

Pilot Action

Preparatory Report

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D.5.2.1

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1. Introduction

1.1. Deliverable description

The deliverable 5.2.1 “First Pilot Review Sessions on pilot actions advancement” aims to describe each Pilot Action (PA) will be developed. For each PA the preparatory activities will be described after having generally introduced its specific objective. Since pilot actions represent the links between the territory and the FRAMESPORT platform, a list of the involved partners and stakeholders will be reported. Moreover, each Project Partner (PP) has carried out a S.W.O.T. analysis (strengths, weaknesses, opportunities, threats) and the results will be reported, as well as the risks to be eventually faced and their relative countermeasures. When provided, an argument will be made about the KPI adopted by the PPs to monitor their actions.

In the introductory section of this deliverable, some generalities are resumed from the consolidated documentation in order to introduce the classification of the PAs, according to which following sections are structured. Then, an overall analysis is carried out to illustrate some considerations about the PAs at general level. In the final sections, results are presented in a disaggregated form, as the reported contents are directly extracted from the document shared by each Project partner (PP). As aforementioned, these contents are:

- Preparatory studies description
- List of stakeholders
- SWOT Analysis
- Risk assessment
- Indicators for monitoring

1.2. Clustering of the Pilot Actions

As described in the deliverable 5.1.1 “Pilot action development methodology”, the 25 PAs are classified as follows (Figure 1-1) according to their macro-theme, and, eventually, to their sub-topic:

- ICT application and service development (ICT)
 - Promotion of ports’ resources and territory
 - Monitoring of seaside and landside port areas
 - ICT services for local mobility transport

- Management of port operations and services
- Harbour and navigation safety
- Spatial planning and management (P&M)
- Business oriented aspects
- Training and knowledge aspects (T&K)
- Environment and energy aspects (E&E).

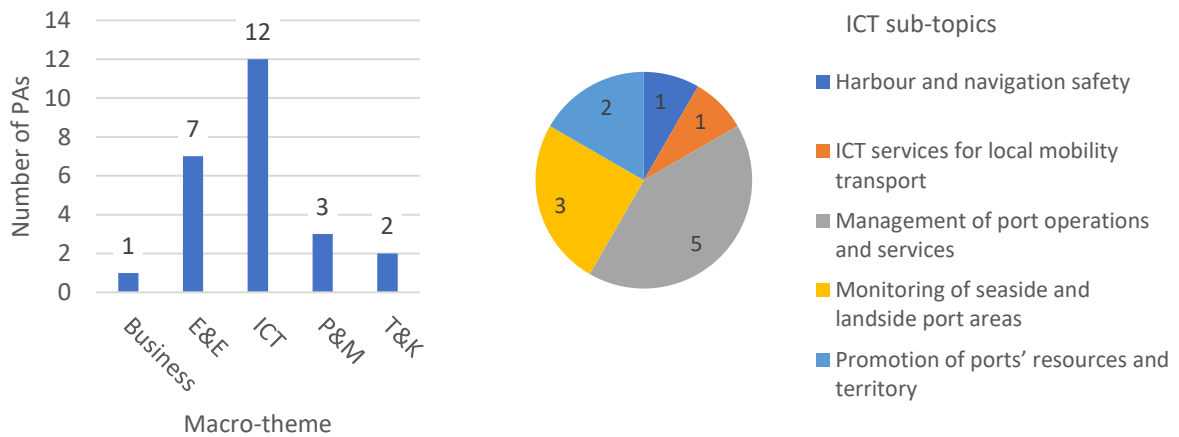


Figure 1-1 Macro-themes of the Pilot Actions and ICT sub-topics

2. Overall analysis

This deliverable was structured as follows: for each Pilot Action (PA), a brief introduction was reported. The description of the preparatory studies, the list of stakeholders, and the results of a S.W.O.T. analysis with a focus on the possible risks were the other main contents.

2.1. Preparatory studies description

For what concerns the preparatory studies, here are summarized the main steps of the PA development:

- Literature review and best practices
- Analysis of the context
- Definition of the goals and boundaries
- Data gathering
- Involvement of stakeholders
- Coordination with project partners

These are usually followed by:

- Design of the product/Development of the action
- Demonstrative actions
- Final reporting

2.2. List of stakeholders

The kinds of stakeholder involved in the pilot action depends upon the objectives, the boundaries, and the kind of the PA. Though, some kinds of stakeholder have frequently been reported since their role is quite transversal when dealing with the development of specific areas. The following schema summarizes the categories of the involved stakeholders.

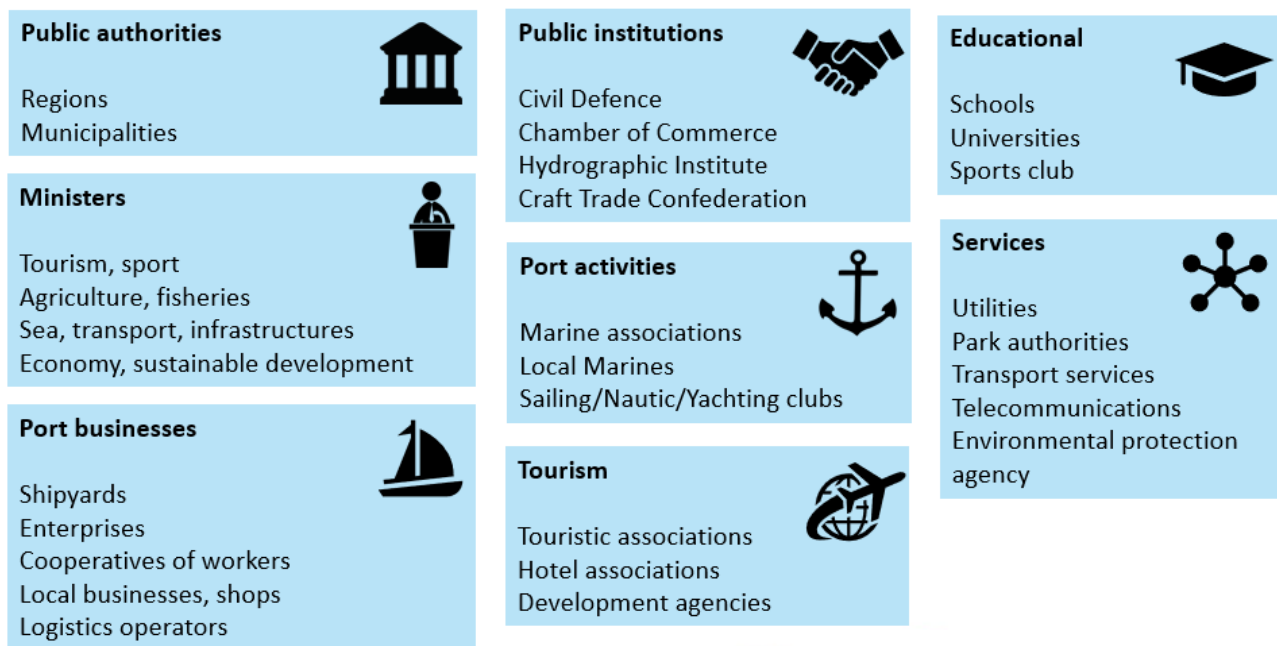


Figure 2-1 Schema of the most recurrent kinds of stakeholder

2.3.SWOT Analysis and Risk assessment

In this section are reported the global results of the S.W.O.T. analysis and the main risks mentioned by the partners: Figure 2-2 and Table 2-1 contains the most recurrent strengths and risks surfaced from the analysis carried out by each partner.

