Ritthem

4 Mission to Seafarers – Thunder Bay (Canada)

Source: https://missiontoseafarersthunderbay.ca/

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5, International Seafarer's Centre The bridge, Oostvoorne (Port of Rotterdam)

Source: https://www.rotterdamportwelfare.com/welzijnsorganisaties/international-seafarers-center-the-bridge/

5, The Flying Angel Centr Gibraltar

Source: https://www.facebook.com/photo/?fbid=122152686080533379&set=pcb.2398880743810379

3


SEAFARER'S CENTRE

4


INT. SEAFARERS CENTER THE BRIDGE

5


MEDITERRANEAN MISSION TO SEAFARERS
ANGEL CLUB
HAMBURG

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Grangemouth Centre (UK) is run by the Sailors' Society and typifies the British welfare model with a strong focus on psychological support. In Scotland, collaboration between the port authority and welfare centres is tighter than in many other countries, allowing better integration of transport services.

Seamen's Club Rouen follows the French "foyer" model, where institutional support is more formalised. Rouen's river port is spread over many berths; the club therefore acts as a gravity centre, drawing seafarers back toward the urban environment.

Mission to Seafarers – Hobart (Australia)Hobart's centre is a positive example of welfare linked to a niche port (gateway to Antarctica). Seafarers praise Hobart for its friendly atmosphere and high quality transport service. Because the port experiences less commercial pressure than major Asian hubs, the Hobart centre can maintain a near personal relationship with crews, demonstrating that lower commercial intensity allows physical welfare to function effectively.

Seemannsmission -Duckdalben (Hamburg): This world renowned centre benefits not only from donations but also from institutional funding and direct support from the Hamburg Port Authority, which recognises welfare as part of port competitiveness.

Stella Maris Seafarers' centre - Melbourne is organized as a domestic-scale shared house: it includes a lounge with sofas and tables, internet and phone area to contact families, a small kitchen/refreshment space, private rooms for assistance and listening, and a discreet chapel. It is not located inside the operational port but in the urban area nearby, reached through volunteer pick-up.

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Seafarers' centre in Hamburg-Altona operated by the Deutsche Seemannsmission, is part of the long Northern European tradition of Seamen's Homes: urban facilities dedicated to maritime workers that combine hospitality, social interaction, and spiritual support. In addition to the seafarers' club, the building includes a small hotel, a chapel, and shared community spaces, offering services such as Wi-Fi, pastoral care, and social assistance. Compared with many centres run by international organisations such as Stella Maris or The Mission to Seafarers—often located inside port terminals and characterised by more basic facilities—the Hamburg centre benefits from a longer institutional tradition, its integration within the German church-based welfare system, and its location in one of Europe's major ports, factors that contribute to greater resources and a more articulated architectural structure.

7,8,9,10, Seemannsmission -Duckdalben (Hamburg)

Source: https://www.facebook.com/seamansclubDUCKDALBEN/

11,12,13,14, Seamen's Club Rouen

Source: https://www.facebook.com/seamenrouen/

15 Mission to Seafarers Halifax, Canada

Source: linkedin.com/company/mission-to-seafarers-halifax-ns?originalSubdomain=ca

16 Mission to Seafarers - Hobart Station

Source: https://www.churchesoftasmania.com/2022/01/no-1040-hobart-mission-to-seafarers.html

17 Seemannsheim Hamburg-Altona (Deutsche Seemannsmission). Photo by Nightflyer, 2008.

Source:Wikimedia Commons, Licensed under Creative Commons Attribution 3.0 (CC BY 3.0).

18 Seemannsheim Hamburg-Altona (Deutsche Seemannsmission). Photo by Nightflyer, 2008.

Source: https://www.facebook.com/photo?fbid=724653773040744&set=pcb.724653863040735

Stella Maris and the Maritime Welfare Infrastructure in Italy

The Italian maritime welfare system is coordinated by the National Committee for the Welfare of Seafarers, established in 2006 and structured into numerous local territorial committees. Stella Maris represents the main operational arm of this system and is present in at least 22 Italian ports.

1. Historical Development and Institutional Framework

The roots of Stella Maris date back to the late nineteenth century, with independent initiatives promoted by the Apostleship of Prayer and the Society of St. Vincent de Paul in several European and American ports. However, the formal foundation took place in Glasgow in 1920 under the guidance of figures such as Arthur Gannon and Peter Anson. Formal approval from the Holy See arrived in 1922 under Pope Pius XI, who encouraged the expansion of the apostolate across all hemispheres.

A major structural turning point occurred in 1997 with the Motu Proprio Stella Maris of Pope John Paul II, which formalized the ministry as an official work of the Church under the

direction of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People. In 2020 the organization officially adopted the single name "Stella Maris" to reflect its global identity and the way it was already known among seafarers worldwide.

Stella Maris operates as a global network coordinated by a General Secretariat in the Vatican. At the national level, branches are integrated within local Bishops' Conferences. In Italy, activities are managed by the National Office for the Apostleship of the Sea under the Italian Episcopal Conference. Every major port is served by a port chaplain assisted by teams of volunteers and pastoral agents forming what is often described as the "parish of the sea".

The core activity is ship visiting, described as a "ministry of presence". Stella Maris intervenes to mitigate the effects of this isolation through provision of SIM cards, phone credit and high-speed Wi-Fi, logistical support, legal and pastoral assistance (intervention in cases of ship abandonment, labour abuse or delayed wages),material aid such as distribution of warm clothing, hygiene kits and gifts.

Deacon from Stella Maris Genoa

Source: The Medi Telegraph, "Stella Maris Genova: ecco il bilancio dell'attività", 20 February 2021, https://www.themeditelegraph.com/it/markets/regulation/2021/02/20/news/stella-maris-genova-ecco-il-bilancio-dell-attivita-1.39932430/

2. Three Types of Welfare Infrastructure

1.1 “Inside the Fence” Centres

Since they are within the secure port area, these are the most difficult to manage due to anti-terrorism security regulations (ISPS Code). Here the Stella Maris centre (such as Genoa Voltri)acts as an extension of the ship: seafarers can reach it without completing full immigration exit procedures. It is a place of immediate decompression.

1.2 “Urban Hubs”

Such as Ravenna. These require a transport system (shuttle service). Seafarers perceive them as a real escape from the ship. Spaces are larger because they include recreational areas (billiards, kitchen, lounge) allowing workers to spend 3–4 hours outside the working environment.

1.3 “Virtual / Mobile Centres”

In ports such as Gioia Tauro or Augusta, where a dedicated large building is not always present, the physical place becomes the minibus itself. The Stella Maris van functions as a mobile office, travelling Wi-Fi centre and first listening point.

3. Legal and physical barriers: Ports as Fortresses

2.1 The Fence and the Sterile Zone

In maritime logistics, the “fence” refers to the physical perimeter -often composed of high-security fencing, thermal cameras, and biometric gates- that separates the sterile industrial zone of a port from the public urban space.

Being “inside the fence” means being within a highly regulated area where every movement is tracked. For a seafarer, this area is a “non-place.” It is an industrial landscape of moving cranes, automated straddle carriers, and towering container stacks.

Modern terminals (like Genova Voltri or Gioia Tauro) are often located kilometres away from the nearest town. Walking

is strictly prohibited for safety reasons (risk of being crushed by heavy machinery), meaning a seafarer is effectively a prisoner on their own ship unless a vehicle picks them up.

When a Stella Maris centre is located "inside the fence" (as in Voltri), it serves as a safety valve. It allows seafarers to step off the ship into a "human" environment without technically "leaving" the high-security zone. This avoids the logistical nightmare of formal immigration checks for a simple 30-minute break.

The primary driver of this isolation is the International Ship and Port Facility Security (ISPS) Code. Developed by the IMO (International Maritime Organization) following the September 11 attacks, it came into force in 2004 to detect and deter security threats to ships and port facilities.

The ISPS Code prioritises security over the psychological well-being of the crew. In many terminals, the cost of providing "escorted transport" through the sterile zone to the gate is high. If the ship owner or terminal operator refuses to pay for this escort, the seafarer is denied Shore Leave, even if they are legally entitled to it.

Stella Maris acts as a "logistical lubricant" between the ISPS regulations and the seafarer's rights: Stella Maris vans often have "permanent passes" to enter the sterile zone. They provide the mandatory escorted transport that terminals are often reluctant to provide.

In ports where the "fence" is impassable, Stella Maris chaplains use WhatsApp and digital platforms to "enter" the ship virtually, providing support when seafarers are physically "trapped" by regularions.

2.1 Documentation

The Legal Requirements for Shore LeaveEven if a seafarer can physically reach the port gate, they must pass through a formal border. Under the Maritime Labour Convention (MLC) 2006, shore leave is a fundamental right, but it is subject to national immigration laws. In Italy (part of the Schengen Area), the requirements are strict: seafarers need to show Essential Identity documents such as Seafarer's Identity Document (SID), the Seaman's Discharge Book recording the seafarer's service history, Passport, necessary for non-EU nationals, and the temporary Shore Pass, issued by the Border Police at the request of the ship's Master. This pass allows the seafarer to stay in the immediate vicinity of the port city for the duration of the ship's stay. It does not allow travel deep into the country or across borders.

For many seafarers (e.g., Filipinos, Indians, Indonesians), entering Italy requires a Schengen Visa.

If a seafarer does not have a valid visa, they are often restricted to the "sterile zone" or the ship itself.

This is where the physical location of the centre is vital. If the Stella Maris centre is located inside the port perimeter (before the immigration booth), even "non-visa" seafarers can usually visit it, as they haven't "legally" entered Italian territory.

4. Stella Maris Ravenna

Ravenna is a destination port characterized by very long quays (over 40 km) and extended berthing times.

The port records approximately 2,500–2,800 ship calls per year. Because bulk cargo operations are slower, there are often 30–40 vessels moored simultaneously, resulting in a constant presence of roughly 600–800 seafarers in the port.

Port stays are long (3–7 days), significantly increasing the likelihood that seafarers go ashore.

Via Paolo Costa centre, being located in the city, functions as an evening recreational hub. In 2024, actual data shows an average of 35–40 seafarers transported every day by shuttle vans to the centre or nearby shopping areas.

It is made of multimedia room for private video calls (new, 2024); indoor reception space used as an evening gathering point, counselling and assistance office; refreshment area (drinks and snacks) and a religious space.


10km
5km

5. Stella Maris Genova

Genoa represents Italy's main port gateway and functions as a fast-turnover hub port.

The harbour records approximately 7,000–8,000 ship calls per year and usually hosts between 20 and 30 commercial vessels simultaneously across its basins (Sampierdarena, Voltri and Multedo). This generates a constantly shifting maritime population: container and bulk ships carry on average 20–25 crew members each, meaning roughly 400–500 seafarers are present at any given time, while cruise ships can bring over 1,000 crew members each, raising the temporary population by up to 3,000 additional workers on peak days with multiple vessels in port. Berthing times are extremely short for container ships (12–24 hours) and moderate for bulk carriers (2–3 days), making shore access particularly difficult.

Within this context Stella Maris operates through three strategic centres responding to the different operational environments of the port.

Dinegro Centre (Headquarters), located in Piazzetta Don Bruno Venturelli 9, functions as the administrative hub and reception space for seafarers near the city centre.

Stella Maris Voltri (VTE – Container Terminal) serves the commercial shipping sector and provides a refuge from the sterile industrial environment of modern terminals. The centre can physically host approximately 30–40 people at a time in its common rooms, but its micro-hospitality system — shuttle transport and onboard visiting — allows outreach to more than 100 seafarers per day. Here workers have access to private internet stations, a chapel and a small shop for basic necessities.

On the opposite page: Port of Ravenna, orthophoto


400m
3 km
2.5 km

Ponte Andrea Doria Centre (Cruise Terminal) is dedicated to cruise crews and onboard hotel staff, with opening hours adapted to passenger flows and shift schedules.

Because of the speed of port operations, the Genoa team also extends its activity beyond physical facilities through proactive contact via social media and WhatsApp with ships anchored offshore or in dry docks, expanding the ministry of presence even during very short port stays.

Ponte Andrea Dorie Centre, interior

Source: Shipping Italy, "Per Stella Maris una nuova casa presso Stazioni Marittime di Genova", 11 April 2024, https://www.shippingitaly.it/2024/04/11/per-stella-maris-una-nuova-casa-presso-stazioni-marittime-di-genova/

On the opposite page: Port of Genova, orthophoto

6. Underserved Ports

Italian ports with the most limited coverage by Stella Maris are generally those combining low levels of commercial traffic with more recent or highly specialized port infrastructures, where the industry's interest in maritime welfare is still developing. Among these, the following stand out:

Porto di Sarroch (Sardegna) – home to the largest refinery in Italy, it is a highly specialized terminal for petroleum products. Strict safety regulations and the hazardous nature of the cargo limit access to reception facilities for seafarers; the presence of Stella Maris is sporadic and often restricted to occasional volunteer visits, without a permanent physical centre.

Porto di Milazzo (Sicilia) – the main ferry hub toward Calabria and Greece, it has a strong passenger traffic component but few facilities dedicated to bulk-carrier crews. The absence of an "inside the fence" building makes it difficult to provide on-site connectivity services and legal assistance.

Porto di Crotone (Calabria) – traffic consists of fishing vessels and small commercial boats; the limited volume has not prompted port authorities to establish agreements with Stella Maris, leaving seafarers without a physical point of reference.

Porto di Gioia Tauro (Calabria) – although one of the largest container terminals in the Mediterranean, its rapid expansion has outpaced the capacity of the Stella Maris organization to establish a permanent centre. Assistance here takes place mainly through mobile units (visiting vans), which cannot guarantee the same continuity of services as the urban centres of Genova or Ravenna.

in CONVERSATION with STELLA MARIS

After attempting to initiate a discussion via email with the Stella Maris association and its various local branches, I was able to arrange a virtual meeting with two volunteers from Stella Maris Genoa, who were willing to speak about their work and provide concrete information regarding the assistance offered to and requested by seafarers.

Reconstructed conversation, 18/04/2025

Based on notes taken during the meeting

R

Asks how welfare assistance for seafarers is organised in Italy.

V

Describe a national welfare network coordinated by the National Committee for the Welfare of Seafarers, which brings together Stella Maris, port authorities and maritime unions. They explain that local committees also operate at territorial level and that the Genoa network is particularly active.

R

Asks whether seafarers still use physical seafarers' centres

V

Report a strong change over the past decade: port calls have become shorter and crews rarely go ashore. As a consequence, many centres have downsized or closed because they are no longer perceived as necessary destinations. Even their own facility, located inside the port close to the terminals, records very few visitors — on average someone arrives only two days out of the five opening days per week.
They explain that shore leave is often technically long enough (around 4–6 hours), but bureaucratic procedures reduce the usable time, and when seafarers do leave the port they frequently prefer to walk in the city centre, which in Genoa is immediately adjacent to the harbour.

R
Observes that it is understandable to prefer open urban space rather than another enclosed environment.

V
Agree and note that their facility is physically small and not particularly attractive, despite being probably the best Italian centres in terms of spatial quality. Limited financial resources strongly constrain the environment they can provide.

R
Asks how the centre is funded.

V
Explain that activities rely mainly on donations, charity events and volunteer work. Important supporters include the shipping company GNV (Grandi Navi Veloci, MSC Group), which organises fundraising initiatives and supports hospitality activities together with port welfare organisations, and the ITF (International Transport Workers' Federation), the global maritime unions' federation, which provides financial assistance when necessary.

R
Asks whether alternative European models exist.

V
Mention the Seafarers' Centre in Hamburg, funded through a mandatory levy paid by ships calling at German ports — a system made possible by a stronger implementation of the Maritime Labour Convention (MLC). They note that in Italy such a contribution is not compulsory.

R

Explains the intention to design an architecturally attractive structure capable of enhancing the port environment and asks who could realistically finance such a project.

V

Suggest that shipping agencies — for example Assagenti — could potentially act as promoters or supporters.

R

Asks which port context might most need such an intervention.

V

Propose several cases: Porto Marghera, where welfare services exist but without a dedicated facility; Vado Ligure, a new container terminal and cruise port currently served by the obsolete Savona centre; and Gioia Tauro, identified as particularly significant due to its scale, isolation from the city and the almost complete absence of a physical Stella Maris structure.

CHAPTER II


GIOIA TAURO

Port of Gioia Tauro

The Port of Gioia Tauro represents one of the most complex and significant examples of industrial planning and maritime evolution in the Mediterranean. Originally conceived in the 1970s as a massive industrial infrastructure to support a steel plant that was never built, it has transformed into Italy's leading container port and a primary global transhipment hub. This extensive analysis explores its historical trajectory, the political and social debates that have shaped it, its physical and regulatory structure, and its pivotal role in the global supply chain.

1. The "V centro siderurgico"

1. Historical Evolution and the "V Centro Siderurgico"

The origins of the Port of Gioia Tauro are rooted in the socio-political tensions of the early 1970s. Following the 'Reggio riots' of 1970, which were sparked by regional administrative decisions, the Italian government introduced the "Colombo Package. This was a massive investment plan intended to provide compensation and economic development to Calabri. A central pillar of this plan was the construction of the "Fifth Italian Steel Centre" (V Centro Siderurgico) in the Gioia Tauro Plain.

To support this industrial giant, an artificial port was planned to handle raw materials and finished steel products. The

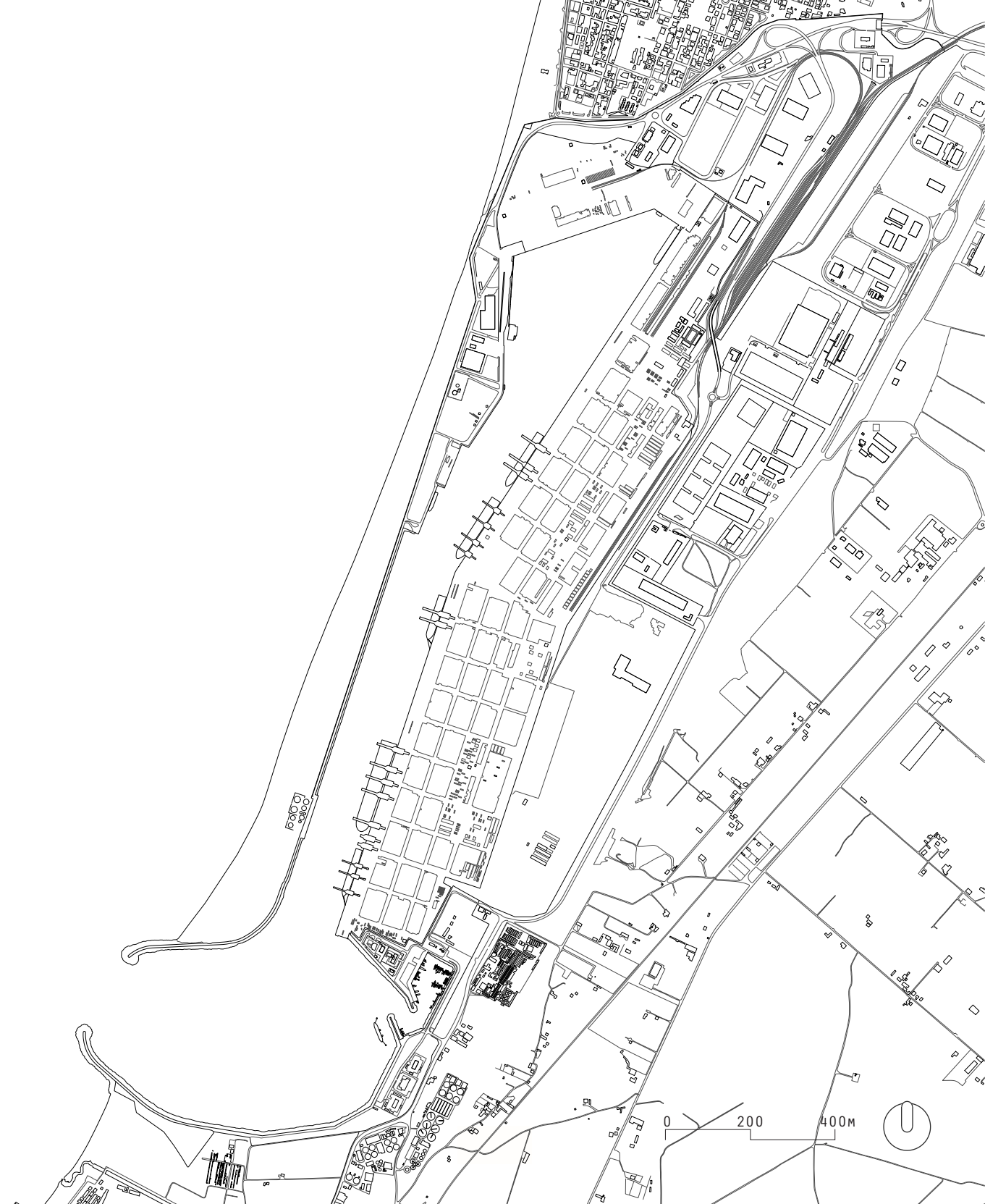
project involved a monumental engineering effort: excavating a massive channel and building quays in an area previously dedicated to citrus farming. The first stone was laid on April 25, 1975, by Giulio Andreotti, then Minister for the Cassa per il Mezzogiorn. During the ceremony, Andreotti famously remarked on the local population's distrust of government promises, noting that "the first stone is often not followed by the second".

By the late 1970s, the international steel industry entered a profound crisis, leading to the abandonment of the steel plant project in 1979. For over a decade, the port remained an unused "large swimming pool," a symbol of planning failure and wasted public resources. Various conversion plans were discussed, including a coal-fired power plant, but most faced strong local and environmental opposition and were never realised.

2. The Transhipment Revolution

The port's fate changed in the early 1990s when Angelo Ravano, founder of the Contship Italia Group, identified the site's unique potential. Ravano described the quays as the most beautiful in Europe after Rotterdam and proposed developing a container transhipment hub Source. This model involves large "mother ships" on intercontinental routes offloading containers to smaller "feeder" ships for regional distribution.

In December 1993, a protocol of intent was signed between the Italian government and Contship, leading to a 50-year concession Source. The Medcenter Container Terminal (MCT) was established to manage operations. The first ship, the CMBT Concord, entered the port in September 1995, marking the start of a period of rapid operational growth. Gioia Tauro quickly became the premier transhipment hub in the Mediterranean, overtaking historical ports like Genoa and reaching a 29% market share in Italy by 1997.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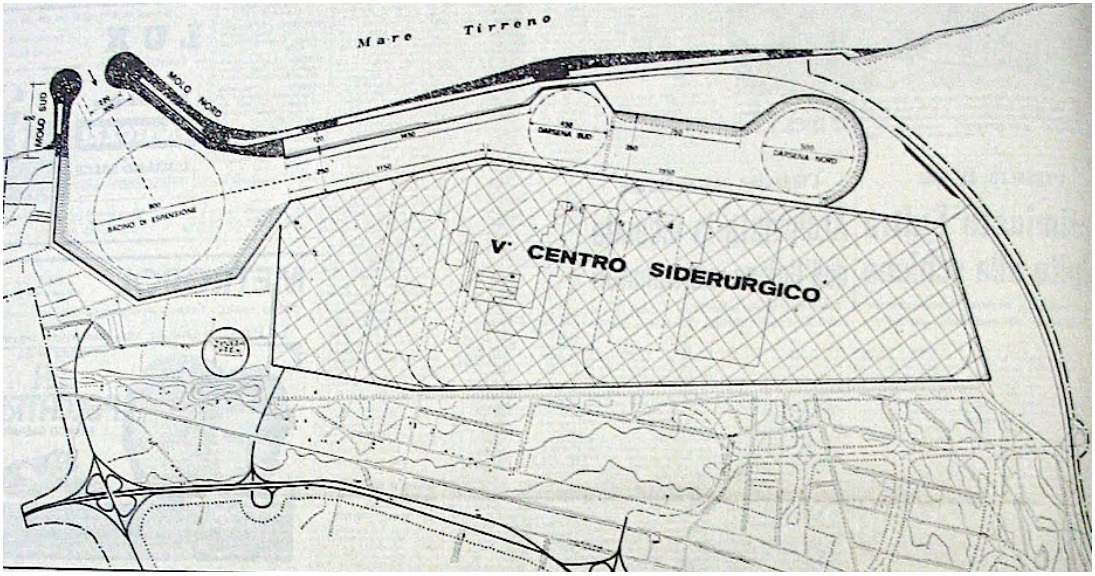

Above: Masterplan of the proposed Fifth Steel Centre in Gioia Tauro

Source: Edicola di Pinuccio, "Gioia Tauro, 1975. Quando Andreotti pose la prima pietra del Porto. Le cronache dell'epoca su una giornata non senza misteri", 7 May 2013, https://www.edicoladipinuccio.it/gioia-tauro-1975-quando-andreotti-pose-la-prima-pietra-del-porto-le-cronache-dellepoca-su-una-giornata-non-senza-misteri/

Page 58-59: The area of the Fifth Steel Centre, Photos by Michele Marino

Source: Inquieto Notizie, "La prima pietra, da Andreotti a Ravano", 24 april 2017, https://www.inquietonotizie.it/la-prima-pietra-da-andreotti-a-ravano/

Anno Primo Numero 2 APRILE 1977

PIANADOMANI

informazione · attualità · costume

Direzione · Redazione · Amministrazione
GIOIA TAURO · Via Rimembranze n. 36

PERIODICO MENSILE

UN NUMERO L. 250
Abbonamenti: ordinario L. 3.000 (Est
Sostenitore 10.000 · Benemerito 20.0

Critiche e consensi

La CEE dice NO al SIDERURG

A Bruxelles il progetto definito sarà utile nè opportuno - Il Governo pronto ad una revisione del programma? - Si avanzano le prime ipotes
la Giunta Regionale, i parlamentari calabresi e i sindaci della Piana di Gioia Tauro non possono restarsene con le mani in mano e disposti soltanto

Il secondo numero di PIANADOMANI- che esce con leggero ritardo rispetto alla sua normale scadenza per cause indipendenti dalla nostra volontà - ci offre la possibilità di alcune riflessioni, di tare delle giustificate considerazioni.

Il favore con il quale è stato accolto alla sua prima uscita, che non ci fa illudere, lascia intendere un interesse per l'iniziativa, certamente giustificato, che, forse, non ci saremmo aspettati. Ciò sta a significare, dunque, che non è vero che tutto è destinato, in questa nostra Piana, a passare sotto silenzio e nella indifferenza.

I consensi, le critiche, i rilievi, le proposte, sono venuti. Il che vuol dire che siamo riusciti a dire qualcosa, che abbiamo avviato un discorso a più voci sulla realtà odierna del comprensorio destinato a raccogliere certi frutti.

Dicevamo di consensi e di critiche; i primi ci hanno fatto piacere perché ciò significa che il nostro sforzo è stato apprezzato; le altre sono state stimolanti nel cercare di fare meglio PIANADOMANI dando al giornale certi contenuti: ma è logico che sarà il tempo - con l'intervento di tutti - a far sì che esso possa soddisfare determinate esigenze.

Ci è stato rimproverato - da qualche parte - che PIANADOMANI abbia affrontato nel primo numero taluni argomenti un po' troppo blandamente. E ricordiamo a questo proposito che siamo allo inizio della vita del giornale e che resta fermo l'impegno di tutti noi di batterci per i problemi della Piana, ma anche che se c'è chi pensi che esso sia destinato a lasciar passare sotto silenzio determinate realtà si sbaglia di grosso.

La realtà del comprensorio è quella che è a cominciare dalle amministrazioni comunali in crisi continua con maggioranze perennemente instabili (a fedele copia di quanto succede più in alto, alla Provincia e altrove). E' solo un esempio di quanto nella Piana oggi si registra: ma i problemi sono tanti, troppi, forse.

Ed è per questo che ci auguriamo di poter continuare sulla strada intrapresa che non sarà facile né certamente libera da ostacoli. Ma le "difficoltà" non ci spaventano, decisi, come siamo, ad andare avanti, specialmente se avremo con noi il conforto e l'incoraggiamento di quanti ci leggeranno.

