

MINUTES

Stakeholder meetings highlighting priority actions

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General introduction and remarks on the FRAMESPORT project

- FRAMESPORT project aims to perform a coordinated initiative supporting an integrated and sustainable development of small ports from a strategic perspective, thus allowing them to be pro-active socio-economic drivers of the development in the Adriatic coasts.
- Such a strategic objective calls for a multifaceted approach, including both the adoption of concrete pilot actions as well as the identification of priority themes to be promoted within the overall strategy.
- Priorities will be individuated by means of a bottom-up approach, involving local and national stakeholders since the project inception phase. Partners, which have been chosen in order to guarantee a wide territorial approach, will address planning and management topics, business models implementation, enhancement of training and competence, as well as develop ICT tools and services, thus supporting an effective development of small ports in the whole IT-HR area.
- Furthermore, a tailor-made ICT platform will collect and systematize relevant key data on small ports to be shared as starting point for any further development. FRAMESPORT will build on existing knowledge and capitalize the results of pilot initiatives by integrating them into a new strategic framework boosting small-scale maritime nodes' performances along the Adriatic coasts.

1. MINUTES of the meeting (MoM)

The brief from the stakeholders' meeting

April 05th 2023

Veneto Region

Venezia

D.4.4.3. Stakeholder meetings highlighting priority actions

At least 1 meeting is going to be organized per each region/county. Unlike the meetings organized within the deliverable D.4.4.2 "Stakeholder meetings implementing database", the meeting under D.4.4.3 will be aimed at discussing the priority actions to highlight the main themes as well as defining the key performance indicators to be tackled within the strategy. This meeting must be organized to dialogue with stakeholders and deliver relevant hints and suggestions, thus preparing key consultation meetings foreseen in WP3.

1.2. Organization of the stakeholders' meeting

- A meeting was held on the premises of Palazzo X Savii in Venice with relevant stakeholders of the Veneto region. They represented several categories and entities, from the Venice Port Authority to the national sectoral associations of Assonautica and Assomarinas, as well as several owners and managers of small ports and marinas located within the Veneto region.
- Meeting consisted of a presentation of both the FRAMESPORT project and, more importantly, of the structure and main themes of the final strategy, whose fields of actions were the main topic of the meeting. This was followed by a lively open discussion with and between stakeholders, who touched upon many topics, highlighting their significance and urgency as priority actions to be included in the strategy.
- Discussion points revolved around many themes and topics. The main outcomes are reported below:
 - In Italy, the sea is increasingly being seen as the edge of a swimming pool, resulting in a loss of traditions associated with the sea and low-level exploitation by users, including nautical tourists. This project aims to raise this level by focusing on preserving and enhancing maritime traditions, therefore it goes in the right direction.
 - One of the main urgent issues to be addressed is related to waste produced by boats. Responsibilities of individual parties must be clarified, such as whether marinas need to have a waste collection system, what penalties are imposed on violators, and how waste disposal is monitored. On this matter, there is also a lack of awareness of nautical users, especially for transit users.
 - There is an urgent need for clarification regarding boats permanently moored in marinas (often tied to new accommodation models such as *boat and breakfast*), which are considered as new constructions. The answer is often provided at a regional level rather than the national one, with the risk of producing geographical inconsistencies between different regions.
 - There is a need to identify and highlight existing projects that address different themes and implement best practices, focusing on tools that have already been developed rather than creating new ones. Each of these solutions, in fact, then faces the problem of go-to-market. The Framesport portal can be useful for mapping existing best practices and facilitating the circulation of information.
 - There is a need to transform ports from energy-consuming entities for two months a year to ones that produce energy from sustainable sources, such as micro wind power, photovoltaic panels, waves, and protective dams that harness wave energy.

At present, there are two pilot projects on wave motion, one in Castel dell'Ovo and one in Civitavecchia. Although photovoltaic panels may not be an ideal option, there are other renewable sources that are worth considering, such as the kinetic force of waves that is discharged onto the coast, which has great potential. The energy generated can be sold to the neighboring community for 8 months a year, making the tourist port an asset for the local community.

