

2nd Joint ICT platform updating report

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1. Introduction

In the second part of the project, the collection of data on small ports' infrastructures and services in the Adriatic area continued through the administration of a dedicated and detailed questionnaire. Specifically, the interviews were mainly conducted at the Italian level as data related to Croatian small ports were quite complete already at the first stage of data collection.

Thanks to the second round of data collection, the total number of small ports analysed has increased from 502 to 598.

2. The characteristics of small ports

As initially observed, most of these structures are located in Croatia. With regards to Italy, considering the two phases of data collection, we were able to gather data from an overall number of 133 ports, corresponding to 69,27% of the total amount of Italian tourist structures that, according to the Adriatic Sea Forum Report (Risposte Tourism, 2023), amount to 192.

Table 1: Breakdown of ports by country

Country	Number	Percentage
CROATIA	465	77,8%
ITALY	133	22,2%
Total	598	100%

Table 2: Overall classification of ports by type of analysed structures

TYPOLOGY OF PORTS	N° (data from the first data collection)	N° (final data also considering those from the second phase of data collection)
Marina (Nautical tourism port)	35	35
Mooring	16	16
Small Port	451	547
Total Overall	502	598

Table 3: Classification of ports by country, per data collection phase. No additional Croatian ports were added in the second phase

	N° (initial data)	N° (final data)
CROAZIA	465	465
Marina	35	35
Mooring	16	16
Small port	414	414
ITALIA	37	133
Small port	37	133
Total Overall	502	598