Gioacchino Sacco

Siamo al *dunque*. La notizia, non ancora ufficiale, è già di dominio pubblico. Se ne parla con insistenze negli ambienti politici romani e a Reggio Calabria (mentre i responsabili dell'ASI sicchiano...). I Sindaci della Piana manifestano le loro preoccupazioni miste a perplessità.

Il quinto centro siderurgico sta per "*saltare*", significa cioè che forse, o probabilmente, non si farà più.

La sovrapproduzione di acciaio, la crisi economica e tutto il resto imporrerebbero una revisione del programma e per questo il Governo Italiano - con Donat Cattin in testa, un Ministro che non è mai stato tenero con la Calabria e nei confronti del "pacchetto Colombo" osteggiando fino all'incredibile il "*progetto Gioia Tauro*" - sarebbe pronto a rivedere il tutto.

Già nello scorso febbraio la CEE (Comunità Economica Europea) aveva lasciato intendere chiaramente che non avrebbe dato il suo consenso alla realizzazione dei nuovi impianti in Calabria per tutta una serie di motivi.

E in quell'occasione una nota di una agenzia - che aveva diramato da Roma una informazione "*scappato*" da Bruxelles dove in una riunione (se non segreta certamente molto riservata) era stato affrontato l'argomento, e concluasi con la decisione degli organi responsabili della CEE di dare all'Italia quasi un aut aut sul quinto centro siderurgico - passò inosservata a quasi tutta la stampa. Il resto lo si è avuto dopo, a distanza di un mese circa, allorquando il commissario Davignon, nella capitale belga, nel corso di una conferenza stampa ha detto senza mezzi termini, chiaramente, che un "*progetto come quello di Gioia Tauro non è né utile, né opportuno*" ribadendo tra l'altro che non era da escludersi il ricorso da parte della commissione CEE all'art. 4 del trattato della CECA allo scopo di poter controllare rigidamente i nuovi investimenti nel settore. Unica immediata conseguenza: il "*programma Gioia Touro diventerebbe automaticamente irrealizzabile*".

E a questo punto nei meandri dei ministeri romani si scopre il mistero e si viene a sapere nientedimeno che il Governo non ha mai chiesto alla Comunità Economica Europea un "*parere di conformità* sul siderurgico di Gioia Tauro e che forse in questo momento - più d'ogni altra cosa - teme di farlo per non rischiare il gran rifiuto.

Come dire, insomma, che i nostri governanti per tanti anni - con l'avallo forse inconsapevole della deputazione parlamentare calabrese, del Governo Regionale e, involontariamente, delle Amministrazioni Locali - hanno continuato a bleffare giocando sulla pelle dei calabresi e di quanti ancora si erano illusi che il processo di avviamento della industrializzazione della regione più povera d'Italia fosse destinato ad innestarsi a breve termine.

Per questo, *dunque*, con incredibile faccia tosta e con una dose di leggerezza insospettabile si prospettano ora le soluzioni alternative.

Il porto di Gioia Tauro - si dirà, ne siamo certi - sarà il ponte col nord Africa, sarà il collegamento ideale per le fabbriche di attrezzi agricoli e di mezzi meccanici industriali (che saranno destinati ai Paesi in via di sviluppo, ai nuovi amici dell'Italia che continua a chiedere elemosine e collette a destra e a manca), in predicato di sorgere al posto del siderurgico.

Ma evidentemente si è dimenticato che proprio recentemente, esattamente il 28 gennaio scorso, l'on. Bova, calabrese di Catanzaro, democristiano, Sottosegretario alla Partecipazioni Statali, rispondendo a delle interrogazioni rivolte in merito al Governo, ha confermato che il quinto centro siderurgico sarebbe stato realizzato e che il progetto sarebbe stato portato a termine secondo le vecchie previsioni che avrebbero consentito l'impiego di 7500 persone.

Siamo dunque in un vicolo cieco? Abbiamo subito per tanto tempo dalle allegre e irresponsabili bugie con le quali si è scherzato sul futuro di una intera regione e sulle illusioni e le speranze di tante povera gente? Ci sarebbe da supporlo e niente ci meraviglierebbe - dobbiamo ammetterlo e constatarlo con am
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Motivi tecnici hanno impedito la regolare uscita di questo numero di
PIANADOMANI
Ce ne scusiamo con i nostri lettori e con gli abbonati.

- SOMMARIO -

Pianadomani, April 1977

Source: Inquieto Notizie, "La prima pietra, da Andreotti a Ravano", 24 april 2017, https://www.inquietonotizie.it/la-prima-pietra-da-andreotti-a-ravano/

FARANNO UN PORTO: a cosa servirà

COME ERA, COME E' OGGI L'AREA DESTINATA AL BACINO PORTUALE DI GIOIA TAURO E ALLA ZONA INDUSTRIALE DELLA PIANA.

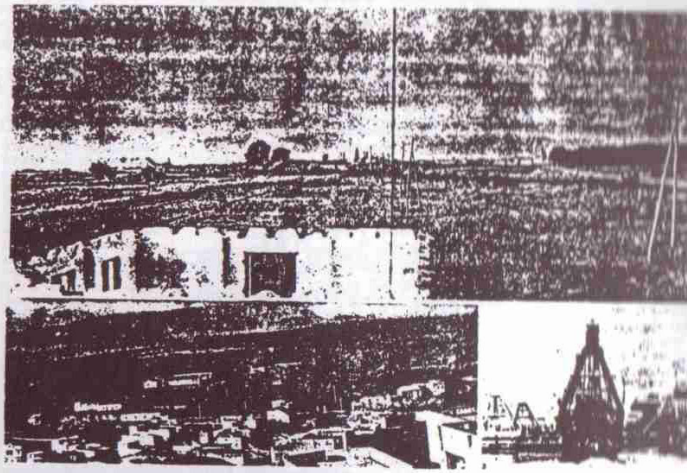
UNA PROFONDA TRASFORMAZIONE DEL PAESAGGIO, UN LAVORO CICLOPICO DESTINATO A CAMBIARE IL VOLTO DI UN ANGOLO DELLA CALABRIA.

DOVE C'ERA IL VERDE DEGLI AGRUMETI E DEGLI ULIVETI SECOLARI CI SARA' L'ACQUA DI UN PORTO ARDITO E MODERNO. CI SARANNO FORSE LE FABBRICHE SI SUSSURRA. INFATTI, CHE IL QUINTO CENTRO SIDERURGICO POTREBBE RESTARE SOLO UNA FAVOLA, CHE IL GOVERNO NON SIA NELLE CONDIZIONI DI POTER PASSARE ALLA SUA REALIZZAZIONE PERCHE' LA CEE (COMUNITA' ECONOMICA EUROPEA) - E DI QUESTO CI OCCUPIAMO IN ALTRA PARTE DEL GIORNALE- IMPONE IL VETO IN CONSIDERAZIONE DELLA CRISI ECONOMICA CHE ATTANAGLIA IL PAESE.

MA ALLORA QUESTO PORTO A QUALE SCOPO VIENE REALIZZATO? A CHE COSA SARA' DESTINATO?

SI FANNO IPOTESI, CONGETTURE. SI CERCA DI DARE UNA GIUSTIFICAZIONE AI 200 E PIU' MILIARDI CHE PER L'OPERA, UNA VOLTA FINITA, SARANNO SPESI

I LAVORI, INTANTO, PROSEGUONO A RITMO SOSTENUTO, ANCHE SE I LIVELLI OCCUPAZIONALI CONTINUANO A RESTARE BASSI RISPETTO ALLE PREVISIONI; LE DRAGHE CONTINUANO A RESTARE A POMPARE MATERIALE SOFFICE PER RIBUTTARLO IN MARE; LE BANCHINE COMINCIANO A PRENDERE FISIONOMIA, I MOLI ESTERNI AD ASSUMERE UN CERTO CONTORNO, MENTRE ANCORA MACCHINE POTENTI E MODERNISSIME SONO IMPEGNATE SENZA SOSTA NELLA PREPARAZIONE DEL SEDIME DELLA IMMENSA AREA PIANEGGIANTE CHE DOVRA' ACCOGLIERE GLI IMPIANTI INDUSTRIALI LA CUI VENUTA DOVREBBE SEGNARE L'INIZIO DI UNA NUOVA ERA PER TUTTA LA CALABRIA



Nelle tre immagini: 1. La contrada «Votas», dove si lavora per il porto, oggi. - 2. L'area del porto e del Siderurgico come era
3. Una draga impegnata per i lavori del porto: in primo piano, sulla destra, un primo tratto della banchina. (Foto «Agenzia Attuali

Solo sacrifici per il BASKET - Girl a Rizziconi

Una recente formazione dello SPORTING - BASKET femminile di Rizziconi

(Foto BIANCO)

RIZZICONI (a.g.) --Da tempo ormai il calcio a Rizziconi non è più l'attrazione principale. Infatti da circa 8 anni un'altra disciplina sportiva ha attirato l'attenzione di molti giovani: la pallacanestro.

E anche quest'anno, come negli anni precedenti, l'unica società di basket di questo centro, lo Sporting Club Rizziconi, partecipa con due formazioni (la maschile e la femminile) ai rispettivi campionati di «Promozione».

Le squadre, sorrette dalla passione e dalla volontà del loro unico dirigente, dottor Gioffrè, sono costrette ad esibirsi su un campo di gioco all'aperto, di dimensioni piuttosto ridotte e privo anche di spogliatoi.

Infatti le squadre avversarie vengono ospitate in case private.

Dispiace davvero che lo Sporting Club Rizziconi debba essere travagliato da tante difficoltose situazioni.

Difficoltà dovute all'atteggiamento gelido dell'Amministrazione Comunale che nulla concede alla società di basket malgrado le pressanti richieste del dottor Gioffrè, sulle cui spalle gravano tutte le spese che campionati del genere comportano.

«Lunghe trasferte (su e giù per la provincia reggina), manifesti, materiale sportivo (se scompare un pallone c'è da piangere sopra) costano».

Chi fa tali considerazioni è il dottor Gioffrè, che aggiunge anche: «A campionato finito far quadrare i conti son dolori».

La società di basket merita dunque di essere aiutata chiunque, specie dagli Amministratori Comunali forse non si rendono conche per Rizziconi (è il più piccolo comune della Calabria l'unico della Piana a partecipare ai campionati della F è di enorme significato e indubbio prestigio.

ANGELO GIOVINAZ

3. Political Debates and Regulatory

FrameworksThe development of Gioia Tauro was not without political controversy. Traditional Italian ports, such as Genoa, Livorno, and Naples, expressed concerns regarding traffic displacement and potential competition distortion. Because the port received significant public funding (including European Regional Development Funds), it had to be notified as State Aid to the European Commission. The EC approved the aid on the condition that the infrastructure be used exclusively for transhipment for its first ten years.

In recent years, the debate has shifted towards governance and the port's role in the national system. The 2016 legislative reform (Decree 169/2016) reorganised Italian ports into 15 (now 16) Port System Authorities. The Port Authority of Gioia Tauro was renamed the Port System Authority of the Southern

Tyrrhenian and Ionian Seas (AdSP MTMI), with jurisdiction extending over the ports of Crotone, Corigliano Calabro, Taureana di Palmi, and Vibo Valentia.

Current governance challenges include the need for greater financial autonomy and better integration of the entire logistics supply chain. High port taxes and lower productivity compared to North African competitors (like Port Said or Tanger Med) remain points of contention in political and industrial circles.

4. Current Layout

The Port of Gioia Tauro is unique in Italy for its ability to accommodate the latest generation of Ultra Large Container Vessels. It extends over more than 5,100 metres of quays, with seabed depths reaching 18 metres, enabling ships up to 400 metres in length and around 25,000 TEU capacity to berth. The container terminal occupies approximately 1.8 million square metres and can store up to 75,000 TEU, supported by advanced handling equipment including 19 super-post-Panamax gantry cranes and 3 Gottwald mobile cranes. Operationally, the eastern side of the channel hosts the Medcenter Container Terminal (MCT), now part of the MSC Group and dedicated primarily to container transhipment, while the Automar terminal (Grimaldi Group) provides a 270,000 square metre automotive facility with storage and Pre-Delivery Inspection services for vehicles. The port is further supported by technical-nautical services, including pilotage by the Corporazione dei Piloti dello Stretto, towing operations by CONTUG s.r.l., and organised mooring teams.

On the facing page: The speech delivered by Mayor Gentile in the presence of Andreotti and Mancini

Source: Inquieto Notizie, "La prima pietra, da Andreotti a Ravano", 24 april 2017, https://www.inquietonotizie.it/la-prima-pietra-da-andreotti-a-ravano/

5. Third-generation port

Strategic planning for Gioia Tauro is defined in the Triennial Operational Plans (POT) and the Calabria Regional Transport Plan (RTP).

A key theme in current planning is the transition from a "pure transhipment" node to a "third-generation port".

The third-generation port paradigm, originally developed by UNCTAD (United Nations Conference on Trade and Development), represents a fundamental shift in how a maritime infrastructure is conceived, managed, and integrated with its territory: while first-generation ports were simple loading and unloading points and second-generation ports functioned as industrial centres, the third-generation port becomes an integrated logistics and commercial hub. In the case of Gioia Tauro this implies moving beyond the role of a pure transhipment node — where containers are transferred from one ship to another without ever being opened and value remains almost entirely with the terminal operator — toward the objective of "opening the container" within port or retro-port areas, where goods are processed, assembled, labelled, or stored to generate added value and local employment. The model relies on strong logistical and multimodal integration: to overcome the port's historical isolation, rail intermodality has been strengthened through a terminal with 750-metre tracks compatible with European standards, enabling up to nine pairs of daily trains in 2025 toward inland terminals such as Nola, Bari, Bologna, and Padova, with significant traffic growth (for example a 49% increase of trains handled toward the Campania interport). A central role is played by the Calabria Special Economic Zone (ZES), a territorially defined area centred on Gioia Tauro that provides tax incentives, simplified administrative procedures, and a one-stop administrative office to attract industrial investment into retro-port areas, ensuring that goods are not merely transferred between ships but transformed and distributed locally, producing economic spill-overs

that transhipment alone has historically failed to generate. Finally, third-generation ports are characterised by intensive use of information technology, including advanced tracking systems, automated quay operations, and specialised services for ships and companies, among them the planned dry dock — a graving dock that can be drained of water so vessels rest on supports, allowing maintenance, inspection, and repairs to the hull below the waterline.

Current governance challenges include the need for greater financial autonomy and better integration of the entire logistics supply chain. High port taxes and lower productivity compared to North African competitors (like Port Said or Tanger Med) remain points of contention in political and industrial circles.

Concord, First vessel to enter the Port of Gioia Tauro

Source: Inquieto Notizie, "La prima pietra, da Andreotti a Ravano", 24 aprile 2017, https://www.inquietonotizie.it/la-prima-pietra-da-andreotti-a-ravano/


MCT
msc
msc

Above: Port of Gioia Tauro

Source: Il Sole 24 Ore, “Record container 2024 per il porto di Gioia Tauro”, 2025, https://www.ilsole24ore.com/art/record-container-2024-il-porto-gioia-tauro-AGBTNu6B

On the facing page: Port of Gioia Tauro

Source: Gazzetta del Sud, “Gioia Tauro, il porto si gioca tutto in tre mesi”, Gazzetta del Sud, 29 settembre 2023, https://reggio.gazzettadelsud.it/articoli/cronaca/2023/09/29/gioia-tauro-il-porto-si-gioca-tutto-in-tre-mesi-e64d59e9-c0bf-493c-960b-480104d762aa/

6. Port-City Relationship

One of the most persistent failures of the Gioia Tauro project is its disconnect from the surrounding territory. The port is often described as a “fence” or a “non-place,” physically close to urban centres but economically and socially separated from them.

The port is surrounded by three main towns: Gioia Tauro, Rosarno, and San Ferdinando. These areas suffer from high unemployment and lack of integrated services.

Infrastructure Links: The port is connected to the A2 (Salerno-Reggio Calabria) motorway and the national Tyrrhenian railway line. However, local road networks are often inadequate for the volume of heavy traffic.

9. Performancies, challenges and controversies

2025 was a landmark year for Gioia Tauro, which handled a record 4.5 million TEU, a 14% increase from 2024. This throughput confirms its position as Italy’s leading container port and one of the most resilient hubs in the Mediterranean.

This result is particularly notable given the geopolitical tensions in the Red Sea, which forced many shipping lines to reroute around the Cape of Good Hope Source. Despite these challenges, Gioia Tauro maintained its role on East-West routes, largely due to the commitment of its primary customers, MSC and the Grimaldi Group Source. Around 40% of all international containerised cargo handled by the Italian national port system now passes through Gioia Tauro.

Despite its operational success, Gioia Tauro faces several deep-seated challenges.

Illicit Trafficking and Security:The port is a major focus for law enforcement due to its infiltration by organised crime (‘ndrangheta). In 2025 alone, the Guardia di Finanza and Customs Agency seized over five tonnes of cocaine with an estimated value of €650 million. The ‘ndrangheta’s influence has

historically hampered broader industrial development and attracted negative global attention.

Environmental Regulations:The gradual implementation of the EU ETS (Emissions Trading System) for maritime transport poses a risk to European transhipment hubs. There is a concern that shipping lines may divert to non-EU ports in North Africa to avoid the costs associated with carbon permits, potentially penalising Gioia Tauro's competitiveness.

Labour Relations and Welfare:The port has seen significant industrial action. On October 19, 2025, container terminal dockworkers held a 24-hour strike as part of a national mobilisation. In February 2026, another international strike slowed activity across European hubs, including Gioia Tauro.

Furthermore, seafarer welfare remains a critical deficiency. Modern container hubs like Gioia Tauro are often located far from city centres, and short turnaround times make it difficult for seafarers to access shore-based services. While organisations like Stella Maris provide vital support and ship visiting services, the port lacks integrated physical infrastructure for seafarer rest and communication compared to northern hubs.

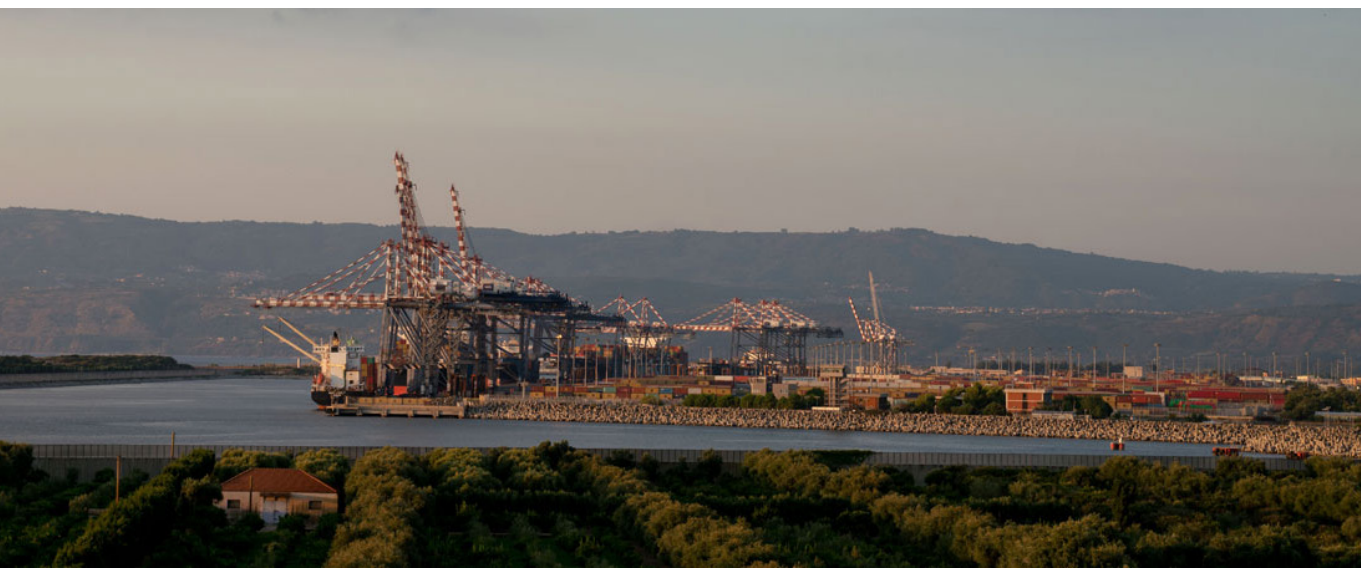
9. Potential and Future Outlook

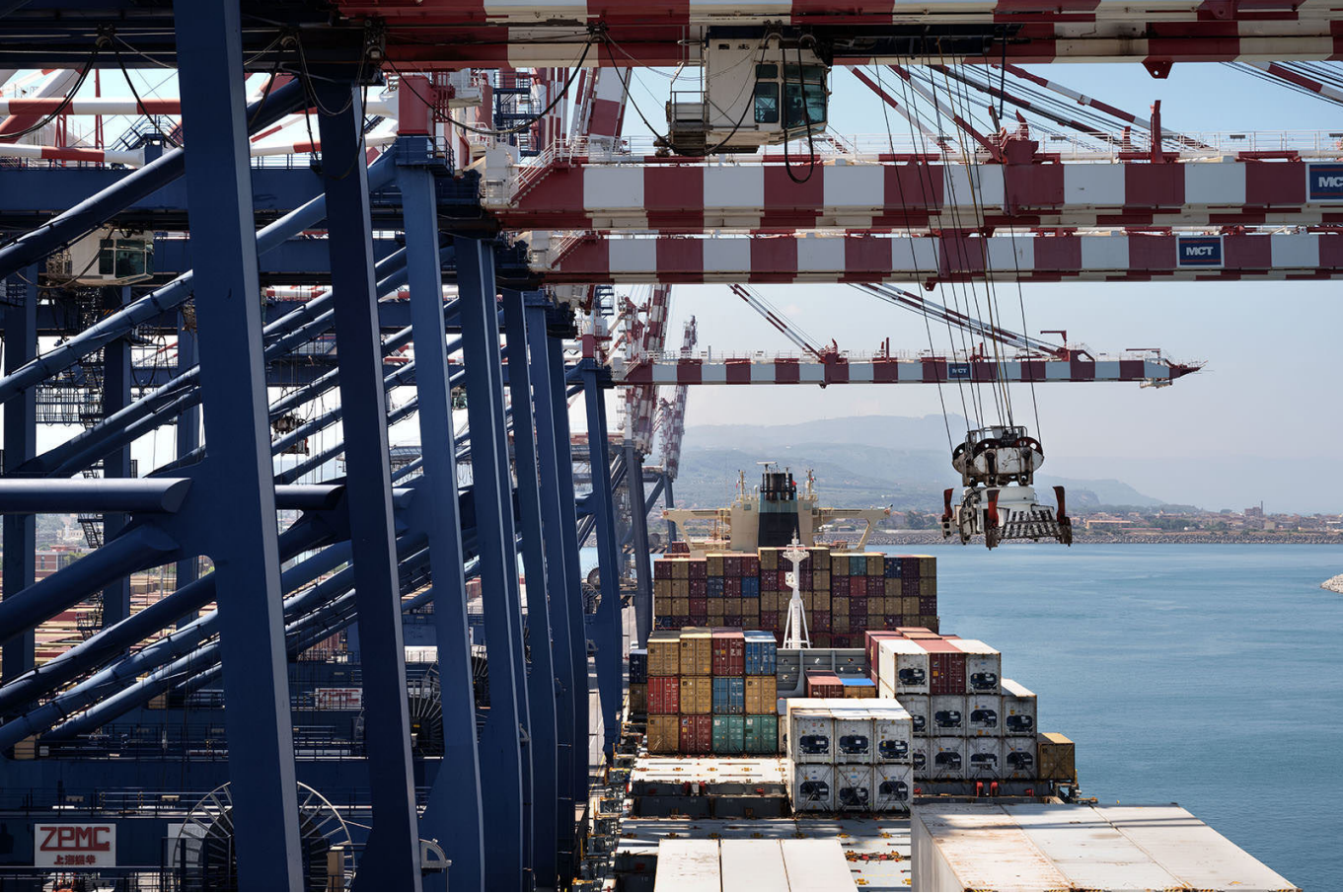
The Port of Gioia Tauro stands at a crossroads. Operationally, it is at its peak, handling unprecedented volumes of container traffic and proving its resilience against global logistical disruptions Source Source. However, the "Calabrian hub" still carries the weight of its unresolved territorial and social issues. The potential of the site lies in its ability to finally integrate with the surrounding economy through the ZES and the proposed dry dock. If Gioia Tauro can transition from a "transit node" to a "production node," it will finally fulfil the promise of widespread development that was first made 50 years ago.

It is required not only physical infrastructure like quays and rails but also a "re-humanisation" of the port environment through the inclusion of welcoming places for seafarers and port workers and the improvement of relationship between the industrial giant and the citizens of the area.