<p align="center">STRENGTHS</p> Connections and relationships with the territory Attractiveness of the territory Important activities carried on Presence of associations Environmental awareness Experience in LCA analysis and DSS development	<p align="center">WEAKNESSES</p> Lack of data on infrastructures/services/activities Low interests for some topics Bottlenecks Absence of structured management system Lack of technical expertise Conflict of interests between stakeholders
<p align="center">OPPORTUNITIES</p> Set guidelines for sustainability Holistic view of services Improvements of services (e.g., mobility services) Education/sensibilization of people Development of new activities Network expansion	<p align="center">THREATS</p> Complex procedures Presence of competitors Fundings Different needs from players Activities arrangement Interruptions linked to COVID-19 Presence of more famous apps in the market

Figure 2-2 General results of the S.W.O.T. Analysis

Table 2-1 General risk assessment

Potential Risk	Risk mitigation measures
Lack of data and poor information from small Ports	Organise the available data at the best
	Reccurent meeting with stakeholder – direct interview
	Additional inspections
Low interest and coordination with stakeholder in project activities	Direct contact and organization of meetings in which explain the importance of cooperation among different actors
	Support from the associated partners to convey information to their direct local stakeholders.
	Gradual implementation approach
	Ensuring fairly regular consultations with stakeholders
Low functionality of the product / system is not well accepted by operators	Timely upgrades and updates
	New set of interviews for illustrator objectives and identified solutions
Deviations of preliminary project and proposal from original goals	The design process will be verified through the stakeholder’s involvement to be sure to achieve a proposal that takes full account of all instances and needs of the city.
Project costs outcome is too high	Possible sources of financing will be identified at EU level and at national and regional level and may include different types in order to identify the optimal source for the specific operational activity.

2.4.General comments

The Table 2-2 contains comments about the PAs grouped by macro-theme, so that common aspects are highlighted.

Table 2-2 Comments grouped by PA macro-theme

Topic	Comments
ICT	The pilot actions dealing with the “ICT and service development” topic have some aspects in common each other. For instance, in the preparatory phases of the PA development, many of them highlighted the importance of the data gathering, which is a crucial step for the purpose of realizing digital applications. On the other hand, each PA which faces the themes of services and security shall properly investigate on

	<p>the activities carried on in and near the port areas: this makes even more necessary than in other cases the involvement of stakeholders and the on-field inspections. This can also be detected in the different lists of stakeholders proposed. Apart from the ports themselves, in more than one case following categories of stakeholders are mentioned: businesses, marinas, enterprises, services suppliers, political institutions, etc.</p> <p>For what concerns the SWOT analysis, the key role and the experience of public administration turned out to be one of the most important strengths, while the difficulties faced in trying to be in contact with local activities (that are often very fragmented) can represent a weakness shared by several PAs. One of the most interesting opportunities brought by PAs is the fact that the holistic view of services: in fragmented contexts this can be quite hard to do, but the methodological approach of the PAs makes it possible. Though, there are also many threats along the road of the PA development: especially for ICT ones there is much competition on the market, while in case of services, there could be different interests between them.</p>
E&E	<p>While developing this kind of PA, the starting point is always a literature review and an analysis of the state-of-the-art, for understanding the current best practices when dealing with a specific issue (e.g. diffusion of pollutants). Moreover, it is crucial to properly investigate the study area and to set the boundaries for the project operations, in order to avoid being vague.</p> <p>The involvement of stakeholders is as important as in other kind of PAs. These are often touristic associations, municipalities, universities, public institutions, etc.</p> <p>The most important strength is the experience of actors involved in conducting environmental analysis and in dealing with related aspects. Though, the low attraction and margin of investment which characterize several sites can make thing harder for project partners. On the other hand, the fact that no specific guidelines are set in the sphere of sustainability may increase the interest in these PAs, even if sometimes it becomes hard to start from scratch in officially defining them.</p>
P&M	<p>While developing this kind of PA, the starting point is always a literature review and an analysis of the state-of-the-art, for understanding the current best practices when dealing with a specific issue (e.g. diffusion of pollutants). Moreover, it is crucial to properly investigate the study area and to set the boundaries for the project operations, in order to avoid being vague.</p>

	<p>The involvement of stakeholders is as important as in other kind of PAs. These are often touristic associations, municipalities, universities, public institutions, etc.</p> <p>The most important strength is the experience of actors involved in conducting environmental analysis and in dealing with related aspects. Though, the low attraction and margin of investment which characterize several sites can make thing harder for project partners. On the other hand, the fact that no specific guidelines are set in the sphere of sustainability may increase the interest in these PAs, even if sometimes it becomes hard to start from scratch in officially defining them.</p>
T&K	<p>As the macro-theme name suggests, the direct contact with people and the desire of sharing the expertise knowledge characterize these PAs. For this reason, actors like touristic associations, schools, and local marinas figure in the stakeholders list.</p> <p>The strong connection between them can help in developing this kind of PA, which can help in preventing traditions from being forgotten by young local people as well as in making the areas more attractive from a touristic point of view. On the other hand, partners shall properly structure the PAs in a way such that people will actively participate to the proposed activities.</p>

3. Contributions from Project Partners

In the following sections, results are presented in a disaggregated form, as the reported contents are directly extracted from the document shared by each Project partner (PP).

3.1. ICT application and service development

Table 3.1-1 Pilot Actions of the macro theme: ICT application and service development

Macro-theme	Sub-topic	PP	PA
ICT	Harbour and navigation safety	PP3 - ASSET, PP13 - CMCC	3.3
	ICT services for local mobility transport	PP2 - ITL	2.3
	Management of port operations and services	LP - CORILA	LP.2
		PP3 - ASSET, PP13 - CMCC	3.2
		PP6 - AAST	6.1
		PP7 - LUUN	7.1
		PP8 - PGZ	8.1
	Monitoring of seaside and landside port areas	PP2 - ITL	2.2
		PP5 - ARAP	5.3
		PP10 - LUS	10.1
	Promotion of ports' resources and territory	PP1 - MMON	1.2
		PP5 - ARAP	5.2

3.1.1. Harbour and navigational safety

PA 3.3 – Development of a meteo-oceanographic forecasting system for sea shipping activities - PP3 ASSET, PP13 CMCC

The modelistic component of the system is under development. In particular, the VISIR-2 ship routing model (<https://www.mdpi.com/2077-1312/9/2/115>) is being developed for dealing also with sailboats. In the meantime, quotes for an external expertise regarding the sea keeping and performance characteristics of motor yachts and fishing vessels have been requested. Hopefully, the procurement could be concluded by the beginning of February 2022.

Subsequent steps include: embedding the ship performance and CO2 emission data from the external provider into VISIR-2; further developments for including sea-currents; selection of departure and arrival locations for the operational service; pre-operational tests; development of a backend operational chain from the metocean data to the routes; development of a frontend web application for browsing the service; systems integration and testing.

