

A Maritime Heritage Structuring the Urban Dynamics of the City: Cross-Examination of the Port of Annaba

Phdst Cherifa Guidoum¹, MCA Bernia Hecham Zehioua², Pr. Salah Eddine Cherrad³

^{1,3}University of Mentouri, Faculty of earth science; Geography and planning territory
Laboratory of planning territory LAT. Constantine1- Algeria.

²University of constantine3, faculty of architecture and urbanism, laboratory from architecture to urbanism, areas, society and techniques AUTES. Algeria.

Received: September 15, 2022

Accepted: October 06, 2022

Published: October 08, 2022

Abstract

Due to its geographical situation and tangible and intangible heritage, Annaba is distinguished by its natural sites and coastline. Its Port has been the urban structuring element for decades, ensuring territorial dynamics and urban growth. This research aims to explore the relationship between the Port and the city. First of all, using a diachronic and synchronic analysis, we study how these two entities have evolved in time and space. A comparative approach is applied based on indicators of comparability between European port cities in terms of their development and the expected impacts of these projects. We deduce the strategies of the city actors for the revival of the city-port relationship. Finally, we propose a cross-examination of our case study, namely the Port of Annaba and the new marina project. This work aligns with the axes developed in our doctoral thesis in the disciplinary field of the history of urbanism.

Key words: Annaba port - Maritime heritage - Strategies - Actors - Urban dynamics.

INTRODUCTION

In any coastal city, the Port is a strong element of urban growth and economic development for the whole country. The Port of the city of Annaba, a strategic place in its history, a permanent heritage element par excellence, has ensured the urban dynamics of this territory for decades. Located in the heart of the city centre, it describes both a rupture and a duality. Indeed, this maritime interface, which was the valorising image of the socio-economic and urban development of Bône, is today a pericentral zone bordering the hyper-centre, materialising the rupture and the urban insecurity. However, Annaba occupies a dominant position in the region and is called to integrate the world network of metropolitan cities (SNAT 2030)¹ should enhance its Port to connect to the Mediterranean competitiveness territory. Cities on both shores have turned to their ports to make them the heart of their urban dynamics, as in Marseille, Tangiers, Alexandria and many others.

Despite the directives of the urban planning instruments imposing to take care of this port entity with a heritage profile, the reality is different: a port on the margin makes a separate entity. Thus, *between rupture and continuity, what role has the Port, this coastal heritage, played and still plays in the urban dynamics of the city of Annaba? What are the transformation processes to be undertaken in Annaba with regard to the strategies of attractiveness developed by the city-ports of the Mediterranean?* Answering this paradox means highlighting the seaport's contribution to the city's urban evolution and analysing the strategies followed by other cityports similar to Annaba to inspire us so that this Port reintegrates the belly and opens up to the urban backgrounds.

The urban planning of the city of Annaba is considered as pragmatic reconversions and redevelopments of the waterfront by proposing the urban structure of the Port with the other constituent elements of the city. This study aims to examine whether these projects enhance the value of the Port by restoring its place, role, and structuring effect on the dynamics of the city. For this purpose, a comparative approach is applied based on indicators of comparability between European port cities in terms of their development and the expected impacts of these projects. In addition, we aim to obtain a cross-examination of our case study, namely the Port of Annaba and the new marina project.

MATERIALS AND METHODS

Theoretical Aspect

The last decade has seen the development of former ports, maritime gateways and anchor points of coastal cities through operations linked to urban development. These interventions are part of the SNAT 1 (*Schéma National d'Aménagement du Territoire*). The port wastelands are reconverted into leisure areas with the redevelopment of the seafronts. This operation, born in the United States and developed in England, consists of the construction of new commercial and residential centres with technopolis, the reconversion of wastelands, the revitalisation of degraded areas into mixed zones of high standing residences and services, large equipment and transport infrastructures (metro, tramway, large peripheral boulevards, motorways, stations, ports, airports) and symbolic projects.

In Algeria, this project-based urbanism, capable of going beyond the technocratic logic of classic planning, sought to ensure the state's visibility and reinforce its territorial base. As early as 1997 and within the *Grand Projet Urbain d'Alger* (PDU - Major Urban Project of Algiers), following the creation of the Governorate of Greater Algiers, the operations in the Bay of Algiers were stopped when the latter was dissolved in 2000. They then received the financial backing of the Emirates investor group Eemaar2, with exceptional financial resources, playing on the advantage of the speed of execution and the performance of advertising marketing, thus resembling urbanism of opportunity and financial profitability and questioning the logic of a global thought of the city - from the city-port interface and the maritime façades - in a coherent strategy of metropolitan scale.

The city-port relationship is associative, commutative and correlative from the point of view of functionalists. The Port was the starting point of cities as a trading post and a bridge between water and land. All flourishing cities were born by the water, whether on rivers or seas and oceans. The Port as an anchor point for civilisations has played and still plays the role of a place of exchange between territories. It is a heritage to be protected in any redevelopment action. The relations between this place and the dynamics of the city whose name it bears are plural. The interactions can be difficult and specific, making the diagnoses and developing suturing and sewing strategies entangled. The reconversion of urban-port spaces is one of the major themes of contemporary urban planning. If we consider the two shores of the Mediterranean, the cities of Marseilles and Naples have been pioneers: whereas during the 1980s and 1990s, the 'urban-port voids' were most often interpreted as the materialisation of the socio-economic decline at work, they appear (from the 2000s onwards) as the announcement of new growth (Rodrigues-Malta, 2001). The land to be recovered, reconverted and valorised by urban planning interventions once again highlights the issue of the gap between the Port and its city.

Spaces are subject to the laws of the market, and land to be offered to reinforce territorial attractiveness is defined as the capacity for a territory to offer actors conditions that convince them to locate their projects on their territory rather than on another (Hatem, 2004). To create an urban suture between the city and its Port, it is first necessary to know the role of the Port in the urban dynamics and whether the Port has been a centrifugal contribution. Developments in other cities affect the structure of the port city. Throughout history, the relationship between the city and the Port has always fluctuated. The latest configuration of the port spaces inherited from these mutations has nourished urban strategies to give rise to a reflection on project spaces: reclaiming operations would bode well for the urban economy. According to Claude Chaline (1993), port cities, perhaps more than other cities, are where any society can, contradictorily, look for its memory and the projection of its future (Chaline, 1993). Table 1 summarises the main evolutionary phases of the city/port relationship and the interface spaces involved.