- In the production of green energy, ports should also act as producers of drinking water through desalination during the summer period. Currently, the installation of desalination plants requires an Environmental Impact Assessment (VIA) process. Efforts should be made to make this process less complex, as this would represent an asset for the territory.
- Users should be encouraged to use green electric vehicles, preferably powered by energy produced in the port from renewable sources. Companies should be supported financially to cover the costs associated with the acquisition of a sustainable fleet of vehicles to be made available to port users.
- Ports should be seen as hubs that tourists refer to in order to have access to experiential tourism offerings, highlighting cultural and natural heritage. A priority to focus on is professional training: creating an entrepreneurial environment with operators who accompany tourists to get to know the territory, thus generating business and facilitating cultural experiences.
- The port should function as a permeable membrane linking the sea to the land. Those arriving from the land come closer to experience navigation, while those arriving from the water must be the gateway to the territory, also thanks to the development of expertise that knows and can communicate and enhance the territory.
- A critical issue to be resolved is the lack of a specific ATECO code for tourist ports. Another critical issue is the rising of water due to climate change: tourist port businesses must be supported in addressing this urgent issue.
- There are different categories of boats, each with its own needs and priorities. Nonetheless, the future is represented by charters, boat and breakfast, and rental without a license, and therefore by models that allow boats to be used as accommodation facilities. A stationary boat represents a problem and a cost, making port management expensive.
- Current indicators and KPIs often used in the sector are limiting and not significant. Twenty-first century ports cannot be based on indicators such as number of boat berths or amount of goods handled, but rather they must be based on electricity

- production (a theme that cross-cuts all ports and that could be resolved at a national level), data production and networking, and value for the territory.
- Among the negative impacts, there is certainly the environmental one, and it would be useful and desirable to develop a program to optimize the environmental and cost impact on the budget.
 - The presence of certifications should be valued to support the entrepreneurial initiative that small ports develop. However, there should be homogeneous KPIs, in order to induce self-evaluation rather than external reward-based evaluations.
 - Interreg projects should not provide immediate and specific answers, but rather wide cross-border solutions that need to be adapted to individual cases.
 - Proactive professional training and higher education programmes should align with the needs of businesses and small ports, in order to contribute to provide a skilled workforce ready to contribute to the sector's sustainable growth.

2. Meeting agenda

- **Welcome and greetings (Mr. Campostrini – CORILA)**

Participants were welcomed in the premise of Palazzo X Savi by Mr. Campostrini, director of CORILA, who introduced the meeting and reminded its objective, which is to present the structure of the final FRAMESPORT strategy to stakeholders in order to get feedbacks and suggestions on priority actions to be included in the strategy and prioritized.

- **Brief introduction of the FRAMESPORT project (Mr. Campostrini – CORILA)**

A presentation of the project was carried out, providing an overview of the main objectives, expected results, project partners, activities and so on. The aim was to give a broader introduction of FRAMESPORT to stakeholders attending the meeting.

- **Presentation of the main structure of the final strategy (Mr. Soffietti – IUAV)**

Mr. Soffietti proceeded with an accurate presentation of the strategy that IUAV is preparing as one of the main output of the FRAMESPORT project. In particular, stakeholders were provided with an overview on the main vision and objectives, the main inputs, and lastly the topics and fields of action that will be addressed.

- **Discussion with stakeholder on the basis of guided questions (Mr. Soffietti – IUAV)**

At this point, it was time to hear the opinion and feedback of participants, who were encouraged to share their opinions in the basis of a set of guided questions that had been prepared and sent to them beforehand. The session resulted in a lively debate where interesting and useful insights have been shared by stakeholders, in order to provide indications on the actions to be prioritized in the framework of the strategy.

- **Conclusions (Mr. Campostrini – CORILA)**

Mr. Campostrini thanked again everyone for their cooperation and participation to the meeting, also inviting them to the next appointment of the Adriatic Sea Forum and Venice Boat Show, where the final event of the project will take place.

2.1. Attendees at the meeting

The meeting was attended by a total number of 17 participants (total number of people) from 11 entities (total number of bodies/institutions/companies), of which:

- n. 1 Enterprise,
- n. 4 Infrastructure operators/providers,
- n. 1 Regional public authority;
- n. 2 Business support organizations;
- n. 3 Universities and research Institutions.