3.1.2. ICT services for local mobility transport

PA 2.3 – Development of ICT application for real-time information on local mobility option - PP2 ITL

Due to internal reasons of the transport operator, the original concept has been tested before the beginning of FRAMESPORT project. ITL, together with the municipality of Rimini, is planning the new pilot action. The development will be done during Autumn and the next year.

3.1.3. Management of port operations and safety

LP 2 – Set of ICT tools (DSS) about the quality of service within the Programme Area to support competitiveness and sustainability of small ports - LP CORILA

STEADFAST is a collection of standard ICT tools and applications (DSS) budling upon the project-level baseline database and that will be accessed via the project-level ICT platform. It will consist of an "Adriatic portal" providing relevant map-matched information about the quality of service offered by small ports to support end-users' choices; on the other hand, STEADFAST will provide useful information and insights to help private businesses and policymakers in the Programme Area make informed decisions. Such outcomes will undoubtedly be unique, given there are currently no such initiatives in place to close relevant gaps on the way to a more coordinated and integrated information system in the region.

Preparatory studies description

1. **Goal and scope:** definition of the objective, scope and methodology for the design, development and deployment of the pilot action. This activity has already been performed.
2. **Design of baseline survey:** this concerns a) the definition of relevant data types, identified in close collaboration with major industry stakeholders (i.e., Assonautica), to be considered to assess the overall quality of service of small ports; b) the design of a baseline questionnaire – based upon the aforementioned data types - representing an invaluable source of data/information supporting specific features and functionalities of the

STEADFAST tool. Although the survey was designed in the frame of WP3, it will be used also in WP5, for this pilot action, to finalise the data collection activity from small ports.

3. **Baseline data collection and monitoring:** this involves a) the delivery of a structured database collating questionnaire responses received from small ports of the Programme area thanks to the proactive contributions of PPs and associated stakeholders (including port managing organisations); b) the post-processing, including data cleaning and high-level statistics, of the data collected. This activity started in the frame of WP4, i.e., collecting baseline data from small ports, however it will continue in WP5 to gather additional data, to further enrich the common project database, representing the backbone of the DSS tool.
4. **Inventory analysis:** a statistical analysis for the whole data set coming from small ports will be conducted with reference to the following data clusters, land-side and sea-side infrastructure supply (consisting of dimensional characteristics, core equipment and services, local amenities and access to land-side infrastructures ensuring hinterland connections); end-users' & consumers' services (consisting of basic port services, repairing and maintenance services, environmental services, other added-value services).
5. **Design of the DSS tool:** this concerns the design and preliminary delivery of the STEADFAST tool. A must-have functionality of STEADFAST is the comprehensive mapping – through an embedded Web-GIS application – of existing services available at small ports of the whole Programme area, which will support, amongst others, choices by users before they approach a given port facility, thus facilitating planning and organisation of visits to tourist destinations.
6. **Demo session with major industry players:** a demo event in the form of a guided hands-on session, where relevant stakeholders can play and interact with the STEADFAST tool, will ensure that detailed feedback and suggestions for further improvement and refinements are collected.
7. **Final delivery and reporting:** STEADFAST is fine-tuned according to stakeholders' inputs mentioned above and a final report including high-level results from all previous activities will be drafted.

List of stakeholders

Table 3.1-2 Stakeholders involved in PA LP2

Stakeholder	Role
Assonautica	Support in defining jointly with IUAV the data types necessary to execute the baseline data collection supporting the design and development of the DSS.

	Additional contribution to disseminate the baseline questionnaire on existing small port services to a wide range of Italian small ports.
Italian small ports	Collecting and submitting small port data to the online questionnaire (available through the EU survey platform) thanks to the proactive of involvement of relevant PPs.
Croatian small ports	Collecting and submitting small port data to the online questionnaire (available through the EU survey platform) thanks to the proactive of involvement of relevant PPs.

SWOT Analysis

Table 0-3 SWOT Analysis for PA LP2

Strengths	Weakness
Consolidated experience in the development and deployment of decision support systems	Potential lack of data about existing infrastructure, equipment and services of small ports at Programme area level
Opportunities	Threats
Holistic view of existing services and assets available at small ports of the Programme area, allowing pre-trip decisions by users and triggering evidence-based policies and better-informed investments from private-sector stakeholders	No threats are associated with the deployment of STEADFAST

Risks Assessment

Table 0-4 Risk assessment for PA LP2

Potential Risk	Proposed risk-mitigation measures
Lack of data from small ports	Recurrent meetings with relevant PPs and stakeholders and dissemination of required questionnaire by Assonautica

PA 3.2 – Regional ports networking and their connections: Promotion of the territory, ICT app for boat berth booking services, marine connectivity (sailboat) - PP3 ASSET

The project pilot activities refer to Regional Strategic Agency for the Eco-sustainable Development of the Apulia Territory's pilot action "3.2 - Regional ports networking and their connections: Promotion of the territory, ICT app for boat berth booking services, marine connectivity (sailboat)", regarding their aim at supporting an integrated and sustainable development of small ports from a strategic perspective where ports can benefit from the realization of the cultural enhancement of Apulian territory and an online gate for booking systems. The goal of this pilot project is the creation

of an ICT system for boat berth booking collecting information from all the stakeholders involved and to improve maritime connectivity. The first part of the document reviewed the main themes which will be thoroughly explained in the future pilot documentation. In general, the action foresees the development of an online gate for booking services. Now, the pilot action is in the phase of collecting information about existing services, through the involvement of stakeholders.

Preparatory studies description

The pilot action "3.2 - Regional ports networking and their connections: Promotion of the territory, ICT app for boat berth booking services, marine connectivity (sailboat)" is focused on the macro-theme A "ICT applications and services development". In fact, most of the Apulian ports are not linked with their territory, and they need enhancement of touristic and cultural aspects. There are many different services for boat berth booking and this fragmentation doesn't help tourists. In this way. The expected result of the pilot action "3.2 - Regional ports networking and their connections: Promotion of the territory, ICT app for boat berth booking services, marine connectivity (sailboat)" is the realization of a unique gate to access all different booking services. We also plan to develop cultural enhancement of the territory. In this pilot action stakeholders will be involved at different levels of the process to ensure that the most transparent scenario is represented in the ICT applications and services development. The pilot activity is directly in line with the main objective of the FRAMESPORT project by developing the objectives of promotion of the territory combined with booking facilities. The project activity will directly achieve the strategic results related to the strategic guidance for the strategic development and governance of small ports jointly between Italy and Croatia, developing coherently within the macro theme "ICT applications and services development" to improve port booking services and connections with the territory. Currently, the implementation of the pilot action takes place in different stages through the direct involvement of stakeholder such as municipalities and coastal authorities. First meetings with stakeholders have been held in March and April 2021 to collect information about existing services and through cultural enhancement campaigns. It is planned to create a unique gate to access booking services. In particular, in Trani on 11 March 2021 were held different meetings with stakeholders in order to collect information about existing services and through an information campaign. In Vieste on 20 April 2021 was organized a unique meeting with all stakeholders to present the questionnaire and collect information about ports. The pilot action is in the phase of definition of existing services and future needs. The procedures for contracting external experts are in progress in order to understand the basic needs of the pilot project for the partner Regional Strategic Agency for the Eco-sustainable Development of the Apulia Region. Experts will help to formulate the existing status and future needs through market research and development of the project solution.

