

Pilot implementation

Enhancement of cultural heritage

Atlas

Adriatic Cultural Tourism Laboratories
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1. Methodology for mapping the “forgotten” sites

1.1 - The SMAP project. Methodology for mapping the “forgotten” sites and the potential for socio-economic regeneration

The activity contemplated by the WG with regard to the active mapping of the “forgotten” buildings in the city of Ferrara and its province under the SMAP project was carried out taking into consideration the general and specific objectives of the project; namely to create a cross-border centre of technical and scientific professionalism in the field of contemporary art and, more in general, in the realm of creativity, capable of supporting and sustaining enterprises and institutions in research activities, in creating materials and in actions for communication and coordination between different partners of different nationalities.

As highlighted in the planning stage the importance of this activity resides in mapping the places, which because of their context and current characteristics could be capable of hosting activities for economic and social regeneration and add value to the creative and cultural chain.

On account of the soundness and the sense of the ATLAS project

- We resolved not to identify individual sites that are currently off the beaten track of tourists in Ferrara and its territory (which in any case exist; for example, the beautifully rich former “Pozzuolo del Friuli” barracks in via Cisterna del Follo, or the former “Pastrengo” barracks in Corso Cavour) because doing so may create a risk that they would appear (and be) “objects” assembled simply due to their existence as part of the urban fabric.

- We took into account that tourism – now more than ever – is experienced through the senses, in the search for quality characterised by a strong identity capable of bringing about emotions, recollections, intellectual stimuli: landscapes, the elements, artefacts characterised by a strong authentic identity that is connected with contemporary everyday reality.
- We considered that the identity of Ferrara and its territory is based on and founded on one of our planet's original natural elements: water. Ferrara was born surrounded by water, the waters of the Po, which in the past allowed a connection with the Adriatic Sea, with Ravenna. Ferrara has grown by clawing back its land from the water, building embankments and modifying the water courses of the branches of the Po basin to found and build settlements and populate its territory from early medieval times, through many land reclamation projects, and down to the present day.
- The section of the river in which forgotten heritage will be reassessed is that covered by the two branches of the Po that have involved Ferrara over the last ten centuries: the Po di Volano and the Po di Primaro. River sections full of memories, history, anthropization, of profound identity for Ferrara's territory, which naturally intersect obstacles and other provinces (neighbouring Ravenna with regard to the mouth of the Po Morto di Primaro, now the Reno, to the south of the Lidi Ferraresi beaches: at Sant'Alberto and Casalborsetti). Following the Po di Volano, we come to the Abbazia di Pomposa, which although it does not come under the forgotten monuments, needs to be cited and positioned as one of the waypoints on the route to be laid out that will lead to Mesola and its castle.

1.2 – Connecting the forgotten sites with the Masterplan for intermodality in the Leader area

Among the obstacles to travelling the entire route between the channels of the Po di Volano (Mesola) and the Po Morto di Primaro, now the Reno, (Casalborsetti) is the lack of a complete route for tourists to cycle and walk along that leads right to the sea

For this, we are helped by an interesting study recently carried out in the Leader area (regarding a large part of the sites that will be mentioned), namely the *Masterplan for Intermodality in the Leader Area*, a study completed in June 2018, financed under “misura 19.2.02.01A Azioni di indirizzo e accompagnamento per organizzare un sistema a rete intermodale (bici+barca+treno+bus)” Misura 19 “Sostegno dello sviluppo locale Leader” PSR 2014-2020 della Regione Emilia Romagna – CUP E73J17000080009 carried out by GEAProgetti sas, the objective of which was to construct the model for an integrated system of intermodal mobility spread across the territory and connected to the national system.

2. From the future to the middle ages: the historical and cultural tourism offer in the memory of the territory

2.1 Evolution of Ferrara's territory: land reclamation and progressive anthropization

2.1.1 – The origins of Ferrara and its territory

Right from the start, Ferrara has been influenced by the presence of the waters of the River Po and its main channels. Over time, whoever governed the city or lived there, has had to face up to the river waterways; some by adapting to the lumbering and yet changeable nature of the river and its channels, others by determining its position and its course. At the same time Ferrara would not be the city we now know, with its splendid past and its current recognition as a “*world heritage site*” by UNESCO if it hadn't developed in the intricate and changeable landscape of the Po Delta. It was located in a strategic position from the point of view of controlling the river traffic of the time; a strategic and therefore economically very favourable position thanks to the income generated by customs duties levied on goods being transported towards the Adriatic Sea and the Orient and goods coming from the regions to the north-west.

