FRAMESPORT
Strategy

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The Premise: The Framesport Project

The activities carried out within the Framesport project dealt with the **study of the territorial complexities linked to the small Italian and Croatian ports**. It also aimed at defining a methodology for the construction of an abacus of solutions and **scenarios** capable of facing the plurality of economic, social, and environmental **challenges** that afflict coastal territories today.

Adriatic small ports such as marinas and touristic harbors are currently experiencing a rather challenging spatial, social, and economic situation due to a surplus of supply compared to demand levels and the increased average age of users. **Boosting competitiveness** is a priority for these realities, both for Italian and Croatian contexts, which would highly benefit from new business models, measures and actions aimed at recovering their overall efficiency and attractiveness.

This experimentation is part of a line of study on innovative urban and environmental planning and in particular on the design and planning of coastal spatial systems undertaken by IUAV and Corila, enriching and completing the set of projects already undertaken within the Centro Studi Iuav-Planning and Climate Change Lab, which also represents one of the areas for discussion of the results. The research activities which are in continuity with the Framesport Project have set the objectives of **reconceptualizing small ports**, which often escape the gaze of regional and national planning, **as catalysts of new social, cultural, spatial and environmental values**. Particular attention has been dedicated to the construction and mapping of data as a fundamental process for the construction of future scenarios.

FRAMESPORT aims at supporting a homogeneous and integrated improvement of Adriatic small ports sustainability, competitiveness, and attractiveness through:

- The **delivery of a strategic framework** orienting their future development in the long run.
- The realization of an **ICT platform** as a virtual space, available for users and stakeholders, containing results from the implementation of pilot actions and the best-practices, suggestions and proposals for Adriatic small ports development and management.
- The **increase of competences** for a **harmonized planning** and management of small ports, contributing to elevating their role as drivers for the sustainable growth of coastal areas.

This strategy is, therefore, the result of a complex work of analysis and consultation but will, hopefully, support the choices of decision makers and port management in the coming years to ensure small Adriatic Ports are greener, connected, competitive and safer.

As a guiding reminder, the following list presents the full name of the FRAMESPORT partners who developed pilot actions and tools, along with the corresponding codes used int the toolbox description in chapter 2.1. (LP for the Lead Partner, PP#, for the Project Partners).

LP	CORILA - Consortium for coordination of research activities concerning the Venice lagoon system
PP1	MMON - Municipality of MONFALCONE
PP2	ITL - Institute for Transport and Logistics
PP3	ASSET - Agenzia regionale Strategica per lo Sviluppo Ecosostenibile del Territorio
PP4	SVIM - Sviluppo Marche Srl
PP5	ARAP - Azienda Regionale Attività Produttive
PP6	AAST - Azienda Autonoma di Soggiorno e Turismo Termoli
PP7	LUUN - Lučka Uprava Umag Novigrad
PP8	PGZ - Primorsko-goranska županija
PP9	ZLUZ - Županijska lučka uprava zadar
PP10	LUS - Lučka uprava Šibenik
PP12	LOGO - Logoteam Ltd.
PP13	CMCC - Euro-Mediterranean Center on Climate Change
PP14	LUSE - Lucka Uprava Senj

1- INFORMING THE STRATEGY. Drivers for change and analysis of context

The study of the state of the art informed the definition of the different key aspects composing the strategy. The state of the art is composed of directives, strategies and laws, data on ports describing their current state, an analysis of demand and offer, the results from FRAMESPORT and the inputs from local stakeholders.

1.1 European Context

1.1.1 The European Green Deal

Ports worldwide are under pressure due to challenges related to infrastructure, global trade, production capacity, financing, regulation compliance, safety and security, sustainability, digitalisation, and lack of community support. These global challenges do not concern only large ports, but also **minor ports are affected by global events as well**. Such as massive tourism that is putting pressure on ports and cities seeking strategies on a local and regional scale that are able to generate new services and attractions for people and companies.

These maritime challenges however can be used as opportunities as long as ports and communities around them remain open to change with the green and digital transformation taking place in the maritime and shipping industry.

While in large ports it seems difficult to start transition processes due to strong path dependencies[1] linked to energy and global economies, **small ports are interesting laboratories** to promote economic, social, cultural, environmental innovations. In order to achieve a transition in the port sector.

All scales are interrelated and strategies at regional and local level must also take into consideration the broader macro-objectives and strategies established by the European Union such as the **European Green Deal, Circular Economy** and the recent **Repower EU plan** to rapidly reduce path dependencies, such as dependence on fossil fuels and fast forward the green transition. Among the multiple transitions, the one related to energy is one of the most important to achieve. As long as many international partners do not share the same ambition as the EU, there is a risk of carbon leakage. Hence, the aims of the FRAMESPORT strategy in terms of decarbonization should be shared with IPA countries.

The **green transition** should involve and benefit consumers and renewable energy sources. The

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[1] For further exploration on path dependence and port cities please read:

Hein, C., & Schubert, D. (2020). Resilience and Path Dependence: A Comparative Study of the Port Cities of London, Hamburg, and Philadelphia. *Journal of Urban history*, 1-31. doi:https://doi.org/10.1177/0096144220925098

De Martino, P. (2021). *Land in Limbo. Understanding path dependencies at the intersection of the port and city of Naples.* (PhD Degree). TU Delft Open, Delft. Retrieved from https://journals.open.tudelft.nl/abe/article/view/5813/4999

smart integration of renewables, energy efficiency and other sustainable solutions across sectors will help to achieve **decarbonisation** at the lowest possible cost.

The transition to climate neutrality also requires smart infrastructures. Increased cross-border and regional cooperation will help achieve the benefits of the clean energy transition at affordable prices. The regulatory framework for **energy infrastructure**, including the TEN-E Regulation, will need to be reviewed to ensure consistency with the climate neutrality objective. This framework should foster the deployment of innovative technologies and infrastructure, such as smart grids, hydrogen networks or **carbon capture**, storage and utilization, energy storage, also enabling sector integration.

When it comes to ports and port cities, the concept of **transition and circular economy** seem to be very controversial. As Stephan Hauser pointed out in one of his recent publications, with the European Green Deal made public last December, the new European Commission took the first steps to transforming Europe into the first climate neutral continent by 2050. The Green Deal offers a wide range of climate policies and measures that directly affect European cities and citizens. Whereas port cities are high polluters and important economic concentrations, they are not mentioned in the European Green Deal as such. However, to make the ''effective and fair transition'' that the Commission aims for, port cities could make a difference as they concentrate key economic and industrial facilities and are key to the EU's long-term economic competitiveness[2]. However, the **current economic models are still very oil based**. Transport accounts for a quarter of the EU's greenhouse gas emissions, and is still growing. To achieve **climate neutrality, a 90% reduction in transport emissions is needed by 2050**. Road, rail, aviation, and waterborne transport will all have to contribute to the reduction. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas.

The construction, use and renovation of buildings require significant amounts of energy and mineral resources (e.g. sand, gravel, cement). **Buildings also account for 40% of energy consumed**. Today the annual renovation rate of the building stock varies from 0.4 to 1.2% in the Member States. Transport should become drastically less polluting, especially in cities. A combination of measures should address emissions, urban congestion, and improved public transport. Creating a toxic-free environment requires more action to prevent pollution from being generated as well as measures to clean and remedy it.

The private sector will be key to financing the green transition. Therefore, a shift to new circular processes is much needed. The European Parliament has indeed included specific actions to achieve a circular economy in relation to a more sustainable tourism. The circular economy actions will include measures to encourage businesses to offer, and to allow consumers to choose reusable, durable and repairable products. Promoting new forms of collaboration with the industry and

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[2] To further information on the publication by Hauser, please visit the website: URL:https://www.docksthefuture.eu/the-european-green-deal-new-opportunities-for-port-cities/. Last access 12 June 2023

investments in strategic value chains are essential to reach circularity.

The European Parliament resolution of 25 March 2021 on establishing an **EU strategy for sustainable tourism** represents an important document that brings attention on small and minor ports and their importance to strengthen a transition to sustainable, responsible and smart tourism. According to the strategy (art. 24), sustainable tourism should take account of current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and local communities (15). This asks for flexible solutions for multimodal transport and to _**develop policies**_ for preserving natural heritage and biodiversity, respecting the sociocultural authenticity of host communities, ensuring sustainability and delivering socio-economic benefits to all stakeholders.

Art. 25 highlights again the importance of the _**socio-cultural dimension**_ and education in creating more awareness of the impacts of tourism on the territory. It argues that new tools and initiatives to assess the economic, social and ecological impact of tourism-related activities are much needed. Those need to involve travelers and enable both travelers and tourism companies to understand their environmental footprint.

The EU also asks for most strategies to embrace the _green transition_. Tourism is in fact closely related to mobility and the need to introduce new models _**beyond petroleum**_. Member States must, with financial support from the EU, increase investment in the transition to cleaner fuels, in low and zero-emission vehicles, whenever possible, in more accessible modes of transport, including for disabled people and people with reduced mobility for all modes, and in support for mobility as a service and platforms that guarantee the interoperability and intermodality of ticketing systems to offer transnational and intermodal door-to-door tickets (art. 38).

Cultural heritage also plays a key role. Therefore _**culture and cultural heritage**_ in European tourism should be preserved to keep the memory of the places and values attached to it. This becomes even more important in light of _**climate change**_. Thus strategies should also look into preserving heritage from -for example- changing water conditions (art.41).