List of stakeholders

Table 3.1-5 Stakeholders involved in PA 3.2

Stakeholder	Role	Contribution to the projects
Capitaneria di Porto Trani	National/Local Public Authority	Sharing of best practises, Promotion of Pilot activities
Darsena Comunale Trani	Local Public Authority	Providing information for the App, promotion of Pilot activities
Lega Navale Italiana Trani	National/Local Public Authority	Providing information for the App, promotion of Pilot activities
Capitaneria di Porto Vieste	National/Local Public Authority	Sharing of best practises, Promotion of Pilot activities
Comune di Vieste	Local Public Authority	Sharing of best practises, Promotion of Pilot activities
Lega Navale Italiana Vieste	Nationa/Local Public Authority	Providing information for the App, promotion of Pilot activities
Società Marine di Vieste	Enterprise	Providing information for the App, promotion of Pilot activities
Società Vieste Ormeggi	Enterprise	Providing information for the App, promotion of Pilot activities

SWOT Analysis

Table 3.1-6 SWOT Analysis for PA 3.2

Strengths	Weakness
Natural beauty, clear sea	Level of technical service in marinas
Favorable climatic characteristics	Seasonality of demand
Ecologically preserved landscape and underwater world	Content of the destination offer and quality of services
Strategic position	Need for a more sustainable management and improvement of services for waste collection and water treatment
Supporting tourist infrastructure (serviceactivities)	Lack of nautical development strategy
Hospitality	Traffic connection / accessibility
Nautical infrastructure (nautical portstourism)	Traffic data not updated
Opportunities	Threats
Opening new markets	Marine pollution
Apulia is becoming an increasingly popular tourist destination	Insufficient awareness of the need for protection of environment and biodiversity conservation

Improving traffic accessibility	World pandemic
Adoption of a nautical development strategy tourism	Onerousness of the initiatives aimed at increasing the capacity and potential of the port structures
Climatic conditions favorable for significant season extension	
Collaboration with associations and local authorities	

Risk assessment

Table 3.1-7 Risk assessment for PA 3.2

Potential Risk	Proposed risk-mitigation measures
Low interest in project activities	Direct contact and organization of meetings in which explain the importance of cooperation among different actors
Delay in the collection of information for the Pilot	Organization of meeting in persons in order to interview direct stakeholders

Indicators

Table 3.1-8 Indicators proposed for the PA 3.2

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Indicator 1 Meetings with stakeholders	Number of participants	10-15	July 2021
Indicator 2 Creation of a kit to be distributed	Number of kits	50	July 2022
Indicator 3 Events	Number of events	2	April 2022

PA 6.1 – 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 - PP6 AAST

AAST Termoli will promote the development of a prototype of a software application for the identification, booking and payment of available spots at Adriatic small ports. This software application will help captains of boats travelling in the Adriatic Sea identify available spots in nearby small ports/marinas and book their preferred spots in advance. In this way we plan to decrease waiting times at the ports, generate additional revenue for small ports/marinas, decrease

overcrowding in certain ports and maximize the use of all available space along the Adriatic coasts of Italy and Croatia. The App will also collect real-time occupancy data from each spot at small ports/marinas and make it available to anyone who has access to online or mobile platforms, to create a network among the local stakeholders and ultimately foster cooperation and collaboration among them.

The realization of the app will be a useful chance not only for the development of the small ports but for the whole region. The app will be thought to create a synergy with the whole county in order to attract tourists in the small ports and therefore enhancing competitiveness for the whole destination offer. This project together with others Molise is involved in, will foster a better understanding of Molise offer and attractiveness.

Another opportunity which must be taken is the possibility to create synergy, collaboration and cooperation with similar pilot actions of this same project. Collaborating with project partners, who are realizing similar pilot actions, could be useful to create an even stronger and competitive network, which will not be confined to Molise Region, but open to different realities, thus enhancing better competitiveness and sustainability in the long period and offering a more attractive offer.

Preparatory studies description

In order to implement the pilot action in a conscious and thorough way, some preparatory studies and actions were needed. First of all, the first key stakeholders essential to the realization of the pilot action were identified: the Municipalities of Termoli, Campomarino, Montenero di Bisaccia. To make them understand the project better, they were involved in a webinar called “Small ports as catalysts for the socio-economic development of the Adriatic area”, in which the whole FRAMESPORT project was presented.

Successively, some studies were developed in order to understand firstly the overall socio-economic situation of Molise County, and secondly of the three main ports that will be involved in the project. This study, part of WP4, Deliverable 4.2.1, was essential to understand the context in which the App is going to be implemented and to take any further corrective action.

The present report is, therefore, going to complete this overall internal framework, listing the main stakeholders and specifying their role and contribution to the project; finding and analysing the main best practices in terms of existing berth reservation Apps and Websites and using them to develop a more accurate SWOT Analysis about the pilot action; finally listing the indicators useful for the Monitoring Activities.

Nevertheless, it should be pointed out that the development of the App, as Pilot Action, is aimed not only at Ports, Marinas, and Local Stakeholders, but above all at users/yachtsmen who will book their berth on the app. Therefore, on this preparatory report and on the concrete development of the pilot action, users' need will and must be taken into account. It must not be forgotten that the success of the app is eventually determined by users and therefore the App cannot disregard them. Recognising this, the whole project will take into account the user and therefore implement some actions:

- A good promotion of the App, to make it known by users before they arrive to the ports of the region using other similar tools (e.g. collaboration with other ports on the main sea routes);
- An analysis of strategic tools, which could encourage them use the App for the first time (e.g. free first berth reservation, 5% discount on side services);
- An analysis of strategic incentives, which could be implemented to make users prefer this App to other similar, already-known ones (e.g. inclusion of side services, free Wi-fi, offline version).

List of stakeholders

Table 3.1-9 Stakeholders involved in PA 6.1

Key Stakeholders	Role	Contribution to the project
Municipality of Termoli	Local Authority	Visibility supply to the project, land use cost reduction
Municipality of Campomarino	Local Authority	Visibility supply to the project, land use cost reduction
Municipality of Montenero di Bisaccia	Local Authority	Visibility supply to the project, land use cost reduction
Marina di San Pietro	Local Marina	Implementation of the app, information provision useful for the pilot action preparatory studies
Marina di Santa Cristina	Local Marina	Implementation of the app, information provision useful for the pilot action preparatory studies

Marina Sveva	Local Marina	Implementation of the app, information provision useful for the pilot action preparatory studies
Molise Region/Tourism Department	Local Authority	Mention of the activity in the area and promotional actions of nautical tourism
Guidotti Ships	Local Business	Direct use of the app, information provision about necessary features of the app
Marinucci Yachting Club	Local Business	Direct use of the app, information provision about necessary features of the app
Capitaneria di Porto	Public Institution	Sharing of best practices for the development of the activities
Molise Turismo	Tourist Guide	Promotion of the app connecting it to their channels
Lighthouse Charter	Local Business	Direct use of the App, supply of side activities in the app
Nautica Rent	Local Business	Direct use of the App, supply of side activities in the app
NLG	Shipping Company	Direct use of the App, supply of side activities in the app
Circolo della Vela	Sports Club	Direct use of the App, supply of side activities in the app

University of Molise	Public university	Involvement of university student in the testing phase of the app
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SWOT Analysis

Table 3.1-10 SWOT Analysis for PA 6.1

Strengths	Weakness
A thorough planning of the pilot action, proceeded by accurate research and study	Stakeholders' lack of knowledge and on the theme
Possibility to increase the use of ICTs in order to foster sustainability	Stakeholders' lack of use of apps for berth reservation (only Marina di San Pietro makes use of them)
Possibility to include other tourist attractions of the territory in the App	Difficulty in involving the various stakeholders of the territory in the project
Creation of a regional tourist network which could have positive effects in future projects	Difficulty to find a metamanager/organization which should manage the network of stakeholders
Opportunities	Threats
Possibility to embed the App for the small ports of the county into a bigger and better-known one	Presence of major and better-known similar Apps.