Naturally, this very positioning of the city of Ferrara can be extended to all the territory which now makes up the province. The current situation is the result of a slow, laborious and continuous process of reciprocal adaptation between the land the water. “The (hydrogeological) history of Ferrara's territory tells the changing nature of a landscape in which the lines between dry and submerged areas has changed continually due to sedimentation and erosion carried out by the Po and the sea, by *subsidence* and by variations in the climate.”¹

Geological and archaeological traces of this once sparsely populated landscape still exist but a quick glance today is not enough to allow us to perceive its original environmental conditions.

¹ A. Bondesan, M. Bondesan, *Breve storia idrografica del territorio ferrarese*, ciclostilato, pag 1.

It also shows the result of the continual purposeful struggle, rich in opportunities, between the natural and cultural dimension of the territory, the struggle of mankind that shapes, modifies and generates unexpected outcomes from a territory that appears hostile and marshy.

The Province of Ferrara is then the result of a balance between nature and culture, between the sedimentation of hydrogeological distortions and man's intervention until, today, it has come to be an important part of Italy's agricultural production. The current state of agriculture and the landscape "is the fruit of a continued interaction and of an exchange between man and nature that has had down the centuries and to the present day an all-powerful go-between: water"². Generations of farmers, hired hands, workers, men and women have created this fertile land by reclaiming it. They have had to face up to and solve problems linked to the outflow and stagnation of water, to collecting and storing new water, building embankments, canals and ditches. To get more workable land, which was simultaneously defended from and inundated by water, a widespread and efficient hydraulic engineering system was put in place, such that "the science and techniques used in water management developed in Italy between the 1500s and the 1600s were, in many respects, the most advanced"³.

2.1.2 – Land reclamation and water management of the territory

Over time, as techniques and resources became increasingly available, there was a succession of major land reclamation works in the Province of Ferrara (and more generally across the whole of the Po Valley, from Piedmont to Lombardy, in Veneto and in Emilia-Romagna). Historical or archaeological evidence or remnants of hydraulic engineering works tell us that, after 1000 CE, the monks of the Abbazia di Pomposa carried out land reclamation using a technique known as the *tagliata*, that is by draining water from higher ground towards lower marshy land: land reclamation by draining using gravity⁴.

² Franco Cazzola, *Lo sviluppo storico delle bonifiche idrauliche in Un Po di terra. Guida all'ambiente della bassa padana and alla sua storia*, a cura di Carlo Ferrari, Lucio Gambi, Diabasis ed., RE, 2000, pag. 487

³ F. Cazzola, *Ibidem*, pag. 488

⁴ A. Bondesan, M. Bondesan, *Ibidem*, pag. 3

The first great land reclamation in the province dates back to between 1450 and 1470, when the house of Este (Borso d'Este) reclaimed around 1000 hectares from the marsh. Later, between 1559 and 1580 Duke Alfonso II completed the great land reclamation known as the "*Grande Bonifica*" of the Polesine di Ferrara turning more than 30 000 hectares of marsh into cultivable land.

In the 17th century, in 1598 to be exact, the Duchy of Ferrara came under the dominion of the Church and in the 18th century major works of hydraulic maintenance were interrupted, also because of adverse climatic conditions and the marsh regained the upper hand over the "*Grande Bonifica*".

Larger engineering works began again later in the 18th century with canalisation and embankments for the Reno in the Po di Primaro and the completion of the Cavo Napoleonico at Bondeno.

In 1872 (and until 1883), the use of steam engines (pumping plants) together with the economic development of the time and the expansion of settlements allowed mechanical land reclamation of the vast area previously reclaimed from the marsh by the Este family that had been lost again to the marsh during the 16th and 17th centuries.

Reclamation works were also carried out in the Fascist period: the so-called "complete reclamation", in which hydraulic engineering solutions were supported by interventions aimed at the agrarian and social transformation of the territory.

The most recent projects were carried out after the Second World War. These works proceeded under the impulse of the land and agrarian reform acts and created around another 20 000 hectares of land cultivable⁵.

Today, of those unstable branches of the Po of the past only the two main branches remain; the Po di Primaro (which since the 18th century receives the waters of the Reno) to the south and the Po di Volano to the north. Along their banks are scattered traces and relics from the past that allow us to read into the landscape the history of the human settlements that have taken root there. This present work, which is not intended to concentrate specifically on the hydrogeological and archaeological history of the Province of Ferrara,

⁵ F. Cazzola, *Ibidem*, pag. 512

takes these two, once navigable riverbeds as its reference to mark out routes along which the signs of a long history that has fashioned and modelled the community of Ferrara and its territory can be found.

2.2 Ferrara: the city and its river

2.2.1 – The birth of Ferrara

There are no official documents that mention Ferrara's origins or its foundation and there is also some doubt as to the origin of its name.

The most recent interpretations come from archaeological studies⁶ that contradict a previous hypothesis that the roots of the city are to be found in its 8th century *castrum bizantino*. Dating archaeological finds and comparing the types of find and their measurements places the city's origins around the 10th century but not before that.