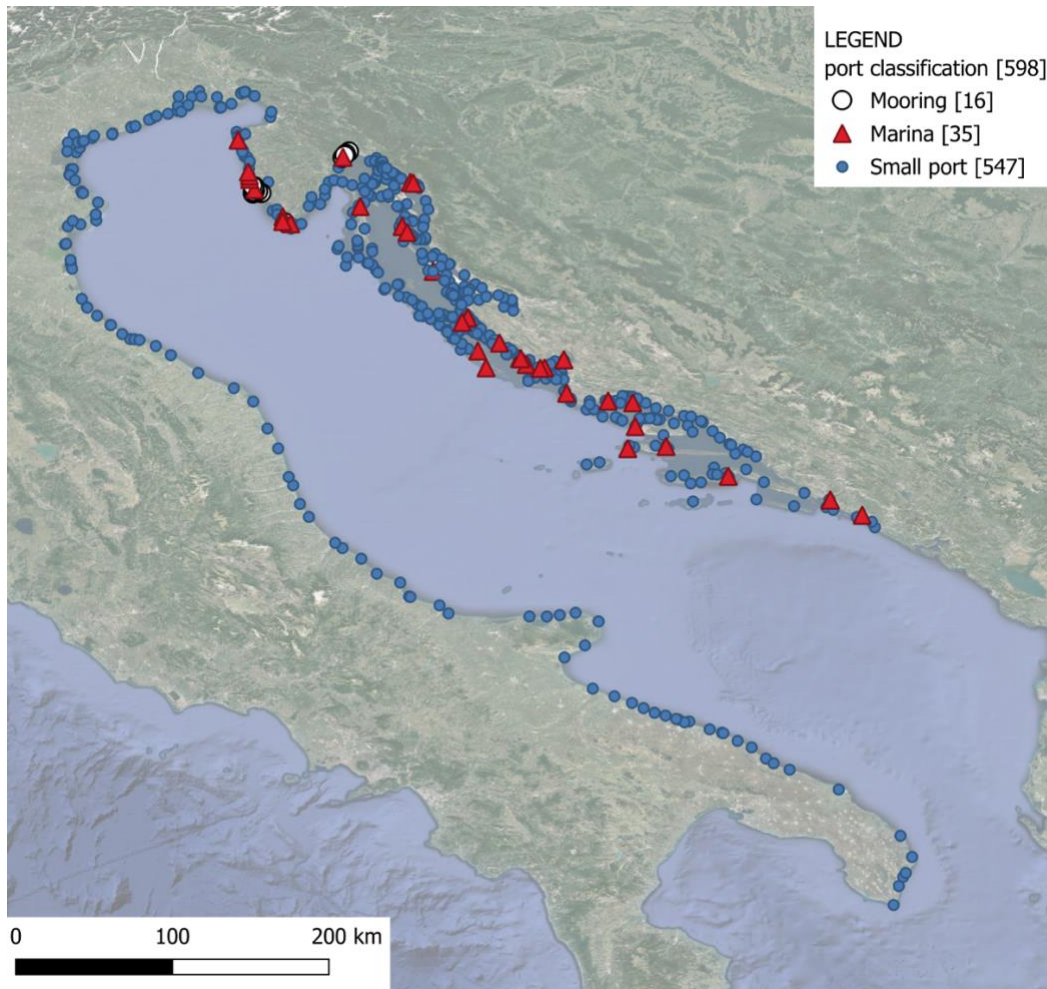


Figure 1: Port classification (moorings, small ports and marinas)

By analysing the overall data, the considerations made for to the first round of data collected (for which please refer to the deliverable 3.2.2 FRAMESPORT ICT platform updating reports and integration - 1° stage (Joint report)), have been confirmed.

Below, an update of some of the maps and tables presented in the first report is shown. Maps have been updated only for few of the variables investigated in the survey, as data collected in the second phase were less detailed than those collected in the first one.

The classification of ports based on available capacity is an important element to understand the difference between Italian and Croatian ports. The responses from the questionnaires along the Italian coast confirm that Italian marinas are generally larger and have a greater capacity compared to the prevalent presence of small Croatian berths, as clearly shown in Figure 2.

This difference can be attributed to various factors, including the different structure and organization of ports in the two countries, as well as the geographic characteristics and the needs of the boaters frequenting the areas. Italian small ports, often managed as private businesses, tend to offer a wide range of services and facilities to meet the demand of the boating market. On the other hand, the Croatian ones are more numerous and are often characterized by limited basic services, as they are typically used by boaters practicing short itinerant vacations.

This diversity in capacity and offerings of ports reflects the different conceptions and modes of management in nautical tourism between the two countries. It is important to consider these differences when evaluating the accessibility, infrastructure, and services available to boaters along the Italian and Croatian coast.