Risks Assessment

Table 3.1-11 Risk assessment for PA 6.1

Potential Risk	Proposed risk-mitigation measures
Realization of an App not thought on users' needs	A thorough market study and implementation of the findings on the realization of the App

The risk users will return to similar apps with a wider offer	Inclusion of tourist services linked to the overall tourist offer of the region
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Indicators

Table 3.1-12 Indicators proposed for the PA 6.1

Indicator	Unit of measure	Target value	Achieved value (Oct 21)	Time horizon for monitoring (July 21 > Feb. 22 > July 22)
Meeting with stakeholders	1 x meeting	At least 3	0	February '22
Procurement of partners	1 x partner	At least 5	5	July '22
Involved Stakeholders	1 x stakeholder	At least 20		February '22
Involved Marinas	1 x Marina	3	1 (Termoli)	February '22
Tourism services	1 x Service	10	0	February '22
Number of downloads	1 x Download	150	n/a	July '22
Number of users	1 x User	100	n/a	July '22
Booked berths	1 x Berth	10 x month	n/a	December '22
Users' satisfaction	Ranks	At least upper 60% of possible ranking	- n/a	December '22

PA 7.1 – Improvement of the available technologies for port management - PP7 LUUN

The basic idea is to create a Port Management Program Platform that will provide supervision of vessels in ports managed by the Port Authority of Umag-Novigrad, i.e., management of IT and other services offered by the port authority. It would consist of several connected modules – applications, with the possibility of upgrading to new modules - functionalities together with their data exchange with other systems. In particular, the idea is to make it possible to monitor the ports and the berths through video surveillance cameras, for the facilitation of checking the berths availability, of the landing procedure and of the payment for the service.

The idea is to improve the available technologies for the port management and to improve the services necessary for a more efficient management of small ports. The new services that will be developed, will stand side by side with the existing applications (nIS and CIMIS) to further improve the port services. Once developed, the system will facilitate the work of the port authorities and make the service more accessible and comfortable for customers, since it will improve the communication with the port guard and will allow to check the availability of berths. The port guard will benefit too, because they will be able to immediately receive all the data relating to the vessel.

Preparatory studies description

After the initial phase and procurement for external experts for the purpose of conducting a thorough market research (research, data collection and preparation; analysis, knowledge of issues and identification of critical points; development of project solution) pilot advancement can continue. Procurement process for acquisition of equipment is what follows. After the procurement, pilot action specific activities will be carried out (context and territorial analysis; preparation of the public procurement documentation and market analysis; validation from local stakeholders; contracting and realization of service/supply of equipment; dissemination activities...). Prior to anything, analysis and preparation of the financial plans for the year had to be done. Procurement for the external expertise was done in order to prepare the fundamental needs of the project pilot for the partner Port Authority of Umag-Novigrad. The experts helped to formulate the existing state and future needs through market research and development of the project solution. After that, constant research is being done, as well as preparation for the public procurement process in regard to acquisition of appropriate thematic equipment needed for project pilot to advance forward.

The pilot action is fully compliant with the macro theme which is ICT applications and services development. The PA consists of implementing a new platform that would be capable of fully

integrating with the existing information technology system in Port Authority of Umag-Novigrad. Sub-topic encompasses the subject of managing port operations and services which is basically the whole point of this pilot action.

List of stakeholders

Table 3.1-13 Stakeholders involved in PA 7.1

Stakeholder	Role	Contribution to the projects
City of Umag and City of Novigrad	<ul style="list-style-type: none"> - Local public authority - Representative bodies, make decisions and act within the competence of the local self-government unit, by a majority vote of its members. 	<ul style="list-style-type: none"> - Administrative bodies with big influence and public reach - Providing information and resources if applicable
Region of Istra	<ul style="list-style-type: none"> - Representative body that acts within the appointed competence of the local self-government unit - Regional public authority 	<ul style="list-style-type: none"> - Administrative body with big influence and public reach - Providing information and resources if applicable
IRTA, Istrian Tourism Development Agency	<ul style="list-style-type: none"> - The goal of the agency was to book accommodation in Istria as well as manage contact and sales center. - During the years IRTA positioned as a key point of networking and stakeholder coordination in tourism of the County of Istria for the purpose of developing sustainable tourism products and projects involving the public and private sectors. 	<ul style="list-style-type: none"> - Vast array of knowledge in the field of marketing with elements of advantage such as influence and reach
The Ministry of the Sea, Transport and Infrastructure	<ul style="list-style-type: none"> - The Ministry of the Sea, Transport and Infrastructure performs administrative and other tasks related to: domestic international maritime, nautical, road, rail, air and postal traffic; the system of transport by cable cars, funiculars and lifts and transport on inland waters with the infrastructure of these modes of transport; planning, drafting and implementation of 	<ul style="list-style-type: none"> - Administrative body with big influence and public reach - Providing information and resources if applicable - National public authority

	<p>strategic documents and transport infrastructure projects, proposes a strategy for the development of all types of transport; protection of the sea from pollution from ships; seaports, maritime domain and delimitation of maritime domain, maritime insurance and maritime agencies; ports on inland waterways;</p>	
Marsevis Ltd.	<ul style="list-style-type: none"> - Enterprise - Various service jobs related to the installation of equipment on vessels and Marsevis becomes a service partner of renowned world manufacturers of nautical equipment. In 2002, Marsevis began production of its first vessels. Today, it operates in a modern production facility of 600 m² and employs 15 employees in order to contribute to the nautical and small shipbuilding market. 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and collaborations based on mutual benefits.
Plava Laguna Plc.	<ul style="list-style-type: none"> - Enterprise - Joint stock company for hospitality and tourism - Company backed by more than 60 years of successful operation and development, based on ecological principles and sustainable development, during which it has continually taken a leading position in Croatian tourism, by permanently improving its overall offer and also adapting to the needs of the increasingly demanding tourism market. Accommodation portfolio includes 20 hotels, 11 apartment villages, 9 campsites or a total capacity of 16,219 accommodation units. 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and collaborations based on mutual benefits.
Plavo more – Travel Agency Ltd.	<ul style="list-style-type: none"> - Transport operator - Tourism, Hospitality and Trade was founded in 1996 and has since been an incoming agency that primarily provides accommodation and excursion services. 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and