Table 1. Evolution of the city/port relationship and induced interface spaces

Phasing	City/port relationship	City/port relationship
Phase I Pre-industrial Before the 19th century	The city and the Port are intertwined, with little functional specialisation of the territory.	Sailing. Wooden boats
Phase II Industrial 19th and early 20th century	City and Port are juxtaposed Very strong specialisation of the port area Total disconnection between city and water	Metal ship Fuel Coal Steam engine Railway

Phase III Post-Industry A (1970-1980)	The urbanisation of the population and some port activities De-urbanisation, brownfields formation, reconversion experiences Separation of the Port and the city	Ship gigantism Oil fuel Road transport
Phase IV Post-Industry B (1990-200)	Sketches of urbanisation Generalised functional change of the waterfronts	Information and Communication Economics Cultural free time

(Source: Chaline, 1993).

Throughout history, the construction of the fabric has been the work of the Port. The latter is also the generator of the territorial framework through its links with the exploitation of the city's resources, giving rise to the formation of economic polarities and the federation of urbanisation territories according to these arteries. The product is a structuring marked by an imbalance in the urban framework and a clear distinction between centre and periphery. These changes are discussed in the work of Chaline (1993). According to Chaline (1993), a mutation has unbalanced the different spatial and human components. Horizontality, geometry, immensity, emptiness, and stretching are rhythms and measures that shape the territory today with the ever provisional limits of modern ports (Prelorenzo, 2011). The author also points out that stretching the Port over the surrounding spaces upsets the scalar scales of the local, superimposing the regional and the metropolitan on the national and even the international. These changes automatically entail full support and transport infrastructure. The transport infrastructure meshes are multiplying, tightening and connecting. Thus, the new functions linked to the Port become dynamics that condition the city of origin and the whole metropolitan territory (Prelorenzo, 2011).

Methodological Aspect

Three Methodological Approaches were Considered for this Work

A. A diachronic and synchronic analytical, historical approach¹ for the apprehension of the urban fact in its evolution through temporality and spatiality, highlighting all the cuts caused by the urban history and the collective memory of the city of Annaba and its Port. The historical approach traces the evolution of the Port of Annaba. Working on the history of Annaba required us to investigate the urban archives. All the sources were texts by historians and sociologists and work by urban planners of the colonial period who tried to restore the city's urban history through its different components. Some archive maps are a sample of the technique 'content analysis', an internal and external critique to check the veracity of the urban fact.

According to Poëte (1920), given a city, we must ask ourselves what its past is, and its true age, at what point its evolution has reached. The question that arises is: is it a city that was once considered and has now fallen apart, or is it a city that is still developing? The nineteenth-century German historical tradition originally formalised the process of historical investigation by Nevett (1991), which implies a certain process in its approach, namely: the gathering of evidence, the internal criticism and authenticity of the collected evidence, the external criticism of the credibility of the collected evidence by comparing it with other available evidence, and the synthesis according to the work of Gottschalk (1956). For the case of Bône, since the historians of the colonial period, no retrospective approach has been undertaken. The history of Bône is to be written, although the history of its urbanism remains conditioned by an archival policy was the deduction of Bensaad (2015).

Historical research is mainly descriptive, using sequences of events over time. Such an exercise implies an apprehension of the period studied. Analysis implies an explanation, the highlighting of relations and consequences of events. Already Mertes underlines the importance of considering past information and perceptions to situate the present to better make projections and illustrate the past's influence on the future. The past is fixed in time, known and defined. As for the future, it can only be assumed since it is unknown and not fixed in the future, according to Bousquet (2005). For a historical reading of the urban fact, we have turned to the morphological analysis of Gauthiez² for the reading of city

¹ Angers "Initiation pratique à la méthodologie des sciences humaines », 2014, Ed Casbah-Algérie.

² Gauthiez "Approche morphologique des plans de villes, archéologie et sources », in Revue archéologique de Picardie, Special Issue 16, 1999.

plans based on the logic of the formation and evolution of the urban space and its historicity through the reading of written sources (Gauthiez, 1999).

B. A comparative approach: addressing the issue of spatial, economic and social dynamics at work in European port cities requires considering the current evolutions of their management, the modalities for designing and applying policies, the means used and the choices made in terms of territorial positioning. Ignoring this dimension would undoubtedly reduce the port city to a mere “mathematical object”, underestimating the strong spirit of inter-urban competition, which today guides the development scenarios of the places and concealing the strong conditioning of the space society and imaginary of these cities by the port function.

The study of similar examples that have reclaimed their Port to make it a structuring element driving the urban dynamics is underlined as strategies elsewhere. Thus, the Port of Casablanca and Tunisia constitute elements of comparison due to their geographical situation (African, Maghrebien, and the Mediterranean like that of Annaba). The indicators of comparability lie in the programmed projects and their finances and governance. The comparative approach shows the chosen examples, development, and expected impacts. We base ourselves on the report by Rozemblat³ (IRSIT, 2004). To evaluate urban dynamics and the city-port relationship, the main step is to identify measurable and concrete indicators through qualitative analysis, namely:

- The first indicator is the territorial dynamics of the city-port interface to measure the state of developments linking the Port and its peripheral districts.
- The second indicator is the system of governance and decision making and the strategies for decision support and management of development projects by observing the institutional relationships between actors.
- The third indicator is communication through marketing and the future image proposed to stakeholders, the population and decision-makers.

C. A prospective approach to setting up strategies and planning operations programmed but not carried out on the Port of Annaba to revitalise and recreate a sustainable vitality and provide a city/port attractiveness. The prospective approach questions the strategies to be followed, considering the examples studied and whether these decisions are valid for our case study. The cross-section of the two developments, the effects of which are beginning to appear, will show whether or not these developments reconcile the Port and the city of Annaba and whether it is necessary to change the space.

RESULTS AND DISCUSSION

Genesis, Evolution and Current Reality of The Port and the City of Annaba

For this article, we mobilise documents that deal with the birth of the seaport and its structuring effect on the urban dynamics of the city: drawings, writings and conference reports, and theses. The documents are dated and often written in the old style. They are therefore difficult to decipher. It was, therefore, necessary to transcribe them. Excerpts from these transcripts relating to sequences useful for the analysis will be presented in the text. We have selected the writings of Derdour (1982), a native of Annaba, who has reconstructed the city's urban history to make its glorious past known by mentioning the great transitional periods that marked its evolution. The research of the archaeologist-historian *Dahmani* on the history of the foundation of the metropolis of Annaba was of great importance in our analysis, especially the abundance of urban plans and diagrams from the ancient periods. One of the important references in our research lies in the work of Bensaad (architect-urbanist), dealing with the urban and architectural forms in the city of Annaba while specifying the institutional side of urbanism during the colonial period called “French urbanism” through the layout of the plans for the development, embellishment and extension of the city of Annaba to understand its manufacturing process.