Port of Gioia Tauro

Source: Turismo Reggio Calabria, "Gioia Tauro: the Port of the Mediterranean", Tourism Reggio Calabria website, accessed [date], https://turismo.reggiocal.it/area-metropolitana/la-costa-tirrenica-di-reggio-calabria/gioia-tauro/





Photos by Alessandro Mallamaci

Source: Alessandro Mallamaci, “Il porto di Gioia Tauro e la Leica S”, 19 August 2021
https://blog.alessandromallamaci.it/il-porto-di-gioia-tauro-e-la-leica-s/


MCT
ZPMC
ZPMC

CHAPTER III

LEGENDA

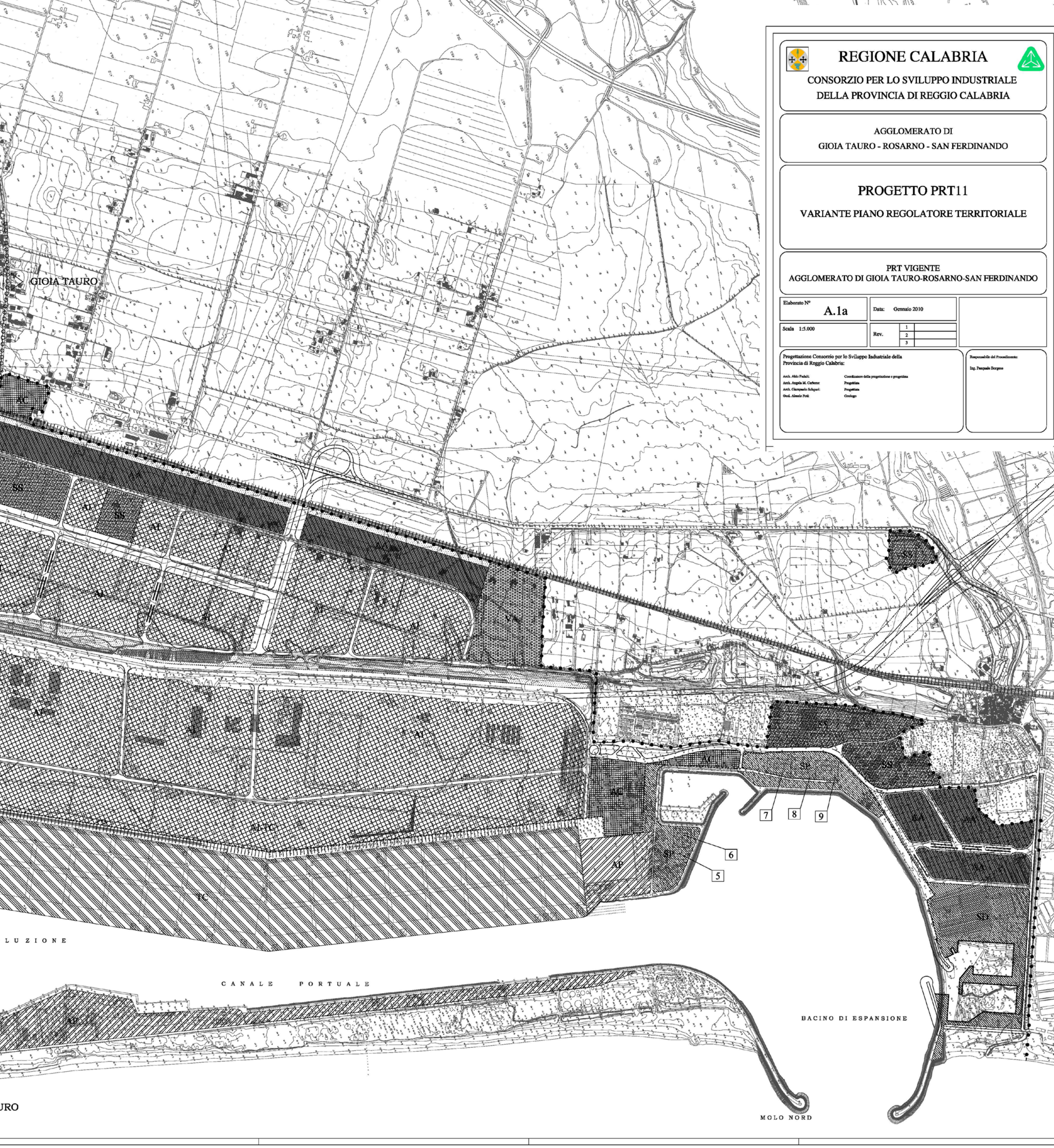
- Limite di zona di specifico interesse dell'agglomerato industriale
- Confini comunali
- Limite di zona di specifico interesse portuale (confine doganale)
- AI — Area per attività industriali
- AI-TC — Area per attività industriali ed attività terminalistiche
- AA — Area per attività artigianali
- TC — Area per Terminal Containers
- AP — Area per attività portuali
- SS — Area per servizi speciali ed attrezzature tecnologiche
- I — Area per Interporto
- D — Area direzionale dell'agglomerato
- SP — Area per servizi ed attrezzature portuali
- SB — Area per servizi ed attrezzature darsene pescherecci
- IM — Area per interscambio scalo merci
- ST — Area per servizi ed attrezzature per i trasporti
- AC — Area per attrezzature collettive
- Verde pubblico attrezzato
- P — Parcheggi
- Verde di rispetto
- Area di rispetto stradale
- Ferrovia - Raccordi ferroviari

SERVIZI PORTUALI ESISTENTI E/O IN FASE DI REALIZZAZIONE

1. Varco doganale
2. Caserma Guardia di Finanza
3. Sanità Marittima - Servizio Veterinario
   Servizio Zooprofilattico
4. Uffici Dogana - Magazzino Dogana - Alloggi Dogana
5. Piloti ed Ormeggiatori - Torre avvisatore marittimo
6. Capitaneria di porto
7. Caserma Pubblica Sicurezza
8. Caserma Vigili del Fuoco
9. Caserma Carabinieri

ATTIVITA' PRODUTTIVE ESISTENTI E/O IN FASE DI REALIZZAZIONE

10. Ditta ISOTTA FRASCHINI
11. Ditta SIAM
12. Ditta MAIA
13. Ditta CEMEL
14. Ditta IMPREDIT
15. Ditta MODUL SYSTEM


REGIONE CALABRIA
CONSORZIO PER LO SVILUPPO INDUSTRIALE
DELLA PROVINCIA DI REGGIO CALABRIA
AGGLOMERATO DI
GIOIA TAURO - ROSARNO - SAN FERDINANDO
PROGETTO PRT11
VARIANTE PIANO REGOLATORE TERRITORIALE
PRT VIGENTE
AGGLOMERATO DI GIOIA TAURO-ROSARNO-SAN FERDINANDO
Elaborato N° A.1a
Data: Gennaio 2010
Scala 1:5.000
Rev. 1 2 3
Progettazione Consorzio per lo Sviluppo Industriale della Provincia di Reggio Calabria:
Responsabile del Procedimento:
Ing. Pasquale Borgese
GIOIA TAURO
CANALE PORTUALE
BACINO DI ESPANSIONE
MOLO NORD
AI
SS
AC
AI-TC
TC
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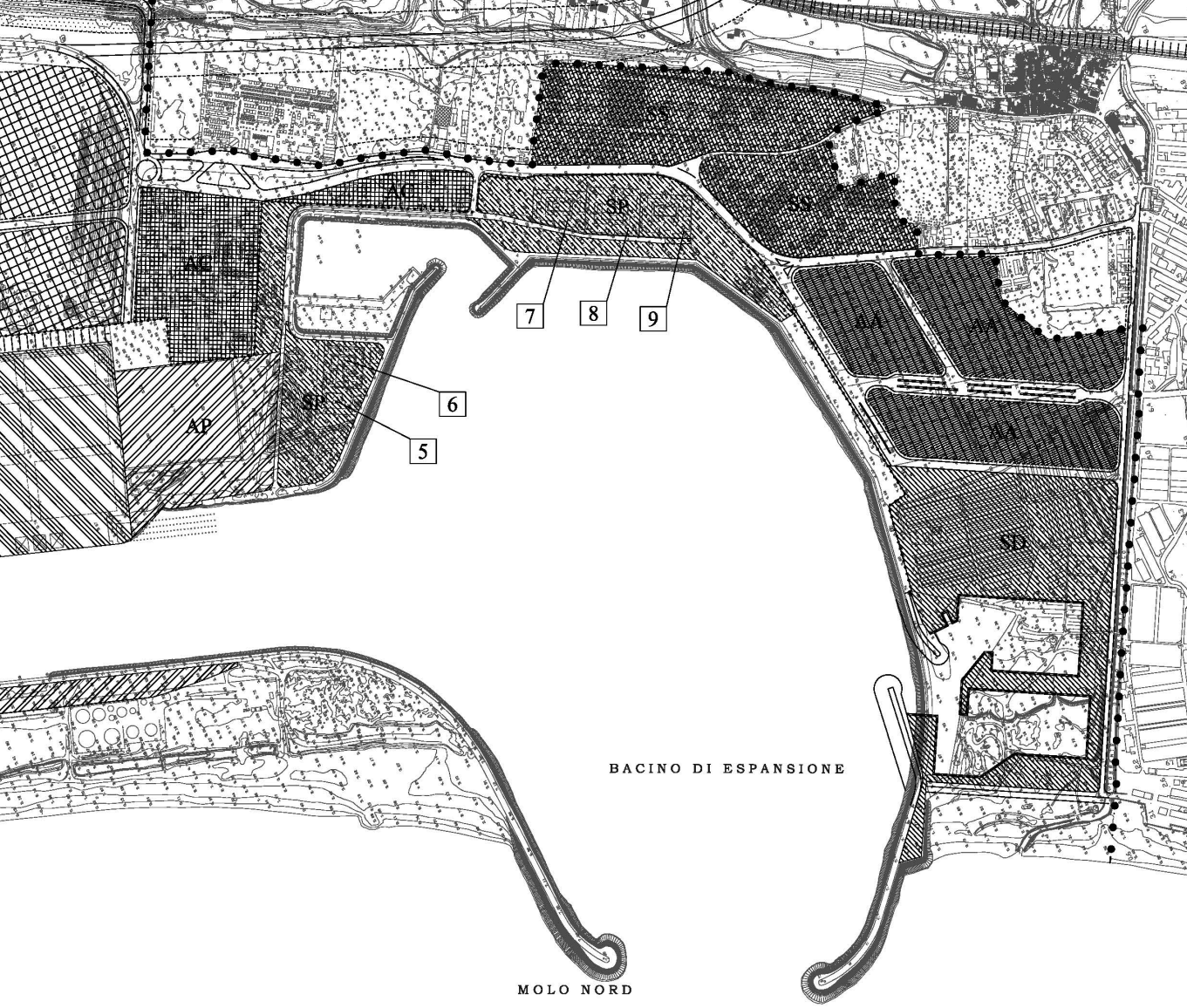


Page 80-81Port Master Plan of the Port of Gioia Tauro

Current page: zoom on expansion basin

Port layout and selection of the project site

The Port of Gioia Tauro is conceived as a large artificial maritime channel, approximately 3.4 km long and 200–250 metres wide, enclosed and protected by two massive breakwaters. Within the Port Regulatory Plan (PRP), the layout is organised into clearly defined macro-functional areas, each contributing to the overall logistical and institutional system.

Eastern Side (Main Terminal): The operational core of the Medcenter Container Terminal (MCT), featuring more than 3,000 metres of continuous quay equipped to accommodate Ultra Large Container Vessels (ULCVs).

Northern Sector: Dedicated to the automotive terminal (Automar) and Ro-Ro traffic, including extensive vehicle storage yards and technical preparation areas.

Western Side: Historically less developed, now identified for logistics diversification, including a proposed dry dock and potential industrial settlements connected to the Special Economic Zone (ZES).

Service Area (South): Located near the port entrance, hosting technical-nautical services (pilots, tugboats, mooring operators) and institutional bodies such as the Coast Guard, Customs, and the Port Authority.

The expansion basin, that hosts this area, is a protected water body conceived as a strategic infrastructural reserve, designed to accommodate future operational functions or strengthen existing ones, ensuring adequate manoeuvring space, safety conditions, and long-term development potential.

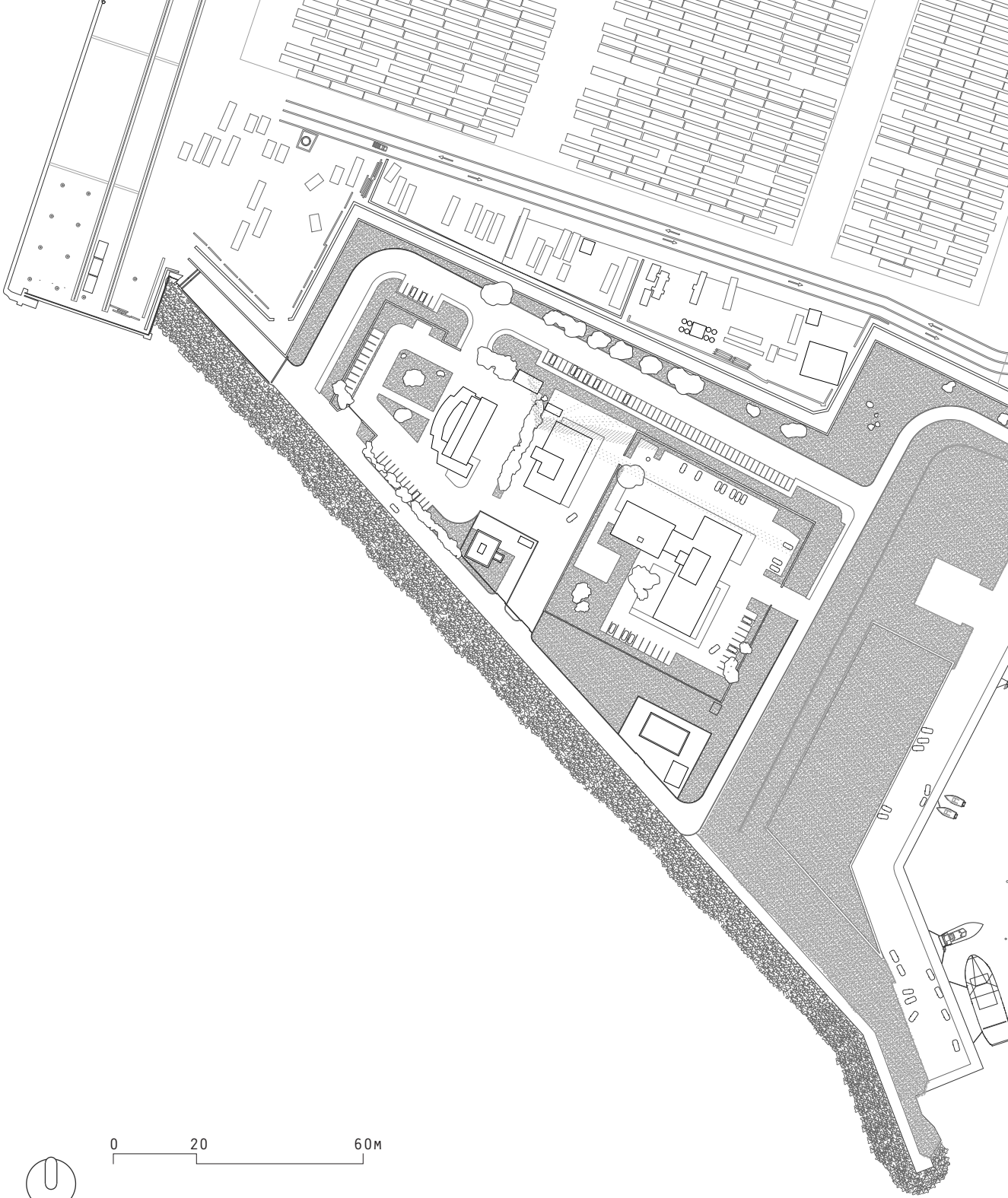
Within the PRP, the designation “area for port services and facilities” refers to land surfaces allocated to support functions for port operations. These include administrative buildings, control and security structures, technical spaces, and services for personnel. In this portion of the basin are located the buildings of the Port System Authority, the Harbour Master’s Office (Capitaneria di Porto), and the control tower.

The project site was identified from the earliest stages within the service-designated area adjacent to the Port Authority, where a currently vacant plot is available. This choice aligns coherently with the PRP provisions: among the services contemplated in the technical implementation regulations are also facilities dedicated to hospitality and support for the maritime community, comparable to the typology of a “Seafarers’ Centre” or “Seafarers’ House.”

The site also occupies a strategic position between the institutional buildings and the MSC container terminal. This condition ensures accessibility for port workers and, above all, for seafarers disembarking from the terminal. The project thus inserts itself into a nodal point capable of intercepting existing flows and establishing a recognisable presence within an otherwise technical and infrastructural environment.

View of the port, with the service area in the foreground

Source: Informazioni Marittime, “Gioia Tauro, emanata ordinanza che disciplina l’accosto delle navi Bi-fuel”, 15 March 2024, https://www.informazionimarittime.com/post/gioia-tauro-emanata-ordinanza-che-disciplina-laccosto-delle-navi-bi-fuel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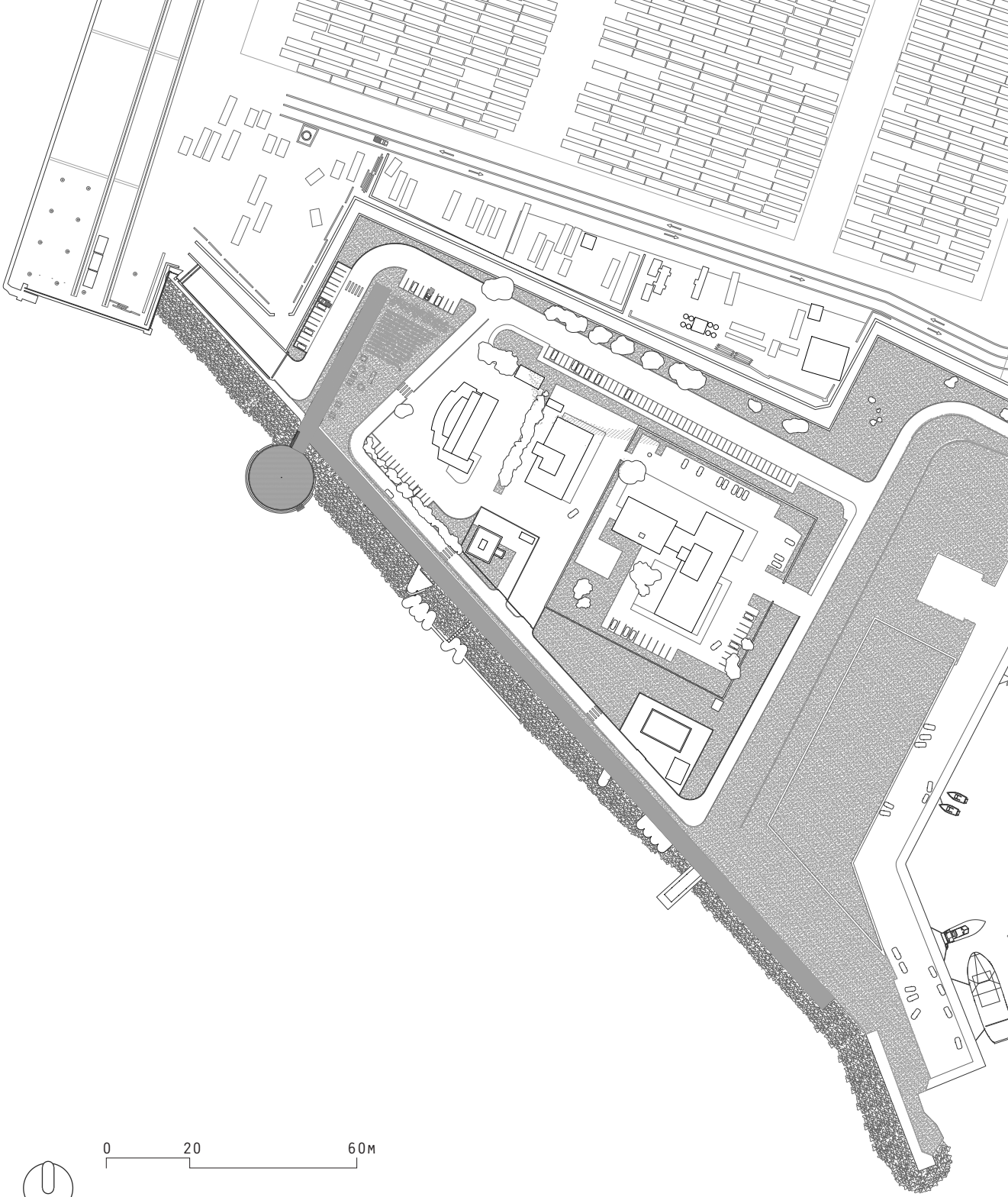
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From compact to linear Device

The initial proposal envisioned a compact, punctual building positioned at the centre of the site: a pavilion hosting the main support services for seafarers — inspired by hospitality centres such as those promoted by Stella Maris — alongside additional functions including a refreshment point, sanitary facilities, leisure areas, meditation space, and parcel lockers. It was conceived as a small refuge within the port, a place of decompression from shipboard and terminal environments.

Over time, this hypothesis evolved into a broader vision: no longer a compact, hyper-functional object, but a quasi-urban device capable of engaging with the infrastructural scale of the port and offering it a new image. The building therefore assumes a linear configuration articulated into two arms.

The first arm, set on land, is oriented almost perpendicular to the coastline while aligning with the site's axes and boundaries. The second, longer arm is anchored to the ground but extends over the breakwaters, running parallel to the coast and projecting toward the leisure harbour for over 200 metres.

The two arms intersect, and the extension of the shorter arm generates a circular pavilion entirely embedded in the water, forming a strongly recognisable architectural episode within the landscape of the basin.

Portico as generative typology

The typology adopted for both arms is that of the portico, chosen to ensure permeability, transparency, and visual continuity. The long arm acts as a new waterfront for this portion of the expansion basin: a habitable infrastructure approximately four metres high, conceived as a promenade that can be traversed from end to end and accessed also from the parallel road.

The portico is punctuated by a series of functional volumes, lower than the continuous roof above them. These volumes are enclosed and autonomous spaces designed for temporary occupation. The roof, extending beyond the underlying volumes, remains a unifying and recognisable element, emphasising the collective and public dimension of the space.

The short arm, by contrast, is organised as a single large space that occupies the full height of the portico, sharing its roof and structural pillars. It is conceived to host larger gatherings and encourage social interaction.

The circular pavilion is a fully enclosed building characterised by total transparency, maintaining visual continuity with the water and the breakwater landscape.

Program

The circular pavilion houses a large refreshment area with a professional kitchen organised according to proper food entry and exit flows, sanitary facilities, and a multifunctional space primarily intended for workshops and events. The plan follows a concentric logic: service rooms trace the circumference as an internal offset, while the perimeter remains a continuous circulation space converging toward the central area overlooking the water, where tables and a bar counter are placed.

A movable curtain allows the concealment of the counter and service entrances, enabling reconfiguration for exhibi-

tions or standing events. Flexibility thus becomes an integral architectural feature.

The short arm contains a large communal kitchen developed linearly, with central tables usable both for dining and collective food preparation. Technical equipment — cooktops, hoods, refrigerators, sinks, and storage — is arranged along one wall and can also be screened by curtains. The space includes a pantry, sanitary facilities, and a conference room.

The opposite wall is entirely transparent, opening onto an outdoor garden equipped with picnic areas, tables, barbecues, and a small vegetable garden. The building thus establishes a direct relationship between interior space and coastal landscape, transforming port infrastructure into a place of encounter, sharing, and temporary domesticity.

At the intersection of the two arms stands the **info point**, the nodal core of the system. Its glazed counter faces the MSC container terminal, establishing a direct visual relationship with the place from which seafarers arrive. Housed within a volume that also includes an office, this space acts as the primary reception point, orienting and guiding both seafarers and external visitors.

This volume is the first in a sequence that punctuates the long arm. Each occupies only part of the portico section: lower than the roof, shallower in depth, and slightly offset. All face the water, while on the street side they leave a covered circulation space providing access to individual rooms. Between volumes, "pauses" open as protected viewpoints over the sea.

The next volume hosts a **self-service laundry**. Given the prolonged time spent onboard and the difficulty of accessing external services during short port stays, the opportunity to wash and dry clothing in a dignified and welcoming environment becomes a concrete act of care. The laundry thus becomes not merely a technical facility, but a place where waiting

time may turn into either social interaction or individual pause.

The following volume is dedicated to **bathing facilities**, assigned central importance and inspired by Japanese sentō, historically understood not only as hygienic spaces but as places of bodily and mental purification, stress relief, and social interaction. Rather than relegating them to a marginal service zone, the project deliberately exposes them on the sea-facing façade, granting architectural dignity to the act of self-care.

Internally, toilets, showers, and sauna — requiring opaque walls — are arranged along the street-facing side to ensure privacy. Conversely, washbasins and the "toilette" area, inspired by the washing zone of the sentō (where individuals sit on stools before mirrors to cleanse themselves before entering the baths), are positioned along the water-facing façade.

The terminal portion contains a wellness pool, opaque toward the street and fully open toward the sea. It extends outdoors into a pool that deepens following the slope of the breakwaters.

It is from the design of this bathing volume that the idea emerged to characterise the façade through polycarbonate panels rather than fully transparent glazing. The material introduces a degree of semi-opacity capable of revealing figures and silhouettes without fully exposing them: a perceived but not entirely legible presence. Particularly suited to the bathing space, polycarbonate filters light and views while maintaining a relationship with the sea and ensuring discretion.

Initially limited to the bath volume, this solution was later adopted for the private bathrooms of the guest rooms — also facing the water — and eventually extended to the entire pavilion. It provides light solar screening and establishes a coherent architectural language. For compositional consistency, the same principle is applied to the initial and terminal sections of the short arm.

A series of three **phone booths** follows, opaque toward the road

and transparent toward the sea. Their presence responds to a primary need for seafarers: the possibility of communicating with family members in conditions of privacy and spatial quality. In a context where digital connectivity is often intermittent and onboard life restricts personal space, these small enclosures become places of protected intimacy.

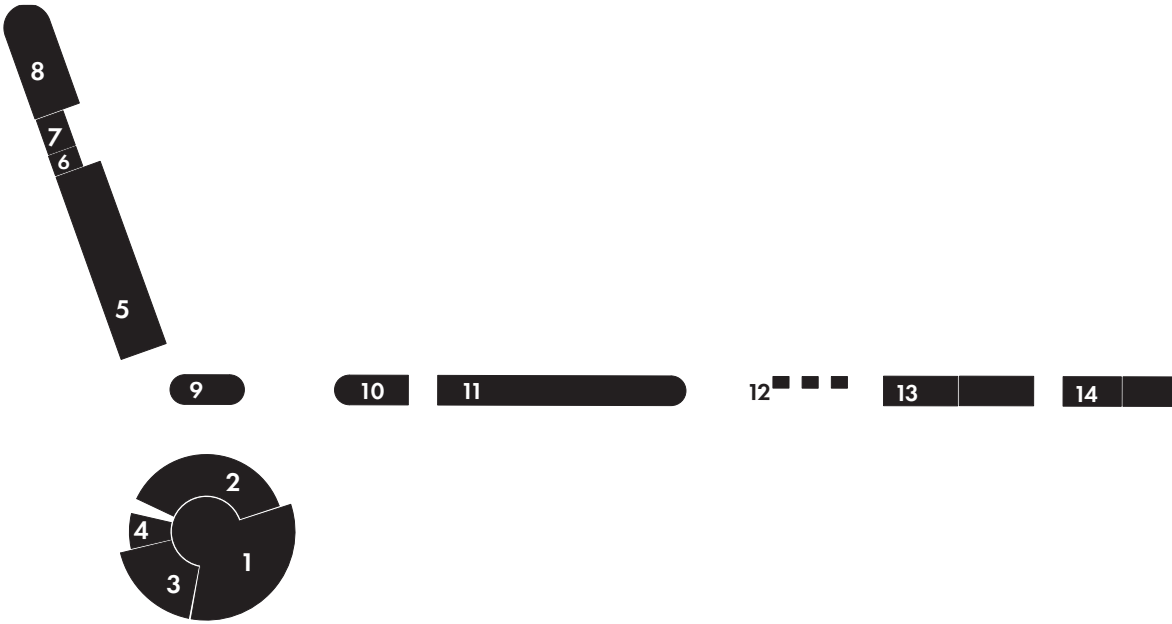
The sequence continues with six **rooms** — four double and two single — intended for those wishing to stay in the port during extended stopovers or for visitors arriving from afar to meet seafarers in transit.

The rooms are conceived as the antithesis of the ship cabin: spacious, luminous environments with direct views of the water and an organisation prioritising comfort, silence, and freedom of movement. If the cabin is often a place of compression and overlap between work and rest, here the room becomes a space of decompression and temporary domesticity, restoring a human dimension to the time of stopover.