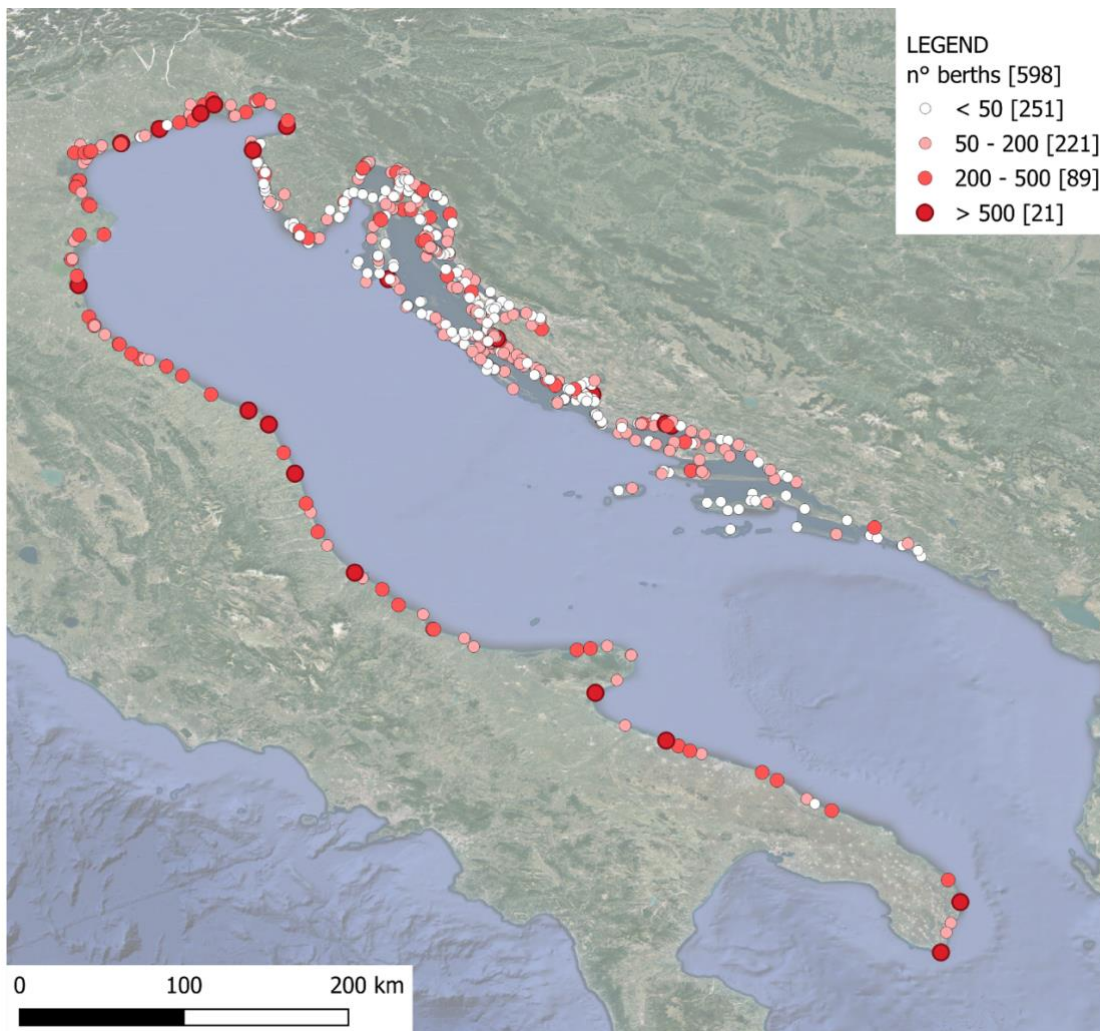


Figure 2: Number of berths per port infrastructure

3. Types of boats accepted by the ports

The division of small ports along the Italian and Croatian Adriatic coast can vary based on their capacity to accommodate sailboats or vessels with a greater draft. However, it's important to note that this division may vary depending on the geography of specific locations along the coast, as depicted in Figure 3.