From Hippo to Annaba: Evolution of the Port, Evolution of the City

Nicknamed “Medinet Zaoui”, it is the fourth largest city in Algeria in terms of population and surface area after the capital Algiers, Oran and Constantine, located in the extreme northeast of the country 536 km east of Algiers. A coastal metropolis whose population already exceeded 600,000 inhabitants in 2008. Bathed in the East by the golf course that bears its name, the city of Annaba leans to the West against the slopes of the Edough mountains and opens up to the East,

³ Rozemblat, IRSIT “*Les villes portuaires en Europe. Comparative analysis*”, 2004.

South and West on the Annaba plains. To the North, the city's site extends into the hills and slopes that border the golf of the OuedSeybouse (225 km long), the second-largest river in Algeria, which flows into the gulf near the city.

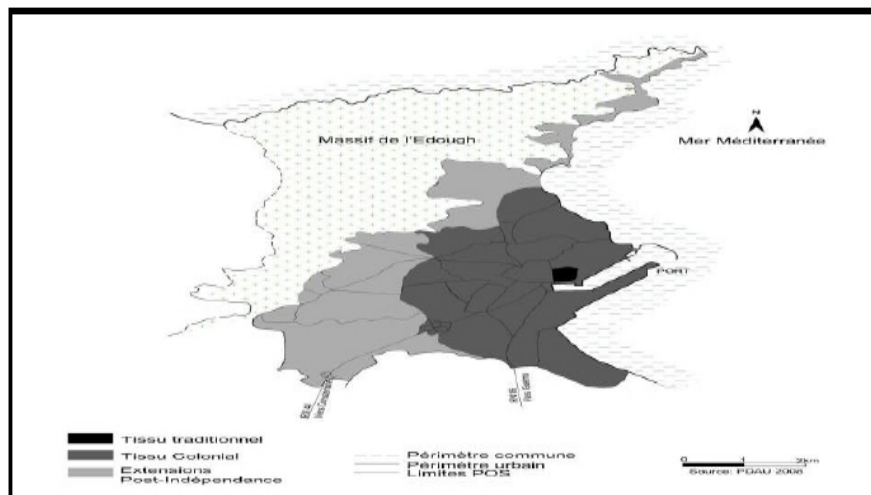


Figure 1. The city of Annaba: situation and environment (Source: PDAU, 2008).

Annaba is not a creation of colonisation. We placed its foundation in the XII century, but the urban vocation had been affirmed since antiquity; Bounael Haditha or Bône succeeded to Hippone, itself heiress of a Phoenician past and undoubtedly Aegean-Cretan. In most cities with an ancient centre, the Port was the cause of their birth and later became an essential factor in their urban growth. According to Captain Maitrot (1912), the city's Port has been the city's main asset for several centuries. It is the most important of the Beylik of Constantine. Bône was considered a place of the first order from a maritime, military and commercial point of view. Apart from its military and security importance, the latter was a driving force behind the increase in the colonial population and thus the expansion of the city. The strategic position of Annaba gives it a function directly linked to the presence of the Port.

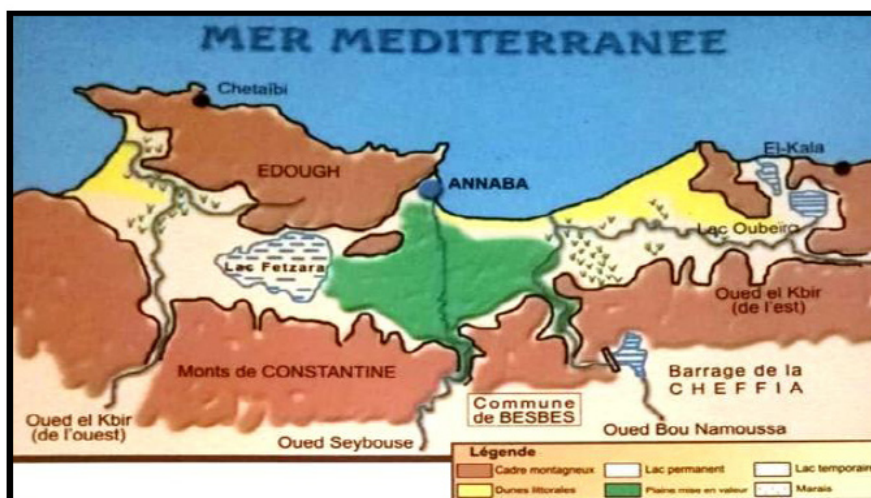


Figure 2. Geographical framework of the Annaba region (Source: Dahmani, 2014).

The remains discovered indicate that this city was located on the right bank of the Boudjemaâ and that it is one of the great cities of the Roman period. On the eve of the occupation, the colonists found a city. Amedina called BounaelJadidawas built on an elevated site. Bône was a small coastal town secured by its enclosure (Figure 3), the citadel that overlooked it, and a series of small forts installed along the coast and naturally protected anchorage beaches. In the first year of their installation, the French built a dock while waiting for further studies. For this, they chose the southern part of the medina below the stork point. The integration of the Port into the medina is a safe choice. The installation of the quay in this part resulted in the opening of the Porte de la Marine, which gives direct access to the quay front. This access, in turn, led to the straightening of a road perpendicular to the quay, linking the city to the Place d'Armes and thus a new functionality (Bouffennara, 2010).

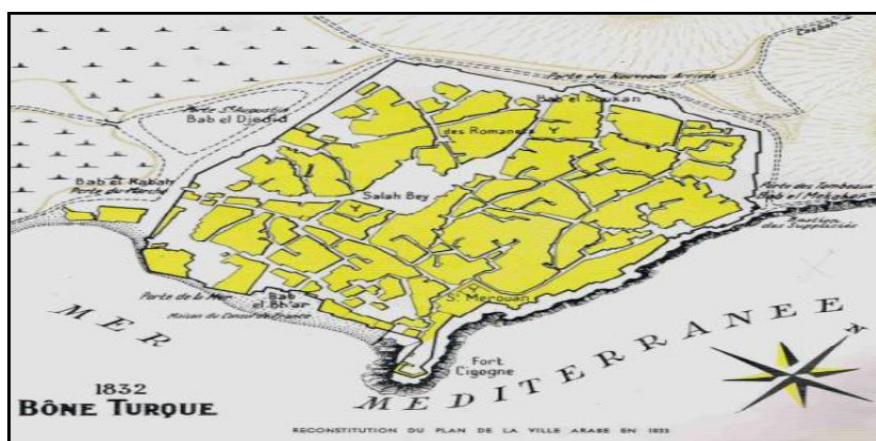


Figure 3. Reconstruction of the map of the Arab town in 1833 (Source: *La coopérative agricole dans la région de Bône* magazine, 1956).