What is pretty much confirmed is that Ferrara came into being in a landscape in which the course of the river Po was different to its current course, north of the city, where Pontelagoscuro stands.

Indeed, the river ran further to the south, along the route of the streets currently named Via Carlo Mayr and Via Ripagrande and formed two river islands. On one of them stood the convent of Sant'Antonio in Polesine. Local street names such as Via Bomporto and Via della Ghiara bear witness to this.

By the 11th century Ferrara appears as a thriving river town whose income derives from agriculture and duties and tolls charged on vessels that traded along the Po. The ruling class was harmonised and defended its interests in a more or less stable manner until the middle of the 12th century. "The city of Ferrara distinguished itself from other cities in central-northern Italy insofar as its ruling class belonged to the same social group. It was only by owning and managing land through feudal relations that they had the economic and political strength to dominate or stay in power"⁷, at least until the house of Este conquered the city.

Around the middle of the 12th century a period of heavy rains caused devastating flooding and riverbanks to be broken near Ficarolo (RO) which opened up another branch of the

⁶ - S. Gelichi, Il mito delle origini antiche di una città and l'archeologia, Annali Online di Ferrara – Lettere, Vol. 1 (2012)

⁷ - a cura di F. Bocchi, Ibidem, pag 52

river. “At the time, the severity of the problem was not appreciated because only some of the river’s water flowed into the new riverbed (the one that now flows past Pontelagoscuro). Gradually however, water flow along the old riverbed diminished and clay deposits increased. It took two centuries before the change in the river’s course became a problem”⁸.

2.2.2 – Ferrara and the agrarian development of the territory during the Renaissance

Until the middle of the 14th century Ferrara earned financial income from the duties it imposed on river traffic and from its landed estates. But even after the riverbank at Ficarolo was broken, the Este family were able to benefit from the increase in land made available by the retreat of the river Po, not only by cultivating it but by building on it too.

In 1385, following popular revolts, Niccolò II d’Este had the Este Castle built. Initially it was used for military purposes but in the following century it also became a princely residence. Between 1388 and 1393 the university was founded (although it was immediately suspended until the 15th century). Although it was gripped by continuous infighting the large Este family managed to lead Ferrara to the centre stage of national and international affairs: indeed, throughout their dominion the city played an important role in European diplomacy.

The government of the Este family represents Ferrara’s most glorious period, which reached its pinnacle at the end of the 15th century when Ercole I d’Este obtained the title of Duke and decided to extend the city northwards by building the *Addizione Ercolea*, which transformed the medieval city into the most modern city in Europe through the project of the court architect Biagio Rossetti. This operation quickly became another important factor in its urban, economic, demographic and of course cultural expansion.

With the death of Alfonso II, who passed away in 1598 without leaving any direct heirs, the splendour of the Este dynasty came to an end when the remnants of the family left the city to take up residence in Modena.

⁸ - a cura di F. Bocchi, *Ibidem*, pag 53

After that Ferrara fell under the government of the Papal States until just before the Unification of Italy. It went through a period of political, military and economic vicissitudes characterized by periods of decadence.

The routes of the Po and of its two main delta branches, the Primaro and the Volano are the routes that have marked out the expansion of Ferrara the city and its territory. They have changed and continue to tell the economic history of the territory supplying water and making the land taken back from the marshes fertile in order to provide quality products that are now protected by the Controlled Designation of Origin seal (D.O.C. and D.O.P.) and come from the collective toil of the community who in the past took the care of the land and the waters in hand and continue to do so.

Recalling the words of the economist Giacomo Becattini about the power that places have to direct their inhabitants towards continued growth and a calling to produce, we can share in his thoughts: “each place, for how it has been forged by mother nature and the matters of history, has, at any given time, a level of productive collectivity, based not only on the technical, spatial and cultural proximity of its enterprises but also, and more so, on the unity and cultural suitability of its families”⁹.

And it is this cultural suitability and unity, which derives from the pomp of the Este court and from the material work of the farmers, craftsmen and hordes of workers, that today’s tourists can read as they make their way along the channels of Ferrara’s history and discern the vicissitudes and transformations of time even in the most hidden and “forgotten” places.

⁹ - G. Becattini, *La coscienza dei luoghi*, Donzelli editore, 2015, pag 59.