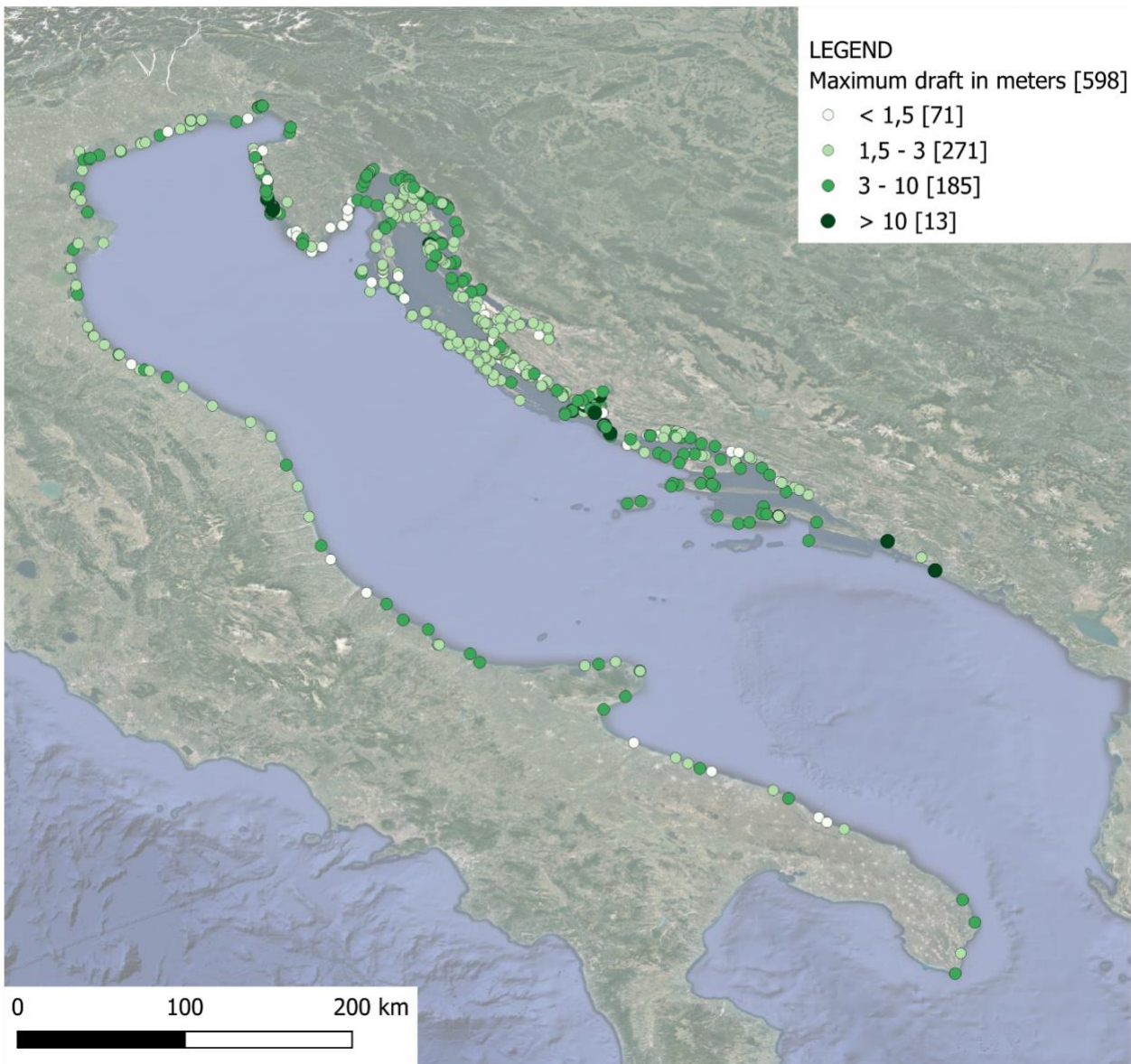


Figure 3: Classification map of ports based on the maximum draft allowed

Table 4: Breakdown of ports by draft

Depth ranges (m)	N° (initial data)	N° (final data)
< 1,5	60	71
1,5 – 3	246	271
3 – 10	164	185
> 10	13	13
Total Overall	502	598

The Adriatic coast is a popular destination for nautical tourism, including luxury yacht tourism. Both Italy and Croatia offer a range of ports that can accommodate yachts of various sizes. However, it's important to note that ports capable of hosting large yachts for luxury tourism are more common along the Croatian coast compared to the Italian coast.

In Croatia, some of the renowned ports for luxury tourism include Dubrovnik, Split, Hvar, Korčula, Šibenik, and Rovinj. These ports provide dedicated services for yachts, including berths, fuelling services, crew assistance, high-class restaurants, maintenance services, and more.

In Italy as well, along the Adriatic coast, there are ports ready to accommodate luxury yachts. Ports known for luxury tourism include Venice, Trieste, Rimini, Ancona, and Bari. These ports offer suitable services for large yachts, and Figure 4 shows the arrangement along the coasts of ports divided by their maximum accepted length.

