

Professional scientific sessions for art, architecture and urban planning Thursday evenings

Held in: Conference hall of Herampey Consulting Engineers

Date: 01.01.2015

Title: The role of the architecture & town planning in the design process of the Iranian ports & costs

Speakers and panel members: Mr. H. Mesqali and Mrs. K. Taghizadeh

Considering the special functional aspects of the ports, the importance of the visual look of the ports as one of the principle entrance gates of the country, the necessity to reestablish the physical identity of the ports and the buildings as structural elements of the ports, the 32nd session of the Thursday evenings was dedicated to the role of the architecture and town planning in the design process of the Iranian ports and costs. The experts on the matter discussed the various issues regarding the mentioned issue.

The first speaker Mr. H. Mesqali began his speech presenting the ports having six different characteristics:

1. The commercial ports.
2. The passenger ports.
3. The touristic and recreational ports.
4. The oil ports.
5. The fishing ports.
6. The military ports.

After the general definition of the ports Mr. Mesqali presented the different design phases that anticipate the realization of the ports that are:

- The first phase as port planning.
- The second phase as port designing.
- The third phase as port engineering.

The first phase comprehends the identification of the target market, the study of transport process on the sea and land, the study of the management systems and the definition of the strategy and development process.

The second phase comprehends the localization process, the marine design, the design of the terminals and the accesses network and the design of the administrative and industrial zones.

Mr. Mesqali explained that because of the absence of free trade concept with the other countries in Iran, usually the ports are defined having two distinguished zones, the first as functional zone that is under the authority of the customs and the second zone that is the administrative zone, including the port's administrative building, the hotel and inn, the mosque and the connections network.

The third phase that is the port's engineering comprehends the marine structures, the mechanical, electrical equipment..., the lands consolidation, design of the warehouses, buildings, roads and railways, bridges. In all the mentioned activities the groups comprehending the architects and civil engineers in different fields are involved.

Continuing his speech Mr. Mesqali presented the seven most important structures-buildings present in most of the ports that are the entrance gate, the marine traffic control tower, the administrative building, the passengers' hall, the mosque, the hotel and the surrounding wall.

The entrance gate is the point where the mechanized traffic flows, so the designers must provide the maximum traffic flowing facilities. In this area the customs inspection building, the guards building, X-ray facilities and trucks' parking must be localized.

The marine traffic control tower is the place where the marine traffic is observed and controlled, and because of its positioning in the sea coast, usually the designers and the employers desire to give it a symbolic value and presentation, that is an important factor to be considered in the design process.

The administrative building is the place where the administrative practices are done and because usually foreigners are present too, so the designers must realize a structure to show the best qualities of the hosting country.

The passengers' terminal must be designed considering the passengers' quantity and the number of the ships that circulate in the port.

The mosque is the place for the religious practices and must have the following characteristics: to have an Iranian character, be Islamic, be modern and adapted to the port's characteristics.

The hotel is a facility made in the administrative zone, used by local people and foreign guests. Because of its localization in usually underdeveloped areas in the hotel's area other rest and sport facilities must be provided.

The wall or fence structure is first of all a tool to mark and divide the limits of the port from the surrounding urban areas. The most important characteristic that it must have is to have a visual free body, that doesn't impeded the visual continuity from the city through the port to the sea.

All these characteristics can improve the quality of the ports' services and physical presence in the different areas of the country.

The second speaker was Mrs. K. Taghizadeh began her speech talking about a general problem, present in the ports' areas in Iran. Because of their industrial activities content and usually far from urban areas, architectural and aesthetics principles and aspects have been ignored in the realization of the ports. In this context the buildings should have their proper identity and characteristics, depending on the fact they are in the northern or south of Iran. In other countries that experienced sooner the processes that actually interest the Iranian ports, proper rules and regulations have been edited to control and give the right direction for the design and construction processes. These regulations create a framework for the architectural design process.

Presenting the content of the entire process Mrs. Taghizadeh described the different components as follows:

- The rules.

- The regulations.

These two components are included in a common language called "Code Text". The principle goal of this common language is to avoid misinterpretations, to facilitate the comprehension of the content of the edited regulations, creating an easily understandable language for all the responsible, users and experts.

The objectives pursued in the edition of the regulations are;

- Ease the functional activities realization.

- Avoid the creation of fragmented regulations framework.

- Transparency and understandability in the content of the regulations.

- Implementation of reasonable and logical limitations.

Continuing her speech Mrs. Taghizadeh presented the historic process of regulations' edition in Iran, divided in seven phases:

- 1st phase from 1974 to 1987(edition of the law and initial studies).

- 2nd phase from 1988 to 1996(beginning of the regulations' edition).

- 3rd phase from 1989 to 2006(formation of the edition Council).

- 4th phase from 2007 to 2009 (cession of some of the responsibilities of edition to the center of researches on building and housing).

-5th phase from 2010 to 2011 (cession of all the responsibilities of edition to the center of researches on building and housing).

-6th phase from 2012 to 2014 (cession of the responsibilities of edition to the office of national buildings rules of the ministry of roads and urban planning).

-7th phase from 2014 to our days (formation of a special office in the national buildings regulations' office).

During her speech Mrs. Taghizadeh spoke the experiences realized abroad.

The importance of the edition of the regulations on architectural design process in the ports' structures:

-6700 km. of coastal strip in north and south of Iran.

-huge state investments in the ports and marine structures during the last years.

-importance of the marine transport in a global policy context of the country.

-allocation of huge amounts of money and facilities for the civil projects from the '90.

-the necessity to avoid the misuse of the national budget resources throw the application of the regulations regarding the construction of buildings and structures in the ports.

In this context there are other factors that make important the edition of the regulations like the functional aspects of the ports, the importance of the visual aspects regarding the ports, the necessity to revitalize the ports' structures and activities, the lack of special regulations regarding properly the ports and their activities, the importance of the buildings quality as a principle component of the ports, the lack of instructions for architectural design principles in the ports and marine areas.

At the end of her speech Mrs. Taghizadeh presented the Iranians ports' geographical position, some interesting examples of their visual aspects and some of successful design examples on marine traffic control Towers.