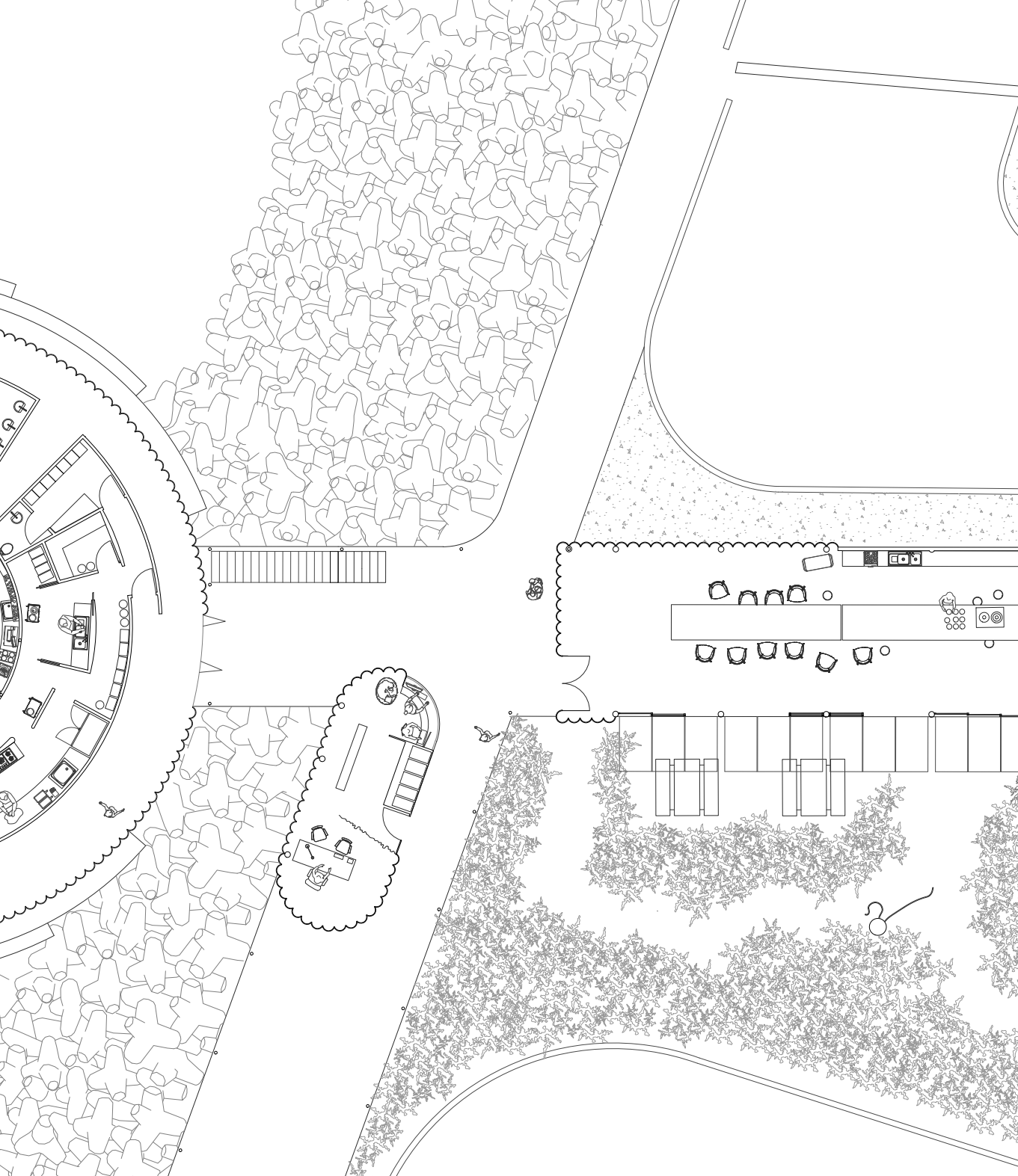
The subsequent volume hosts a **coworking and reading space**, also conceived as a flexible environment for meetings with psychologists, counselling sessions, or spiritual practices. Within a port context marked by intense rhythms and isolation, access to a silent, non-strictly functional space assumes fundamental value. Architecturally, this volume breaks the linear continuity: initially aligned under the portico roof, it then deviates and cantilevers over the water, introducing variation and emphasising suspension and openness toward the horizon.

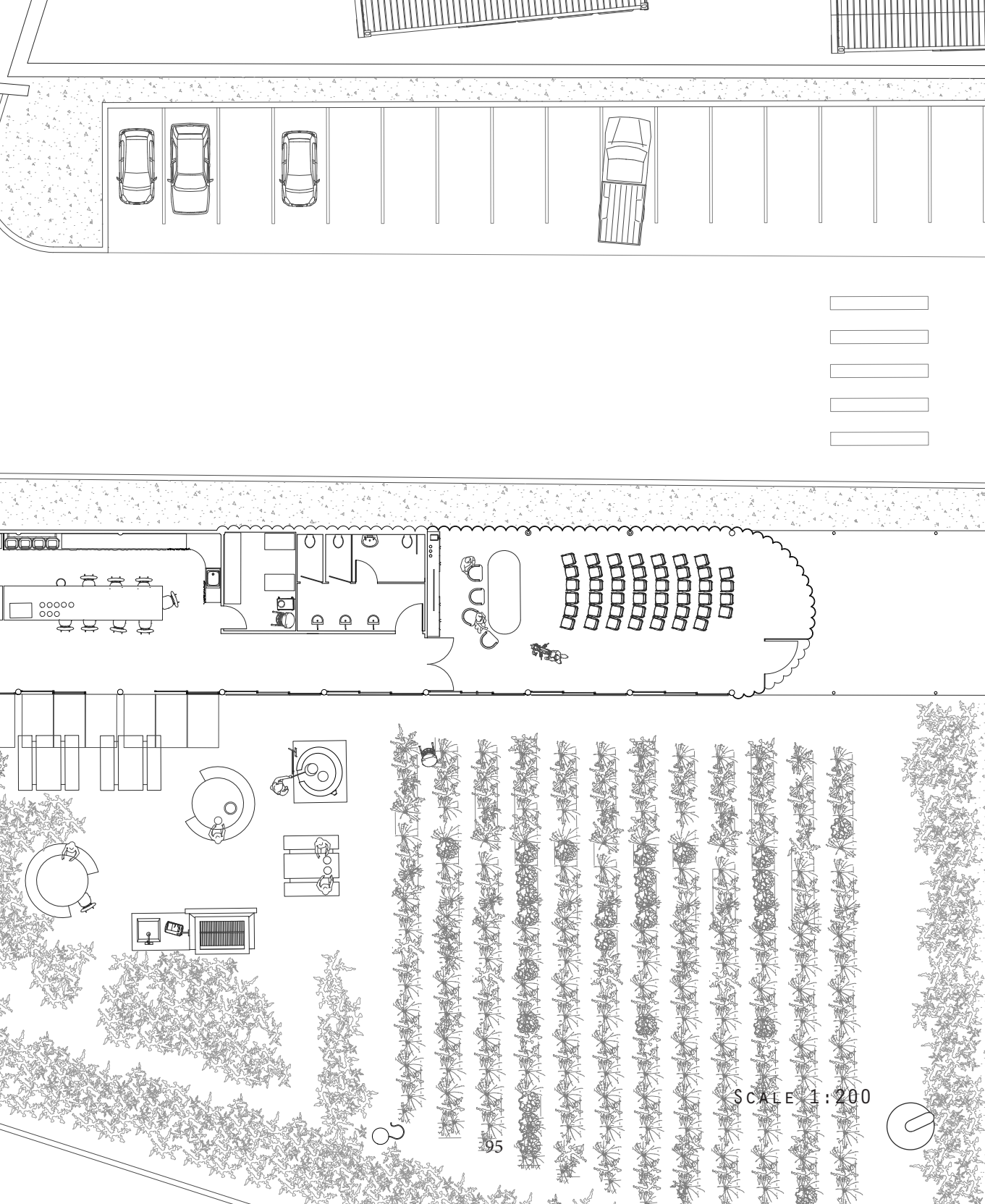
This rupture is reinforced by the following volumes, one dedicated to a **game room** and the other one to a **bocce court**. This last one is not a closed space but is just a pier extended on water, protected by a net. If some environments are devoted to care and reflection, here the playful and collective dimension is celebrated, recognising play as a form of sociality and tension release.

The final portion of the portico is left almost entirely free: a covered, open, and traversable space ready to accommodate spontaneous and unpredictable uses. In this decision lies the intention not to saturate architecture with predetermined functions, but to leave margins for appropriation. The portico thus returns to its original nature as public infrastructure: a place of passage, encounter, and possibility.



1.	Dining area	160mq
2.	Kitchen	83mq
3.	Workshop area	56mq
4.	Restroom	16mq
5.	Communal kitchen	142mq
6.	Storage room	9mq
7.	Restroom	16mq
8.	Conference room	77mq
9.	Info point	30mq
10.	Self-service laudry	32mq
11.	Wellness area	112mq
12.	Phone booths	3 x 2,8mq
13.	Double room	2 x 33mq
14.	Single room	4 x 26mq
15.	Coworking Library	75mq
16.	WC	2 x 5mq
17.	Game room	128mq
18.	Bocce court	l18mq, w3,7





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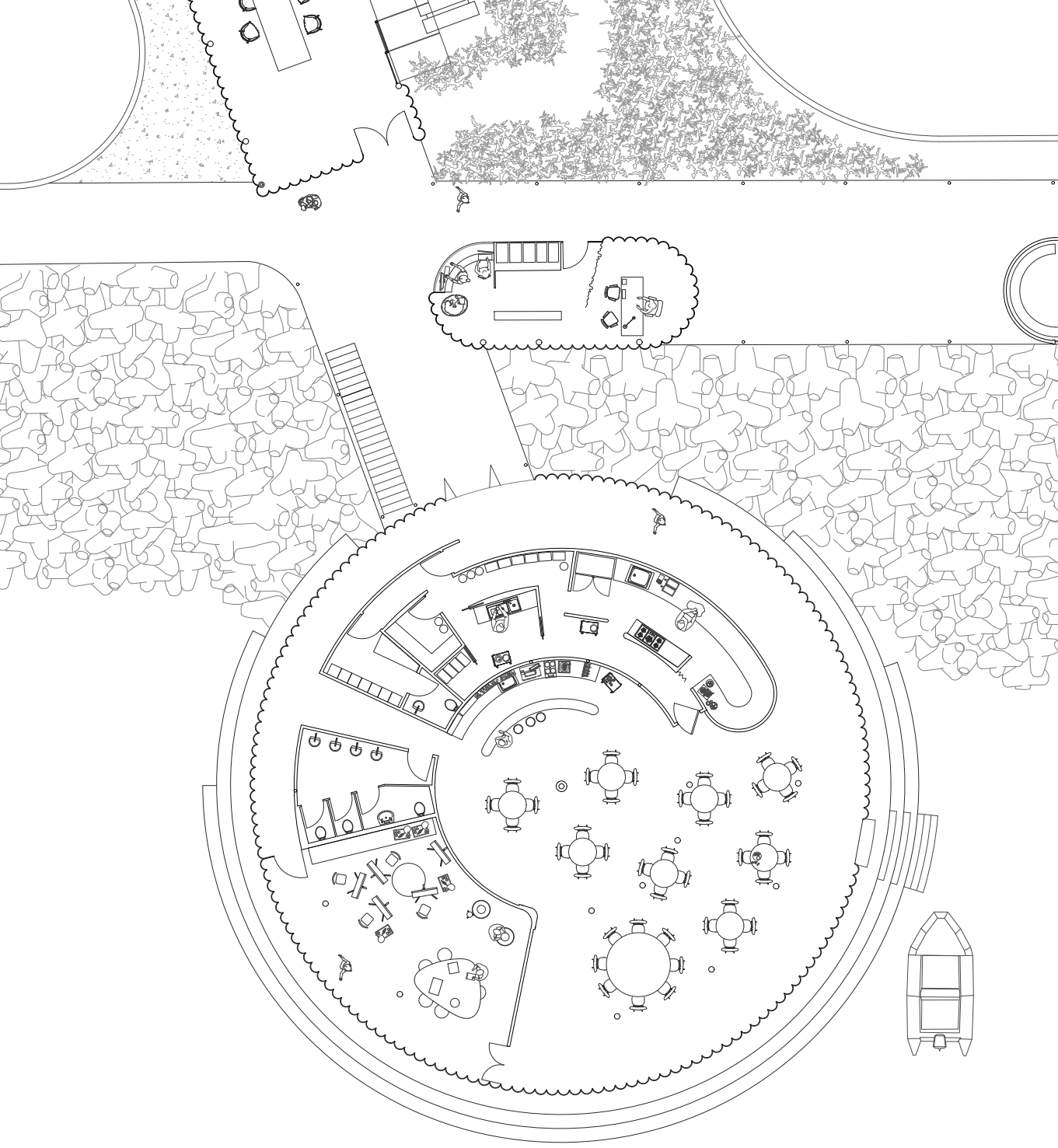

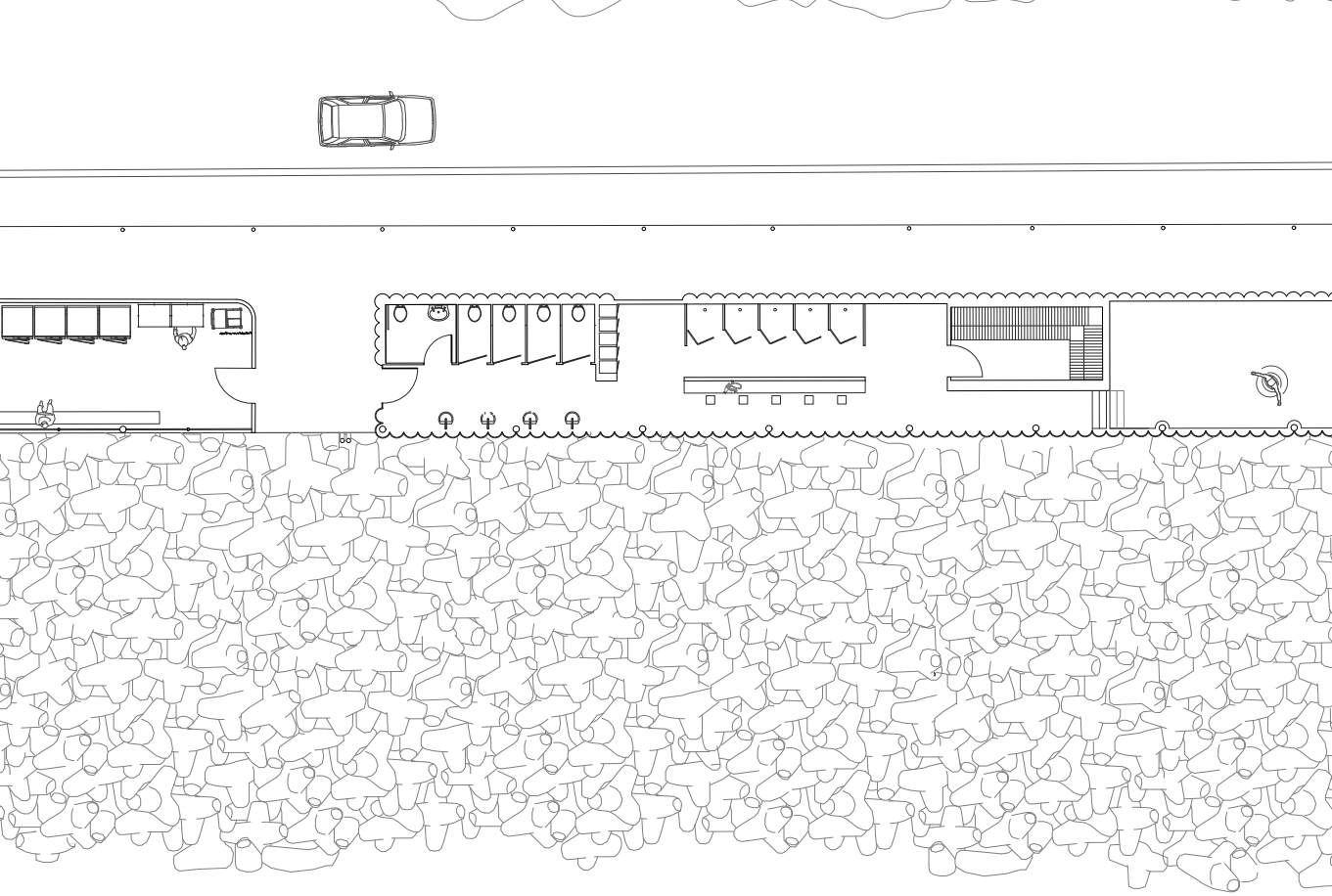

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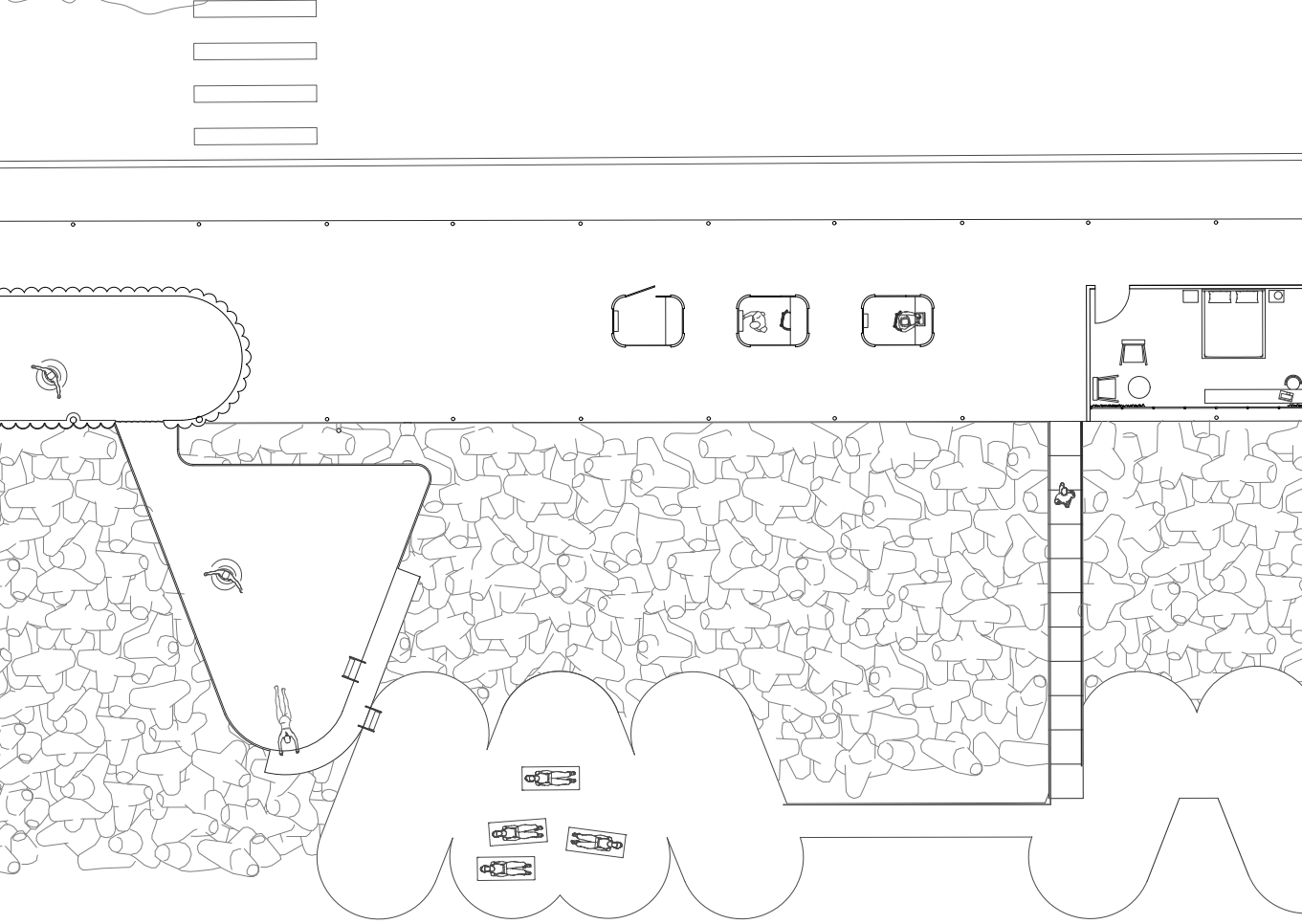

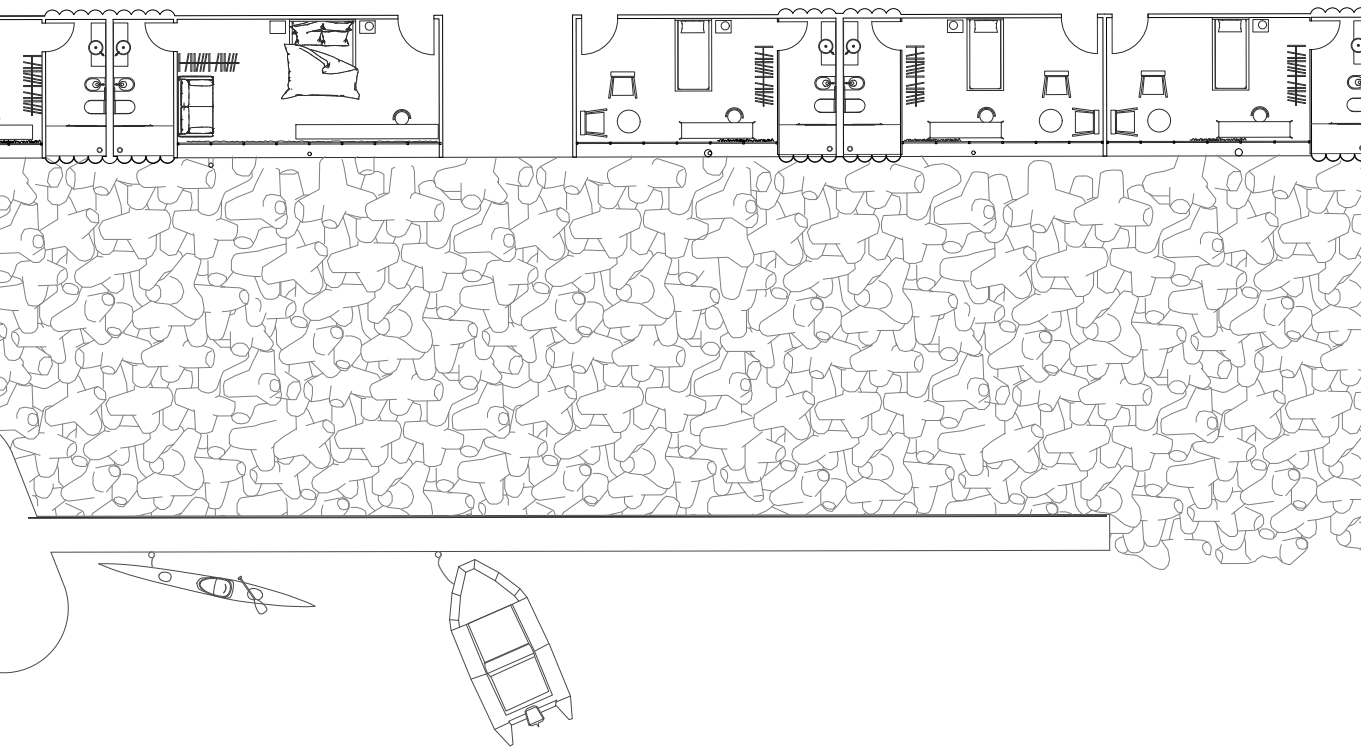

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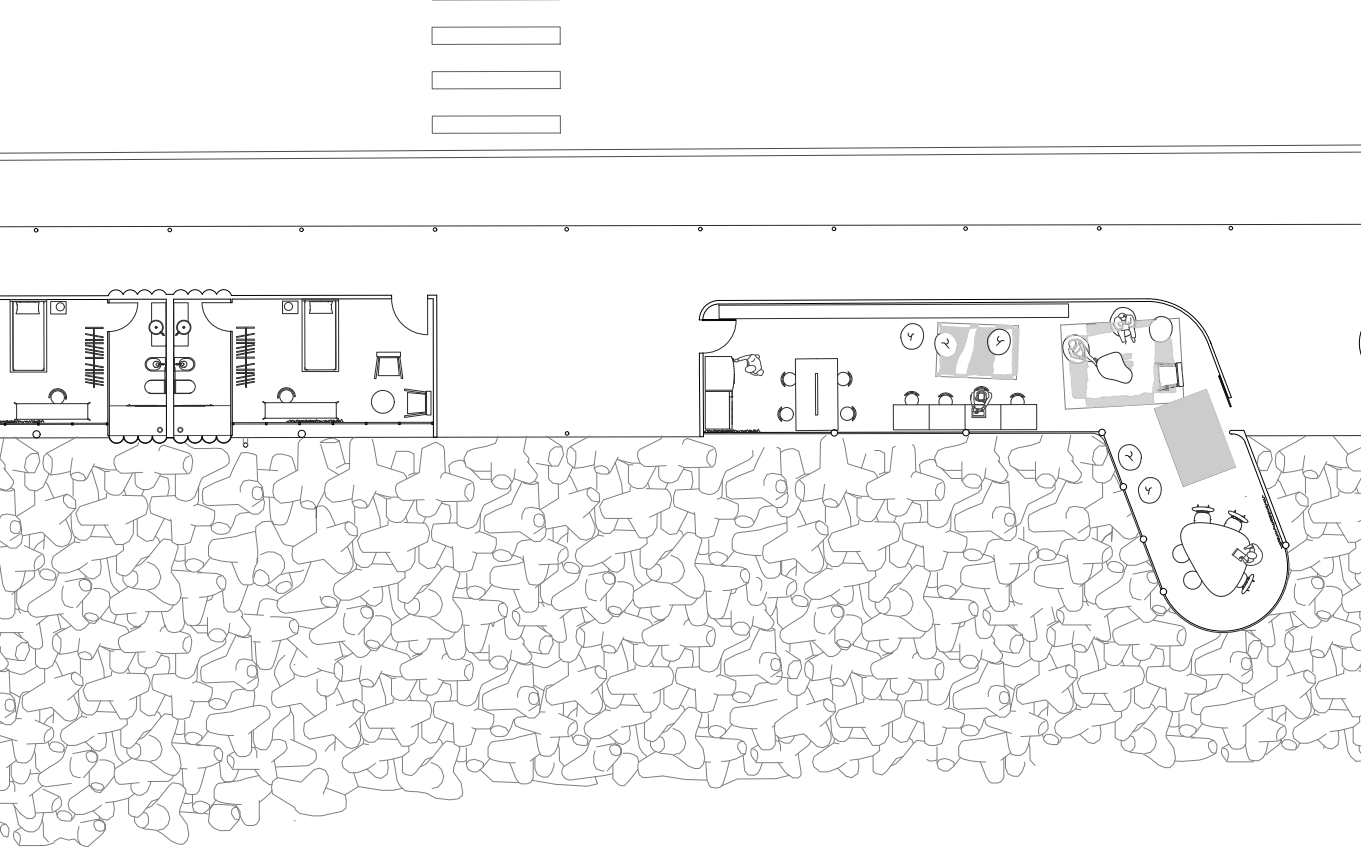