In addition to the more strategic orientation, the EU gives some specific indications in relation to making a strategy for Coastal and Maritime Tourism. Art. 49 invites Member states to respect the maritime ecosystem, promote dialogue between Member States, regional and local authorities, stakeholders and civil society, and foster the sustainable development of coastal and maritime tourism; calls on the Commission, in agreement with the Member States, to take measures to support the cruise industry, which continues to be severely damaged by the COVID-19 pandemic, and to facilitate its operational restart, while respecting social and environmental standards.

Art. 50 asks to develop initiatives for nautical and coastal tourism with regard to the recognition of skipper qualifications, VAT rules on boats, marinas and anchorages, to tackle seasonality and promote cross-border routes, such as a network of routes for nautical tourism, and to make public the state of play of the pilot project: charter of good practices for sustainable cruise tourism. Finally

art. 51 encourages the Commission to include local actors that work in rural and coastal areas in income diversification initiatives through the creation of tourism products, services or experiences, in the design of new initiatives and the search for synergies between existing ones; encourages efforts to involve producers from the primary sector (agriculture, livestock and fisheries) in these initiatives and to explore whether these initiatives could be used as a means of marketing their products and disseminating their cultural or gastronomic traditions.

1.1.2 The EUSAIR Pillars

The Framesport strategy meets several flagships of the EUSAIR program: in particular under Pillar 4 - Sustainable Tourism "Development of the network of sustainable tourism and clusters". In particular it builds coherence to develop sustainable and responsible tourism.

However it takes into consideration the flagship "Expanding the tourist season to all-year round, by promoting diversification of tourism product, support to the development of special interest tourism connected with micro- cruising, and leisure boats. It targets therefore: increased number of tourist arrivals and overnights; increased number of events, performances, entrepreneurships and SMEs in connection with boat tourism.

Eventually the strategy wishes to have positive impacts in terms of protection of the marine ecosystems (Pillar 1) and connectivity in the Adriatic-Ionian region (Pillar 3).

1.2 National context

An overview of main figures, existing laws and strategies in Italy and Croatia guided the definition of strategic actions. Data was retrieved by the means of surveys and desk analysis.

1.2.1 Italy

Italian shores and basins have a great attractivity in terms of touristic appeal, and the Adriatic Sea and shores attract millions of tourists every year. Hence, Italy needs to preserve and promote its unique cultural and natural richness while ensuring the subsistence of the sector. Sustainable tourism and diversification of tourist offer play, therefore, a key role in future perspective.

In Italy the current definition of **pleasure boating** is provided by Article 1, paragraph 2 of Legislative Decree no. 171/2005, according to which pleasure boating is the activity carried out in maritime or inland waters

for sport or recreational purposes and without profit. According to Presidential Decree no. 509 of 2 December 1997, a marina is defined as 'a particular type of port infrastructure built or dedicated to a purely recreational use, equipped with facilities for the storage, repair and refueling of vessels of varying tonnage for tourist, amateur or sports purposes.

According to Italian strategies and legislation[3] tourism linked to small ports shall be supported and fostered in terms of **sustainability, innovation and inclusivity** (TURISMO SOSTENIBILE), and this also by favoring boat ownership, rent, use. The Recovery Fund will partially support these actions, with some cases in the Northern Adriatic (mainly the Venice area). Punctual actions that Italy considers as useful are: the upgrading of port infrastructures, electrification of quays, environmental redevelopment projects, etc. Those, together with investments by private operators in tourist and commercial ports, will profoundly change Italian ports and hinterlands, in some cases favoring urban connectivity with the cities in which they are located. On the other hand, the forthcoming railway interconnection of many ports will offer new and interesting opportunities for tourism, allowing easier access to areas that today can only be reached by road. Similar opportunities will be opened up by the development of tourist cycle paths, also expected to touch many small and medium-sized ports.

The maritime sector in general and the pleasure boating sector in particular are also engaged in the **ecological transition**, which is also favored by the incentives and funding provided by the Government for the transformation of the existing fleet and the development of **new vessels**. As for other sectors involved in the ecological transition, it stimulates innovation and opens up great market opportunities for Italian companies, both nationally and internationally.

Sustainability in Italy is intended not only in strictly environmental terms, but also with reference to economic development, intermodal and **soft mobility**, economic and territorial sustainability, use of heritage, creation and innovation of tourism products, use of financial resources, authenticity and **identity**. The foreseen innovation covers a vast area ranging from tourist destinations, products, technologies, processes, business and organizational models, professional profiles and managerial tools and practices, extending to marketing, communication, operational processes, pricing, service and product quality.

Eventually, the possibility of physical and cultural access to the environmental, landscape, cultural and territorial resources of Italy must be fully guaranteed. This means also making data accessible, allowing cross-references, informing about opportunities and promoting local cultures and history. Qualification of CETS methodology and processes (European Charter for Sustainable Tourism in Protected Areas) can help guide the bettering of the Italian offer in this sector.

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[3] Law 11.02.1971 n. 50, Law n.172, 08.07.2003 and following amendments

1.2.2 Croatia

According to the Ordinance on the Classification of Ports, the small ports in Croatia that are part of this study are classified as ports open for public traffic and operated by port administrations created by counties and local self-government units. More than 450 small ports and twenty-two port authorities govern harbors in Croatia. Port authorities range from small port authorities with only six ports, like the County port authority of Cres or Novalja, to the Split Port Authority, which manages 80 small ports and harbors in Split-Dalmatia County.

The questionnaire was distributed to 458 ports in Croatia, located in 7 counties north to south in: Istria County, Primorje - Gorski Kotar County, Lika - Senj County, Zadar county, Šibenik – Knin County, Split – Dalmatia County, Dubrovnik – Neretva County

Out of 458 ports, 397 ports and harbors returned data points which created a database for this study. The disparity in numbers derives primarily from the fact that boaters cannot moor in all ports and harbors because some are small and only have utility (local) moorings. All ports that accommodate boaters in the seven Adriatic counties are represented here. All the ports for which data is gathered welcome boaters and provide various berth services, but some provide more. It has to be underlined that Marinas (i.e. Privately owned and operated small ports) are not included within the ports covered by this survey.

1.3 Demand and Supply

Nautical tourism is an integral part of the industry of tourism, that has important, both positive and negative, indirect effects on the economy and on the environment of the different territories and industries involved in it. Nautical tourism can be defined as a set of tourism activities performed on the sea and coast with a pleasure boat (regardless of the legal title under which the boat is available), which is used both as a means of transport and for self-accommodation.

In nautical tourism the most important infrastructures are the **tourist ports and marinas**, **the places that provide shelter and services for vessels and boaters.** Marinas are highly specialized touristic ports, an infrastructure with a complex supply of services built in well-protected areas. They can offer boaters berths and ancillary technical services, but also a wide range of accommodation, dining, shopping, entertainment, and leisure facilities to provide a kind of "resort atmosphere".

The tourist ports and marinas are the focus of the Framesport's project and strategy, being a core infrastructure located in frequently sensitive territories that could be perceived as a positive stimulus for the economic development of territories, frequently underdeveloped from an industrial perspective. **Marinas' performances play a fundamental role in the success of nautical destinations**, where the multi-purpose ports are being substituted with specialized marinas, completely dedicated to boaters. The turnover in Europe of this industry reaches almost 4 billion Euro and it employs 40.000-70.000 people.

From the supply side it is important to figure out the state of the art of the services offered to boaters, starting from the number of tourist ports and marinas and their localization in the Adriatic Sea and, most important from Framesport perspective, between Italy and Croatia.

In the Adriatic Sea in 2022 there were **341 marinas and more than 80,000 berths**, **in Italy 192 structures with 49.207 berths and the average number of berths per structure is 256.** In **Croatia there were 126 structures with 20.736 berths** and an average number of berths per structure of 165. The major concentration of berths and structures is in the North Adriatic, with 56,4% of berths and 58,1% of structures. (Risposte Turismo, 2023).

The high growth rate of nautical tourism has boosted in the last 30 years the interest of investors, both private and public, that perceived the high profitability of the sector and the importance for the territories. Nautical tourism is facing an important development and growing interest from a constantly increasing number of professional and pleasure boaters, a high degree of internationalization and an ever growing social and economic relevance for coastal regions. After the pandemic period, 2022 recorded traffic data that brings the goal of bridging the gap with pre-pandemic volumes even closer, and the forecasts suggest that recovery will be completed soon.

The supply of services has not always followed the development of the demand: the understanding of the customer, his preferences, the buying paths that he follows often are unknown. The professional or pleasure customer, the boater, is looking for a wide variety of benefits when choosing the marina, from tourist and people-related services to technical and boat-centered services.

The investments in the sector continue, between 2020 and 2022 for new marinas were inaugurated in the Adriatic, for an investment of not less than 35,6 million Euro. If we look at the next three years investments, more than 182,6 million Euro are forecasted, that should be added to other 23,8 million Euro that are needed for the completion of the planned expansion projects, adding up to a total of not less than 206.4 million euros (Risposte Turismo, 2023).

OFFER TRAJECTORY

In general terms, the demand and supply trajectory in small ports reveals that there is only partial alignment between the two. More specifically, the Market demand is influenced by cultural and fashion inputs but also by policies as well as governance and its strategies (for instance de-taxations incentives, etc.). The offer is somehow influenced and aligned to meet the said demand. The offer is also influenced by technological innovation, informed by market opportunities and, in return, may affect fashion inputs.

This described interaction is influenced by external changes, most notably climate change that can greatly affect the trajectory. For instance, the longer summers linked to raising of temperatures, means the marinas have more users over longer periods of time. In addition, the variation of fluxes of people in the connected land influence the overall infrastructure of the marina and the relationship port-city, port-county/region. These considerations have fed the definition of some of the strategic actions.