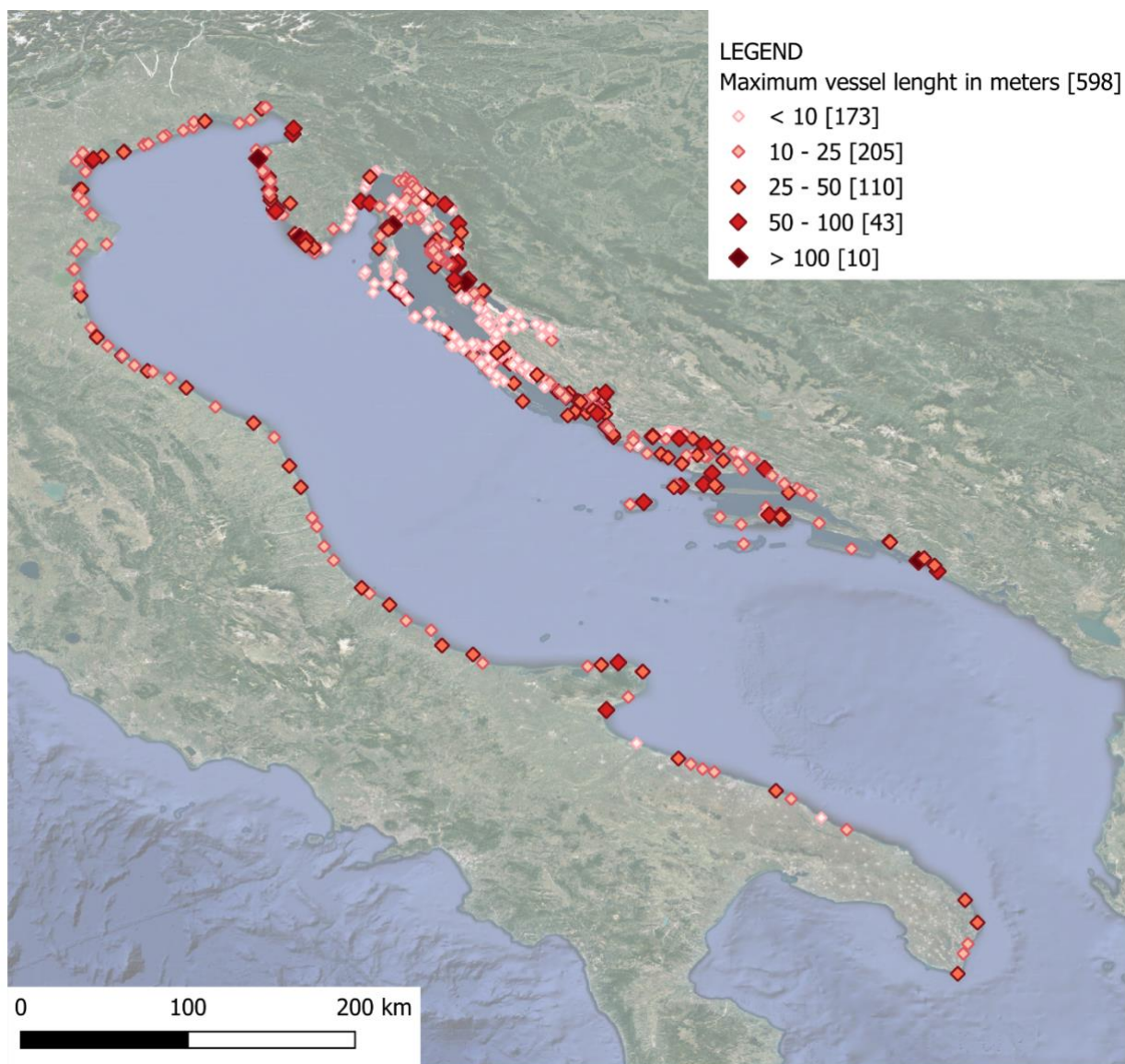


Figure 4: Classification map of ports based on the maximum length of boats allowed

Table 5: Breakdown by boat length

Length Range	N° (initial data)	N° (final data)
< 10	171	173
10 – 25	164	205
25 - 50	94	110
50-100	40	43
> 100	10	10
Total Overall	502	598

4. Final remarks

In conclusion, data from 598 facilities were collected, 465 from Croatia and 133 from Italy. The new data collected did not alter the previous analyses but rather confirmed the existing observations. The first evident difference concerns the organization of small ports and marinas between Italy and Croatia. In Italy, these are primarily private companies that compete in the market by offering the best possible service to customers. In Croatia, on the other hand, there is a diverse mix of public and private facilities with a completely different management philosophy. The lack of services for people and boats indicates a widespread presence of simple moorings and a different conception of recreational boating.

Small Italian ports are tourist facilities with a minimum level of services and activities, similar to the "Marinas" in Croatia. In Croatia, there are numerous simple moorings that only offer berthing services. This characteristic is favoured by the coastal morphology with its many small islands and the type of boaters who visit the area for short stays, engaging in itinerant vacations.

The provision of services for people, water sports activities, and tourism services make the marinas a meeting point between nautical tourism and inland tourism. These infrastructures attract not only boat owners but also those who temporarily want to experience this world.

This reinforces the idea of completely different tourism approaches between the two countries. However, there are common aspects, such as the age of boaters. Boating is increasingly seen as an activity for people with a certain level of economic stability. More than 60% of users are over 40 years old, and younger individuals likely use family boats.

From a sustainability perspective, various aspects have been investigated. Indeed, it is from this survey that the idea of directing a pilot action towards the recognition of a sustainability certification tool for marinas and small ports has raised. For a detailed analysis of the parameters that need to be addressed to achieve sustainability in the tourist port infrastructures, we recall the documentation related to the Ecolabel. Waste management and energy supply are major concerns for port managers, representing important strategic directions to be developed in the future.

The possibility of continuing the database implementation, both through direct inputs from small port managers and with the contribution of digital data collection techniques, will be pursued beyond the project's closure for better describing the characteristics of small ports and the activities implemented within them, as well as in the broader Adriatic area.