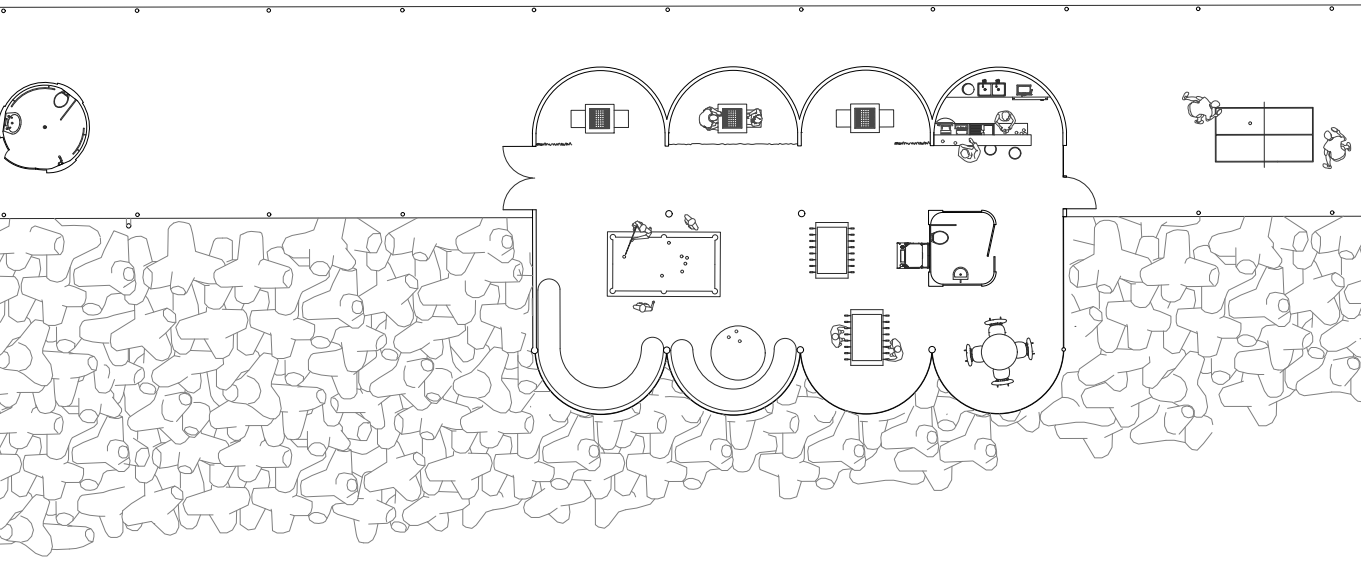

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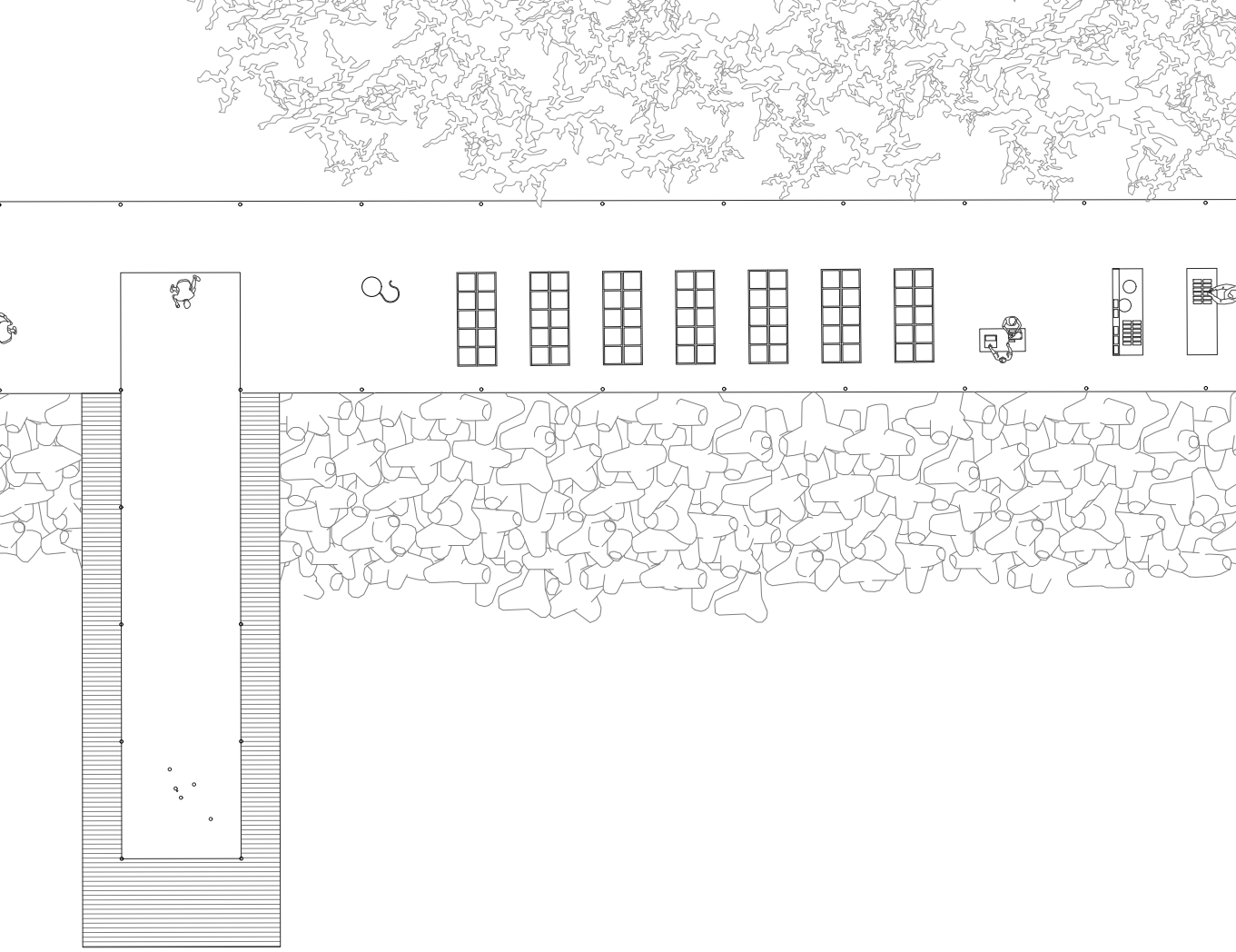

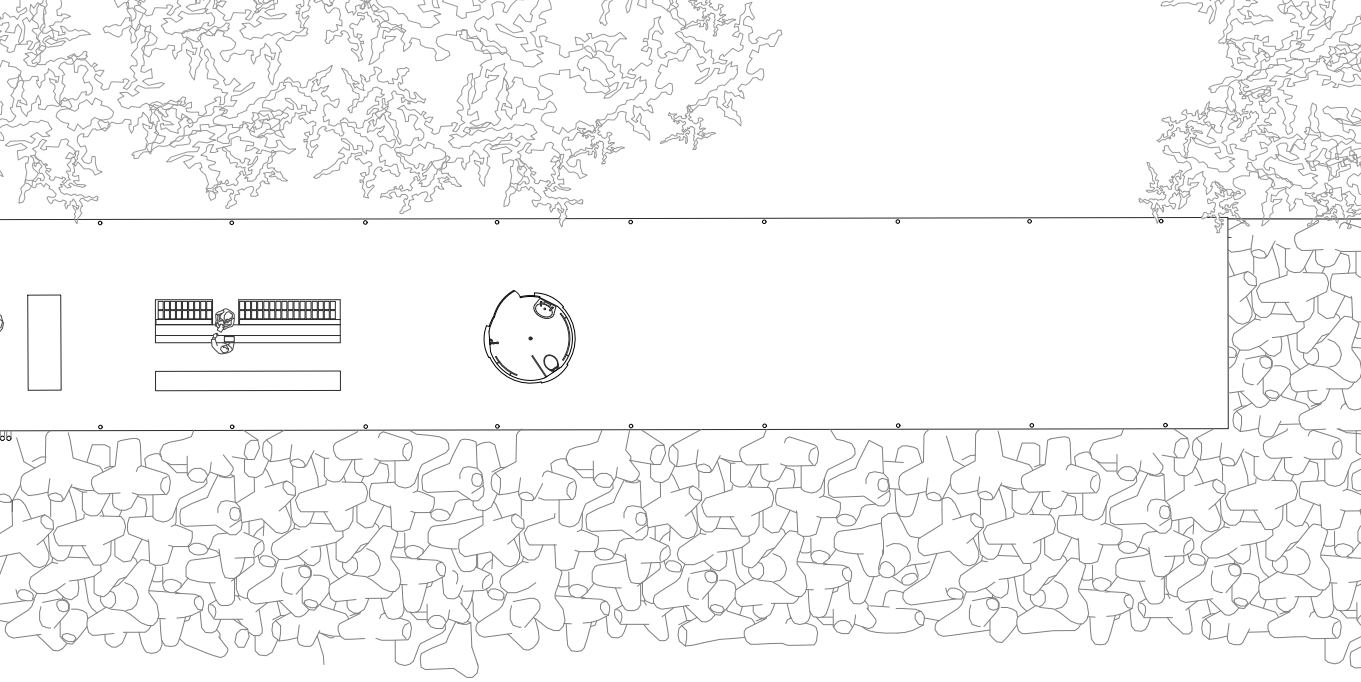

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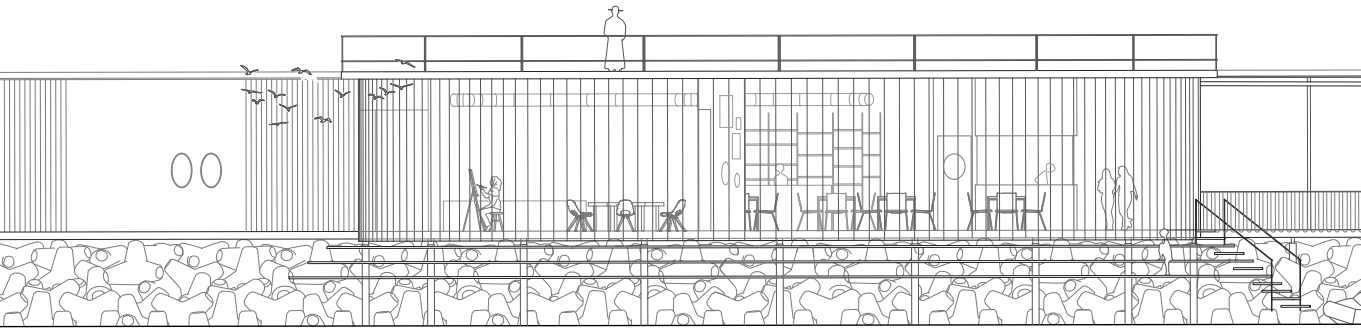

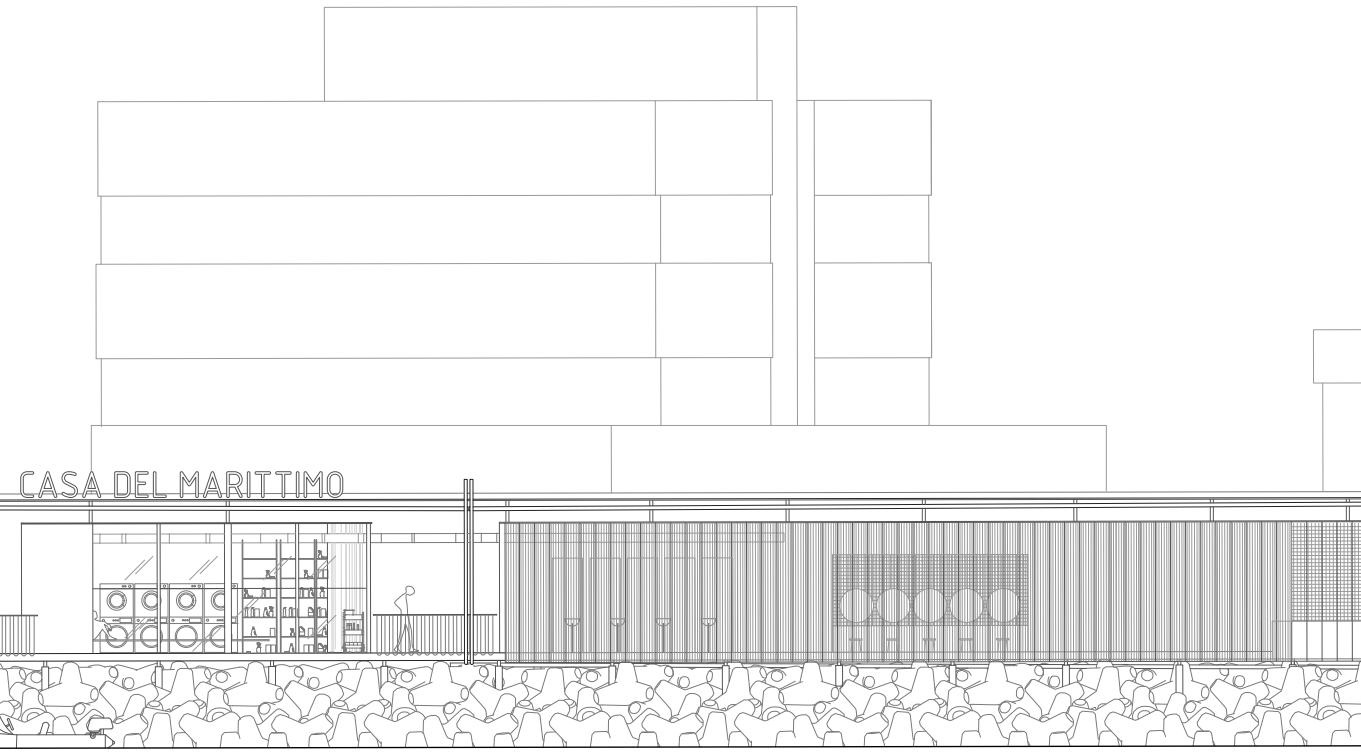

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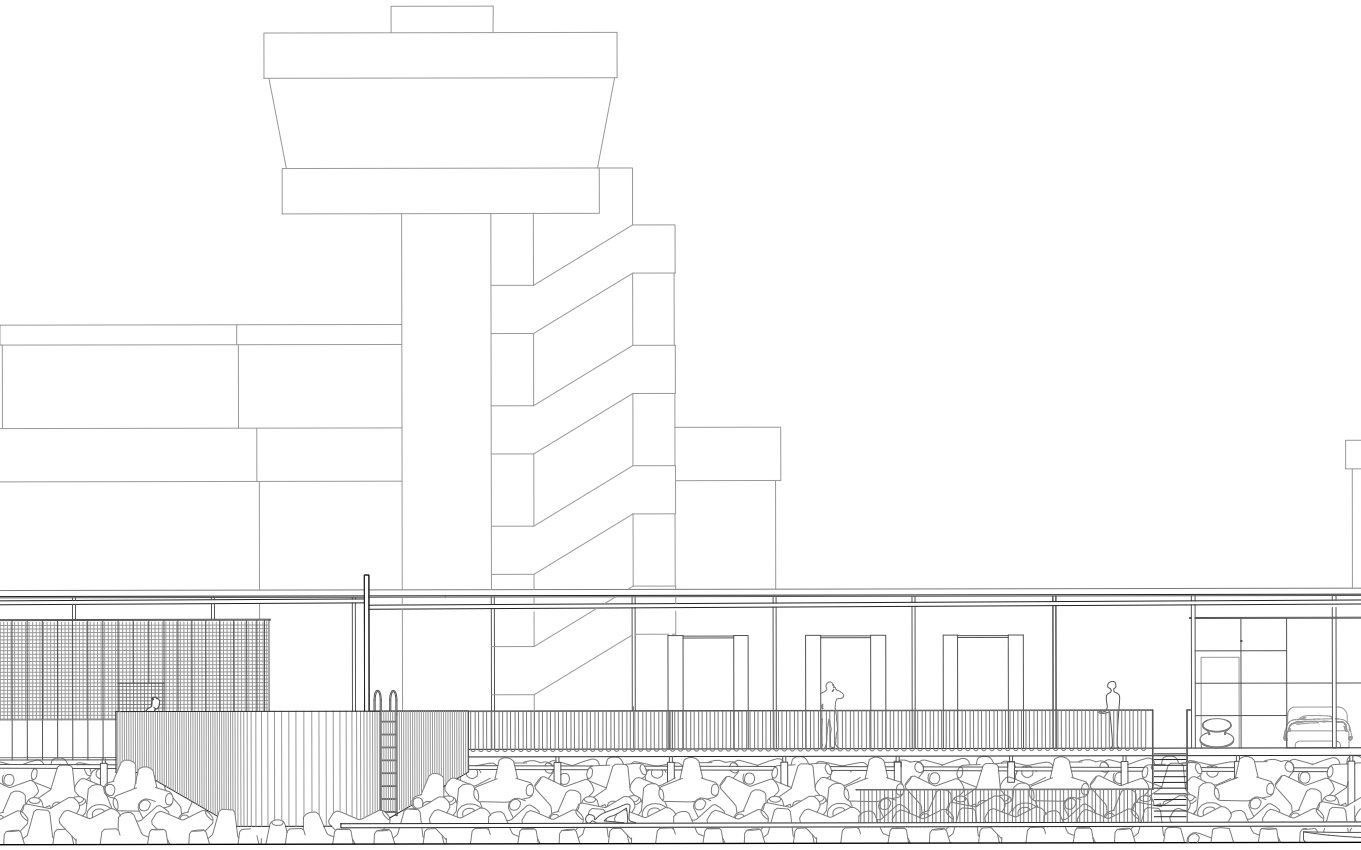

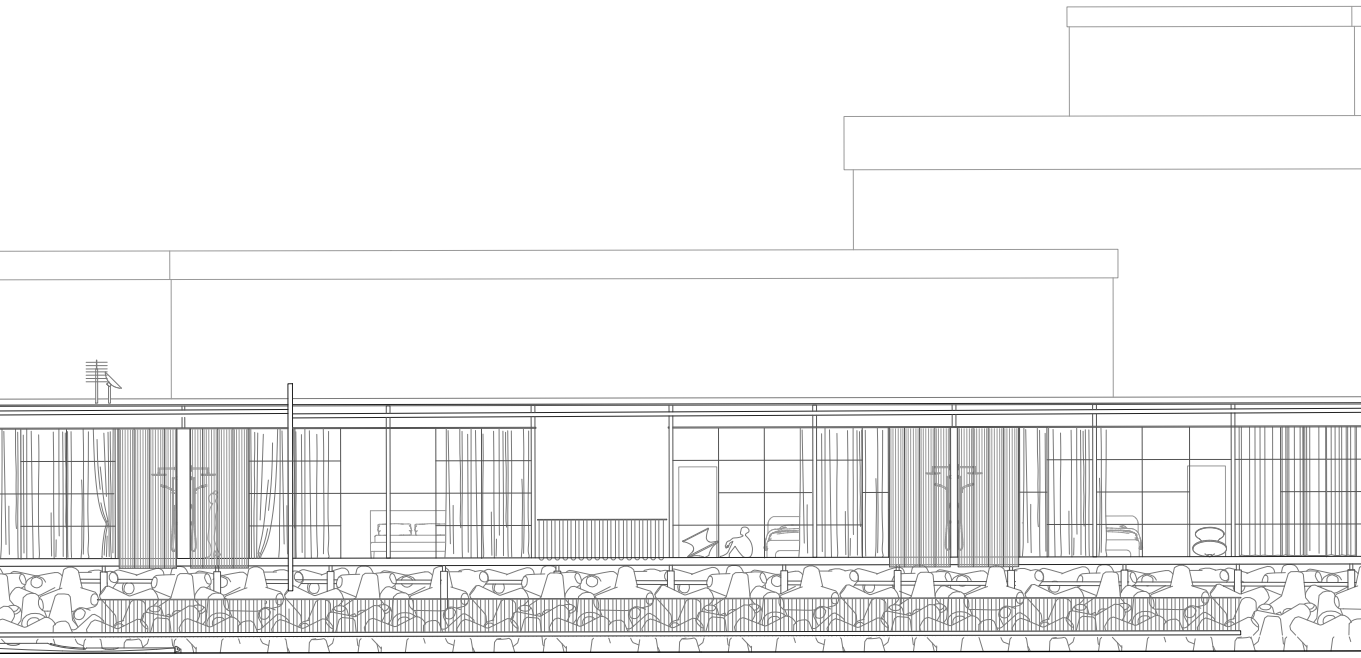

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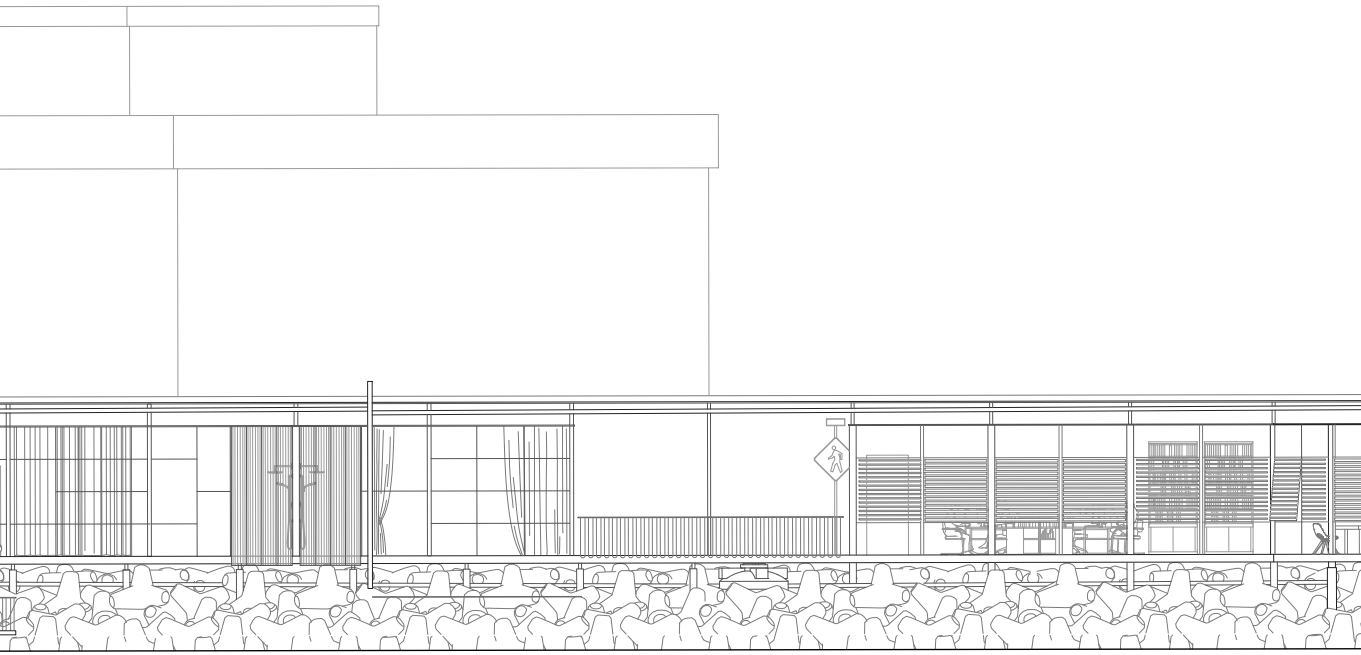

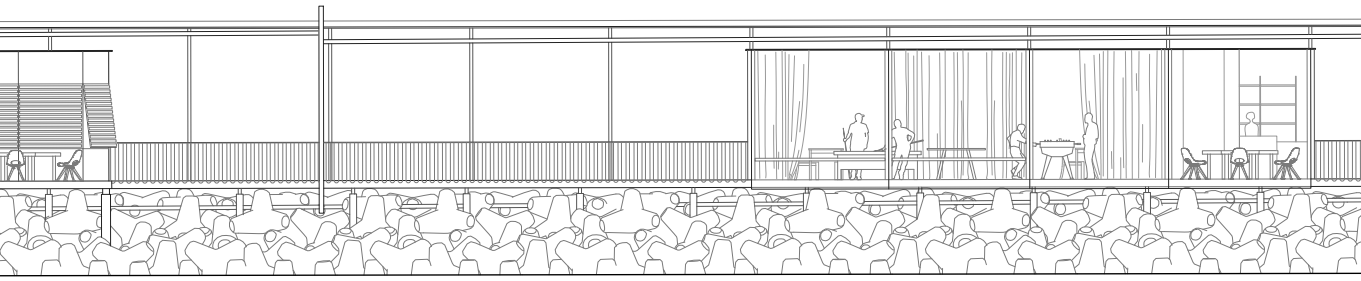

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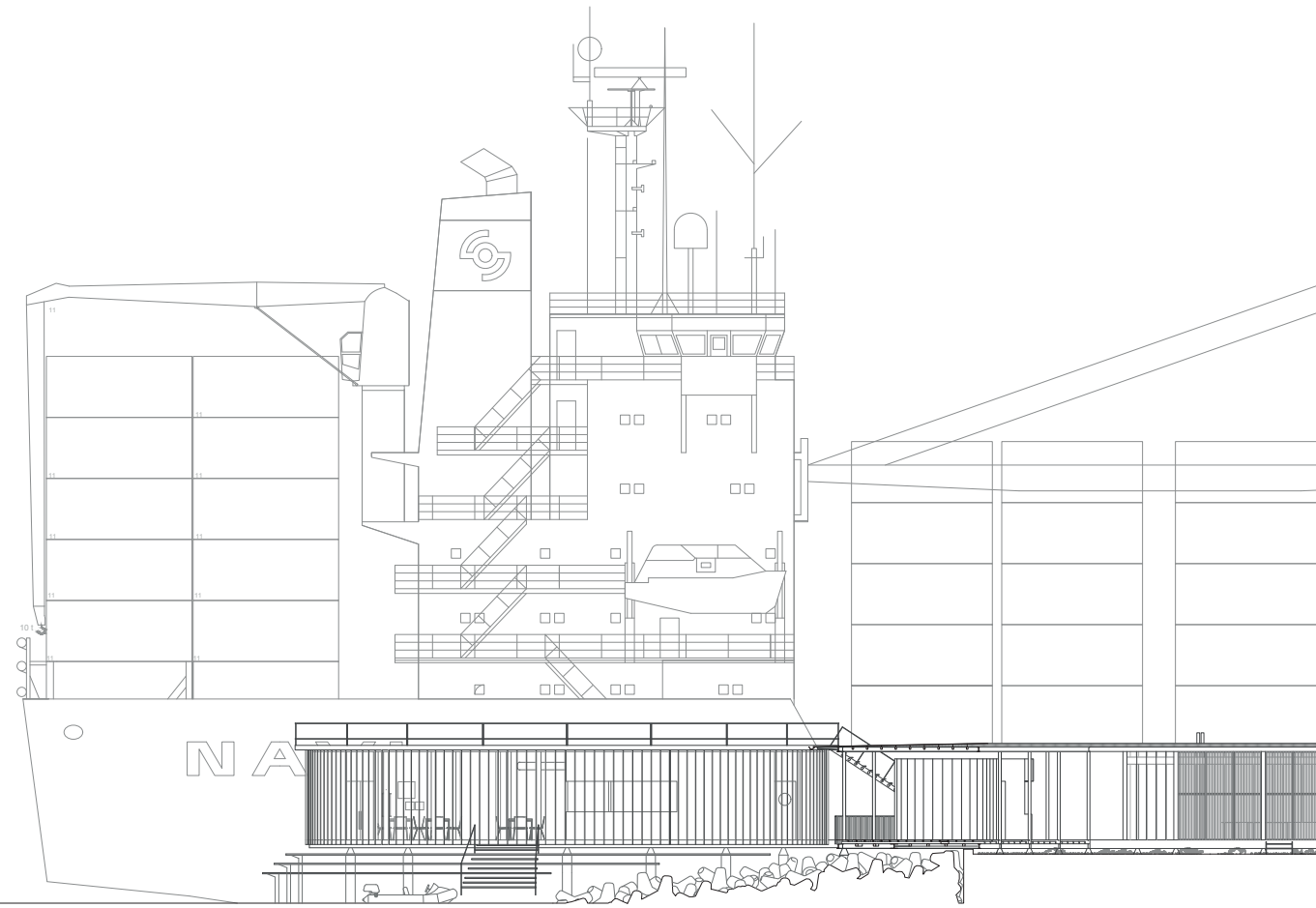