3. Identification of the “forgotten” sites along the channels of the Po di Primaro/Reno and the Po di Volano

3.1 - The places identified along the Po di Primaro/Reno

- Il Santuario della Beata Vergine del Poggetto, S. Egidio, Ferrara
- Saint James the Great) (XVIII century) and cycle ride along via Froldo, Marrara, Ferrara
- Ospital Monacale, la Delizia estense di Benvignante, Benvignante, Argenta
- Pieve di San Giorgio and Museo Civico, Argenta
- The ferry and the Oasi di Bosco Forte natural area, Sant’Alberto (Ravenna)

3.2 – The places identified along the Po di Volano

- La città metafisica (The metaphysical town), Tresigallo
- L’Abbazia di Pomposa (Abbey of Pomposa), Codigoro
- Il Castello Estense di Mesola Este Castle of Mesola, Mesola

3.3 – The files

3.1 - Illustrative files of the “forgotten” sites identified by the analysis

Regarding the files presenting the forgotten tourism assets identified in the analysis, as a potential enrichment of the tourism offer for Ferrara as a whole, which already has its own specific identity, hereafter follow some concise files containing basic information.

The aim is to be able to identify these sites by means of digital supports using the geographical coordinates. In addition, information regarding road access is given. This in its turn functions as a sort of highlighter for the interventions that need to be bolstered in order to render the sites structurally and essentially available for use in historic, cultural, architectural and rural tourism in Ferrara’s territory

The framework of the information on the forgotten sites identified along the routes of the two branches of the Po is as follows:

GENERAL INFORMATION

Name

Position and geographical coordinates

Municipality

Brief historical notes on the artefact/site

Infrastructural accessibility

Presence of barriers to accessibility

Original use of the artefact/site

Current use of the artefact/site

Infrastructural accessibility – connection with the Masterplan for intermodality (*accessibility, places nearby, intermodality*)

ALONG THE PO MORTO DI PRIMARO/RENO

GENERAL INFORMATION

<i>Name</i>	Santuario della Beata Vergine del Poggetto
<i>Municipality</i>	S. Egidio, Ferrara Via Bassa, 305
<i>Position and Geographical coordinates</i>	N 44°45'19.3584" and 11°37'59.6316"
<i>Brief historical notes on the artefact/site</i>	It is said that devotion at the small sanctuary began when an image of the Madonna hanging on a Durmast oak was found after one of the Po di Primaro's many floods. The Madonna, made of terracotta, seems to have been lost during a fire. The stump of Durmast oak recovered in 1891 during restoration work and protected under crystal was defiled and destroyed by fleeing Nazi soldiers who set fire to the Sanctuary. The intervention of the local inhabitants saved the Oratory from the fire. Inside, on the altar, a picture of the Virgin Mary, of the scuola ferrarese (School of Ferrara) dating back to the 16 th or 17 th century can be seen.
<i>How to get there</i>	The Sanctuary is situated a few kilometres to the south of Ferrara and is easily reached by car or by bike from the industrial area of S. Giorgio. There are no signs of purpose-built cycle tracks.
<i>Architectural barriers</i>	There are no architectural barriers
<i>Original use of the artefact/site</i>	Place of worship
<i>Current use of the artefact/site</i>	Place of worship
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<u>Accessibility</u> : Via G. Fabbri, V. Bassa, SP 22 <u>Places nearby</u> : Ferrara. Secondary cycle tracks; improvement needed <u>Intermodality</u> : action needed to allow mobility exchange between bikes and boats.

Main entrance to the Sanctuary



Interior of the Santuario del Poggetto



Bell tower



GENERAL INFORMATION

<i>Name</i>	Chiesa di San Giacomo maggiore (Saint James the Great) (XVIII century) and cycle ride along via Froldo
<i>Municipality</i>	Marrara, Ferrara Via Rocca 18
<i>Geographical coordinates</i>	N 44°43'49.8216" E11°41'4.1496"
<i>Brief historical notes on the artefact/site</i>	Built towards the end of the 1700s, the church was later dedicated to Saint James the Great after a votive offering by the population of Marrara to ward off the plague of 1855. The church has undergone various cycles of restoration work, the most recent being completed in 2007. With its simple and rigorous forms, it rises majestically on the outskirts of Marrara, in the middle of the countryside, which makes it a real monument of commanding beauty.
<i>How to get there</i>	The village of Marrara, about 17 km from Ferrara, can be reached by car and perhaps by bicycle. By bike Via Froldo can be followed which splits off from the SP 65 in a short track that flanks the Po di Primaro. There are no signs of purpose-built cycle tracks.
<i>Architectural barriers</i>	Architectural barriers are present.
<i>Original use of the artefact/site</i>	Catholic place of worship
<i>Current use of the artefact/site</i>	Catholic place of worship
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<u>Accessibility</u> : SP 65 <u>Places nearby</u> : Ferrara. Secondary cycle tracks; improvement needed <u>Intermodality</u> : action needed to allow mobility changeover between bikes and boats.