2 - FRAMESPORT results
2.1 Results of FRAMESPORT tools

The actions performed during the project represent relevant case studies for the selection of main actions. **Pilot actions** are hereby presented as a short overview, representing an important starting point for the definition of the final strategy.

The resulting synthesis of the piloting experience is a toolbox consisting of twenty-one complementary tools from 26 pilot actions; in fact, some tools merge the results from two or more pilot actions contributing to the same need/aspect.

The final analysis carried out by macro-themes and relevant resulting tools made it possible to recognise three main directions of development, three priority axes on which the approach followed by the small ports involved in pilot actions is converging.

In other words, the backbone of the Framesport strategy emerged from the systematization of the **toolbox** around what we defined as the macro-topics of sustainable growth, business development and system management. The tools have been clustered accordingly, regardless of the original macro-themes of the relevant pilot actions. Indeed, even because of the adjustments required by the real-life conditions of the piloting phase, macro-themes have been associated and even mixed up, since the analysis showed important synergies between tools developed from different themes.

The five macro-themes, preliminarily identified are: Environment and energy aspects (E&E), ICT application and service development (ICT)*, Promotion of ports' resources and territory (ICT – Promotion), Harbour and navigation safety (ICT – Safety), Management of port operations and services (ICT - Mgt/services), Monitoring of seaside and landside port areas (ICT – Monitoring), Spatial planning and management (P&M), Training and knowledge aspects (T&K), Business oriented aspects (BIZ).
The macro-theme ICT has been further split in four sub-topics, to better focus on the different areas that ICT faces, as a cross-cutting theme.

PARTNER	MACRO-THEMES	PILOT ACTIONS	TOOL CODE	TOOLS	MACRO-TOPIC
LP - CORILA	E&E	LP1_Development of an Ecolabel criteria proposal for small ports to be submitted to the EU Ecolabelling Board (EUEB)	SG-T1	**Life Cycle Assessment (LCA) Guidelines**	**SUSTAINABLE GROWTH**
LP - CORILA	E&E	LP1_Development of an Ecolabel criteria proposal for small ports to be submitted to the EU Ecolabelling Board (EUEB)	SG-T2	**Sustainability Checklist**	**SUSTAINABLE GROWTH**
LP - CORILA	ICT - Mgt/ services	LP2_STEADFAST System fosTEring sustAinable Development oF Adriatic Small porTs (through a Q-GIS tool where data previously collected will be visualized)	BD-T2	**Decision Support System STEADFAST**	**BUSINESS DEVELOPMENT**
PP1 - MMON	T&K	PP1.1_Develop / refine professional skills for refitters and shipwrights for the classic and historical boat sector	SG-T8	**Training Plan on traditional maritime activities and craftmanship**	**SUSTAINABLE GROWTH**
PP1 - MMON	T&K	PP1.1_Develop / refine professional skills for refitters and shipwrights for the classic and historical boat sector	SG-T9	**Database of classic and vintage boats**	**SUSTAINABLE GROWTH**
PP1 - MMON	ICT - Promotion	PP1.2_Promotion of the territory linked to Nautical clubs through development of extended reality application (through a web platform reachable through QR Code)	BD-T3	**Model framework for a territorial tourism management system**	**BUSINESS DEVELOPMENT**
PP2 - ITL	P&M	PP2.1_Project proposal for the renewal of Rimini canal Port	SG-T4	**Planning Guide for regeneration of urban port areas**	**SUSTAINABLE GROWTH**
PP2 - ITL	ICT - Monitoring	PP2.2_Development of monitoring system for port operations and public events in the canal port's area	SM-T2	**Model framework for a video surveillance monitoring system**	**SYSTEM MANAGEMENT**
PP2 - ITL	ICT - Promotion	PP2.3_Realization of initiatives for the promotion of the canal port activities	BD-T4	**Promotional event planning Checklist**	**BUSINESS DEVELOPMENT**
PP3 - ASSET	E&E	PP3.1_Implementation of Port sustainability best-practices	SG-T5	**Sensitisation campaigns Checklist**	**SUSTAINABLE GROWTH**
PP3 - ASSET	ICT - Mgt/ services	PP3.2_Regional ports networking and their connections: Promotion	BD-T3	**Model framework for a territorial tourism**	**BUSINESS DEVELOPMENT**

		of the territory, ICT app for boat berth booking services, marine connectivity (sailboat)		**management system**	
PP13 - CMCC	ICT - Safety	PP3.3_Development of a meteo-oceanographic forecasting system for sea shipping activities	BD-T5	**Meteo-oceanographic forecasting model to support navigation**	**BUSINESS DEVELOPMENT**
PP13 - CMCC	ICT - Safety	PP3.3_Development of a meteo-oceanographic forecasting system for sea shipping activities	BD-T6	**Weather routing and navigation IT application**	**BUSINESS DEVELOPMENT**
PP4 - SVEM	E&E	PP4.1_Sustainable and local mobility interventions in Vallugola (electric bus)	SG-T6	**Practical guidance on e-mobility connection services**	**SUSTAINABLE GROWTH**
PP4 - SVEM	E&E	PP4.2_Sustainable and local mobility interventions in Numana (e-bike service)	SG-T6	**Practical guidance on e-mobility connection services**	**SUSTAINABLE GROWTH**
PP4 - SVEM	P&M	PP4.3_Strategic analysis aimed at supporting the growth of the small tourist ports network of the Marche Region	SG-T3	**Strategic Guidelines for the development of touristic ports**	**SUSTAINABLE GROWTH**
PP5 - ARAP	E&E	PP5.1_INNOVATION LAB: best solutions of sustainability in the ports' spaces	SG-T2	**Sustainability Checklist**	**SUSTAINABLE GROWTH**
PP5 - ARAP	ICT - Promotion	PP5.2_Innovation Lab: valorizing natural and cultural unexploited capital of the ports' areas	BD-T4	**Promotional event planning Checklist**	**BUSINESS DEVELOPMENT**
PP5 - ARAP	ICT - Monitoring	PP5.3_Innovation Lab: ICT Platform for monitoring and supervision of freights/passenger	SM-T3	**Model framework for gate access control system**	**SYSTEM MANAGEMENT**
PP5 - ARAP	T&K	PP5.4_Innovation Lab: training and learning events	SG-T8	**Training Plan on traditional maritime activities, craftmanship**	**SUSTAINABLE GROWTH**
PP6 - AAST	ICT - Mgt/services	PP6.1_Development of a prototype of a software application for the identification, booking and payment of available spots at Adriatic small ports. Testing phase at Port of Termoli	BD-T7	**IT application for booking berths**	**BUSINESS DEVELOPMENT**
PP7 - LUUN	ICT - Mgt/services	PP7.1_Improvement of the available technologies for port management (berths booking system, service payment, information on users'	SM-T4	**Model Framework for system management platform**	**SYSTEM MANAGEMENT**

		service)			SYSTEM MANAGEMENT
PP8 - PGZ	ICT - Mgt/servic es	PP8.1_Improvement of the small ports monitoring system (mooring management, billing system, analysis of customer habits) through real time data collection and delivery	SM-T4	**Model Framework for system management platform**	**SYSTEM MANAGEMENT**
PP9 - ZLUZ	P&M	PP9.1_Development of Master Plan for the development of a county-level port system in Zadar County	SM-T1	**Small ports (system) master planning Guidelines**	**SYSTEM MANAGEMENT**
PP10 - LUS	ICT - Mgt/servic es	PP10.1_Feasibility Studies on alternative moorings for ship and on the use of electric ro-ro passenger ships	SM-T4	**Model Framework for system management platform**	**SYSTEM MANAGEMENT**
PP10 - LUS	E&E	PP10.2_Testing IT system for the forecast of possible geographical dispersion of the pollutants in case of accident	SG-T7	**Model Framework for a pollutant dispersion forecasting system**	**SUSTAINABLE GROWTH**
PP12 - LOGO	BIZ	PP12.1_Development of small port prototype. Identification of opportunities to be taken in order to develop a single port and convey outcomes to stakeholders for the future development and investment plans	BD-T1	**Best practices to increase the ports' attractiveness**	**BUSINESS DEVELOPMENT**
PP14-LUSE	P&M	PP14.1_Development of Master Plan for the development of a county-level port system in Ličko-Senjska County	SM-T1	**Small ports (system) master planning Guidelines**	**SYSTEM MANAGEMENT**
PP10-LUS	ICT - Mgt/servic es	PP10.1_Feasibility Studies on alternative moorings for ship and on the use of electric ro-ro passenger ships	SM-T5	**Alternative mooring System Guidance**	**SYSTEM MANAGEMENT**

3 - THE STRATEGY: towards an action plan for small ports

3.1 Methodology to define the strategy

The methodology for the Strategy definition began with the **definition of objectives**, somehow already present in the FRAMESPORT focuses, by considering European directives and strategies, and the national laws and strategies regarding tourism and sustainability. The combination of analysis and educated guesses from collected data verified via stakeholder engagement, with a set of dedicated events and a questionnaire, informed the definition of a vision and strategic actions. Moreover the results of FRAMESPORT tools and the analysis of demand and supply reinforced the selection of actions and the aggregation in dedicated areas of intervention, linked to the tools' macro-topics.

The main areas of intervention were therefore identified as follows:

1. **Governance and planning (land/sea)**. Here the strategy has looked at finding solutions to reduce the fragmentation of tools and a lack of strategic vision;
2. **Tourism**. The strategy has prosed, among other interventions, to diversify routes and link better the coast to the inland territory;
3. **Maritime Culture and Involvement.** Here the strategy has identified maritime culture as a key component to better anchor people to small ports;
4. **Landscape and Heritage Protection** and the challenges related to climate change. This condition of great uncertainty due to climate extremes has highlighted the need to identify clear actions capable of protecting heritage from changing water conditions;
5. **Green transition.** The strategy argues that a green transition needs to take place to allow small ports to grow sustainably within the territory. There is a need to build a strategic and interconnected vision to reconnect ports and regional territories;
6. **Climate change and risk management.** This is in fact an important topic addressed by the strategy which introduces monitoring systems for example to deal with changing risk mitigation. The economic challenges and the importance of building new resilient and circular business models were also presented as a key component of the strategy.