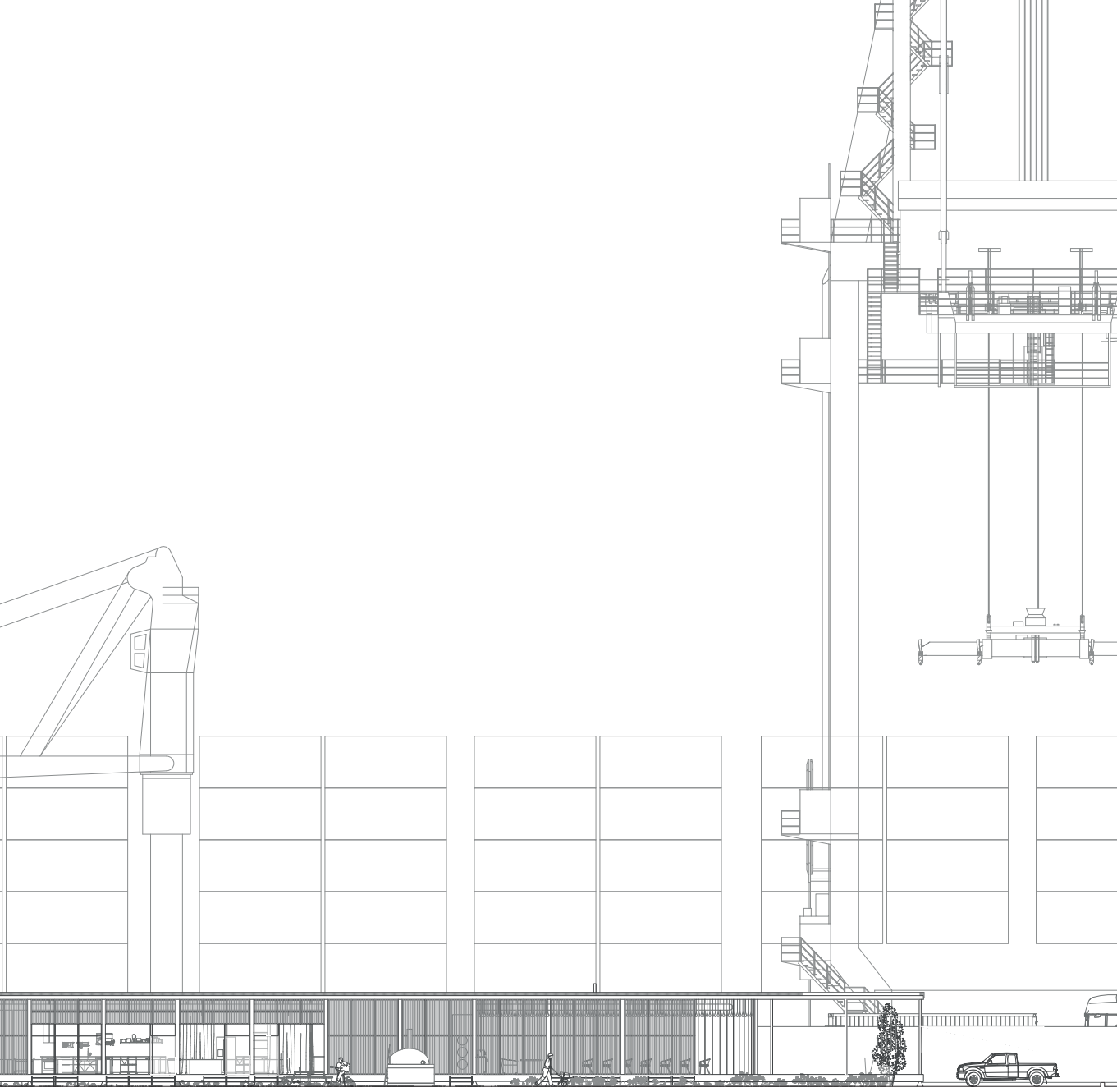

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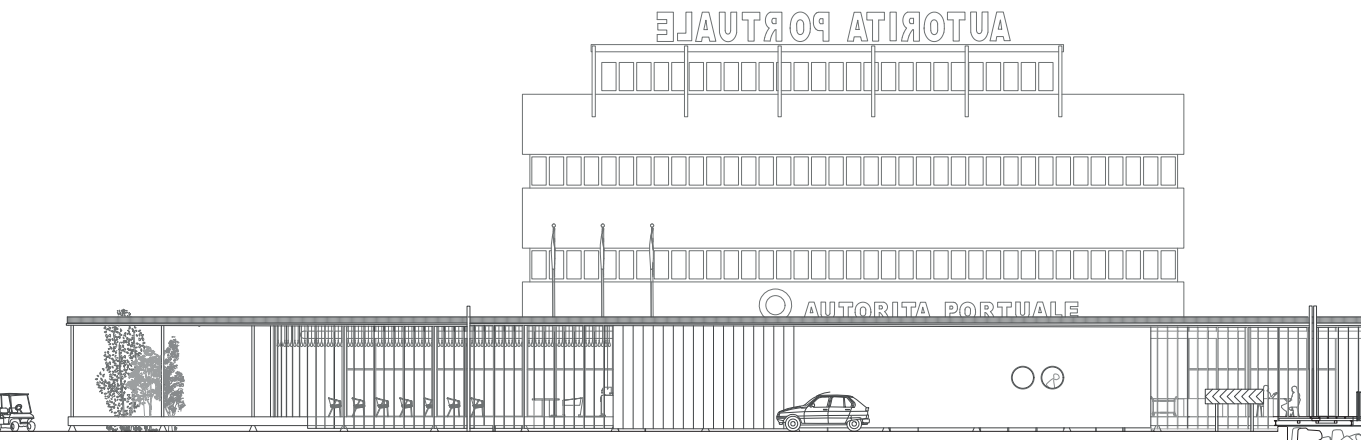
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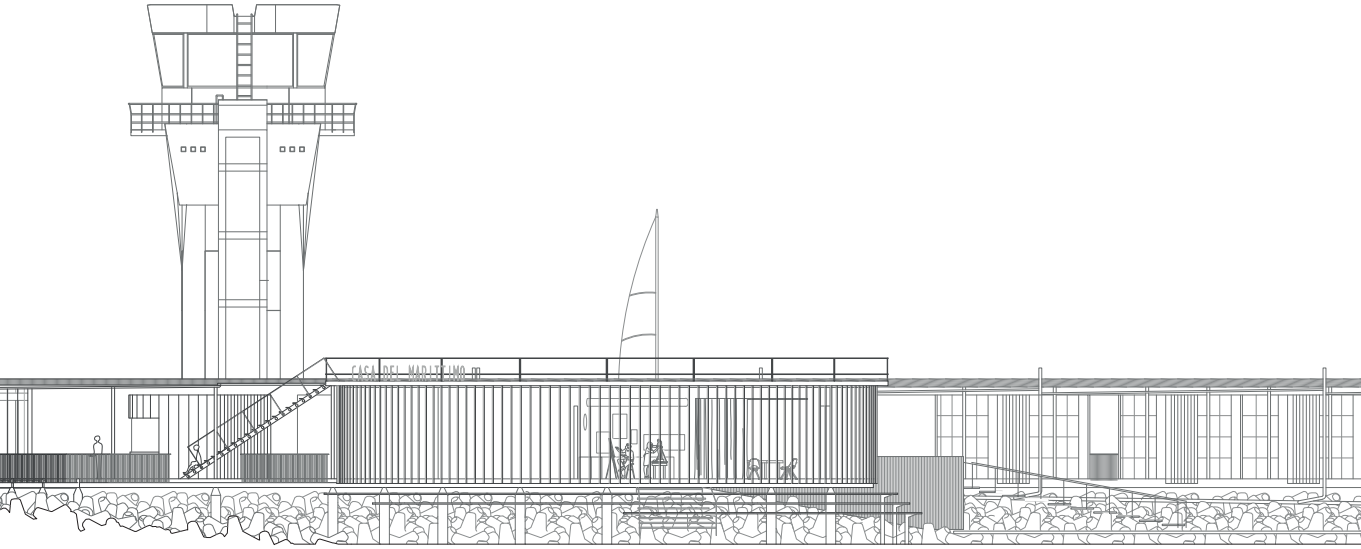

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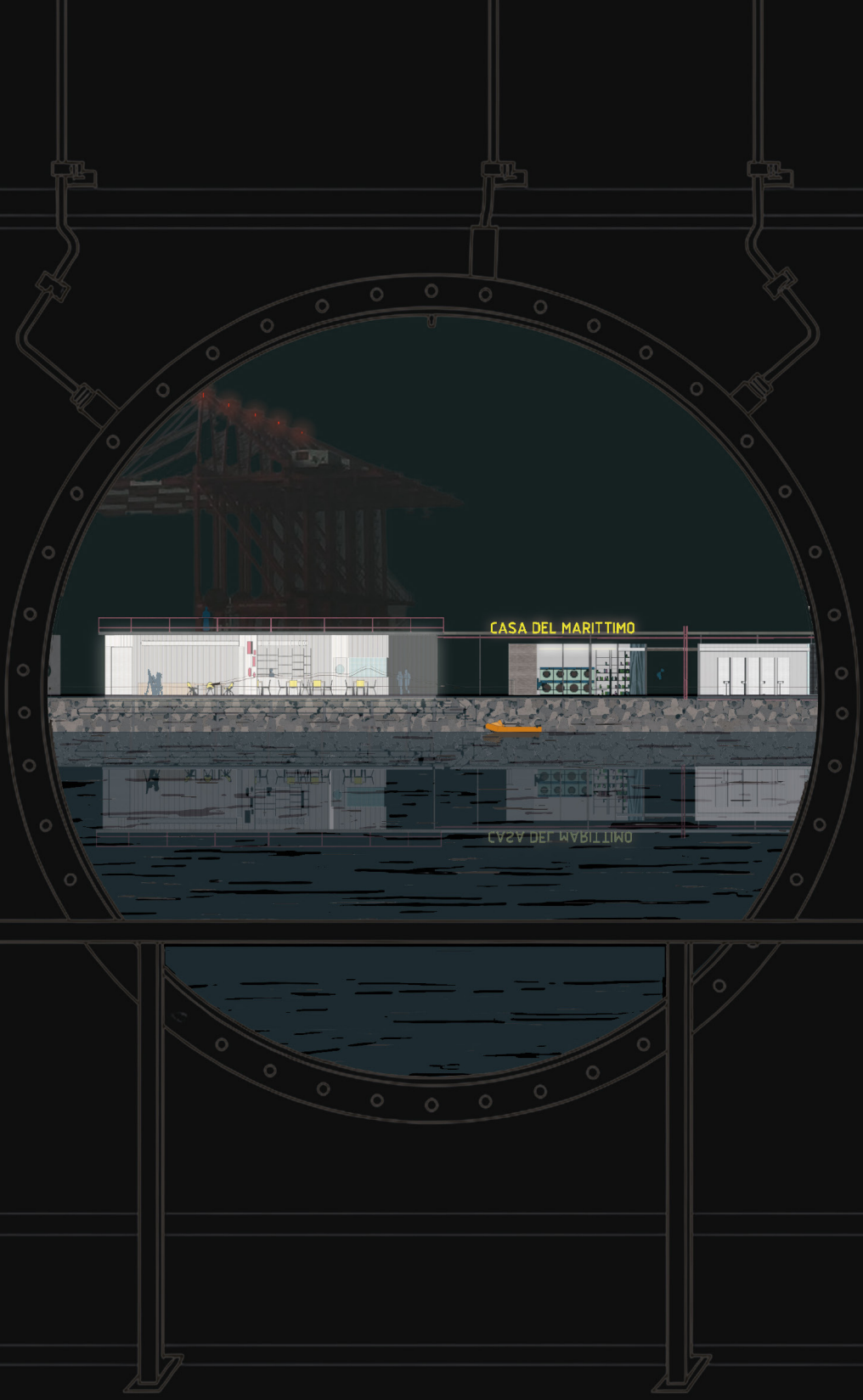
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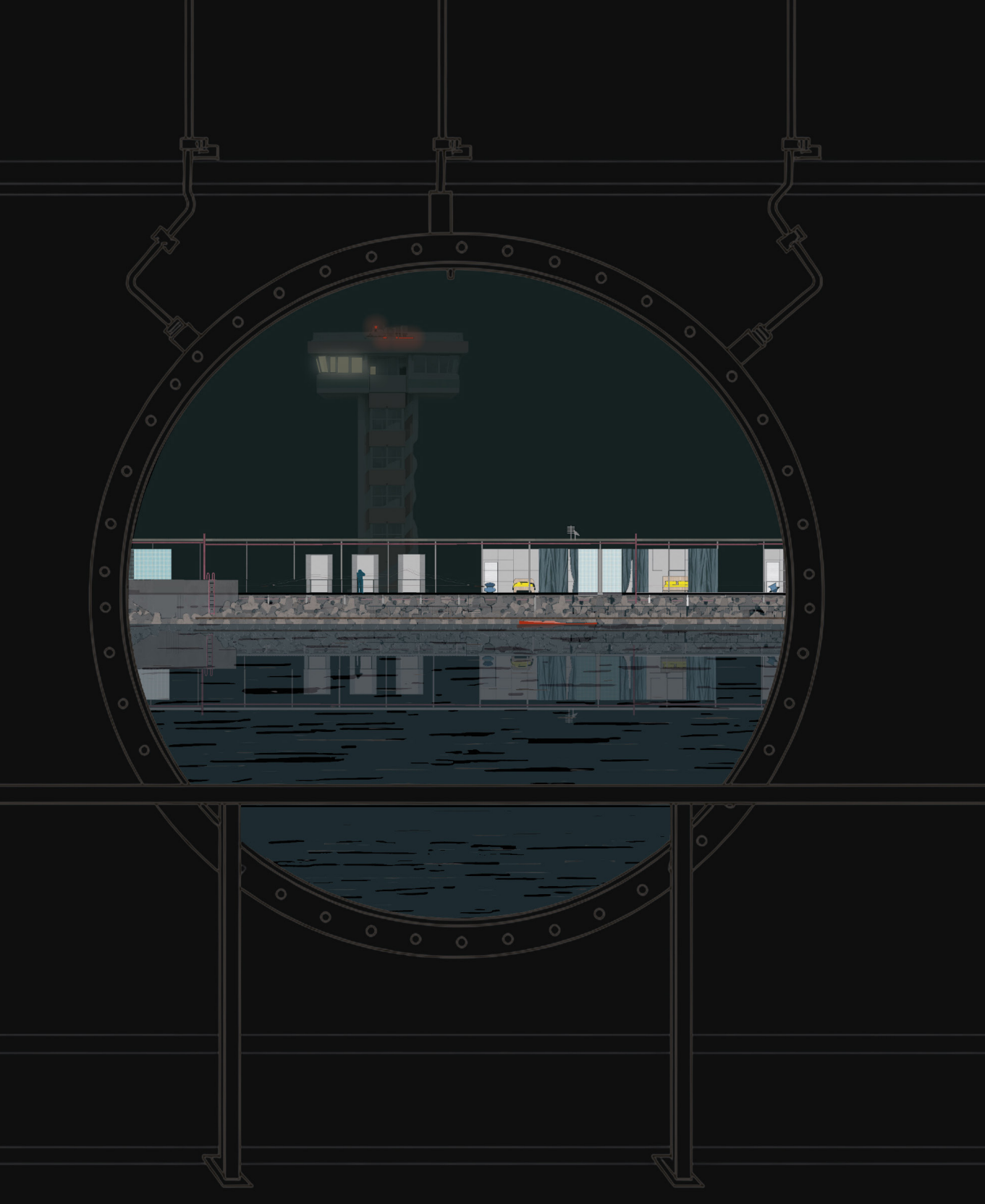
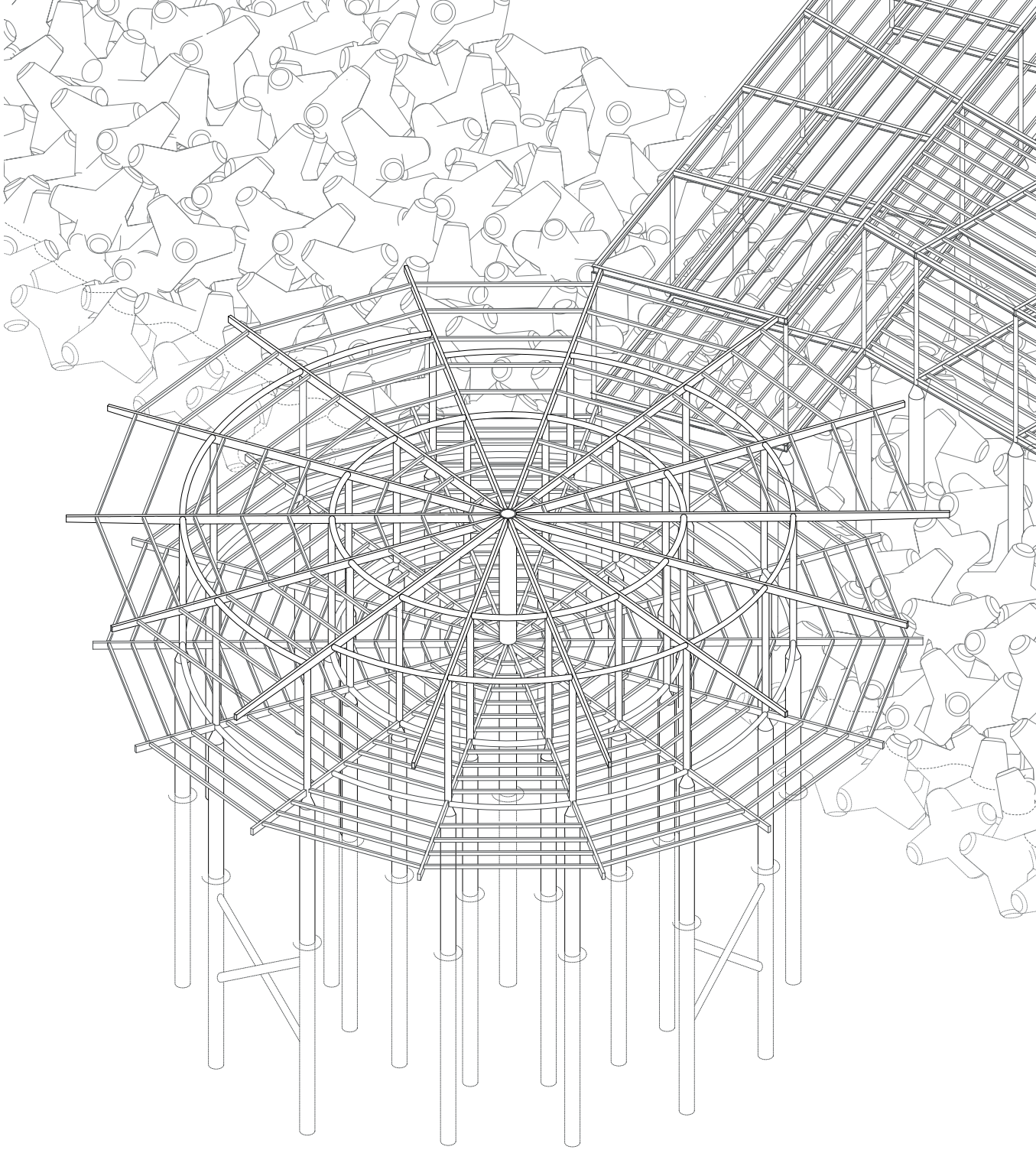




Structure and skin

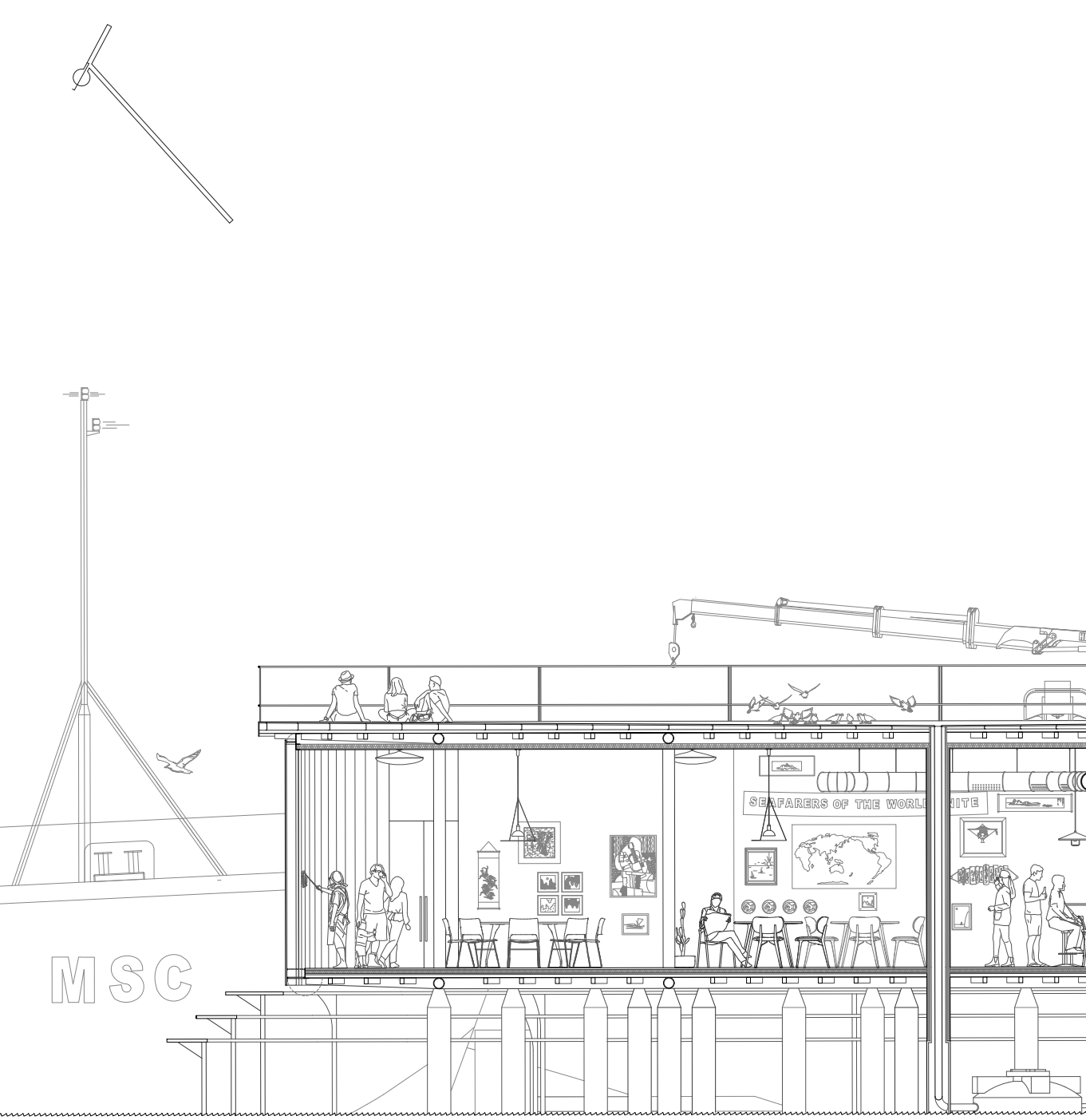
The structural system of the project directly engages with the existing breakwater, composed of large artificial rocks and tetrapods designed to dissipate wave energy and protect the shoreline and port infrastructures behind it. The project intentionally preserves this system, both for its technical function in reducing wave impact and coastal erosion, and for its infrastructural and landscape value within the port environment. The foundations are therefore inserted through a precise intervention: the temporary displacement of the tetrapods in the areas where piles are required, the installation of the structural foundations, and the subsequent repositioning of the tetrapods around them in order to maintain the continuity and effectiveness of the breakwater. The foundations are conceived as a direct extension of the steel columns. Immediately below the floor slab, where the columns meet the beams, a truncated cone element connects the circular column section of 12 cm in diameter to the steel foundation pile of 30 cm diameter. In the long arm of the portico, which runs parallel to the water, the outer row of foundation piles is inserted between the tetrapods, while the inner row, located on the landward side, is anchored directly into the ground. The same solution is adopted for the short arm of the portico, which lies entirely on land. The pavilion, by contrast, is entirely positioned above the water and rests on steel piles that are stabilized below the waterline by a system of steel cross-bracing.

The portico is defined by a structural bay measuring 5.60 m in depth and 4 m in height, with a spacing of 3.70 m between the façade columns. This configuration generates a structural grid of 3.7 × 5.6 m composed of primary IPE beams with a height of 20 cm. Between them, secondary rectangular hollow-section beams of 10 cm height are placed at 60 cm intervals, running longitudinally along the portico and spanning 3.7 m. In the areas where enclosed volumes are located beneath the porti-

co, these secondary beams support a floor build-up composed of corrugated steel decking, rigid structural panels, insulation, and the finishing layer. In the open portions of the portico, instead, the secondary beams support two additional layers of progressively smaller and denser joists that allow the external floor to reach the same level as the internal one and ultimately support a perforated walkable metal sheet. In the roof, the secondary beams carry a corrugated aluminium sheet whose slope towards the water is achieved through pairs of L-shaped steel profiles placed at variable heights. This inclination directs rainwater towards a continuous gutter running along the entire length of the façade, which forms part of the rainwater collection system. The enclosed volumes beneath the portico rely partially on the sea-side columns of the portico but also incorporate their own smaller substructure, since their footprint is smaller than the structural bay of the portico. The portico columns pass through the interior spaces; to mitigate thermal bridging, they are wrapped in insulation, increasing their apparent section inside the rooms through an offset.

The pavilion is organized through a radial steel structure. The main beams of both the floor and roof slabs are rectangular hollow-section beams arranged radially and supported by a central steel column with a diameter of 40 cm. Below the floor slab, this column continues directly as a foundation pile without additional enlargement. The secondary 12 cm diameter columns that support the radial beams are also arranged radially and positioned along two concentric circles that define the spatial layout of the kitchen and bathroom areas. The radial beams are connected by circular tubular beams and by secondary rectangular hollow-section joists with a height of 10 cm, similar to those used in the portico. In both slabs these joists support corrugated steel decking — cut into wedge-shaped segments perpendicular to the joists — followed by a stiffening layer, insulation, a second stiffening layer, and the finishing surface. Internally, the floor finish is parquet, whi-

le the roof is finished with a walkable chequered steel plate slightly inclined towards the centre of the pavilion using the same L-profile system employed in the portico. Rainwater is collected at the centre of the roof and channelled through a vertical drain integrated into the central column, which conveys it to the overall rainwater collection system.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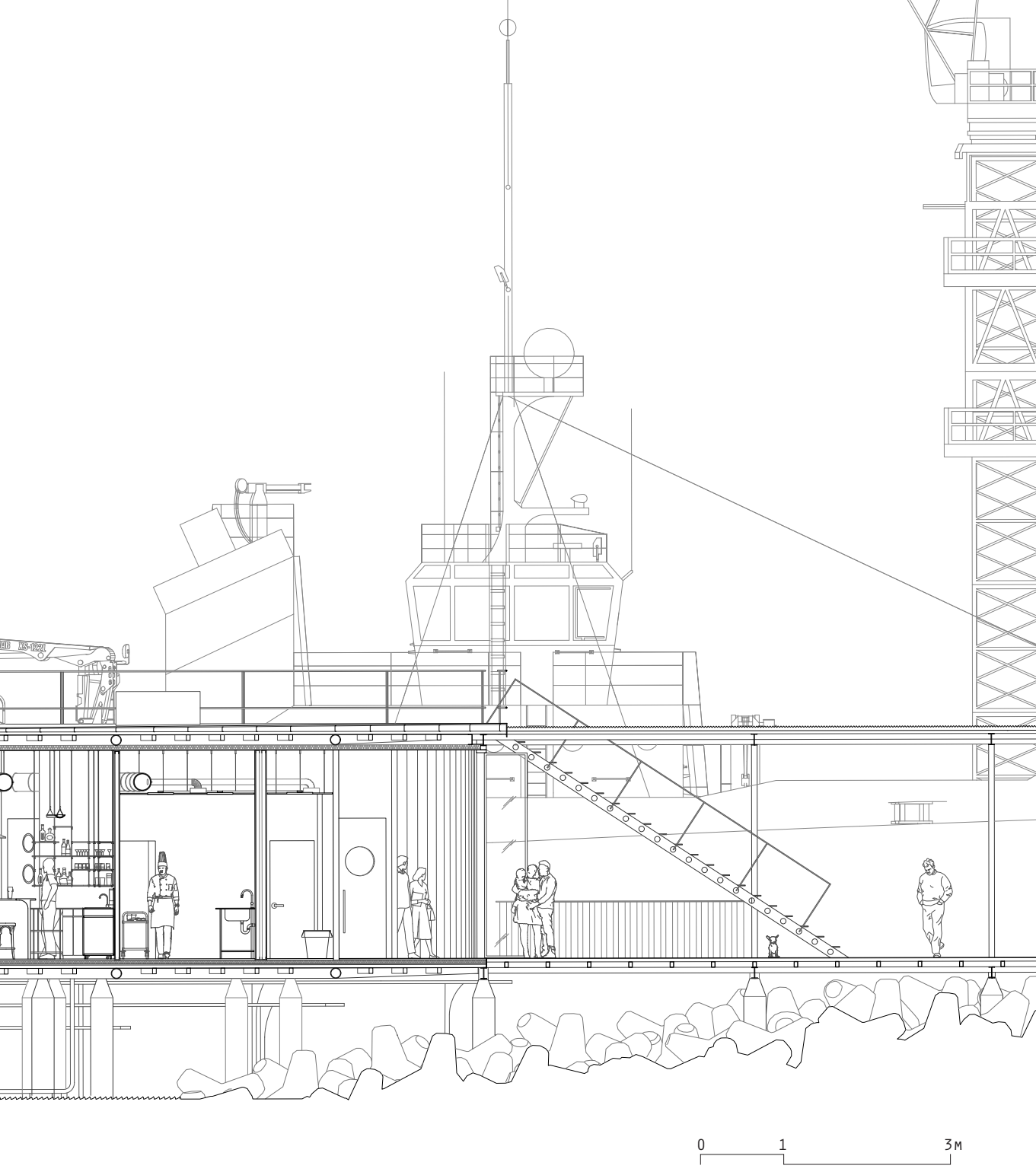
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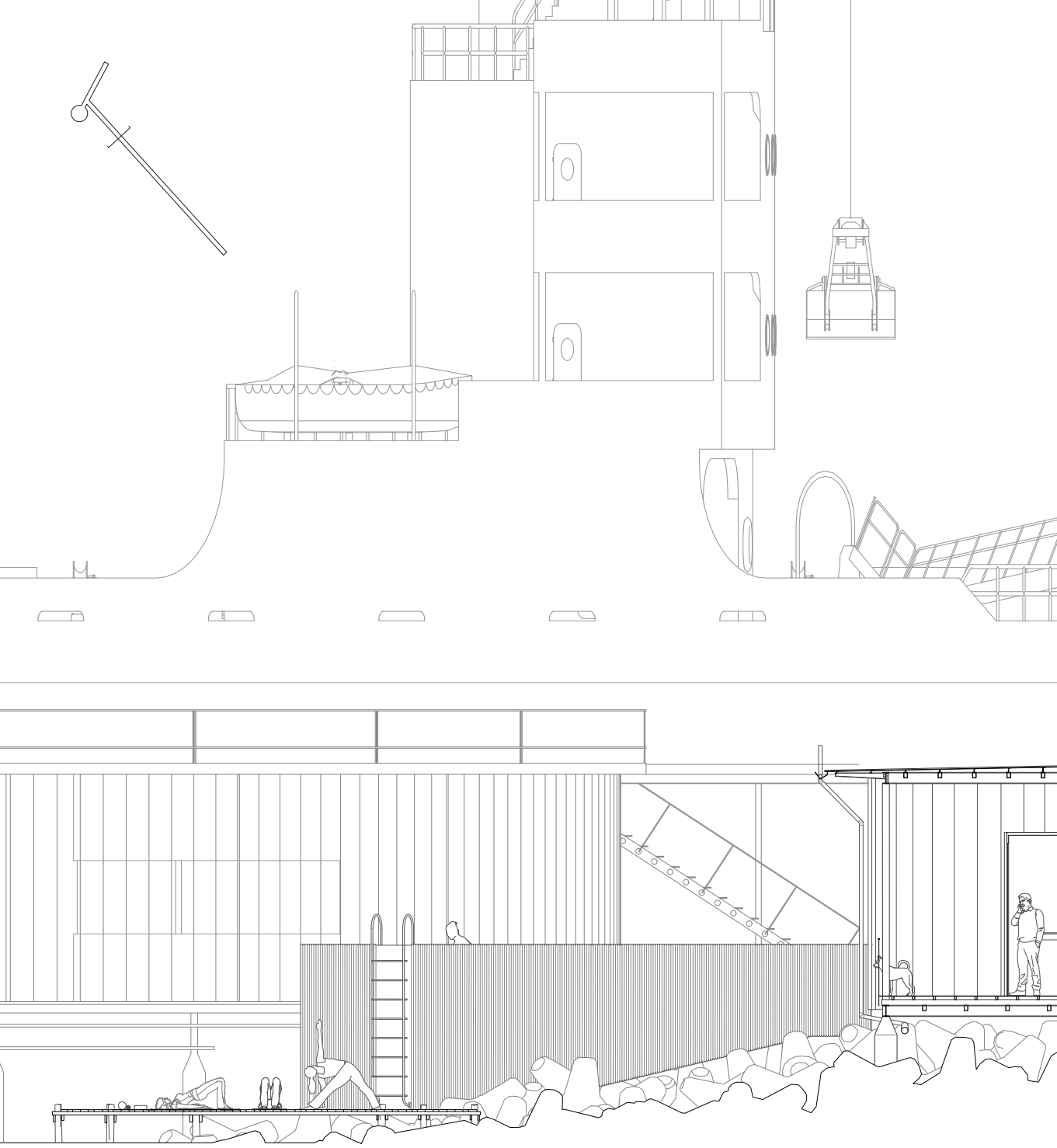