According to Traves (1958), the city took on its present physiognomy from its first development in 1833-to 1840. The main streets were opened by the military authority with a strategic aim to facilitate traffic between the Kasbah, the military centres and the Porte de Constantine or the Market, where the roads of the plain ended. The streets radiated around the rectified Place d'Armes, the real centre of social life and commercial activity, which extended towards the sea gate, known as the Porte du Commerce. The project of the chief engineer of the Ponts-et-Chaussées LESSORE to see the port definitively installed in the south of the city (Louis Arnaud, *Bône*, Edition LA Grande Imprimerie Danrémont, Constantine, 1958): The works were launched rapidly in 1856 and continued until 1869. However, this solution was not implemented, as the mouth continued to silt up the inner harbour, making it unusable during the few months of the year following the rainy season. In addition to siltation, the stagnation of water posed a health problem.

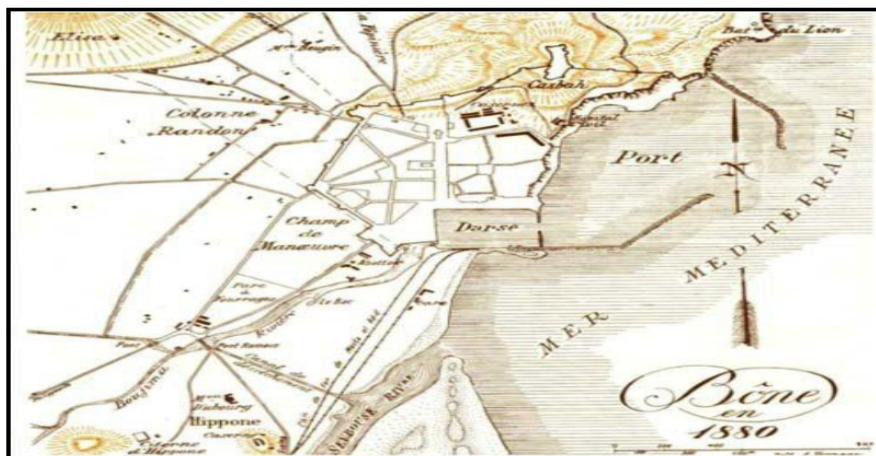


Figure 4. Configuration of the town of Bone in 1880. (Source: *Revue La coopérative agricole dans la région de Bône*, 1956).

A second step was added to the development of the port area of the city of Annaba, consisting of the diversion of the Oued Boudjimah and the construction of a large dock around 1900. According to the first studies dating from 1863, it was decided to divert the Oued Boudjimah from its bed, from the old Roman bridge of Hippone, towards the Oued Seybouse. This diversion allowed not only the installation of the Port, towards its southern part, by building the big Darse, but also to connect it by railway to the railway station erected exactly in the centre of the old mouth of the Oued to allow the flow of the iron ore of the deposits of El Ouenza and Boukhadra newly discovered. This deviation will also allow the use of this dried up land and make it profitable for the future extension of the city. This changed its direction initially planned towards the North, to the West, towards the small plain. These extensions of the Port have made it possible to develop the city and secure it to facilitate all military and commercial logistics transit from and to the Metropolis (France). The city's orientation toward the Port will guide the future urban development strategy in this direction. It turns out that the future configuration of the colonial city of Bône is the work of the Port (Figure 5).

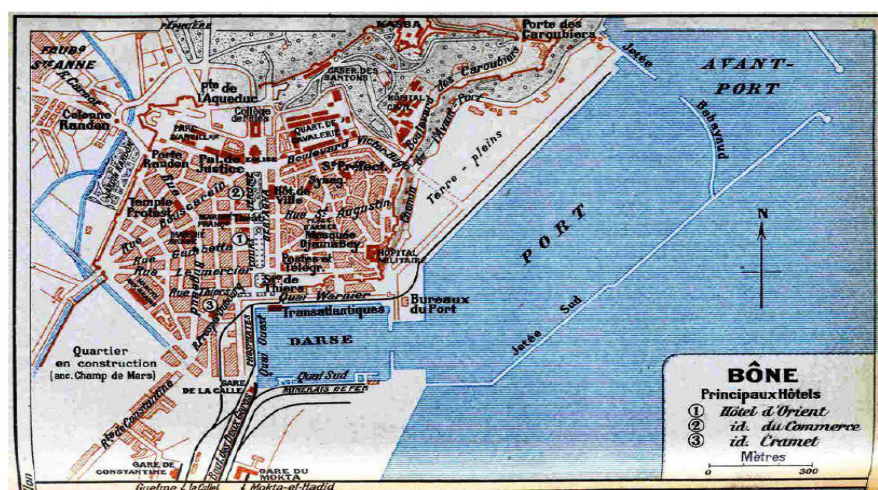


Figure 5. Evolution and modernisation of the Port and its dock (Source: Rahmoun, 2014).

The future of the city and the development of its Port was dedicated to the work of the Danger Brothers, authors of the PAEE (1932-1933) “*Plan d’Aménagement, d’Embellissement et d’Extension*” of Bône (Development, Beautification and Extension Plan). During this period, the urbanism of the plan discarded the military one while renewing the urban conception and ensuring the passage from a fragmentary approach to a global and predictive approach. Bensaad (2015) has argued that the various forms of cities correspond to a physically, ethnographically, socially and historically different environment. All have their physiognomy and personality. Therefore, it would be unwise for a planner to try to make a set of standard layouts and treat them all with the same template. René Danger (1933) crosses the guiding rules with the physiognomy of the city and draws the main features that arise from the general distribution of the population categories in the city’s spaces, where he has dedicated the south to industry because of the land and geological data of the land; and the North to the residence and the holiday, heights and healthy air in the factors most favourable to this type of establishment; while the West and because of the efforts of its accessibility, lends itself better to the mixtures of establishments and activities of all kinds. The EEAP approach is organised around three major themes: hygiene, circulation and aesthetics, and is structured according to a residential and functional zoning plan.