View of the Church of S. Giacomo Maggiore



Facade of the church



GENERAL INFORMATION

<i>Name</i>	Delizia Estense di Benvignante
<i>Municipality</i>	Ospital Monacale, Argenta (FE) Via Nazionale, 149
<i>Geographical coordinates</i>	N 44°40'59.502 E11°44'13.1244"
<i>Brief historical notes on the artefact/site</i>	Construction of the Delizia di Benvignante dates back to 1464 under Borso d'Este. The Delizia was surrounded by a large wooded park and included vast areas of cultivated land. After 1818, Count Luigi Gulinelli, who had bought it, added another storey and had a stable added to the side to give it its current square layout. During the Second World War aerial bombing destroyed a large part of it. Currently being restored due to damage caused by the earthquake of 2012.
<i>How to get there</i>	Can be reached by car by way of the SS 16 till the crossroads with the SS 3 and after a few hundred metres there is the junction with the SS 65 which passes right in front of the main façade. There is a cycle track inside the gardens of the Delizia. There are no signs of purpose-built cycle tracks for access from the SS 16 road.
<i>Architectural barriers</i>	Architectural barriers are present.
<i>Original use of the artefact/site</i>	Used for convivial gatherings and to host hunts.
<i>Current use of the artefact/site</i>	Property of the Municipality of Argenta, before the earthquake it was used as a location for parties and jousting festivals. Now only some of the rooms on the ground floor are usable. Home to a cultural and recreational club.
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<u>Accessibility</u> : railway stations at Portomaggiore and Argenta. SS 16. Cycle tracks; improvement needed; rail transport for tourism needs to be implemented. <u>Places nearby</u> : Delizia del Verginese; Valli di Campotto; Oasi di Bando <u>Intermodality</u> : action needed to create bike, boat and bus links.

Delizia Estense di Benvignante, courtyard



Main facade with tower



View from the Delizia park



GENERAL INFORMATION	
<i>Name</i>	Pieve di San Giorgio and Museo Civico di Argenta
<i>Municipality</i>	Argenta
<i>Geographical coordinates</i>	N44°36'43.01" E11°49'12.18"
<i>Brief historical notes on the artefact/site</i>	The Pieve di San Giorgio (Saint George's parish church) is the oldest monument in the province of Ferrara (569 CE) and is the most investigated site in the municipality of Argenta. The byzantine marble altar, still standing in the interior and fragments of the polychrome mosaic floor date back to its beginnings. Other mosaics and frescoes are conserved in the Museo Civico di Argenta (Municipal Museum of Argenta). The gate with the cycle of months and the martyrdom of Saint George in the lunette date back to 1122.
<i>How to get there</i>	Strada Cardinala at 1 km from the town centre of Argenta in the direction of Campotto - Molinella Bologna on the SP 38 road. There are no signs of purpose-built cycle tracks part from the one in the park.
<i>Architectural barriers</i>	There are no architectural barriers
<i>Original use of the artefact/site</i>	Place of worship
<i>Current use of the artefact/site</i>	Surrounded by a park, in immediate proximity to the Valli di Argenta e Campotto, with picnic areas equipped with fitness trails. Cycle tracks in the park, stopping points, leisure equipment.
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<p><u>Accessibility</u>: railway stations at Portomaggiore and Argenta. SS 16. Cycle tracks; improvement needed; the Po di Primaro needs equipment to aid navigation.</p> <p><u>Places nearby</u>: Valli di Campotto; Oasi di Bando</p> <p><u>Intermodality</u>: intermodal hub at Argenta; action needed to create bike and tourist train links with the intermodal hub at Ostellato</p>

Pieve di S. Giorgio



GENERAL INFORMATION	
<i>Name</i>	Traghetto del Reno (Ferry over the Reno)
<i>Municipality</i>	Sant'Alberto (RA)
<i>Geographical coordinates</i>	N 44°32'54.49" and 12°08'50.67"
<i>Brief historical notes on the artefact/site</i>	<p>This is a strategic point. The Reno can be crossed here allowing entrance to the portion of the Parco del Delta that is in the southern part of the Valli di Comacchio, in the province of Ravenna. Visitors can admire the pink flamingos and various other species of migratory and nesting birds. Ideal for birdwatching activities.</p> <p>Not far away from the crossing point is the hut ("casotto") where Anita Garibaldi found shelter during her escape.</p>
<i>How to get there</i>	Near the SP 24 road. Accessible by car, motorcycle, camper and bike when crossing from the right bank to the left bank of the River Reno.
<i>Architectural barriers</i>	There are no architectural barriers.
<i>Original use of the artefact/site</i>	Ferry boat
<i>Current use of the artefact/site</i>	Ferry boat
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<p><u>Accessibility</u>: SP 10, Bus. Cycle tracks for tourists needed to connect with the hubs at Ravenna and Comacchio</p> <p><u>Places nearby</u>: Ravenna, Comacchio, Valli di Comacchio</p> <p><u>Intermodality</u>: intermodal hub at Ravenna; intermodal hub at Comacchio</p>