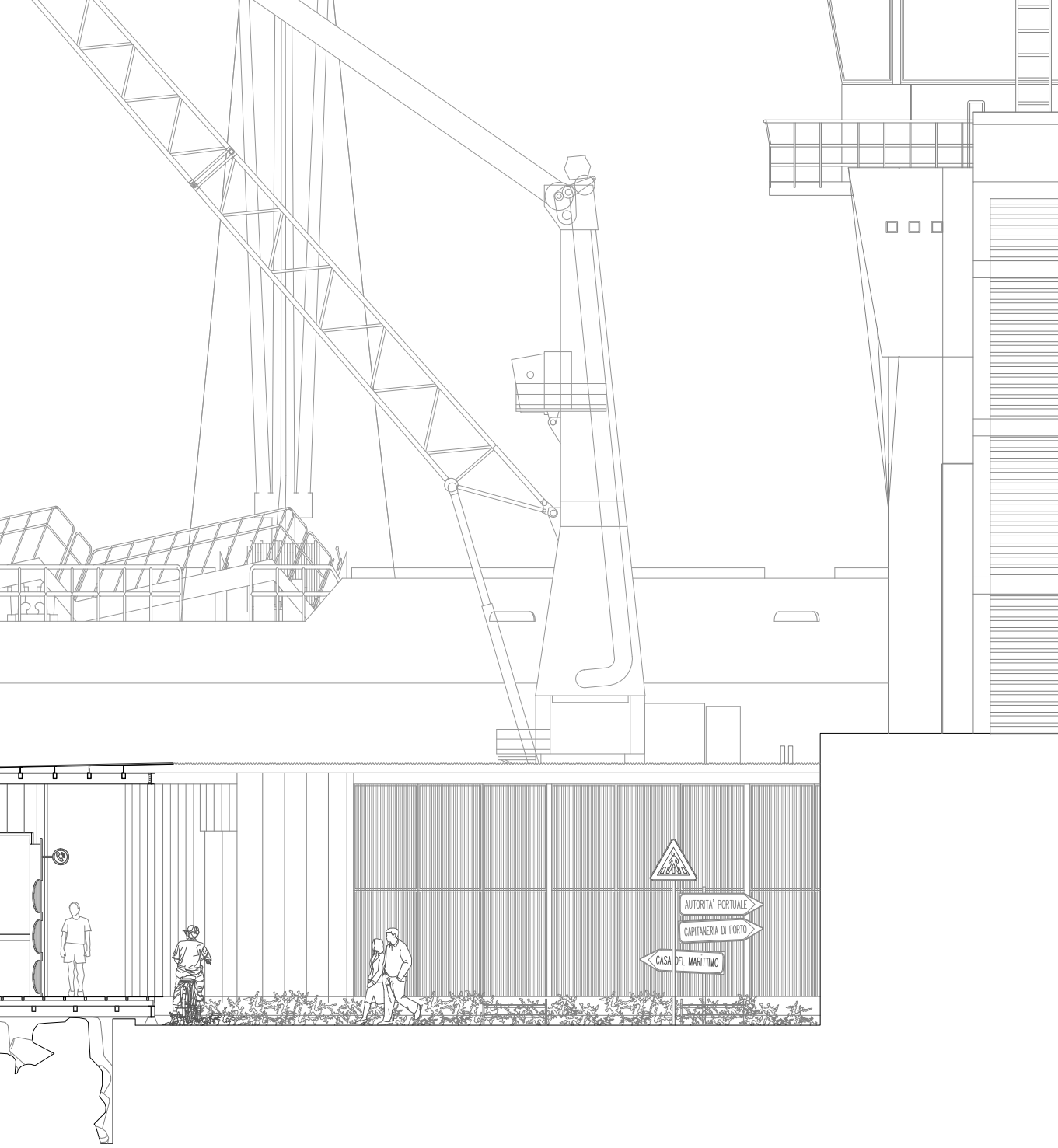
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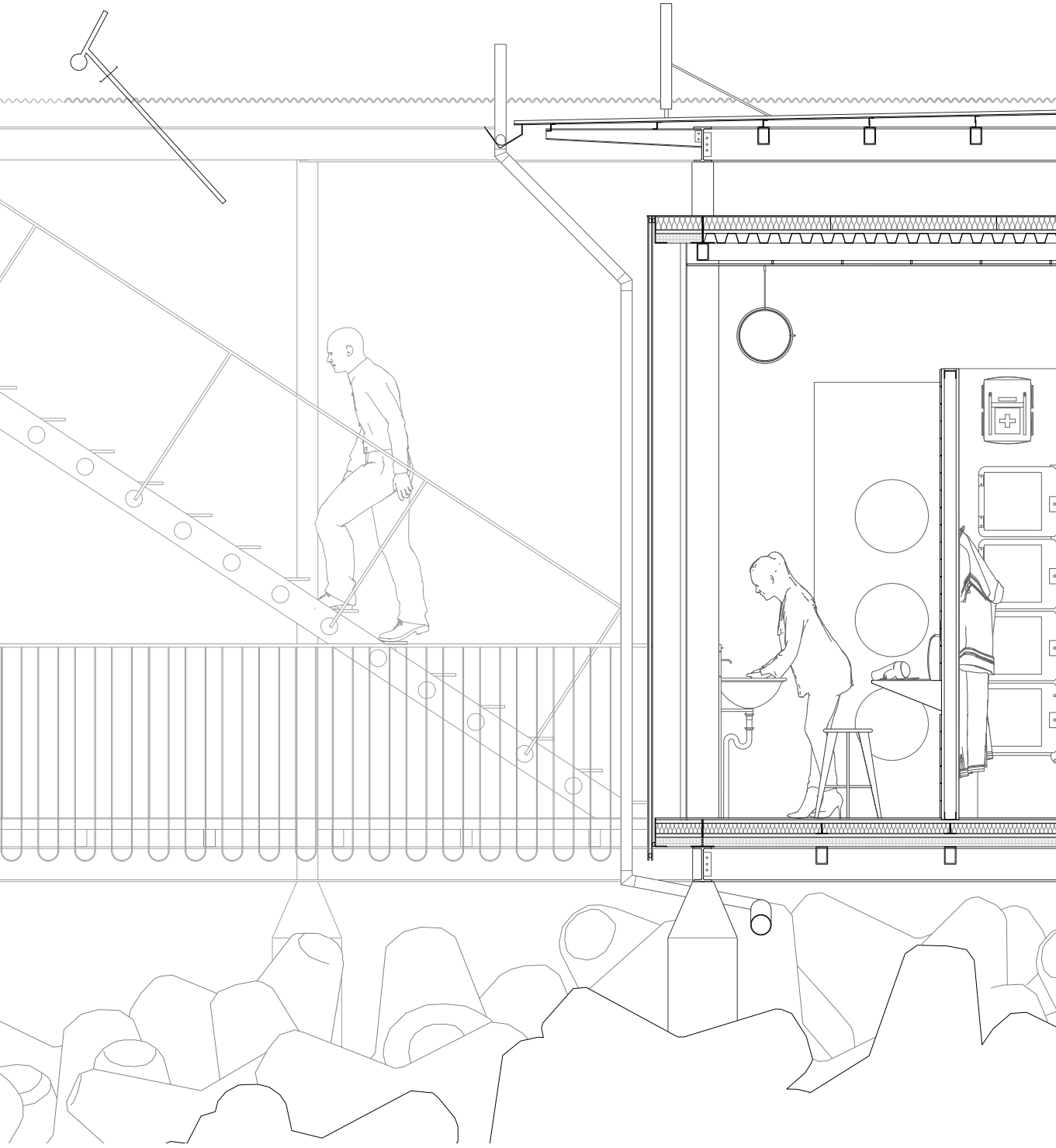

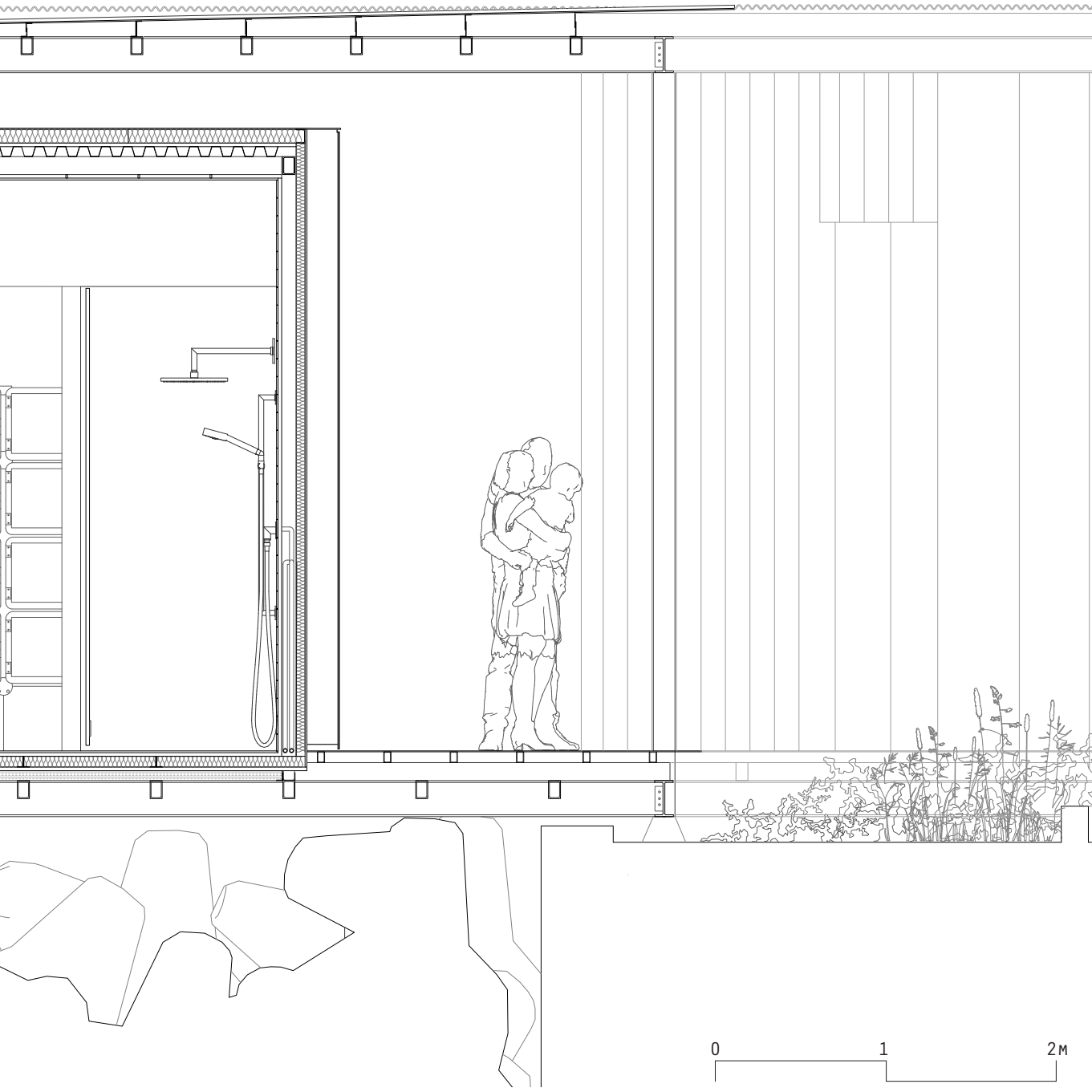
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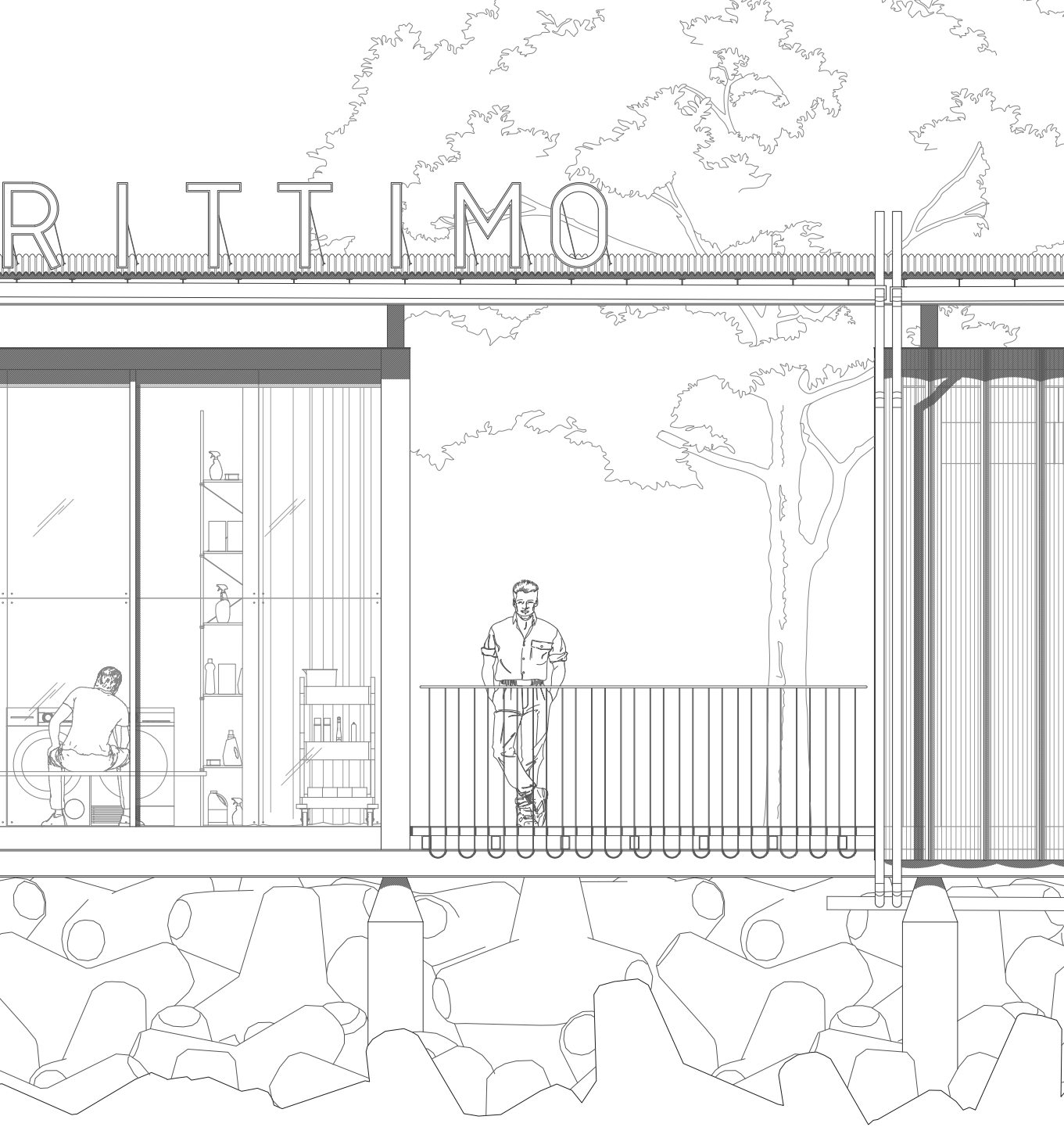
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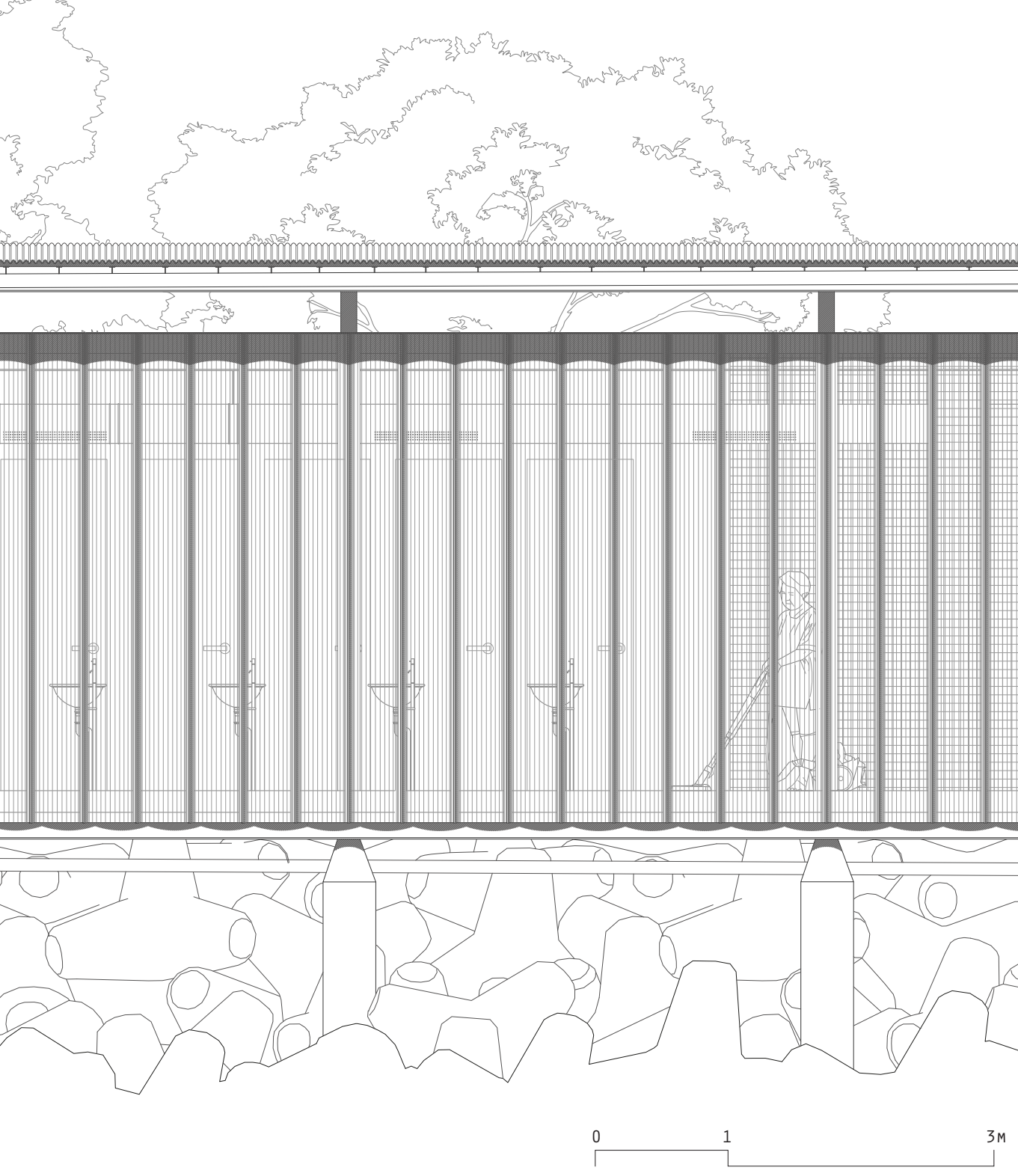
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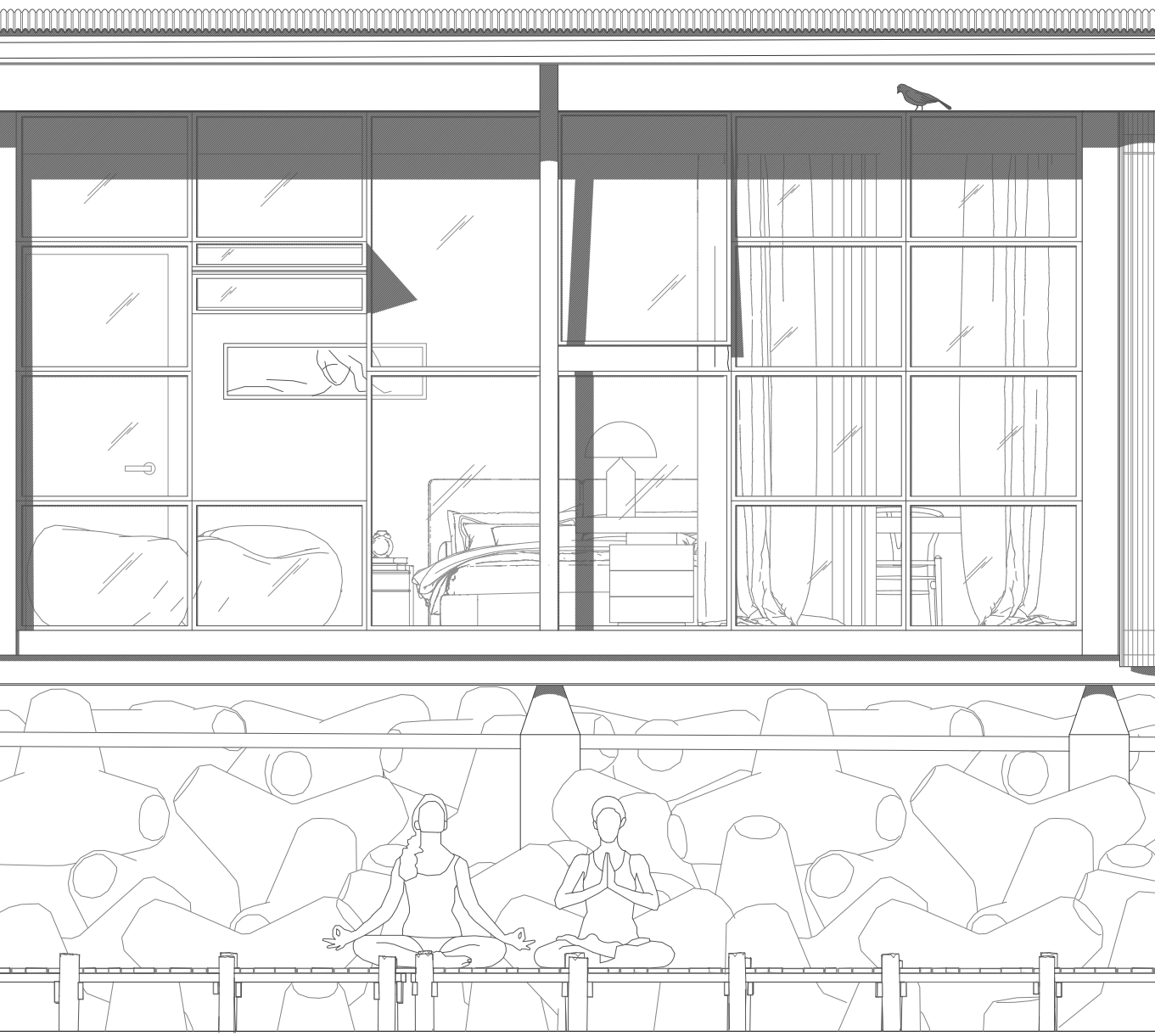