		collaborations based on mutual benefits.
Kompas turistička agencija Ltd.	<ul style="list-style-type: none"> - Transport operator - Kompas is one of the most respected travel agencies in Croatia, offering a variety of the highest quality services, including hotel, private and weekend accommodation, transfers and excursions, cruises, guided tours, guides, organization of conventions and similar events. 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and collaborations based on mutual benefits.
Eldmarc Ltd.	<ul style="list-style-type: none"> - Operators of multimodal logistics hubs - Maritime service provider - Offer ranging from port shipping agency to project logistic solutions 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and collaborations based on mutual benefits.
Kuehne&Nagel Ltd.	<ul style="list-style-type: none"> - Operators of multimodal logistics hubs - Freight forwarding company oriented on highly specialized solutions for major industries world wide. 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and collaborations based on mutual benefits.
OT – Optima Telekom Plc.	<ul style="list-style-type: none"> - Infrastructure providers - Optima telecommunication network is based on IP technology which assures higher connectivity through domination of broadband link, is present in more than 100 Croatian cities. Current network potential of over half a million connections is supported by 4.000 km of optical network, which could encompass complete land border of the Republic of Croatia. Using latest technologies and global telecommunication solutions, Optima creates added value on landline market in Croatia. 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through marketing and collaborations based on mutual benefits.
Hrvatski Telekom Plc.	<ul style="list-style-type: none"> - Infrastructure providers - Main activity of Hrvatski Telekom and other subsidiary companies is the provision 	<ul style="list-style-type: none"> - Private enterprises support the project advancement through

	<p>of telecommunications services, design and construction of communications networks on the Croatian territory. The Group also provides fixed telephone line service (access and traffic through fixed telephone lines and additional fixed network), Internet services including IPTV, data transmission services (lease of lines, Metro-Ethernet, IP / MPLS, ATM) and operates GSM and UMTS mobile telephone networks.</p>	<p>marketing and collaborations based on mutual benefits.</p>
<p>Elementary school OŠ Marije i Line Umag</p>	<p>- Educational organization</p>	<p>- Public educational facility benefits from recognition and involvement in publically accepted happenings promoting education and awareness about relevant topics</p>
<p>Lokalna akcijska grupa u ribarstvu Pinna nobilis (Fisheries Local Action Group))</p>	<p>- Training organization - The Local Fisheries Action Group (FLAG) means a partnership between fisheries stakeholders and other local private and public sector stakeholders. The partnership was established with the aim of sustainable development of fisheries and mariculture, and its task is to develop and implement a common strategy for its area.</p>	<p>- Interest groups also benefit from mutual recognition and marketing advantages</p>
<p>Sveučilište u Rijeci, Građevinski fakultet (Faculty of Rijeka)</p>	<p>- University - Education and training of academic staff in the field of civil engineering and related technical and natural science disciplines based on the indivisibility of scientific work and higher education. The mission of the faculty is also to work in the wider community to promote the construction profession and raise awareness of the meaning and value of this activity for sustainable development as a whole while promoting academic principles and values and thus contributes to the development of the city, region and Croatia.</p>	<p>- Public educational facility benefits from recognition and involvement in publically accepted happenings promoting education and awareness about relevant topics</p>

Istrian Regional ENergy Agency	<ul style="list-style-type: none"> - Research institute - Istrian Regional Energy Agency Ltd. (IRENA, Croatia) <p>Independent non-profit organization, provides advisory, awareness-raising and training services to the public and local decision makers on energy issues.</p>	<ul style="list-style-type: none"> - Research and educational facility benefits from recognition and involvement in publically accepted happenings promoting education and awareness about relevant topics
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SWOT Analysis

Table 3.1-14 SWOT Analysis for PA 7.1

Strengths		Weakness	
Strong team and great external experts		Time period needed for creating an extensive working product	
Adequate connections and geolocation ideal for pilot implementation			
Opportunities		Threats	
Substantial overall improvement		Malfunction of the equipment	
Bringing benefit to the region if successfully demonstrated and implemented		Unsuccessful communication with service providers and relevant stakeholders	

Risk assessment

Table 3.1-15 Risk assessment for PA 7.1

Potential Risk	Proposed risk-mitigation measures
Non collaborative approach and technical malfunctions	- Possible interventions by local and national authorities, ensuring proper implementation and support

Indicators

Table 3.1-16 Indicators proposed for the PA 7.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Public procurement for external experts	Procurement	1x	April 21' – June 21'

Drafting of project solution document	Document	1x	June 21'
Public procurement for thematic equipment	Procurement	2x	September 21'
Implementation activities	Milestones from Timeplan	8x	April 21' – End of the project

PA 8.1 – Improvement of the small ports monitoring system (mooring management, billing system, analysis of customer habits) - PP8 PGZ

3.1.4. Monitoring of seaside and landside port areas

PA 2.2 – Development of monitoring system for port operations and public events in the canal port's area - PP2 ITL

A number of interviews carried out in May and June 2021 with the stakeholders working in the area of port of Rimini, highlighted some problems of social decline or perceived low security, which make it necessary to monitor the area with the general objective of counteracting the phenomena of improper use of the spaces of the Port of Rimini which are the cause of these criticalities.

This general objective can be translated into a series of specific objectives with the aim of defining in detail the corrective actions and selecting the most appropriate tools to carry out an effective site monitoring action:

- **Increase site security.** The Port Authority has drawn up a safety plan (not in public domain) to assess the potential risks associated with the activities of the area and take preventive actions shared with the transport companies. In this sense, the experimental action of FRAMESPORT stands as an element of support for the equipment of the subjects in charge of security checks (the aforementioned Port Authority and the Municipality, with the Municipal Police).
- **Limit social decline phenomena and poor hygiene of the site.** Several interviewees complained of critical issues related to bivouac phenomena on boats or at docks and dirty areas. Monitoring, especially at night, can facilitate the implementation of timely or preventive interventions to promote greater decorum of the area.
- **Improve surveillance at public events.** The area, characterized by strong tourist and recreational attractiveness, is home to numerous events and demonstrations, which attract a large number of people: an automated monitoring system is a strong support to the

control actions of the subjects in charge of surveillance of the area.

- **Respect for the rules.** The ordinances on the use of public spaces regulate the area subject to mixed use (walking, fishing, landing, etc.). Also in this case, failure to comply with current regulations can cause problems of coexistence of the various activities. The surveillance system can help analyse the use of spaces at different times of the day and during the year, in order to identify anomalies and facilitate dialogue and consultation between the stakeholders.

The specific objectives above identified configure the opportunity to analyse and design a monitoring system that can be managed by the subjects who are responsible for the surveillance and maintenance of public order in the area (Port Authority and Municipal Police) but which indirectly benefits the entire sector linked to the activities of the Port (fishing, logistics, urban hygiene, recreational activities).