7. **Maritime Transport.** All these themes ask for a structural rethinking of land/sea interactions. Maritime transport plays a key role especially in terms of sustainable development where it is essential to rethink the connections between ports and between ports and the territory in an adaptive way, hindering further land consumption and limiting impacts at sea to a minimum.
   The line between ports and city is often a fragmented and chaotic space. In fact, there is a territorial fracture that manifests itself through abandoned or underused spaces that can play a significant role in terms of economic and new ecological connections between small ports and the larger regions.

Therefore, the proposed strategy aims at systematizing the plurality of challenges at stake and, in line with the feedback collected through interviews with key stakeholders, conceptualizing small ports from a sustainable perspective (environmental, economic, social). The strategy looks at the **spatial and governance redesign** of land-sea interaction space with a specific focus on the sectors and identified actions.

3.2 Objectives of the strategy

The aforementioned European and national directives as well as data and demand trajectory have contributed to the identification of the core objectives of the strategy:

- **CONNECTED:** with the territory, to encourage tourist diversification and the enhancement of local knowledge and traditions, including through training. But also connected in terms of nautical-tourist routes (e.g. European, national, etc. projects).
- **GREEN:** sustainable ports, making the best use of resources, renewable energy, new technologies and supporting virtuous behavior.
- **SAFE:** safe harbors for those who use them, in limiting accidents and problems for vessels and people, including those caused by climate change. But also safe for the environment in which they are located.
- **COMPETITIVE:** ports that know how to respond to the demand of the tourism sector, including through available technologies, and that know how to attract new types of users.
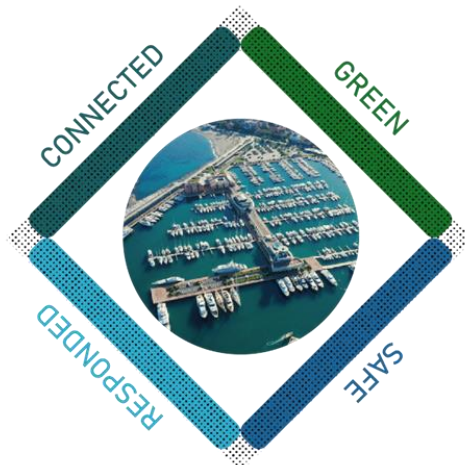

3.3 Target users

The strategy is created in order to **provide decision makers**, especially at Regional/County level and national level, with an overview of the main needs of small ports and steps to meet in order to **achieve sustainable development in connection with the neighboring territory**. The strategy is also useful for port authorities and management, who, being well aware of the challenges that managing

a small port entails, can find a compilation of opportunities for innovation and diversification of offer.

The strategy can therefore support their decisions based also on **common needs and opportunities** of connected cities, country and neighboring ports. Eventually, in terms of opportunities, the industry can also be interested in the partnership opportunities with public bodies suggested in the document and that may be beneficial to all parties.

3.4 Timeframe and adaptation through review
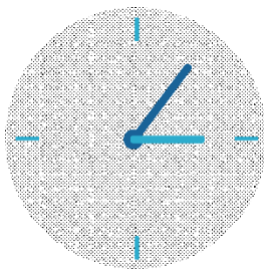
Stakeholders' meetings highlighted the need for a robust monitoring and evaluation framework to track the progress and effectiveness of the FRAMESPORT strategy. They stressed the importance of establishing clear indicators and benchmarks to assess the achievement of objectives, identify areas for improvement, and support evidence-based decision making. Long-term sustainability: The stakeholders underscored the significance of long-term sustainability in the strategy's implementation. They discussed the need to consider environmental, social, and economic sustainability aspects in all actions and initiatives. This includes promoting renewable energy, minimizing environmental impacts, supporting local communities, and fostering economic viability.

The strategy is intended to be implemented over a short and medium period and reviewed to ensure a longer durability. This is due to the need to implement actions with the current technology and support the green transition, hence the **2030 time horizon is the first to be considered**.

There are some actions in terms of electrification whose implementation will depend on technological development and may be fastened compared to current trends, in this regard national legislations may also have a positive or negative effect. On the other hand there are actions, for instance dredging, whose processes (legal, implementation, etc.) are long and complex. A certain degree of simplification of said procedures may help shorten times in order to realize FRAMESPORT vision in line with EU and national strategies.

In terms of durability the strategy may be updated, a table is provided to monitor and evaluate its implementation, broad effects may also be assessed via interviews. The update may help look towards the 2050 horizon, another key milestone in terms of sustainability and development.

3.5 Financing

The implementation of the strategy represents an important financial effort, which shall not be covered by small port managements alone. In fact, the added value it will represent for the connected territories and the national extension of the considered ports, asks for that effort to be shared. This means the planning of Regional/County financing over the next 10-15 years, national

financing may also be requested, especially in terms of support to cultural activities and environmental protection.

Proposals to access further EU funds on selected actions can also be an important option to pursue. Eventually, public-private partnerships and private sponsorships are also of extreme interest. Ideally the network built by FRAMESPORT is expected to help create partnerships and strengthen the relationships between level of governance and port managers and authorities to allow for the operative implementation, including financial aspects, of the strategy.

3.6 Sectors to be involved

The FRAMESPORT project represented a strong tester of engagement method and involvement, the project results can indicate which are the sectors that need to be involved.
In the strategy, the sectors have been grouped into 4 main groups, as indicated in the following sequence:

Governance and Management:
Ports Authorities/ Marinas management
Local Authorities
Regional Authorities
National Authorities
Mixed management private-public
Policy makers

The Governance of ports and linked territories is structured at multiple levels, hence the strategy shall consider the involvement of all the levels to ensure coherence between policies, legal and management tools.

The industry:
Nautical sector
Energy sector
Transport sector
Tourist sector
-Restoration
-Information
-Hotels

The industry needs to be involved in order to ensure that policies, planning and regulation consider the economic needs and technological advancement, also in order to support their implementation in regard to sustainable alternatives. Moreover the development of local activities can be traced in opportunities that the strategy has identified.

Research and Innovation:
Academia: e.g. university IUAV, Padova, etc.
Technology developers/providers

The local research can help decision makers to back their choices with scientific evidence. In addition, it can provide support to development and connectivity but also to engagement with the public in terms of dissemination.

End Users
Boat Owners
Coastal tourists
Port inhabitants
End users should be main beneficiaries of the strategy, finding sustainable services better suited to their needs, and new opportunities in terms of touristic offer.

3.7 Areas of intervention

The core elements of the strategy are actions to meet the identified objectives, in terms of promotion of sustainable port development also through improved connectivity. They focus on the sectors of the **maritime economy**, with particular reference to the themes of **energy transition**, **sustainable tourism, intelligent mobility, computerisation of systems, circular economy and urban metabolism** for a land-sea integration that enables coastal territories to respond to multiple environmental, social, cultural and economic challenges.

While there is a principle of transversality, these actions are grouped by area of intervention in order to simplify the strategic organization and readability of the strategy itself. The areas are:

1. Governance and Planning

The aspects of governance and management, including planning that shall be coherent across levels, scales, visions and timelines.

2. Tourism

The touristic sector includes its many and different aspects and stakeholders from culture, sport, catering, renting, etc. and geographical scopes in the inland, coastal and sea areas.

3. Maritime culture/identity and involvement of the population

The intangible aspects that define a community and an area, considering the ways of passing on a culture and promoting it.
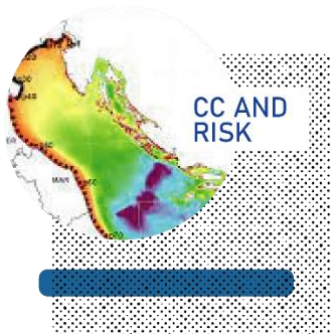

4. Landscape and heritage protection

The protection of tangible heritage, its promotion and sustainable use.

5. Green transition

The key topics and interventions linked to the European Green deal, ranging from decarbonization to zero pollution and circular economy, including new mobilities to enable the transition of small ports.

6.Climate Change and risk management

The management of risks, especially associated to climate change and sea level rise, including infrastructures and adaptation methods for coastal and port communities.

7. Coast and Water

Managing water and ecosystems and physical assets of the coasts to ensure high quality standards, including in connection with river routes and land.

8. Maritime Transport

The maritime connectivity among ports, islands and interactions with large and small scale maritime flows (goods and people).

3.8 The Vision

The strategy allowed for a vision conceptualization, according to identified objectives and state of the art:

"The **FRAMESPORT strategy intends to foster the development and resilience of Adriatic small ports and marinas to climate and socio-economic changes**. Small ports must have their own connotation and definition in order to become the driving force of a sustainable and integrated tourism, capable of fostering the ecological transition, connecting rural and coastal areas and diversifying the offer in order to improve the management of tourist flows in line with a longer boating season."

3.9 Identified Actions

Under the term actions, different items have been contemplated, at several scales of actions, from national legislation to **punctual design**. In fact the actions range from national and regional measure definition and institutional tables to suggestions in terms of promotion of activities, support to infrastructure innovation and ideas for public-private partnership.