Sant'Alberto, ferryboat on Reno



← OSTELLATO

← COMACCHIO

TARIFFARIO			
CATEGORIA	TARIFFI	20 minuti	40 minuti
A) Piacenza A) Comacchio	€ 0,50 € 1,00	€ 15,00 € 20,00	€ 18,00 € 25,00
B) Reno	€ 2,00 € 6,00	€ 25,00 € 40,00	€ 40,00 € 60,00
C) Aste	€ 3,00 € 10,00	€ 35,00 € 60,00	€ 60,00 € 80,00
D) Reno Piacenza	€ 3,50 € 11,00	€ 40,00 € 70,00	€ 70,00 € 90,00
E) Piacenza Reno Piacenza	€ 4,80 € 13,00	€ 45,00 € 80,00	€ 80,00 € 100,00

ORARIO DI SERVIZIO

MARZO - OTTOBRE dalla 07 alle 19

NOVEMBRE - DICEMBRE dalla 07 alle 19

APRILE - MAGGIO dalla 07 alle 20

GIUGNO - SETTEMBRE dalla 07 alle 20

LUGLIO - AGOSTO dalla 07 alle 21



ON THE PO DI VOLANO

GENERAL INFORMATION

<i>Name</i>	Drainage plant system of Ferrara
<i>Municipality</i>	Ferrara, Land Reclamation Consortium of Ferrara
<i>Geographical coordinates</i>	Varied N 44°48'59.6412" E 11°51'17.838" (Borgo del Sostegno, es.)
<i>Brief historical notes on the artefact/site</i>	The construction of the first drainage plants dates back to the nineteenth century thanks to the steam machines which allowed to keep the safety of the territory stable. The drainage systems had and have aim to preserve the territory in order to defend it from floods and overflowing of the rivers (Po, Reno, Panaro); keep the waters high so as not to sink the land; facilitate the flow of shallow waters towards the Adriatic Sea
<i>How to get there</i>	(Borgo del Sostegno: About 15 km from Ferrara; along the SP 15 road turn left on Via Massafiscaglia. Arrival is possible by car and bus.) There are no signs of purpose-built cycle tracks.
<i>Architectural barriers</i>	No architectural barriers are registered at sites open to the public
<i>Original and current use of the artefact/site</i>	The reclamation and water management system of the province of Ferrara consists of a network of 4,153 km of canals, 170 water-pumping plants and countless artifacts such as gullies, sockets, sluice gates, siphon barrels, expansion tanks and others. It requires constant maintenance to guarantee the indispensable hydraulic safety conditions in the area.
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<u>Accessibility</u> : Car, bus, bicycle (canoes only some stretches) <u>Places nearby</u> : Ferrara, Ostellato, Bondeno, Codigoro <u>Intermodality</u> : intermodal hub at Ostellato, intermodal hub at Argenta, intermodal hub at Codigoro, intermodal hub at Comacchio and Ravenna. Cycle tracks for tourists need to be created to link with the intermodal hubs. To set up collection points and services for waterway routes with canoes, boats and other.

Drainage plant Pilastresi, Bondeno



Drainage plant S. Antonino (1925), Ferrara



Water-lifting plant in Codigoro (1905)



Aerial view of the Codigoro plant



Drainage plant Baura, 1858-1861



Drainage plant Baura 2, 1993



Drainage plant Lepri Acque Alte (is the largest hydro-drilling in Europe)



Drainage plant Nuovo Marozzo (1986)



GENERAL INFORMATION

<i>Name</i>	Tresigallo - Ferrara
<i>Municipality</i>	Tresigallo
<i>Geographical coordinates</i>	N 44°49'04.23" and 11°53'49.16
<i>Brief historical notes on the artefact/site</i>	Situated on the left bank of the Po di Volano, on the eastern plain of the province of Ferrara, it is one of the oldest towns in the area. Some historians date its origins to the 11 th century. However, it was in the 1930s that Tresigallo saw its moment of greatest splendour thanks above all to the work of Edmondo Rossoni, the minister of agriculture in the Fascist government. The town was redrawn, straight off the drawing board, gaining the moniker " <i>città di rifondazione</i> " (refoundation town). It became a geometric urban planning experiment in which the geometry of social relations was also outlined. It is the " <i>metaphysical town</i> " that still presents numerous signs of that refoundation. It forms part of the circuits Città del '900 and Città d'Arte
<i>How to get there</i>	About 20 km away from Ferrara. Easy access by car by way of the SP 15 road (Via del Mare). Can also be reached by coach (322). From Ferrara there are no signs of purpose-built cycle tracks.
<i>Architectural barriers</i>	There are no architectural barriers.
<i>Original use of the artefact/site</i>	Town
<i>Current use of the artefact/site</i>	Town
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<p><u>Accessibility</u>: SP 15, SP 28, bus.</p> <p><u>Places nearby</u>: Iolanda di Savoia, Berra and the Mulino del Po, Mesola, Dune fossili di Massenzatica</p> <p><u>Intermodality</u>: intermodal hub at Ostellato, intermodal hub at Argenta, intermodal hub at Codigoro, intermodal hub at Comacchio. Cycle tracks for tourists need to be created to link with the intermodal hubs.</p>