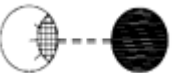
According to Mici (2012), this ultimate modernisation of the city ensured that the allies retained the port area as a logistical port and relay between the two shores of the Mediterranean. To this end, a significant financial envelope was allocated to the works, which consisted essentially of

- The construction of a 400-metre-long quay.
- Widening of the southern quay of the large dock.
- Deepening the small and large docks by 10 metres and the outer harbour floor to 13 metres.

The extension of the southern quay of the large dock. Since then, the Port of Annaba has only experienced a very timid evolution. Apart from constructing a container terminal, the rest of the Port’s development has been limited to constructing a fishing port within the enclosure. The result is that these modest works are not up to the aspirations of the fourth largest city in the country, which has had a negative impact on the Port of Annaba, downgrading its status on a national scale. History has always shown a strong relationship between Port and the city. The phases are summarised in Table 2.

Table 2. The six phases of the evolution of city-port relations (Source: Rahmoun, 2014).

Phase	Symbol Port City	Period	Features
Primitive port/city		Ancient/medieval 19th century	The spatial and functional association between the city and the Port: the beginning of a rupture
Port/city expansion		19th-century early 20th century	Rapid commercial/industrial growth forces the Port to expand beyond the city limits with linear docks for industry

Modern industry port/city		Mid-20th century	Industrial growth, particularly oil refining and the introduction of containers, requires spatial separation
Abundant waterfront		1960 -1980	New maritime technological changes are driving spatial growth of the Port, and maritime industries will be increasingly separated
Upgrading the waterfront		1970-1990	The modern large-scale Port consumes a substantial amount of land for the renewal of the port activity, and the city recovers the abandoned spaces
Renewal of port/city links		1980- 2000 and more	Modernisation and intermodality are transforming the city/port role. Urban regeneration projects will further enhance the integration of the city and the Port

The historical approach revealed that the construction of the framework was the work of the Port. The Port is also the generator of the territorial grid through its links with the exploitation of the resources located in the city's south. According to these arteries, this has led to the formation of economic poles and the federation of urbanisation areas. The product is a structuring marked by an imbalance in the urban framework and a clear distinction between centre and periphery. The reading of Smith's diagram (1988) mentioned in Rahmoun's research (2014) concerning the formation of the city revealed to us that in all temporalities, the birth of the Port and its evolution were linked or conditioned by those of the city. The latter and its development were also oriented according to the position and configuration of the Port in the territory. A strong relationship was established between the city and its Port, which explains the physical centrality of the "port" entity and its most important urban space, the *Cours de la Révolution*.

By examining the formation process of the Port and its relationship with the city, we note the inseparability of the city-port couple that structures the territory. This relationship has become more fragile over time until it reaches the point of separation. Our Project had to examine the position of the Port in its immediate or nearby environment. The consequences of this proximity have always been present and manifest themselves structurally and functionally on different levels and aspects. The Port, in its primary network, structures these districts. In this respect, among the four doors of the medina, Bab El Bhar directs a whole axis of the composition of the city toward the Port. Even the *Cours de la Révolution*, the main compositional element of the hypercentre and the colonial city, is oriented towards the Port. As a result, the entire city grid is structured in this way. Moreover, the linearity of the Port Said city develops according to a linearity parallel to that of the maritime façade.

From a functional point of view, industrial or service activities within a limited radius of the Port, such as the oil and sugar processing factories and the wheat mill, indicate the dependence between the city and its Port. These activities are located more in the urban periphery, are in technical and functional difficulties and are sometimes in decline, generating a kind of wasteland. This state generates inconsistencies on different levels, produces a situation unsuited to the phenomenon of centrality, and distorts the image of the whole city.

Valorisation of the Port Area

According to Prelorenzo (2010), in the cities of the five continents, the investment strategies of the coastline very often occupy the first place among the urban planning projects. The Port is the most valuable entity for introducing the city to the territory of the Mediterranean competitiveness outlined in the SNAT 2030 to place the city of Annaba in the network of metropolises. On the other hand, the port activity in Annaba is blocked by the urban area. The wasteland is on the increase, whereas the city needs its interface spaces to recompose its centrality and air its territory by opening the city towards the Port. The derelict areas constitute the last land opportunity to enhance the city. The aspect of the city centre of Annaba on the port side allows us to describe a rupture and a duality. Passing by ordered urbanism, a neat architecture of the classical and neoclassical style and a controlled occupation to a zone whose aspect does not differ much from that of an industrial zone, the fore-port district, pericentral zone bordering the hyper centre in its south-western part and separated from the Port on the east side by a barricade, constitutes an important part of the maritime frontage.

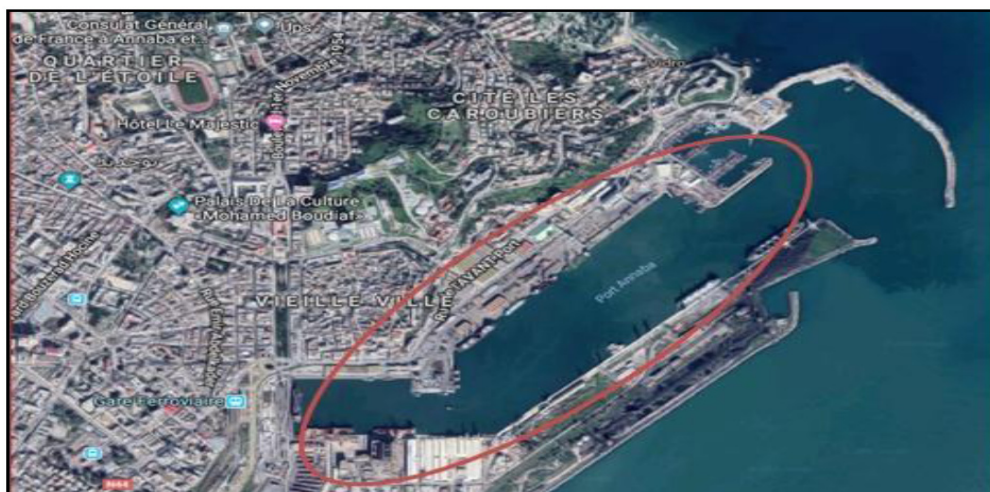


Figure 6. The port area of the city of Annaba. Source: Google Earth satellite image (2020).