While there is a principle of transversality, these actions are grouped by area of intervention in order to simplify the strategic organization. A code has been assigned to each action to help its tracking and evaluation according to dedicated indicators.
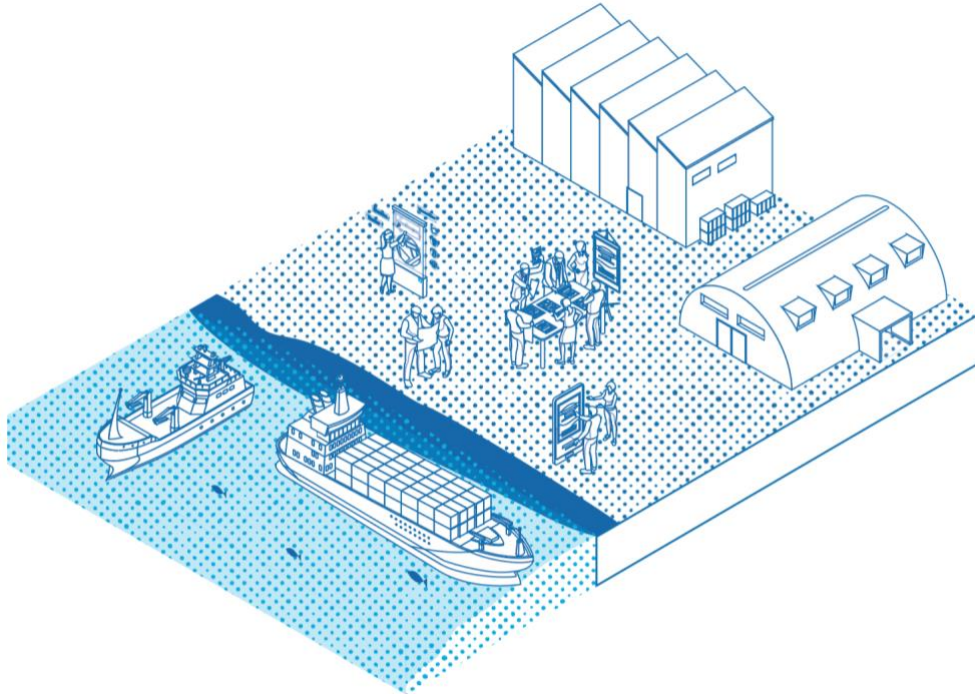
- **GP1 State - Region table**
  Launch of a State-Region consultation table for an agreed, integrated and shared management systems of regional small ports. The consultation will enable the definition of a regional plan.

- **GP2 Regional port system plan**
  Definition of a regional port system plan able to integrate major and minor ports and align them with other management and regulatory instruments. Framesport pilot: Strategic Guidelines for the development of touristic ports
  Framesport Tool: Small ports system master planning Guidelines

- **GP3 IT systems for management**
  Adoption of IT systems to improve marina management and monitoring financial flows (Examples are Sammy in Greece and Marina Master in Rovinj).
  Framesport Tool: Checklist of best practices to increase the ports' attractiveness.

- **GP4 Transboundary planning tool**
  Promotion and development integrated transboundary planning tools, supported by existing and new proposed tools.

- **GP5 Governance for Green**
  Improvement of governance for green: a set of regional and national measures should support green deal indications, including zero pollution and circular economy actions, namely: a) measures for ports

and small boats electrification (10% of vessels less than 10 meters) b) measures to reduce pollution and waste, for instance measures to ban the use of single-use plastics and regulate the disposal of black waters.

Framesport Tool: Sustainability Checklist.

Tourism
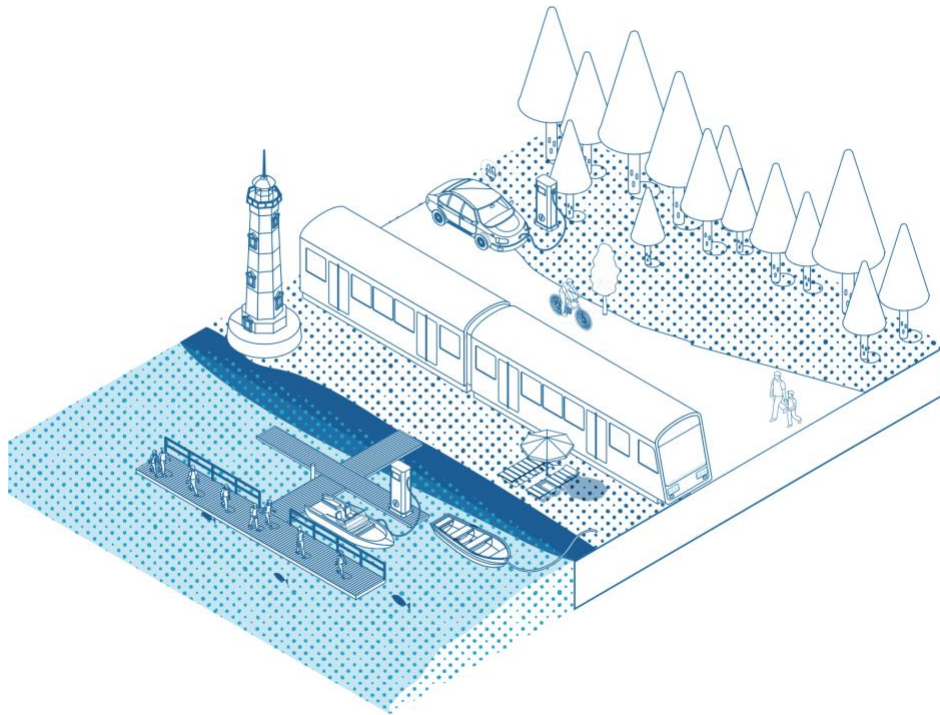
- **T1 Multi-use Platform**
  Improvement of accessibility of end-users to the existing offer, through the development of an integrated, cross-boundary end-user platform that will include presentation of services in marinas, berth reservations, weather-oceanographic data, etc.
  Framesport Tools:
    - Decision Support System STEADFAST
    - Meteo-oceanographic forecasting model to support navigation
    - Weather routing and navigation IT application
    - IT application for booking berths
    - Model Framework for system management platform

- **T2 Diversified touristic offer**
  Valorization and development of activities for a diversified, homogeneous and regionally structured tourist offer, including: Fishing Tourism, Rural Route, etc. The offer should be well promoted and should be able to reach younger clients, for instance by allowing new form of uses such as rent.
  Framesport Tool: Promotional event planning Checklist

- **T3 Territorial connectivity**
  Improvement of territorial connectivity, through the creation of cultural routes to enhance un/under-exploited areas and improvement of local mobility towards sustainability, favoring 'soft' choices such as cycle paths and railway lines.
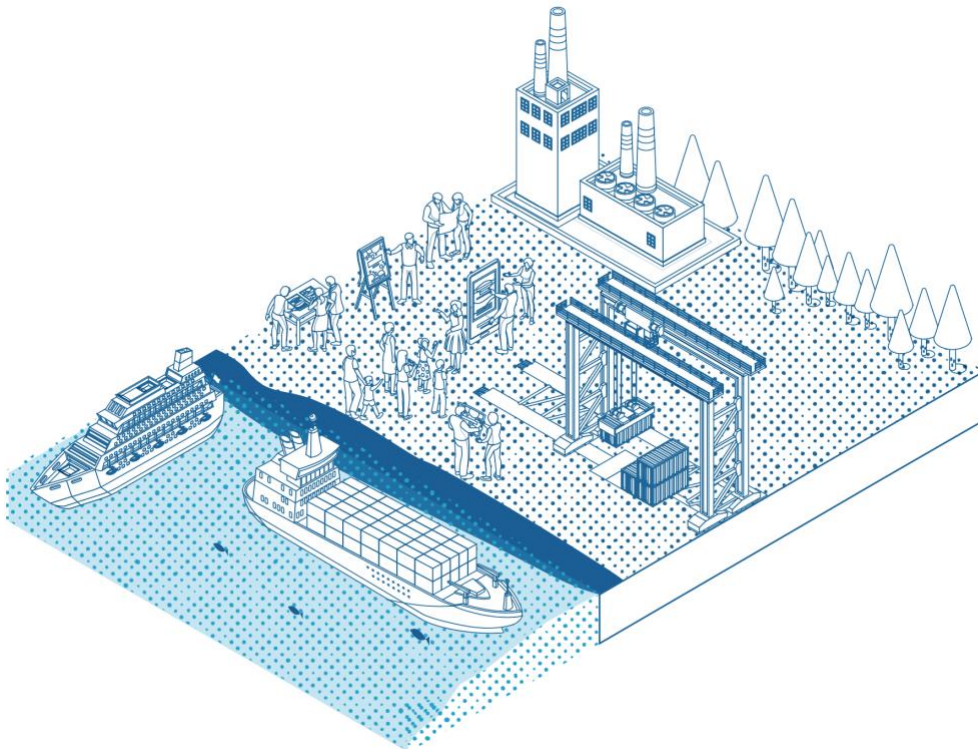 *Framesport Tools*:
    - Sensitisation campaigns Checklist

- Model framework for a territorial tourism management system

- **T4 Chart of minimum services**
  Creation of a Chart of Services for Small Ports in the Adriatic, to be agreed and signed by small ports management in order to establish and implement the minimum level of nautical services and equipment in the area.

- **MC1 Training for traditions**
Implementation of training and education activities for the transfer of traditional skills (e.g. traditional shipbuilding in Monfalcone).
Framesport Tool: Training Plan on traditional maritime activities and craftmanship

- **MC2 Connect ports with citizens**
Promotion of initiatives for the opening up of small ports and its activities to citizens (E.g. showrooms, fishers fests, visits). Build an abacus/atlas of best practices for the Northern Adriatic aimed at promoting temporary uses between land and sea as a tool to reduce social segregation phenomena and at the same time reduce physical and cultural distance.