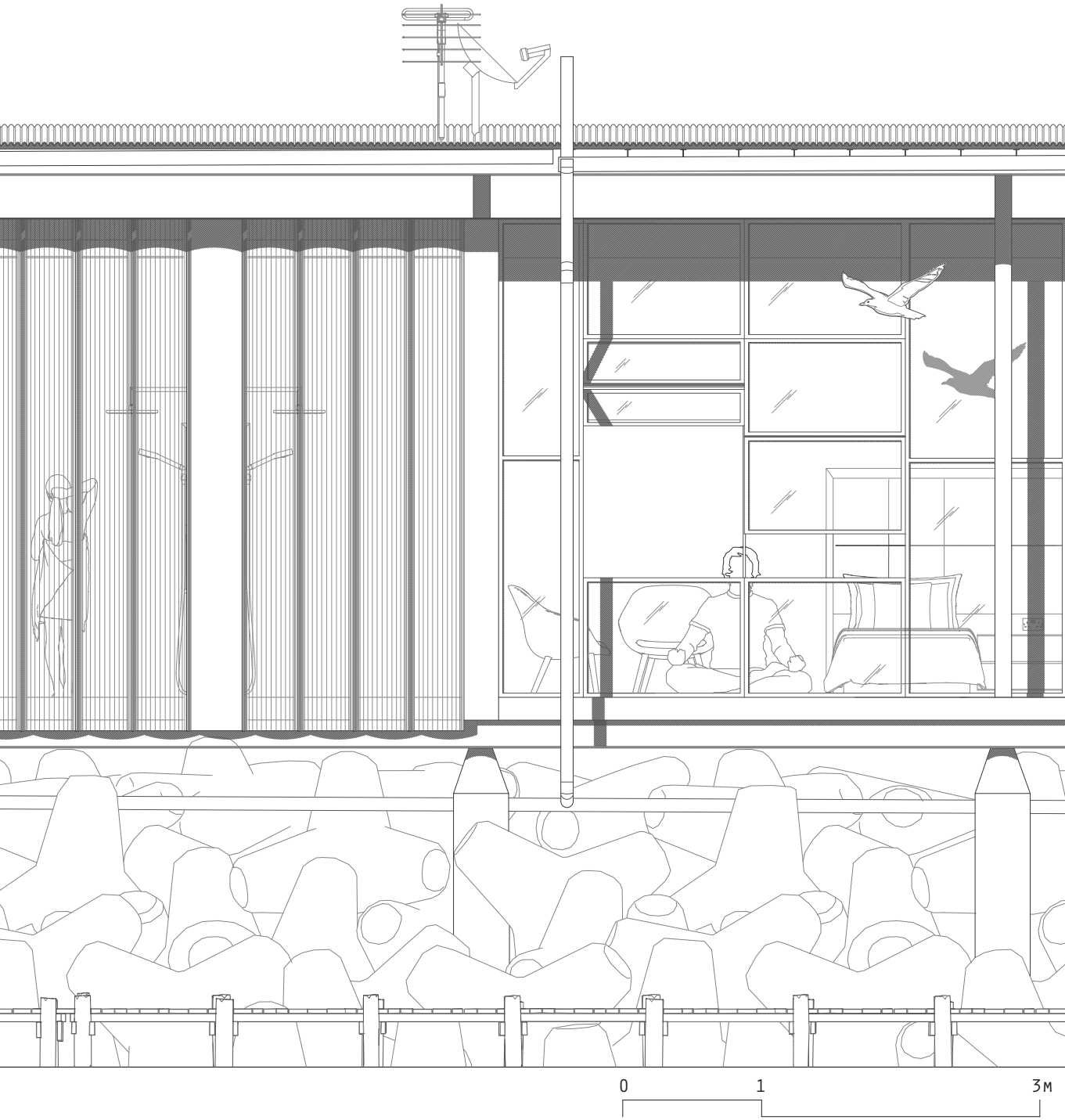
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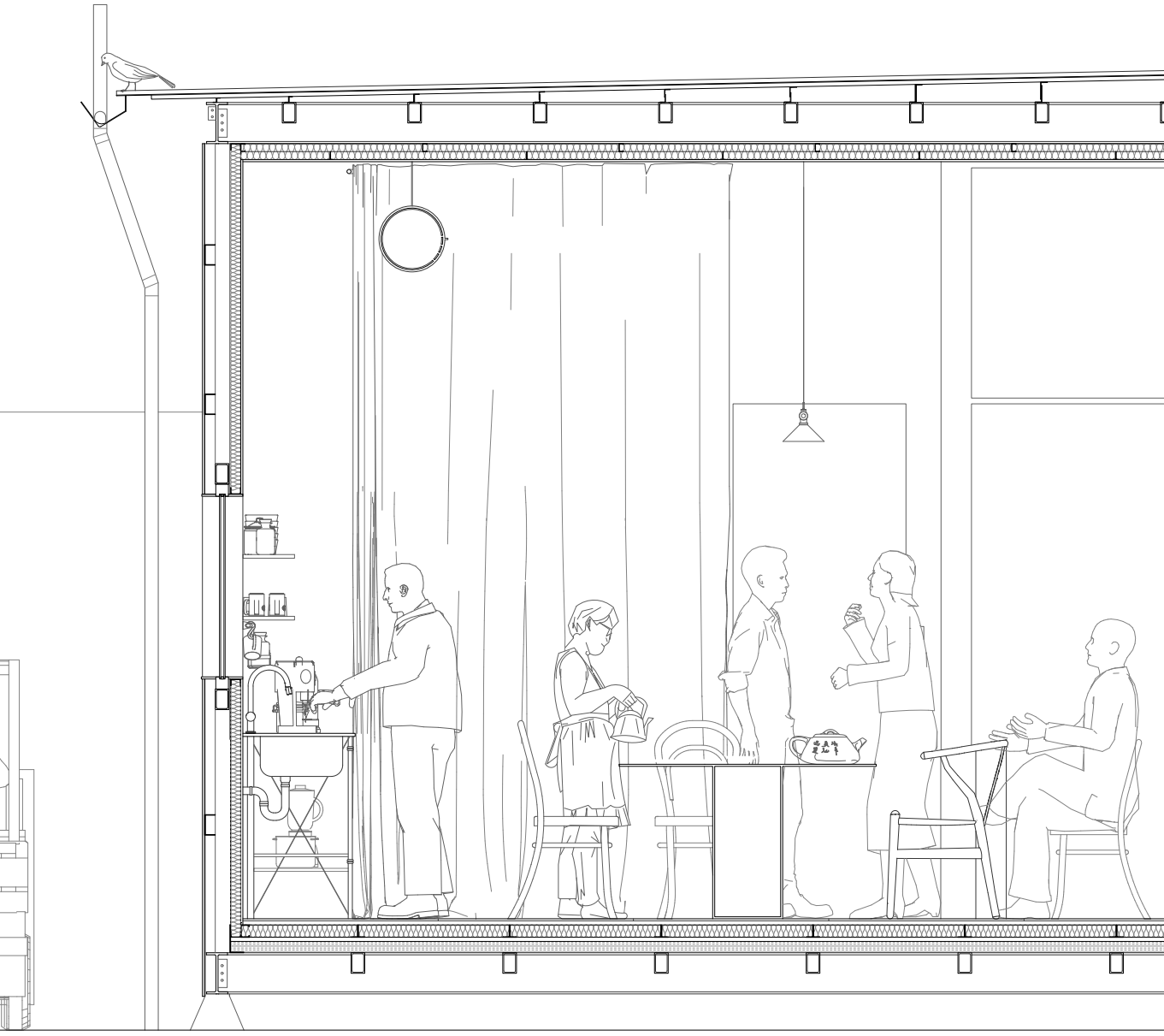

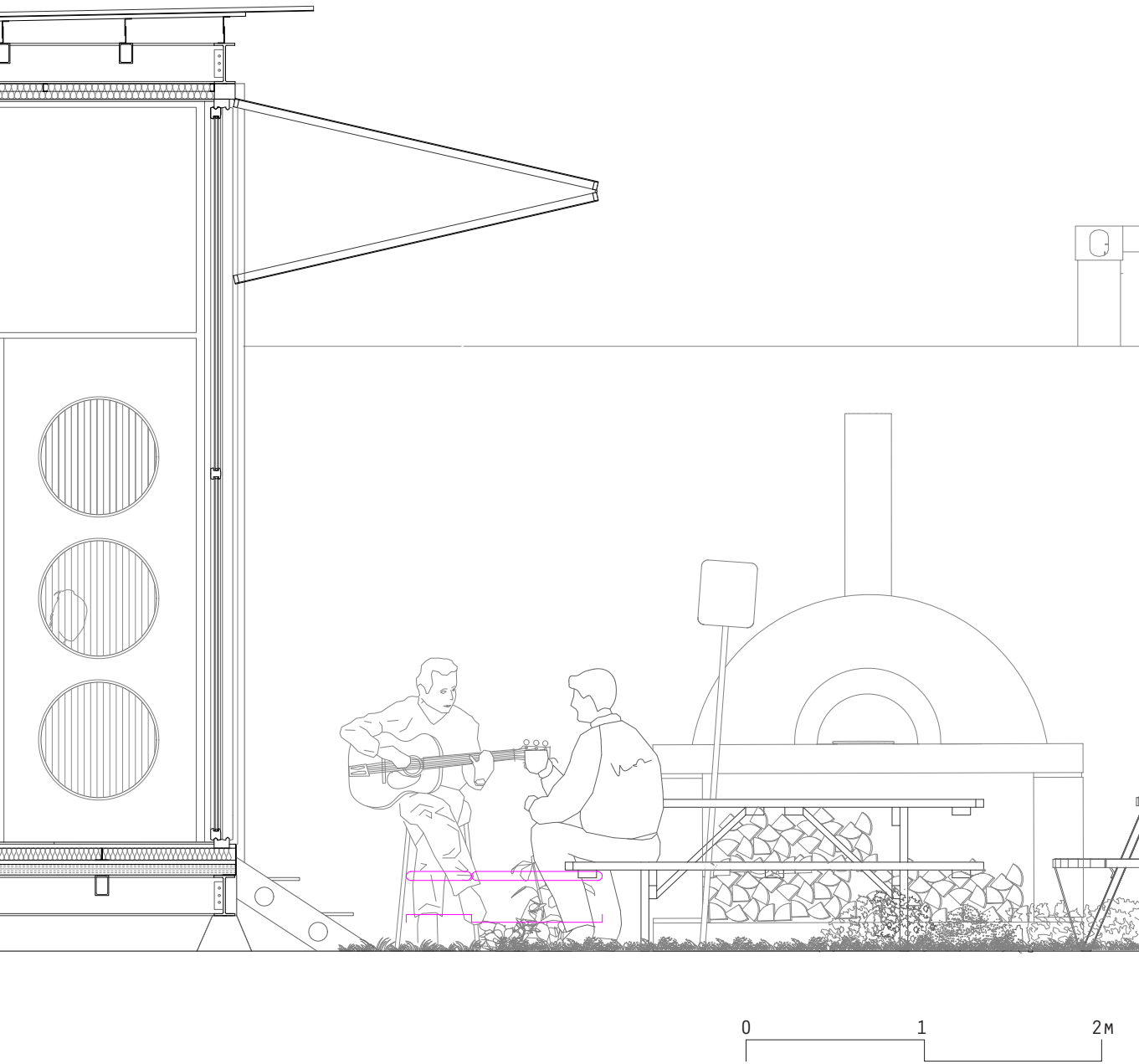
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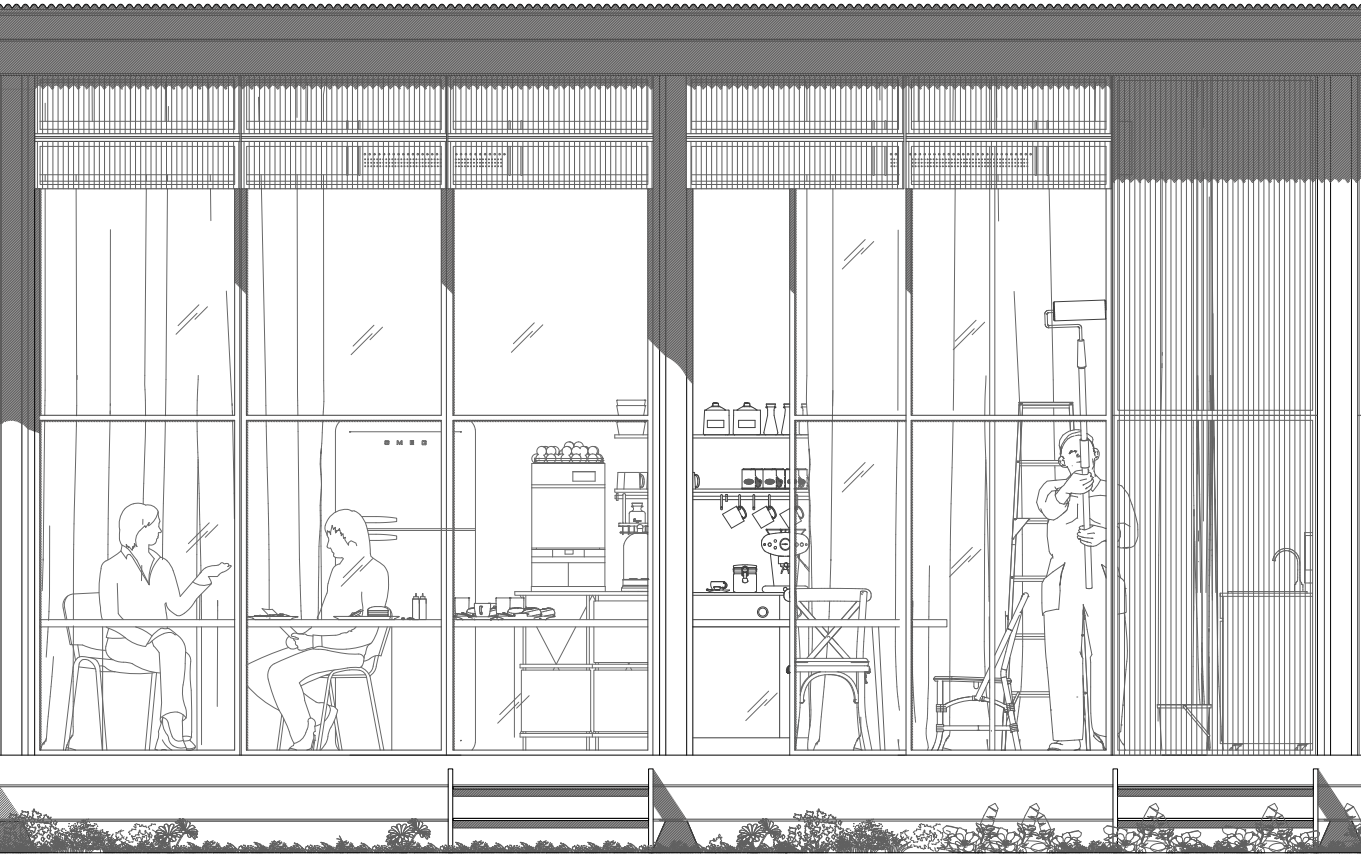

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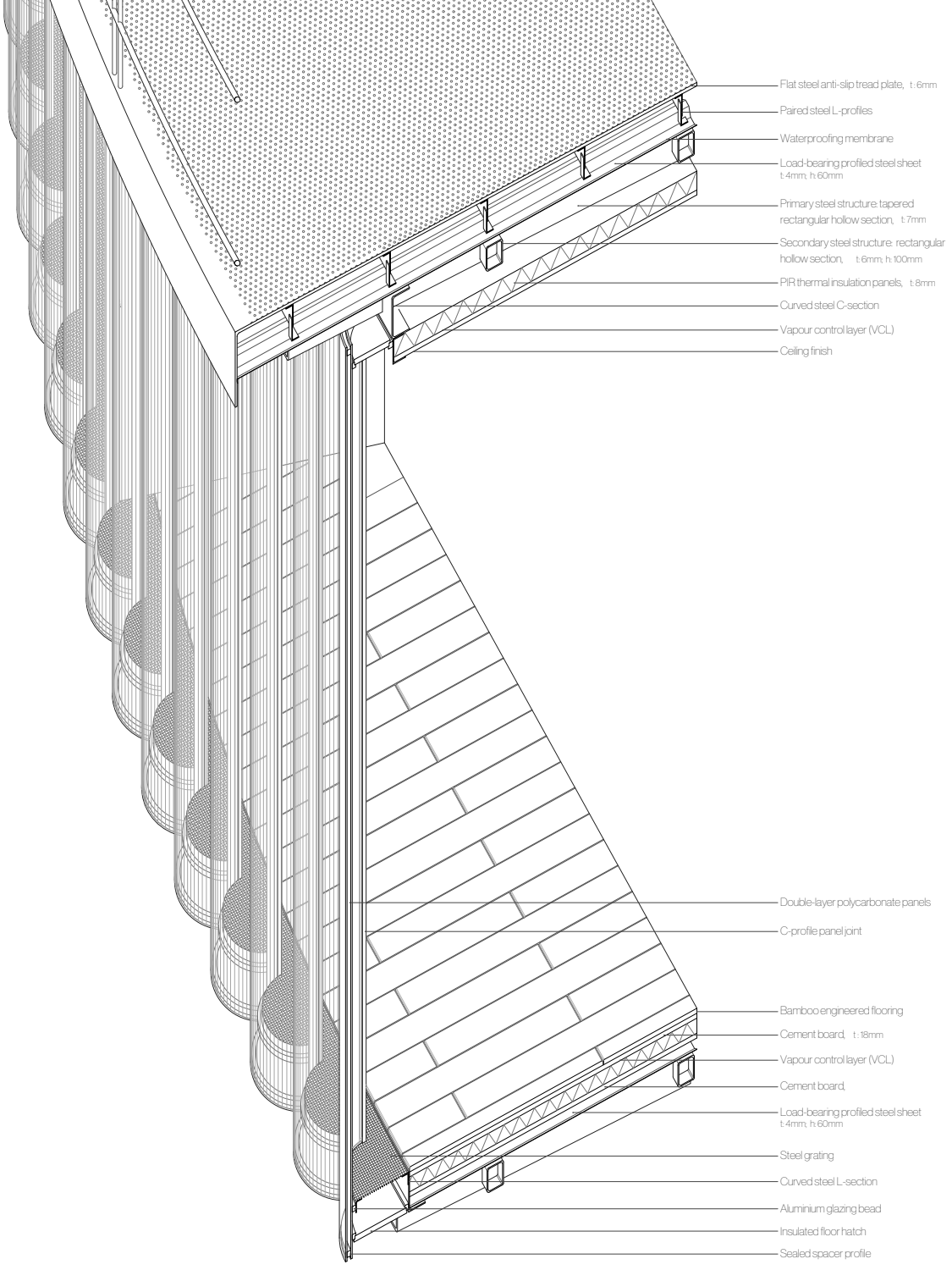
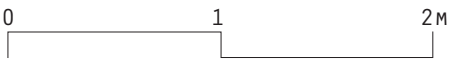

Flat steel anti-slip tread plate, t: 6mm
Paired steel L-profiles
Waterproofing membrane
Load-bearing profiled steel sheet
t: 4mm; h: 60mm
Primary steel structure: tapered
rectangular hollow section, t: 7mm
Secondary steel structure: rectangular
hollow section, t: 6mm; h: 100mm
PIR thermal insulation panels, t: 8mm
Curved steel C-section
Vapour control layer (VCL)
Ceiling finish
Double-layer polycarbonate panels
C-profile panel joint
Bamboo engineered flooring
Cement board, t: 18mm
Vapour control layer (VCL)
Cement board,
Load-bearing profiled steel sheet
t: 4mm; h: 60mm
Steel grating
Curved steel L-section
Aluminium glazing bead
Insulated floor hatch
Sealed spacer profile

The internal partitions of the pavilion are constructed in gypsum board, while the façade — continuous around the entire circumference and interrupted only by the entrance doors — is composed of semicircular polycarbonate modules joined by small metal profiles. Each module has a diameter of 40 cm, creating a dense rhythmic articulation across the façade. Each semicircle consists of a double layer of polycarbonate with a small air cavity in between, functioning similarly to a double-glazed element. To avoid interrupting the façade with operable windows, natural ventilation is ensured through continuous openings at the lower and upper edges of the façade running along the entire circumference. In the arms of the portico, where this façade system is not present, the enclosures consist of full-height glazed façades articulated by frames of different sizes according to the interior functions: tilt-and-turn openings in the bedrooms and sliding panels in the communal kitchen. Solar control and privacy are achieved through internal shading devices, such as curtains in the bedrooms, or external systems, as in the communal kitchen where polycarbonate panels can be lifted upwards to act as shading elements




PORT
WORKER


CASA DEL MARITTIMO

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Garden House —
Baracco + Wright Architects

Melbourne, Australia
2014

A light and transparent volume encloses a continuous interior rather than a sequence of rooms. Domestic activities are organised along a single longitudinal element integrating kitchen, storage and services, turning furniture into spatial infrastructure. Cooking, resting and moving occur within the same visual field, reducing functional separation and emphasizing the everyday dimension of inhabitation.

Photos by Rory Gardiner

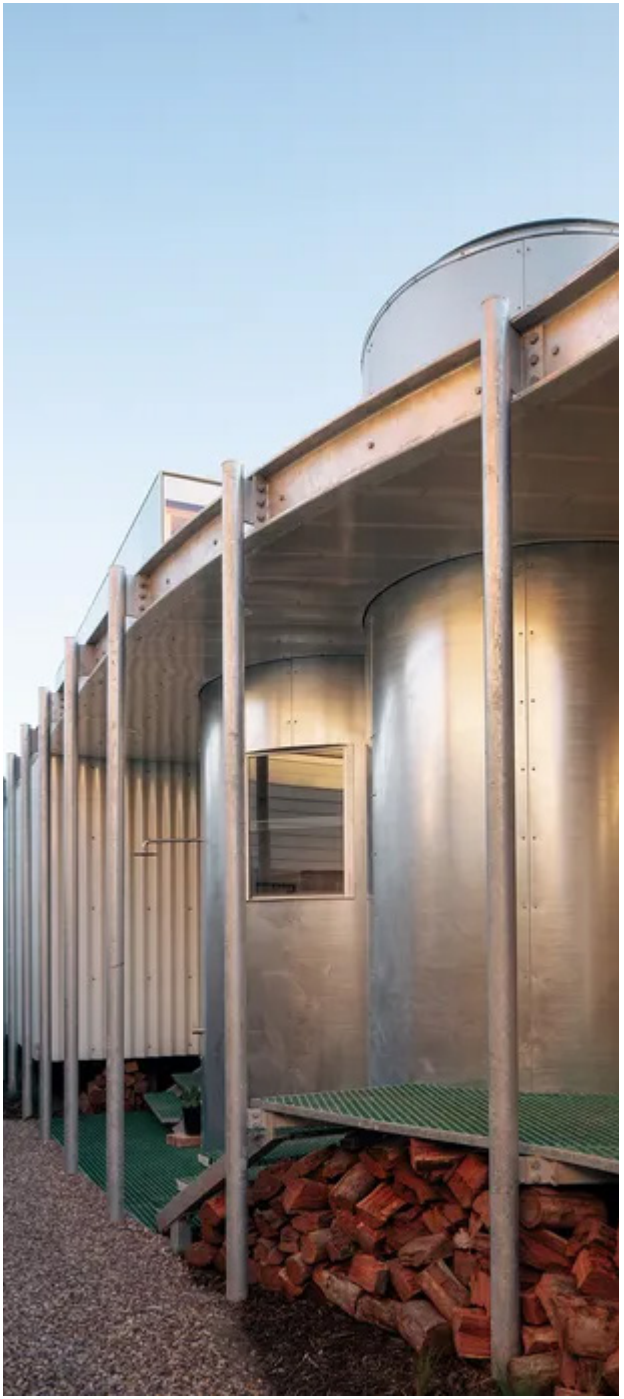
Source: https://divisare.com/projects/440464-baracco-wright-architects-rory-gardiner-garden-house

AB House – Office MI–JI

South Korea

2022

The building presents a dual character: a technical outer shell defined by steel and metal sheets and a warm continuous wooden interior. The precision of joints and connections emphasizes its industrial nature without sacrificing domestic comfort. The transition between the two conditions is gradual, perceived as a material shift rather than a strict boundary between outside and inside.



Photos by Ben Hosking

Source: https://www.archdaily.com/990953/ab-house-office-mi-ji

Open Lab Co-Working Altenburg —
Meier Unger Architekten

Altenburg, Germany
2020

The workspace is conceived as a civic interior without fixed workstations. Curtains, movable walls and adaptable furniture allow constantly changing configurations, while domestic colours and materials create an informal atmosphere. The kitchen plays a central social role rather than a service one, contributing to a place of stay rather than a conventional office, where work, encounter and pause coexist without rigid hierarchies.

Photos by Philip Heckhausen

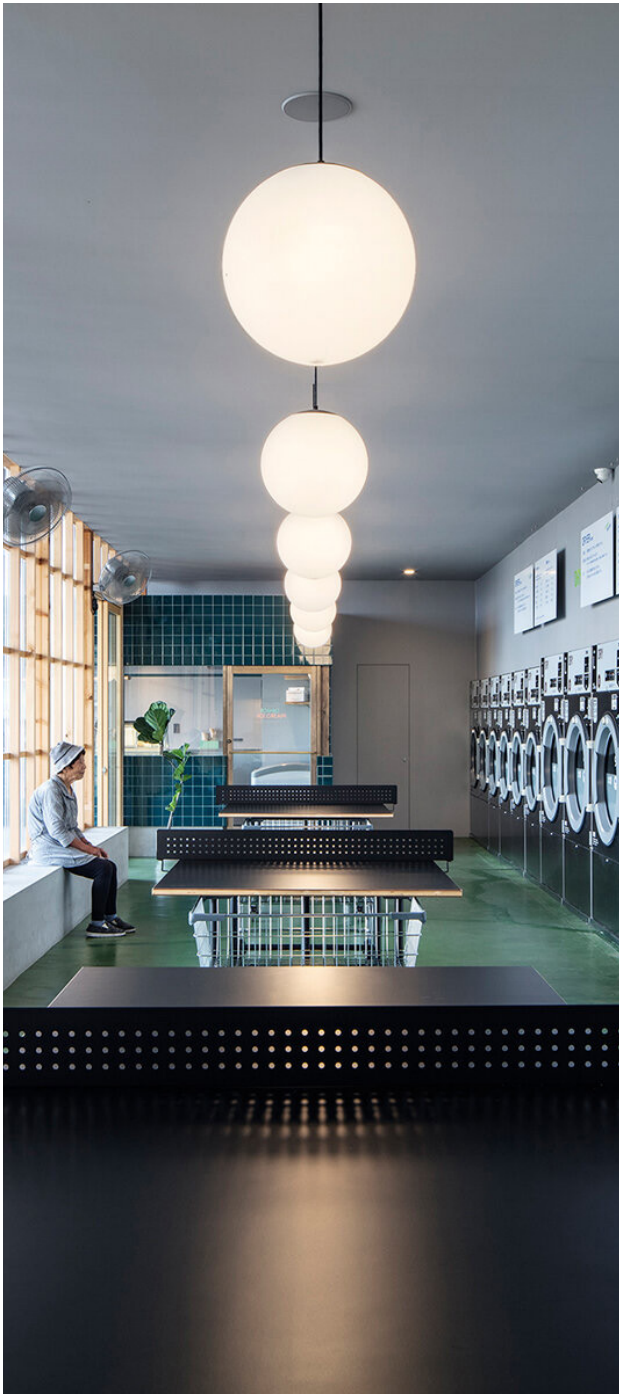
Source: https://www.archdaily.com/995764/open-lab-co-working-altenburg-meier-unger

Laundry Holiday / Yoshio Ice Cream —
Suppose Design Office

Shikokuchuo City, Japan

2023

A laundromat is reinterpreted as a hybrid public interior where daily routines and leisure overlap. Washing clothes coexists with eating ice cream, lingering or playing, transforming a technical function into a social occasion. The open relationship with the street and the use of simple materials dissolve the boundary between inside and outside, while waiting time becomes a meaningful part of the spatial experience.



Photos by Kenta Hasegawa | OFP

Source: https://www.designboom.com/architecture/laundromat-japanese-ice-cream-shop-suppose-design-office-hybrid-concept-01-06-2023/


SELF LAUNDRY セルフランドリー 24h


LAUNDRY
ICE CREAM
CAFE

Komaeyu Public Bathhouse —
Schemata Architects + Jo Nagasaka

Komae (Tokyo), Japan

2023

These public bathhouses reinterpret the Japanese sentō as a contemporary place of shared wellbeing beyond hygiene. Alongside the bathing areas appear lounges and collective spaces that encourage informal gathering. The experience unfolds as a ritual sequence — undressing, washing, soaking, resting — fostering a contemplative atmosphere that feels almost spiritual without being religious. The architecture constructs gradual transitions between spaces where physical care, perception and social presence become inseparable.

Photos by Ju Yeon Lee

Source: https://schemata.jp/koga-neyu/

Koganeyu —
Schemata Architects

Sumida City (Tokyo), Japan

2020

Photos by Yurika Kono

Source: https://schemata.jp/koga-neyu/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