The outer harbour area, a city-port interface space, offers land opportunities that can serve the centrality and activity of the territory. The area benefited from a POS launched in 2000 and approved on 21 December 2015, which had as one of its objectives the integration of the Port into the city. In this case, enhancing the city's image, that of the seafront, sends us back to an urban strategy searching for attractiveness and new economic vitality. Launched in the second half of 2016 and 94% complete according to the project manager Ahmed ChawkiLadjimi, Assistant DG, the construction of the new Annaba maritime station (Figures 7 and 8) is a major structuring project which promises to reopen the Port to the city and restore the former glory of Coquette Bône. Committed to an area of 8,000 m² of unused space in the Port, of which the old station occupies 1,100 m², this promising Project is self-financed by the Port Enterprise of Annaba. With a modernist design inspired by Mediterranean cities and meeting international criteria for this type of facility, this future maritime station has been entrusted to the BATIMETAL and TRAVOCOVIA consortium and will have the features of modern Mediterranean cities. This future station will have a terminal capable of receiving 100 passenger ships per year and is planned to receive 200,000 passengers per year instead of only 16,000 passengers per year at the current Port.

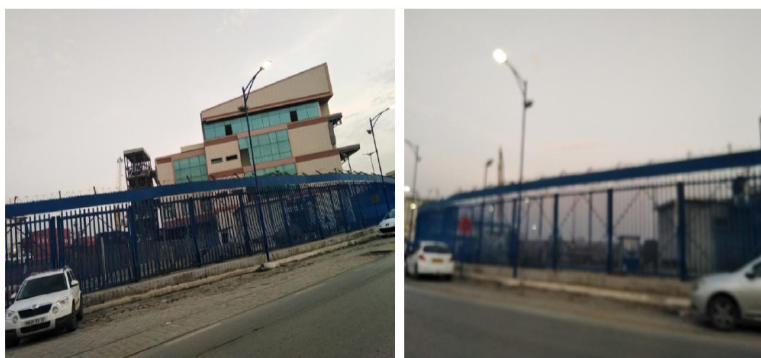


Figure 7(a,b). Status of the ferry terminal (Source: Authors, 2021).



Figure 8 (a,b). Progress of the new ferry terminal (Source: Authors, 2021).

This perspective of integrating the Port into the city by transforming it into a high standard tourist destination will be accompanied by the planned launch of an operation to redevelop the southern entrance to the city of Annaba leading to the Port, notably by widening the roads. This promising Project should also have a direct economic impact by creating several direct jobs in the Port and recreational activities, which are still lacking for the nostalgic inhabitants of Annaba of a flourishing past.

Comparative Approach: Looking for Concrete Strategies

To plan and implement the objectives set out, it is necessary to look at what other cities with the same similarity have done and achieved. The impact is in front of our eyes, and we have already experienced it. Feedback helps in the decision-making process.

Casablanca Marina: An Essential Destination for Cruise Tourism

New urban project culture is marking the agenda of the major cities of the Arab world, a major turning point in the way urban spaces are designed, produced and managed in this cultural area (Barthel, 2011). It is within this logic of reviving tourism development that the urban Project of the Casablanca marina was born, a strategy which aims at the overall requalification of the waterfront. One of the major stakes of this strategy was to ensure the city's attractiveness by evaluating the coastal facade. Launched by King Mohamed IV, the Royal Avenue project is an urban renewal project which aims to be the driving force behind a developing economy for the rehabilitation of the oceanic vocation. After the end of the construction of the Hassan II Mosque, the third-largest mosque in the world, plans for the redevelopment of the corniche were signed in 2006 with Dubai Holding and Emaar for an investment of 9 billion dollars.

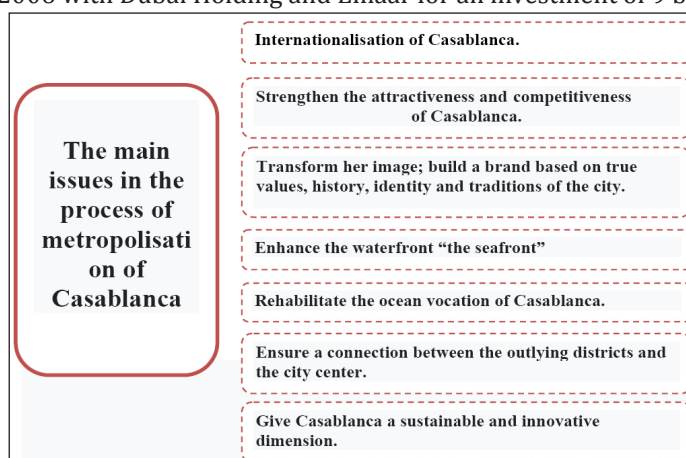


Figure 8. Diagram of the main issues in the process of metropolisation of Casablanca (Source: Interview Dr Hecham-Zehioua Bernia, 2019).

The Marina is developed on 30km of coast, facing the medina. Developed around a marina, this sector is mainly dedicated to tourism and leisure activities, among the proposed facilities: tramway and TGV lines - shopping centres - zoo. The Ramblas and Ocean Gates sectors combine business, commercial and leisure activities.

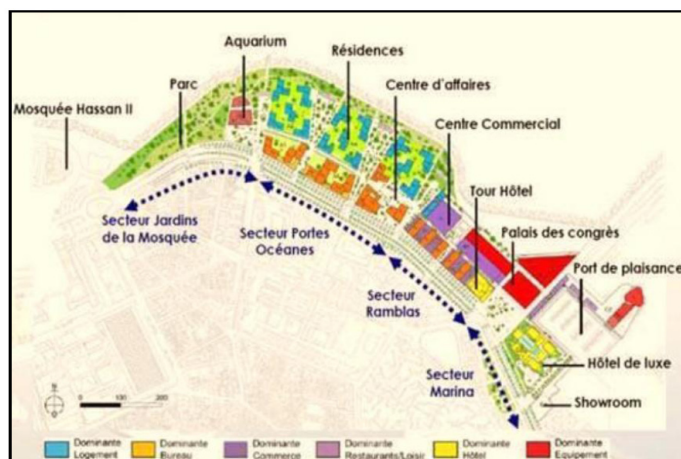


Figure 9. Casablanca Marina development plan with the four sectors (Source: Gaillard, 2016).

The project management is ensured by the Al Manar subsidiary of CDG Développement, a financial establishment created in 1959 to manage operational resources such as real estate or tourism. It is an institutional catalyst for the Kingdom's major projects, providing 70% of the financing. Casablanca Marina is part of a real environmental and citizen dimension. Thus, the development concept is based on an asserted green vocation. Two-thirds of the Project's land base are devoted to green spaces and pedestrian promenades that stretch over several kilometres; all automobile traffic is systematically directed towards the Project's underground car parks. The Project also has a multitude of public squares open to the sea, which constitute real urban landmarks in the city (Figures 10 and 11).