- **MC3 Reuse buildings**
Implementation of projects aimed at reusing abandoned buildings in small ports. This can take the form of a) mapping of opportunities, b) roundtables between owners and authorities/managers to identify needs and possible refurbishments.
A special focus should be given to the creation of centers dedicated to the sea and maritime activities (e.g. port centers) at the intersection of land and sea, including through temporary uses (agreed rents).
Framesport Tool: Planning Guide for regeneration of urban port areas

- **MC4 Public-private partnership**
Ignition of Public Private Partnership programmes between companies, authorities, universities and

citizens on the topic of land/sea integration that lead not only to creating more knowledge about the marine ecosystem, but also to involving people in the development process of small ports. For instance allowing the creation of start-ups.

Framesport Tool: Database of classic and vintage boats

Landscape and Heritage Protection
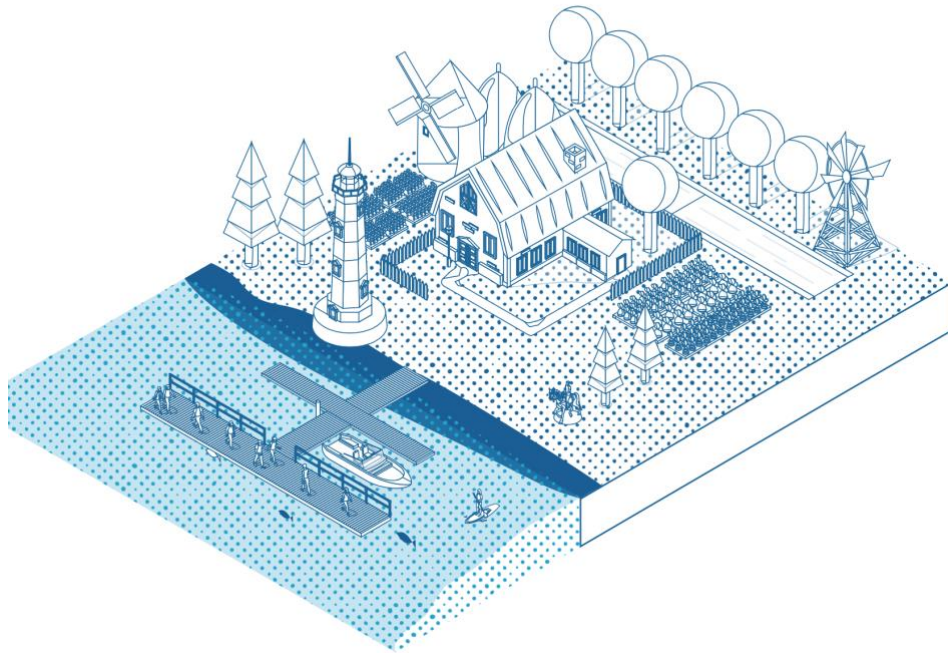
- **LHP1 Land preservation- natural buffer**
  Ignition of awareness-raising initiatives to avoid the occupation of new land. This could take the form of recovery and reuse of undeveloped spaces as a natural buffer between the city and the sea and parks to give new value to the sustainable economy of the territories.

- **LHP2 Management tools for coastal heritage**
  Introduction of management tools for the protection and enhancement of coastal interconnection basins and land-sea interfaces, with reference to maritime historical and archaeological heritage. Including the design of underwater parks along the coast that are well connected with museums based in the territory and/or online.

- **LHP3 Heritage protection**
  Promotion of infrastructural interventions for the conservation of the landscape and heritage combining actions aimed at both risk mitigation and the creation of new public spaces (physical and social) between cities and small ports. This action takes into consideration both non-invasive and nature-based solutions, according to local needs, especially regarding the conservation of historic buildings (e.g. the actions performed for the Basilica di San Marco).

Green transition
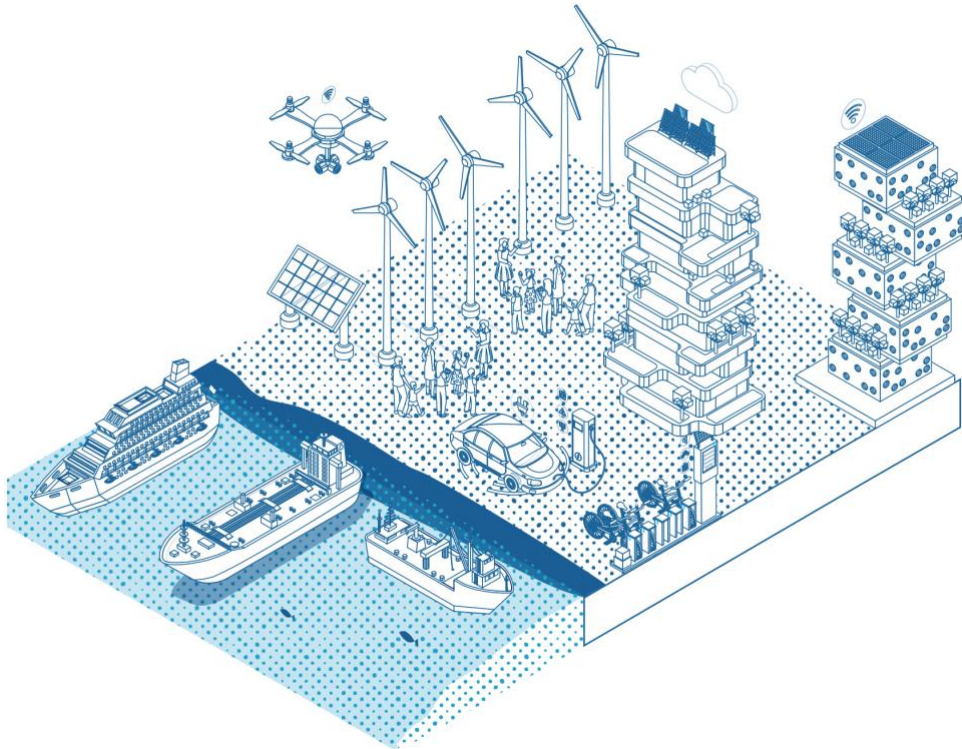
- **GT1 Energy system**
  Implementation of practical approaches to improve the energy system, including: a) Introduce ad hoc planning aimed at financing environmental energy efficiency projects functional to achieving the "Green Ports". b) Promote local sea- energy production to reach self-sustainability and worthiness in terms of costs-benefits (including reselling to local communities). c) Promote the use of sustainable recreational boats and electrification of the quays, especially working with local companies in a circular economy context. d) Promote land-based green energy sources and ensure stocking and distribution.

- **GT2 Sectors transition**
  Implementation of practical approaches to implement green transition, including: a) Promote the adoption of sustainable buildings. b) Establish sustainable waste disposal at port level by promoting the recycling and reuse of materials. Framesport tool: Life Cycle Assessment (LCA) Guidelines. c) Promote the production of sustainable food (small aquaculture) and reduction of food waste (e.g. too good to go). d) Promote circular economy design in port facilities.

- **GT3 Information for transition**
  Citizens should be informed of opportunities to contribute to the Green Deal, especially in reducing pollution: a) explain and suggest sustainable boat maintenance. b) Stimulate correct waste treatment and reduction in ports, c) Activities to educate users (promotional materials, communication campaigns) on boat's black waters and waste treatment at sea, also regarding *Fishing For* Litter initiatives to monitor and reduce marine litter, thus improving sea quality in the medium and long

term. d) Offer gathering opportunities such as arenas to discuss and identify local transitional actions, including the creation of technology clusters regarding boat leisure.

- **GT4 Green connectivity**
  Improvement of land-coast connectivity, with extension of existing assets, for instance the railway improvement (infrastructure and/or offer), and local intermodal mobility: Facilitating electric bicycles and e-buses, especially during the main tourist season.
 *Framesport Tool*: Practical guidance on e-mobility connection services.

Climate change/risk management
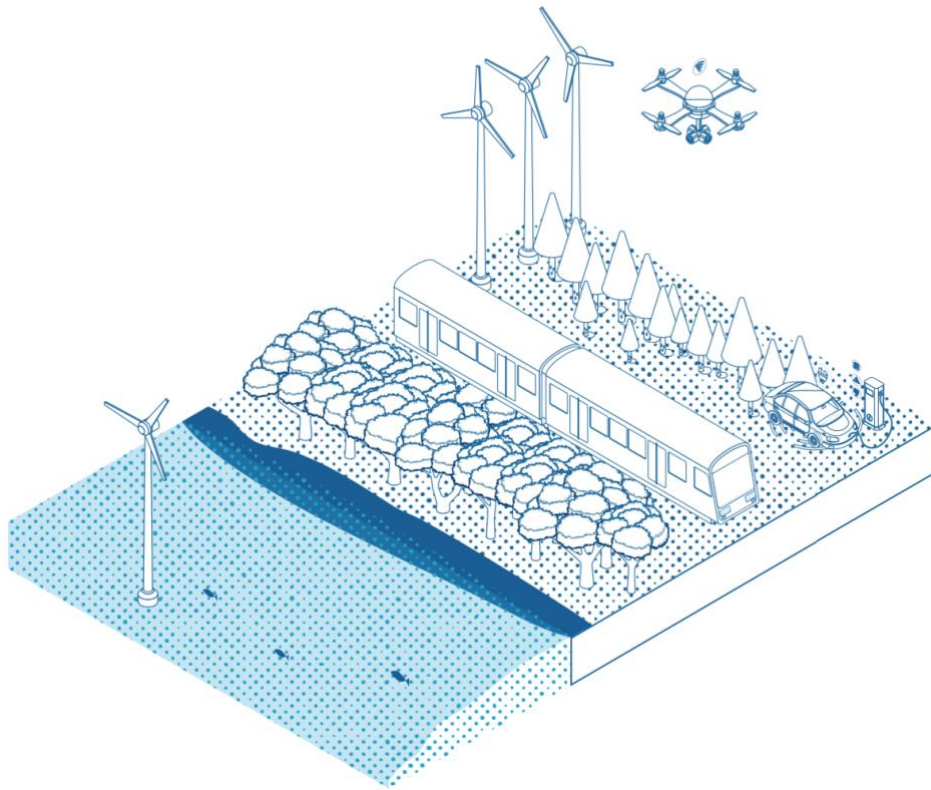
- **CCRM1 Adriatic monitoring system**
 Contribution to the existing Adriatic monitoring system to face climate change events/protect people's lives.