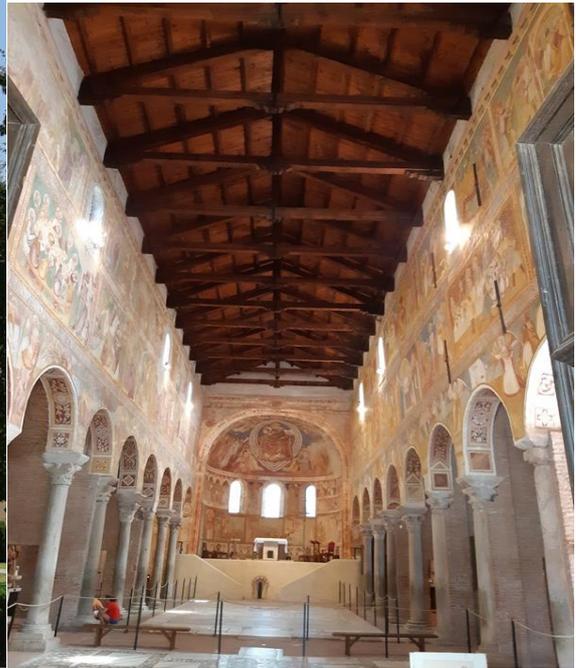
Tresigallo: municipal stadium entrance; welcome sign; commemorative monument of the fascist era; house of culture



GENERAL INFORMATION

<i>Name</i>	Abbazia di Pomposa (Abbey of Pomposa) and Museo Pomposiano, Locality Pomposa Locality Pomposa south, 7
<i>Municipality</i>	Codigoro (FE)
<i>Geographical coordinates</i>	N 44°49'59.3364" and 12°10'32.34"
<i>Brief historical notes on the artefact/site</i>	The origins of the abbey date back to the 6 th and 7 th centuries when a Benedictine settlement on a wooded island surrounded by two rivers and protected from the sea arose. After 1000 CE it became a monastic centre. Among the many it welcomed was Guido d'Arezzo, the monk who invented the musical writing based on the system of seven notes. The imposing bell tower can be seen soaring high into the sky from the Romea road. What was once the dormitory, is now the museum in which we can now admire important archaeological finds.
<i>How to get there</i>	The abbey is just a few metres off the Strada Statale Romea (SS309) and easily reached from both the north and the south.
<i>Architectural barriers</i>	There are no signs of architectural barriers
<i>Original use of the artefact/site</i>	Benedictine Monastery
<i>Current use of the artefact/site</i>	Place of worship. Museum
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<p><u>Accessibility</u>: SS 305 Romea; SS 16</p> <p><u>Places nearby</u>: Codigoro, Mesola, Goro, Comacchio and Valli di Comacchio, Casa Anita, Parco Regionale del Delta del Po Emilia-Romagna and Veneto</p> <p><u>Intermodality</u>: action needed to create bike, boat and bus links with the intermodal hub at Ostellato, the intermodal hub at Codigoro, the intermodal hub at Comacchio and the intermodal hub at Ravenna (cycle tracks for tourists need to be created to link with the intermodal hubs)</p>