List of stakeholders

Table 3.1-17 Stakeholders involved in PA 2.2

Stakeholder	Topics	Priority
Municipality of Rimini	1) Maritime transports 2) port infrastructure	High
Port authorities	1) Maritime transports 2) port infrastructure	High
Cooperative of sea workers	1) Maritime transports 2) port infrastructure	High
Consult body of port operators	1) Maritime transports 2) port infrastructure	High
Shipyard (Gori and Carlini)	1) Maritime transports	Medium
Mussel producers	1) Maritime transports 2) port infrastructure	Medium
Recreational associations	1) Maritime transports 2) port infrastructure	Medium
Infrastructure manager (Start)	1) port infrastructure	Low
Infrastructure manager (Carontino)	1) port infrastructure	Low

Infrastructure manager (Hera)	1) porto infrastructure	Low
Association Centofiori	1) port infrastructure	Low
Associazione hotels	1) port infrastructure	Low

S.W.O.T. Analysis

Table 3.1-18 SWOT Analysis for PA 2.2

STRENGTHS	WEAKNESSES
Dock	Absence of a harbor masterplan
Fishing activity and fish market	
Symbiosis between market and fishing	
OPPORTUNITIES	THREATS
Reception of tourist flows	Variability of political balances

Risk assessment

Table 3.1-19 Risk assessment for PA 2.2

Problem description	Overall evaluation	Mitigation strategy
Unclear requirements, difficult relationships with stakeholders	Moderate	Additional analysis whit stakeholders but potential delay occurring
Poor information on existing technological infrastructure for potential reuse	Moderate	Additional inspections
Delay in the preparation of the tender	Moderate	Check tender procedures according to technical progresses
the system is not well accepted by operators	Light	New set of interviews for illustrator objectives and identified solutions

conflict in operational tasks attribution	Light	need to clarify the roles of both port authority and municipality
security problems not sufficiently analysed	Light	Check functional requirements
Legal issues related to GDPR regulation	Light	check the current compliance to GDPR

Indicators

Table 3.1-20 Indicators proposed for the PA 2.2

Indicator	Unit of Measure	Target value	Achieved value	Time horizon for monitoring
Specific indicators deriving from the choice of the IT solution	#	N.A.	N.A.	N.A.
Number of equipment installed	#	1	0	06/2022
Number of subjects trained with regards to IT control and spatial planning	#	5	0	11/2021-06/2022
Number of operations monitored	#	200	0	11/2021-06/2022

PA 5.3 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: ICT Platform for monitoring and supervision of freights/passenger - PP5 ARAP

Arap will promote the constitution of an Innovation LAB, that will represent not only a physical place but an intersection of subjects, activities and objectives that constitute an “hub” of economic, social and cultural innovation. This space will be the instrument to promote development and planning of small ports along the Adriatic coasts. The purpose is to engage and coordinate citizens, artists, students, governmental agencies, businesses and community organizations in Abruzzo to enhance public awareness, to intercept and valorise different competences and experiences, to stimulate measures and actions aimed at recovering small port efficiency and attractiveness.

Preparatory studies description

Innovation Lab will be articulated in four sessions: a) energy efficiency and pollution reduction; b) valorisation of “port space” c) ICT solutions d) training/informative paths.

Research consisted of discovering main information all around the Vasto port area keeping track of the current situation and opportunities that have potential in the existing state of the ports.

All of the information (summarized in a report) will be an agenda for the discussion with relevant stakeholders so the outcome can reflect everyone’s vision for the future development of the sample port and similars . On 26 March 2021 Arap organized an event to involve several stakeholders in the consultancy process, to ensure the most transparent scenario, in direct line with the main objective of the call” development of a strategic umbrella framework addressing the further development and governance of small port “. ARAP was in close contact with all interested stakeholders, for the development of a shared protocol for the enhancement of small ports that took into consideration all three macro-themes identified by the institution as priorities and strategic for the territory “ICT applications and services development / Environment and energy aspects / Training and knowledge aspects”.

List of stakeholders

Table 3.1-21 Stakeholders involved in PA 5.3

Stakeholder	Role	Contribution to the projects
Regione abruzzo	Local authority	It will support the promotion of the initiative on the territory
Polo liceale mattioli . Vasto	School	They will be involved in the information / training activities provided by the pilot
Polo liceale s. Salvo -	School	They will be involved in the information / training activities provided by the pilot
Istituto serzani ridolfi -	School	They will be involved in the information / training activities provided by the pilot
San salvo port	Local authorities	It is one of the ports identified for the realization of the pilot

Vasto port	Local authorities	It is one of the ports identified for the realization of the pilot
Vasto municipality –	Local authority	It will support the promotion of the initiative on the territory
Aspo	Association	It will promote the involvement of other ports and transport operators
Chamber of commerce	Local authorities	It will support the promotion of the initiative on the territory
Cna	Local authorities	It will support the promotion of the initiative on the territory

SWOT Analysis

Table 3.1-22 SWOT Analysis for PA 5.3

Strengths	Weakness
Adequate planning of the technical process: Arap will plan technical and management previews of the whole process	Insufficient technical expertise and experiences: This risk is low because the responsible partners have proven experience and highly specialized skills and where needed it will resort to external experts
	Low level of dissemination and exploitation of results: Dissemination actions and trust building measures identifies appropriate methods for dissemination of information on all available means, such as traditional media, specialised publications, websites, social networks, events, workshops and conferences
Opportunities	Threats
Expand the territorial network Discover the strengths and weaknesses of the organization of the territory	Covid 19 impact: to ensure the continuity of work during covid19 pandemic arap will adopt all needed measures to ensure distancing measures and movement restrictions

Risk assessment

Table 3.1-23 Risk assessment for PA 8.1

Potential Risk	Proposed risk-mitigation measures
Complexity in project monitoring and multiplicity of actors	a flexible and gradual approach will allows progressive adjustments to design based on lessons of implementation
An output/result is delayed of progress in the different tasks	Aral will settle an internal strict monitoring and reporting

Indicators

Table 3.1-24 Indicators proposed for the PA 5.3

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Etherogeneity of the involved stakeholders	1 x organizations	At least 3	October 2022
Users satisfaction	1 x users	At least >50%	October 2022
Presentation to stakeholders	1 X PRESENTATION	1	MAY 2021

PA 10.1 – Feasibility Studies on alternative moorings for ship and on the use of electric ro-ro passenger ships - PP10 LUS

The Port of Šibenik Authority has envisaged and planned pilot activities aimed at improving navigation safety and reducing marine pollution. The pilot plan consists of two elements. Here is described the first.

Study on alternative methods of mooring for ships (RO-RO and cruisers) and electricity supply for RO-RO ships: the study will define the possibilities of applying alternative methods of mooring for ships in order to increase the level of operability and safety in the port of Šibenik. Furthermore, the study will analyze and describe the possibilities of introducing RO-RO services to the islands of the Šibenik archipelago using electrically powered boats. It is necessary to analyze the possibilities and

necessary steps for the implementation of the use of alternative fuels that have a lower impact on the environment in order to ensure sustainability. The technologies and lessons learned from the study, as well as the pronounced advantages of applying new technologies, are applicable in all ports in Croatia and Italy and there should be a possibility that they will become the standard in the Adriatic. The study is the first step and basis for future investments and application of these technologies.

Preparatory studies description

As for the description part of the preparatory study, detailed steps which are in order to take are listed below. For the project pilot, study will be conducted on the possibility of alternative mooring methods for ships and cruise boats. The second part of this feasibility study will be focused on the possibilities and potentials that can be benefitted from if the port introduced electrically powered vessels. This type of investment will hold a longer term value as the need for transition to alternative fuels must be a business imperative for majority of companies that want to stay afloat in the coming years. Sustainability is the key element of this endeavour. Macro theme of the pilot action reflects the need of paying attention to timely ICT applications and services development. Sub topic of the pilot action refers to the monitoring of seaside and landside port areas. Automatic mooring solution would, among other things, enable faster mooring, reduce the cost of mooring/unmooring for shipowners.