Three main pedestrian walks, each over a kilometre long, have been designed for the enjoyment of residents and visitors:

- The commercial stroll on the Avenue des Almohades.
- The commercial walk inside the Project starts from the Marina and leads to the gardens of the Hassan II Mosque.
- The seafront walk is a real invitation to recharge your batteries

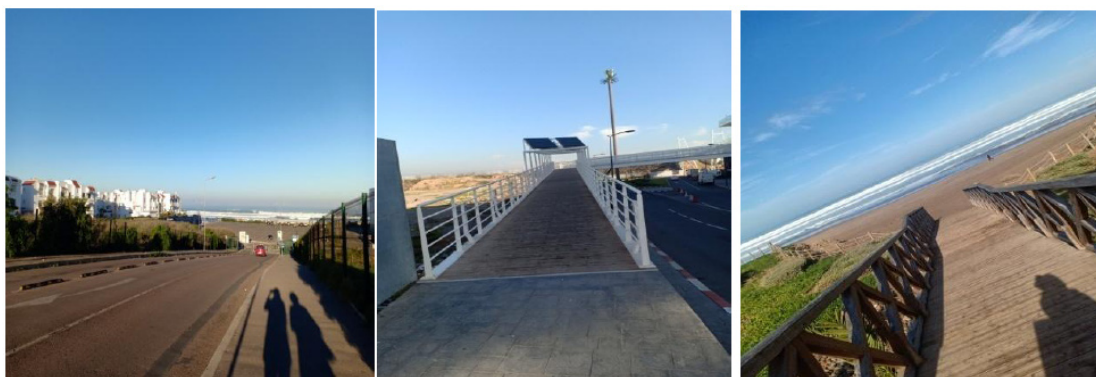


Figure 10(a b c). The cornice and the Atlantic Oceanfront (Source: Hecham-Zehioua Bernia2019).

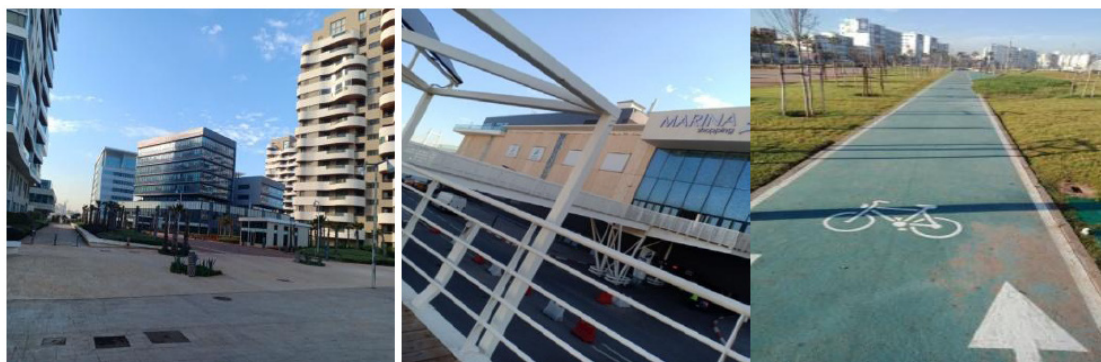


Figure 11(a b c). The harbour and marina area and the cycle path (Source: Hecham-ZehiouaBernia2019).

Marina Tunis

Tunisia, an international production site and confirmed tourist destination, is now of interest to several real estate investors from the Gulf States, Europe and Asia. Its Goulette port is one of the most popular destinations in the western Mediterranean basin. It is the point of convergence of Tunisia's great road and rail networks. It is the outlet for the most historically rich, culturally diverse and populated region comprising the city of Tunis and its suburbs. It ensured the major part of Tunisia's maritime exchanges until the mid-eighties. This role was ensured by the combined terminal of RADES (containers and roll-on roll-off). Since its opening to international trade in 1987, the Port of La Goulette has specialised in treating the traffic of passenger ships and cruise ships. The Tunisian news is marked in September 2006 by the signing of a contract between the Tunisian State and the Emirati group Boukhatir to develop "Tunis City Sport" on 250 hectares (partly resulting from an embankment) on the edge of the North Lake.

In March 2007, the Tunisian government signed a contract with Dubai Holding to urbanise the entire banks of the South Lake. In July 2008, a bill adopted by the parliament, the Financial Port of Tunis, was the subject of a bill, adopted by

the parliament, is a mega project of economic development promoted by Gulf Finance. This Project, whose investment amount is 3 billion dollars, will cover 450 hectares in the Hassiène area in RaOued (North of Tunis). It will be a “marina” and a commercial and residential complex, the work on which should be completed in 2010. The Port will have as its components: a marina, a commercial and residential complex of villas, commercial premises and professional offices, a golf course and a stadium. The Project also includes a world-class business school. It is a foreign university project established in Tunisia after its approval by a decree promulgated at the beginning of August.



Figure 12. Model of the Emerati Group project (Boukhathir, 2006).

Relaunching the Port Area in Annaba: Strategies and Actions

The Port of Annaba and its urban environment are part of the development of the extended city centre. Its development correlates with the surrounding sectors and serves as a complement and support for them. The notion of attractiveness is constantly linked to opening up and associated with two other notions, openness and quality. Today, we need to think about integrating large-scale projects and giving this city its true facet as a coastal metropolis through a project of requalification and territorial attractiveness.

- Reconnecting the city and the sea by reopening the seafront for the citizens, as the Oeiras project has done, taking into account the place and the inhabitants, rethinking the avenue of the outer harbour and opening up the squares with trees and squares to the maximum so that the citizens of Bohemia and the visitors are in visual contact with the sea
- Forge the identity of the people of Bohemia because the contemporary need for maritime heritage is a social and cultural fact characteristic of changing societies. It is essential for the human development of future generations. The example of Tangier is interesting from an urban, economic, cultural and social point of view.
- Resuturing or stitching together the essential components of the city, enhancing the maritime façade through infrastructure, buildings and public spaces.
- To create employment through these projects, revitalise the building and transport sector, and add value to the city-port interface.

We come back to the proposal of an ambitious project initially approved by the authorities and then, little by little. It was put in the drawers. This Project is a solution to reconnect the city and its Port.

Table 3. Indicators of comparability between the recovery strategies of port cities (Source: IRSIT, 2004).

INDICATOR \ CITY	Marina Casablanca	Marina Tunisia
Territorial dynamics	-An urban update vis-à-vis the development and modernisation of the Marina.	Towards modernising the country while meeting national priorities for job creation and self-sufficiency. -The conversion of Tunis into an international financial hub.