Facade of the Abbey of Pomposa with bell tower and interior of the Church



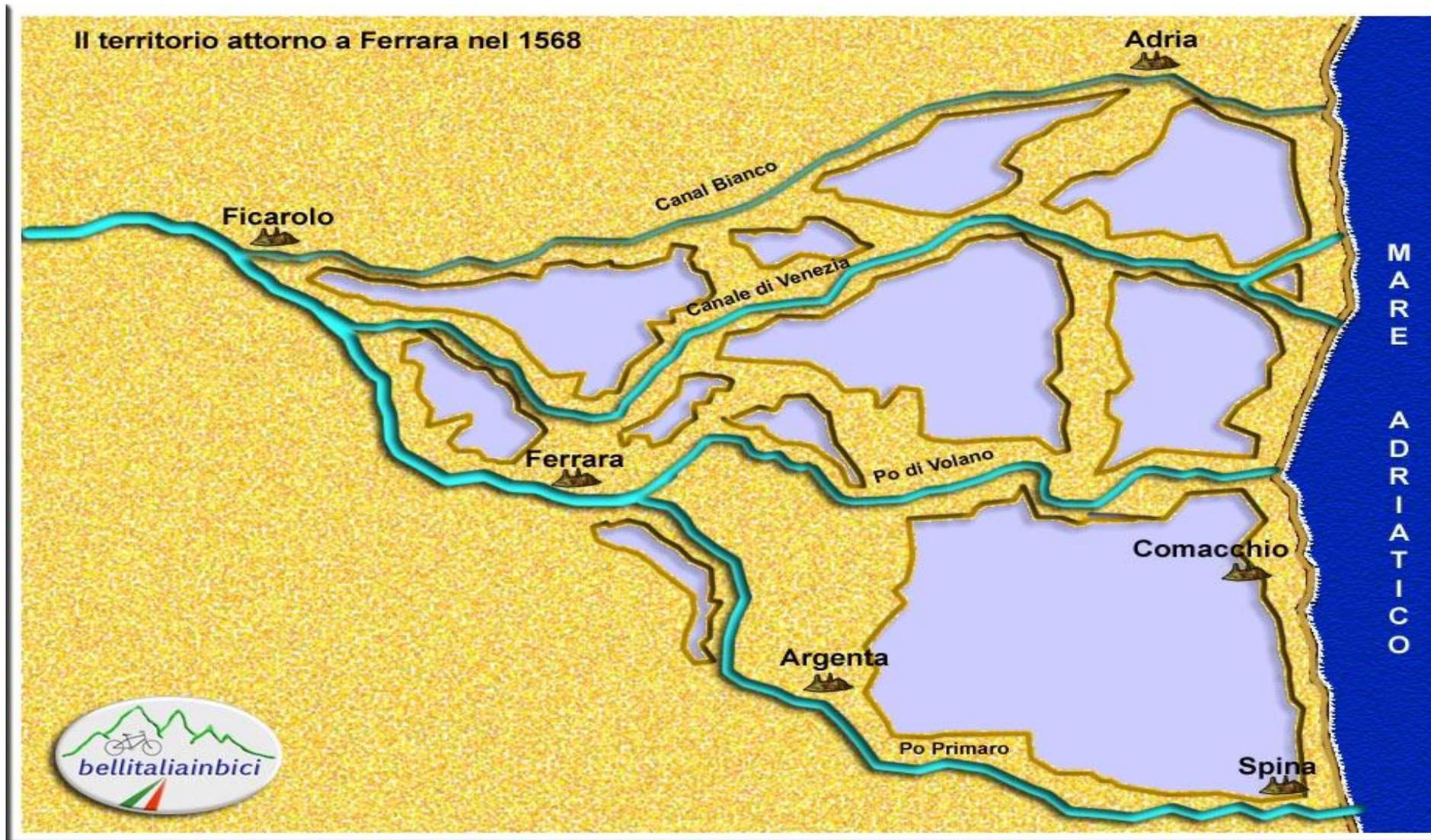
Former refectory, now Museo Pomposiano

GENERAL INFORMATION	
<i>Name</i>	Castello Estense di Mesola (Este Castle of Mesola)
<i>Municipality</i>	Mesola (FE) Piazza S. Spirito, 9
<i>Geographical coordinates</i>	N 44°55'23.4948" and 12°13'51.3084"
<i>Brief historical notes on the artefact/site</i>	In 1578, in an act of self-celebration, Duke Alfonso II d'Este built a lavish court residence that was halfway between a castle and a luxury abode (delizia), protected by several kilometres of perimeter walls and surrounded by a wood in which to hunt. This was meant to be the outpost of the Este family on the Adriatic, in open contrast to the power of the Venetians.
<i>How to get there</i>	It can be reached by car from the Strada Statale Romea (SS309) via the exit to Mesola. By coach: the Ferrara-Copparo (Jolanda)-Ariano F.-Mesola-Gorino line.
<i>Architectural barriers</i>	There are no architectural barriers.
<i>Original use of the artefact/site</i>	Residential abode and hunting lodge
<i>Current use of the artefact/site</i>	Museum
<i>Infrastructural accessibility – connection with the Masterplan for intermodality</i>	<p><u>Accessibility</u>: SS 305 Romea; SS 16</p> <p><u>Places nearby</u>: Codigoro, Goro, Comacchio and Valli di Comacchio, Parco Regionale del Delta del Po Emilia-Romagna and Veneto</p> <p><u>Intermodality</u>: action needed to create bike, boat and bus links with the intermodal hub at Ostellato, the intermodal hub at Codigoro, the intermodal hub at Comacchio and the intermodal hub at Ravenna (cycle tracks for tourists need to be created to link with the intermodal hubs)</p>

Este Castle of Mesola



The territory around Ferrara in 1568



Current map of the Ferrara area.