- **CCRM2 Infrastructure resilience**
 Ensuring maritime accessibility and the resilience of port infrastructures to climate change through actions aimed at designing adaptive interventions and at the same time counteracting flooding phenomena. Examples of intervention: heat island (urban green and shade systems), high tides (dams such as Mose) seeking also co-funding in EU programs.

- **CCRM3 Climate mitigation**
Promoting the adoption of green corridors where there is zero-emission maritime mobility and related activities to mitigate climate change (green fuels, green logistics, green ships). Those can be tested through appropriate measures and tax incentives for companies.

- **CCRM4 Improve risk management**
 Improvement of risk management through digitisation (e.g. instruments to fasten alerts and responses), skills development of trained and qualified personnel to tackle emergencies and dissemination of good practices in emergency situations.

Coast and Water
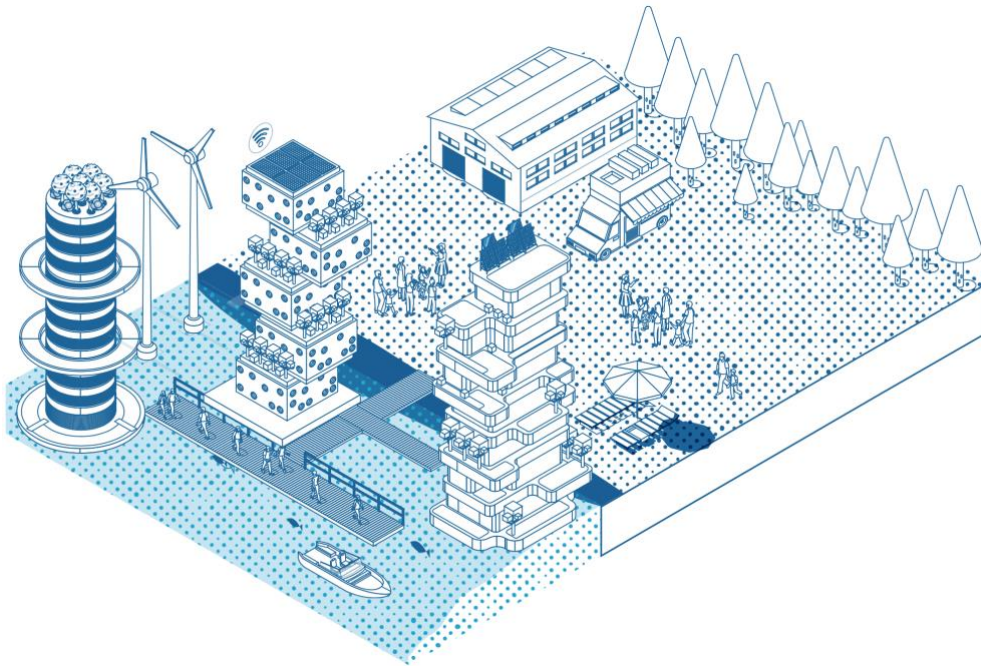
- **CW1 Water quality monitoring**
  Definition/improvement of water quality and environmental monitoring systems in ports to reinforce regular assessment activities, building on existing good practices such as sensory buoy systems. The action could be strengthened via a regional control and monitoring system on the state of water pollution with special reference to sea SCIs/SPAs and marine protected areas.
  Framesport Tool: model framework for a pollutant dispersion forecasting system.

- **CW2 Water economy**
  In response to the water crisis, ensure best use of resources, including: a) Installment of water purifiers, b) Encourage the creation of desalinators to serve coastal and connected rural areas. c) In estuaries align and support fluvial monitoring and water quality management.

- **CW3 Preserving coast-port asset**
  Preservation and management of port-coastal assets, including via proper dredging (especially on Italian coasts), management of access routes (including canals and river connectivity) and implementation of breakwaters and solution to reduce erosion. The action should also consider the planning of buffer areas for managed floodings.

- **CW4 New life on water**
  Promotion of new opportunities for living on water (public spaces, house boats, floating Cinemas) while respecting the environment and biodiversity.

Maritime transport
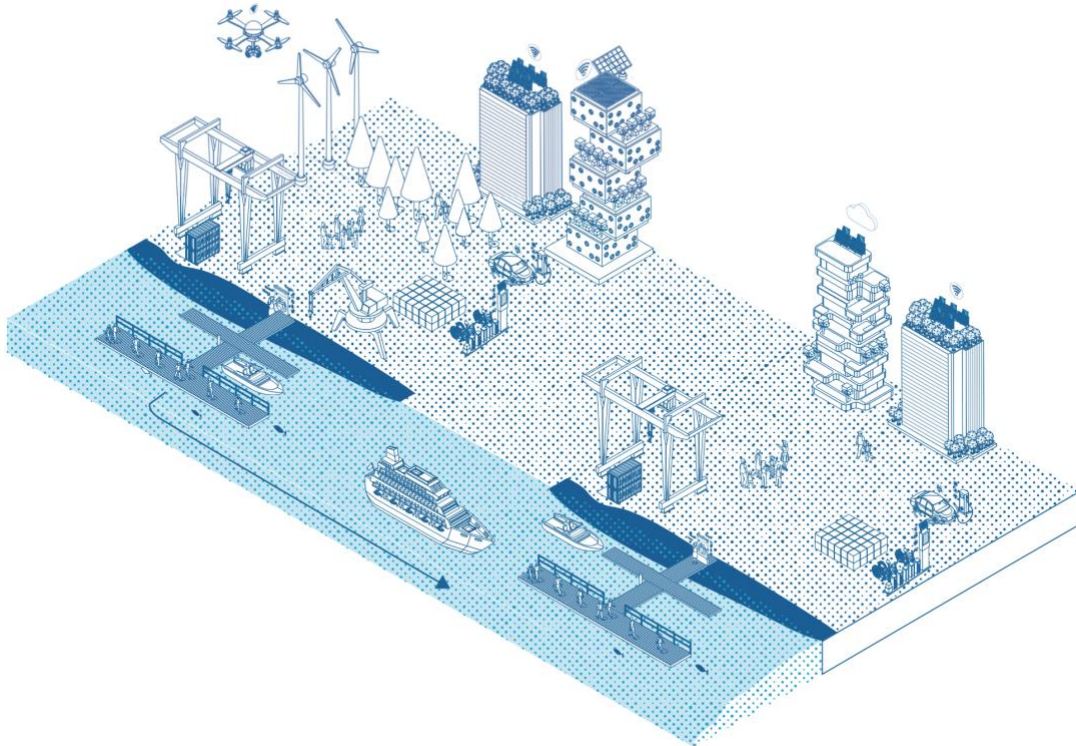
- **MT1 Harmonized transport flow**
Promotion of the integration of small port, regional and national flows for the management of transport flows in order to avoid conflicts between uses of the sea. This action can be performed at first by creating a connectivity plan for small ports. And, subsequently, by relating it to the wider network of maritime transport (i.e. commercial and large touristic vessels) to reduce collision risks.

- **MT2 Innovative processes**
Small ports can work as promoters of social and productive innovation processes by improving connectivity with isolated or semi-isolated areas, for instance by improving the connection with small islands on electric boats.

- **MT3 Tracked transport**
Improvement of transport via digitalization, this can include computerized traffic monitoring systems (also with a view to synergy sharing). Framesport Tool: model framework for gate access control system. And control systems to promote security and compliance with port rules (e.g. cameras). Cameras can allow spot fires (thermal cameras) but also work at night to define boat lengths with an energy conservation benefit: no need to check boat information in place.
Framesport Tool: model framework for a video surveillance monitoring system

3.10 Further recommendations

The target groups should also consider that continuous communication and stakeholder engagement are key to its implementation. In this regard a dedicated budget should be allocated as part of the "monitoring and adaptive management" section.

This may also take the form of training programs, workshops, and knowledge exchange platforms to enhance the skills and expertise of individuals involved in the project.

3.11 Overview and prioritization

In order to offer the reader of the strategy a comprehensive view of the actions, they have been organized in a table according to their area of intervention and the main objective they serve. For each action, there is a link with the main macro-objectives identified for the FRAMESPORT tools.

Moreover a level of priority has been identified thanks to stakeholders' feedback. The table also suggests which sectors should be engaged and involved (at least in terms of priority) for each action.

3.12 Conclusions

The Strategy is a complex tool, aiming at presenting a needed and harmonized approach for the sustainable development of Adriatic small ports. It is intended to provide new possible directions to the larger community of actors and be employed by Regional/County authorities in accordance with port authorities and local stakeholders. Moreover the national endorsement is required to ensure the evolution of small ports in line with national frameworks regarding green transition and connectivity.