Governance	A three-way project management/steering strategy between the Moroccan government, Dubai Holding, and the Emaar Group. -The Project is managed by the subsidiary Almanar CDG	The investment was made by the Emirati Boukhatir Group, whose approach was a turnkey project.
The brand image	The Casablanca marina is a Benchmarking test based on a strategy of tourism development of the economic capital, whose aim is the creation of business tourism.	The modernisation of the Port of Tunis and the installation of large-scale equipment gives a new image and a revival of the city's tourist vocation, which has been assured for decades.

MARINA ELKETTARA: AN AMBITIOUS TOURISM PROJECT BLOCKED

A proposal for the development of the Marina of Annaba "El Kettara Marina" is a project where the space is dedicated to sea lovers and, above all, to give back splendour to a city rich in history for a generous population that has preserved its beauty and above all seduced its guests. The owner of this Project, Mr Reda Rezig, believes that La Marina could transform the city's façade. "The Project was estimated in 2015 at 20 million euros with 200 direct jobs and about 500 indirect jobs. The Project is spread over a 4-hectare site on a stretch of water and a dozen light and classified restaurant units. There is also a travel agency, fishing, scuba diving and sailing club, and 200 moorings with a water treatment system and a solar energy supply," explains our interlocutor, adding that this Project includes a car park with a car park capacity of about 70 vehicles.



Figure13. 3D proposal of the Annaba marina project in 2015 (Source: Interview Reda Rezig, owner of the project idea, 2019).

Following the example of other coastal cities, this Project would have given importance to Annaba and propelled it into the ranks of Mediterranean metropolises. Unfortunately, for political reasons and wars between clans, the Project is still forgotten but could, with the will of local elected officials and good governance, see the light of day and be a trigger for the requalification of the Annaba seafront.

CONCLUSION

To "return" the sea to the city and unite it with its Port is a reflection made concrete thanks to the reconversion of the port sites. It is not only limited to a punctual intervention in the Port and its immediate environment but, on the contrary, in addition to this urban restructuring, it goes beyond it and affects all the social, cultural, economic,

commercial and security sectors, which will have consequences and impacts on the city, on the region, on the national and even international level. Looking at some port cities that have started the reconversion, we can see that, in addition to the happy facade that these cities show of their Port and their corniche by praising these actions, these buildings of postmodernist architecture, these clean public spaces, there is the other side of the coin. All large cities, including port cities, are today in a state of crisis, of which the rise in long-term unemployment, demographic decline and the deterioration of the urban fabric is the most striking indicators. Prelorenzo, (2011).

European cities have started to sew the city-port interfaces with projects acting as a link between the city and its Port. According to their analysis, they have taken into account factors favouring success such as good vertical and horizontal governance, control of financial structures to avoid or at least reduce corruption, a public/private partnership for the realisation, financing and carrying of the Project by involving transactional urbanism where all the actors are present, among others, the citizens concerned by this development. Technological tools have managed territorial marketing actions to visualise and calculate impacts on the immediate environment in the short, medium and long term. The diversity of situations shows the divergence between the northern and southern shores of the Mediterranean. If strategies are put in place to sew the Port and the city that currently has its back, will Annaba and its Port be as attractive as we would like?

One may ask whether the development of “urban fragments”, in this case, Port-City, by taking over abandoned natural or industrial wastelands, can overcome the existing frictions between the different decision-makers and the local population? Financial, land, political, economic and social issues are at stake. Unravelling the interactions means that the urban planner at the back of the chain is only a weak link in the decision-making process, but the population is the first to criticise the proposed development. The urban fact is there. The passer-by only sees the finished product but will not know the whole flow chart and strategies followed behind the scenes to get this product out. All of these issues merit research into the causes and effects. Urban planning alone cannot solve the problems, but it can at least attract tourists and investors.

REFERENCES

1. Angers M., 1997, *Initiation Pratique A La Méthodologie Des Sciences Humaines*, Québec, Ed Casbah-Algérie.
2. Bensaad Redjel.N., Labi.B., Janniére.H., “Tracés de plans et fabrique de Bône (Annaba):le plan d’aménagement, d’embellissement et d’extension 1932-1933”. In: *Journal of Science and Technology*. No. 42.2015.
3. Bensaad Redjel Nadia & LABI B., *Annaba: Urban And Architectural Forms Inherited From French Colonization*.2019, *Revue des Sciences Humaines & Sociales* N°51, P.P439-452, 2019
4. Bernard Gauthiez, *Morphological Approach to City Plans, Archaeology and Sources*. Picardie Archaeological Journal. Issue 16.1999.
5. Boufenara.K., «The role of the military genie in the production of colonial cities in Algeria. Annaba and Constantine». These de Doctorat Es-sciences. Mentouri Constantine University.
6. BOUSQUET.J., “L’approche historique en marketing,” Université du Québec à Chicoutimi, *QUALITATIVE RESEARCH*, vol. 25(2), 2005.
7. Claude Chaline, “From Port to Port City, 1993
8. Claude Prelorenzo, “The Port City, A New Look, Evolutions and Changes” In: *Mediterranean Shores*.
9. DAHMANI Saïd “From Hippone-Buna to Annaba, History of the Founding of a Metropolis” Collectif l’Algérie d’hier à demain. Ed ARAJA, Constantine 2014
10. DERDOUR H’sen, *Annaba 25 centuries of daily life and struggle*, Ed DAR EL WISSEM EL-ARABI, Annaba, 2013, Tome (1).
11. Gaillard.m., “Towards a new model of urban planning in Morocco and Tunisia, when major urban projects invade waterfronts: a littoralization of development in the Maghreb between urban development and deepening marginalities.” End of study project M2, 2016. Institut d’urbanisme Grenoble.

12. HATEM, F., "International Investment and Attractiveness Policies, Ed Economica," Paris, 2004.
13. Hecham-Zehioua Bernia., "Metropolisation de Casablanca," Internship Report, Faculty of Architecture and Urban Planning, Salah Boubnider Constantine University

Citation: Cherifa Guidoum, Bernia Hecham Zehioua, *et al.* The Role of the Morphological Heritage in the Vulnerability of the Natural Environment: Case of the Slopes of the Southern Limit of the Constantine Basin. *Int J Innov Stud Sociol Humanities*. 2022;7(10): 38-52. DOI: <https://doi.org/10.20431/2456-4931.0710005>.

Copyright: © 2022 The Author(s). This open access article is distributed under a Creative Commons Attribution (CC-BY) 4.0 license