The actions presented in this research aim at providing a new way of understanding and approaching small ports in order to respond to the fragmentation that characterizes the Adriatic coastline. This meant providing a multi-scale and multi-sectoral methodology capable of bringing together challenges such as climate change with the issues of heritage protection, energy, culture, infrastructure and logistics, responding to sustainability requirements in a more systematic way. The strategy is therefore a document that discusses the future, an uncertain future but rich of new opportunities for small ports. Here particular attention was given to the interaction between land and water as a transversal principle and as a space of tangible and intangible opportunities for an enlarged reconnection between ports and inland regions.

The identified actions are rather broad and consider both Italian and Croatian needs, therefore the strategy implementer shall recognize which ones apply to its specific territory. This instrument will, hopefully, be appreciated by policy makers and decision takers and become a useful compass to set the path for small ports' development in the near future.

CROATIA

Venice

Pula

Ravenna

Rimini

Ancona

Zadar

Split

ITALY

Pescara

Dubrovnik

Termoli

Bari

Brindisi

Small ports (tot. 598)

133 ITA

465 HR

Figure: small ports in Italy and Croatia in the FRAMESPORT project

THE FRAMESPORT STRATEGY METHODOLOGY
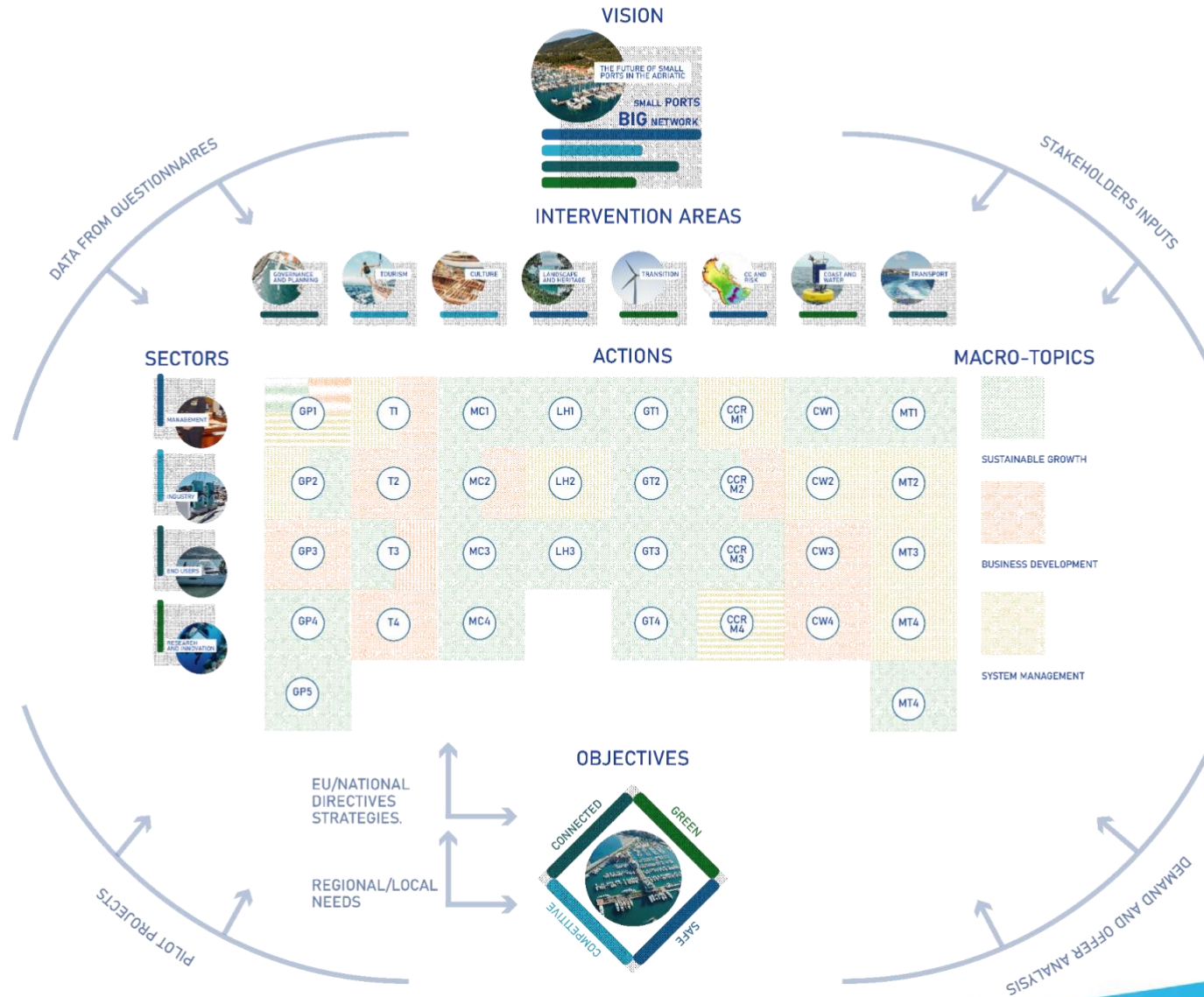
3.14 Actions and evaluation summary tables

Levels of priority		Sectors to involve		Macro topics	
Low	◐	Government and management	◆	Sustainable growth	▨
Normal	◑	Private sector and industry	◆	Business development	▨
High	⬤	End Users	◇	System management	▨
		Research	◆		

Areas of intervention

Objectives	1. Governance and Planning	2. Tourism	3. Maritime Culture and Involvement	4. Landscape and heritage protection	5. Green transition	6.Climate Change and risk management	7. Coast and water	8. Maritime Transport
CONNECTED	GP1 State - Region table ⬤◆ ▨▨▨ GP2 Regional port system plan ⬤◆ ▨▨ GP4 Transboundary planning tool ◐◆◆ ▨	T3 Territorial connectivity ◑◆◆◇ ▨▨	MC2 Connect ports with citizens ◑◆◆◆◇ ▨▨		GT4 Green connectivity ⬤◆◆◇ ▨	CCRM3 Climate mitigation ◑◆◆ ▨		MT1 Harmonized transport flow ◑◆◆ ▨▨
GREEN	GP5 Governance for Green ⬤◆ ▨		MC3 Reuse buildings ◑◆◆ ▨	LHP1 Land preservation-natural buffer ◑◆ ▨	GT1 Energy system ⬤◆◆◇◆ ▨			

COMPETITIVE	GP3 IT systems for management ◑◆◈	T1 Multi-use Platform ◕◆◈ T2 Diversified touristic offer ◕◆◆◈	MC1 Training for traditions ◕◆◆◆◆ MC4 Public-private partnership ◕◆◆	LHP2 Management tools for coastal heritage ◑◆◈	GT2 Sector transition ◕◆		CW2 Water economy ◕◆◆◆◆ CW4 New life on water ◔◆◈	MT2 Innovative processes ◔◆◆◈
SAFE		T4 Chart of minimum services ◕◆		LHP3 Heritage protection ◕◆◆	GT3 Information for transition ◑◆◆◆	CCRM1 Adriatic monitoring system ◑◆◆◆ CCRM2 Infrastructure resilience ◕◆◆◆ CCRM4 Improve risk management ◕◆◆◆◆	CW1 Water quality monitoring ◑◆◈ CW3 Preserving coast-port asset ◕◆◆◈	MT3 Tracked transport ◑◆◈

Evaluation table A, success indicators

1. Governance and Planning	2. Tourism	3. Maritime Culture and Involvement	4. Landscape and heritage protection	5. Green transition	6.Climate Change and risk management	7. Water and coast	8. Maritime Transport	Strategy
IGP1 n/7 Tables Italy n/7Tables Croatia	**IT1**: 1 platform (n° of digital services)	**IMC1** n° training and educational initiatives	**ILHP1** n° of awareness initiatives, n° of projects, n° of parks created	**IGT1** n° of sea energy production assets, n° of financing programmes, n° of electrified quays, n° of land energy production assets	**ICCRM1** n°1 Adriatic monitoring system, spatial coverage	**ICW1** n° of monitoring stations, n° of monitoring activities per year. n° of regional systems	**IMT1** n° of meetings, n° of aligned flows	**IS1** Stakeholder events meeting per year: n°
IGP2 n/7 plans Italy, n/7 plans Croatia	**IT2** n° of new activities implemented per Region or County	**IMC2** n° of activities per region each year	**ILHP2** n° of tools	**IGT2** n° of refurbished buildings, n° of waste disposal assets, n° of actions regarding sustainable food, n° of actions according to circular economy	**ICCRM2** n° of intervention (specification of resulting protection)	**ICW2** n° of installed purifiers, n° of installed desalinators, n° of alignment activities (meetings, agreements, monitoring activities, data sharing etc.)	**IMT2** n° of new/improved connections	
IGP3 n° of adopted systems	**IT3** n° of new cultural routes	**IMC3** n° of roundtables, n° of projects, n° of reused buildings/ spaces	**ILHP3** n° of interventions	**IGT3** n° of information material regarding: - boat maintenance, - correct port waste treatment -correct sea waste treatment n° of events for innovation	**ICRM3** n° of activities. n° of green corridors in the region	**ICW3** n° of dredgings, n° of projects/ implementation of protection assets, n° of planned buffer areas	**IMT3** n° of tools, n° of implemented assets	

IGP4 n° of transboundary planning tools	IT4 1 Chart, n° of signatory ports	IMC4 n° of partnership, n° of start-ups		IGT4 n° of assets (e.g. buses, bicycles, etc.)	ICCRM4 n° of tools, n° of training activities, n° of dissemination activities and materials	ICW4 n° of feasibility studies, n° of proposals or project, n° of implemented activities		
IGP5 n° of green measures								

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