In the case of arrivals and departures of cruise ships, the use of thrusters would be reduced, which at the Vrulje pier (passenger terminal), although it is a new infrastructure, completed in 2015, already creates a problem because (according to the latest recording after the diving examination from about month ago) there is already damage to the pier no. 12 to which the largest cruise ships are moored (port map attached). For ships in domestic liner shipping, the cost of mooring/unmooring is a significant financial burden, given the number of arrivals / departures. The Ministry of the Sea has engaged the Faculty of Maritime Studies of the University of Rijeka to draft a 'National Plan for the Development of Coastal Liner Maritime Transport' completed in 2019. The document is intended as a basis for future investments in new generations of liner ships using alternative fuels and electricity. The future is in alternative fuels that have less environmental impact and ensure sustainability. The study is the first step and basis for future investments and applications of these technologies.

The technologies and lessons learned from the study, as well as the pronounced advantages of applying new technologies, are applicable in all ports in Croatia and Italy and there should be a

possibility that they will become the standard in the Adriatic. The study is the first step and basis for future investments and application of these technologies.

The study is a practical demonstration of planning further development of port; thus, it is in line with “Development of a strategic “umbrella” framework addressing the further development and planning of small ports along the Adriatic coasts.

As per the cross-border dimension the use of alternative mooring technologies and the use of electric ro-ro passenger ships is a need and a future on both sides of the Adriatic. In developing the study, knowledge and experience of Croatian and Italian experts will be used. These technologies and the lessons learned from the study, as well as the pronounced benefits of applying new technologies, are applicable to all ports in Croatia and Italy and hopefully can become standard in the Adriatic.

List of stakeholders

Table 3.1-25 Stakeholders involved in PA 10.1

Stakeholder	Role	Contribution to the projects
State Port Authorities	Six Croatian ports of particular economic importance Established for the governance, construction, use and development of port areas. - The Port Authorities govern and manage the development of the Croatian port areas	Knowledge and expertise of the involved employees and related entities - Providing all the needed and disposable information and resources
Local self-governed Units	- Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	Knowledge and expertise of the involved employees and related entities - Providing all the needed and disposable information and resources
County Port Authorities	Independent institutions that manage their area at sea and on land, i.e., dealing with management, maintenance, use and construction of ports open to public traffic.	Knowledge and expertise of the involved employees and related entities

	- Regional public authorities	- Providing all the needed and disposable information and resources
The Ministry of Tourism and Sport	- The Ministry of Tourism and Sport perform administrative tasks related to topics regarding guidelines and definitions of tourism and sports sector on a national level while also providing strategic directions and development programs for continuation of an overall development	Administrative body with big influence and public reach - Providing information and resources if applicable
The Ministry of Agriculture – Fisheries Department	- The Ministry of Agriculture – Fisheries Department deals with administration and guidance on a national level regarding the state and regulations in a fisheries sector (commercial and non-commercial).	Administrative body with big influence and public reach - Providing information and resources if applicable
Local businesses - concessionaires	- Collective name for micro, small and medium business owners who directly benefit the overall development while providing value-packed services and products enriching the general offerings in a state	Providing value through products and services of domestic culture while promoting indigenous offerings - expanding the tourist offer which enriches the value added
The Ministry of Economy and Sustainable Development of the Republic of Croatia	- The Ministry of Economy and Sustainable Development determines strategic directions, develops programs and plans for sustainable development of society on the principle of green and circular economy in order to transform into a just and prosperous society with resource efficient and competitive economy, ensuring climate neutrality, conservation and sustainable use of natural resources.	Administrative body with big influence and public reach - Providing information and resources if applicable
Ministry of the Sea, Transport, and Infrastructure of the Republic of Croatia	- The Ministry of the Sea, Transport and Infrastructure performs administrative and other tasks related to: domestic international maritime, nautical, road, rail, air and postal traffic; the system of transport by cable cars,	Provides a framework and establishes priorities that lead to overall development and overall welfare

	funiculars and lifts and transport on inland waters with the infrastructure of these modes of transport; planning, drafting and implementation of strategic documents and transport infrastructure projects, proposes a strategy for the development of all types of transport; protection of the sea from pollution from ships; seaports, maritime domain and delimitation of maritime domain, maritime insurance and maritime agencies; ports on inland waterways;	National public authority
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SWOT Analysis

Table 3.1-26 SWOT Analysis for PA 10.1

Strengths	Weakness
More capacity	Possibly bigger maintenance works
Less manoeuvres	Expensive transition
Easier access	Displeasure from the shipowners
Less pollution in city center (basin)	Longevity of transition
Opportunities	Threats
Higher ship turnover	Less contact with small business owners if dock relocates to other position
Partnerships with companies which produce electrically powered vessels	Disturbance to marine life

Risk assessment

Table 3.1-27 Risk assessment for PA 10.1

Potential Risk	Proposed risk-mitigation measures
non-collaborative approach from stakeholders	gradual introduction with proposed measures

Indicators

Table 3.1-28 Indicators proposed for the PA 10.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Market research	1x research	1	Present – October 2021
Draft of the document	1x draft document	1	October 2021. – February 2022.
Final version of the document	1x final document	1	March 2022.

Presentation to stakeholders	1x presentation	1	April 2022. – End of the project
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3.1.5. Promotion of ports' resources and territory

PA 1.2 – Promotion of the territory linked to Nautical clubs through development of extended reality application - PP1 MMON

The objective of the two pilot actions of the Municipality of Monfalcone within the Framesport project is developed following two macro - themes:

- Training and knowledge aspects
- ICT application and service development

Despite the fact that new technologies and construction techniques are quickly having a great success in the field of boat building, the importance of the ancient craftsmen, in a territory that has always been linked to the sea, continues to maintain great interest.

The goal is to develop even more interest, especially among the younger generations, towards the skills and knowledge of the shipwrights, in order to continue in the future this important tradition and develop it also thanks to new technologies.

The second action always focuses on new technologies but turning to the knowledge of the territory: the small ports and sailing centers of the coastal area of Monfalcone are very developed but do not have internal connections to the tourist/cultural and natural attractions of the area. The intention is to create an ICT that develops a series of routes that connect the coastal area and small sailing centers to the main cultural and natural elements.

Preparatory studies description

Several steps were taken to prepare the pilot actions:

- Definition of the objective
- Study of the territory and analysis of pre-existing characteristics
- Involvement of different stakeholders and discussion of the needs of small ports and sailing centers
- Involvement and data analysis of tourism/cultural stakeholders, in particular discussion of problems and criticalities with the regional tourism company

- Elaboration of a work plan with the staff
- Budget repositioning
- Continuous monitoring of the different phases of work

List of stakeholders

Table 3.1-29 Stakeholders involved in PA 1.2

Stakeholder	Contribution to the projects
Ocean Marine, Monfalcone	Partner for developing content and knowledge related to the tradition of shipwrights
Marina Hannibal, Monfalcone	Partner for data analysis on the needs and characteristics of small sailing centers
Promoturismo FVG	Main partner for the creation of content for ICT Application of tourist/cultural routes

SWOT Analysis

Table 3.1-30 SWOT Analysis for PA 1.2

Strengths	Weakness
Strong connection with the centers of the territory	Little interest of some centers in the development of tourism potential (especially centers linked to sports associations)
Numerous services already placed in the area	
Opportunities	Threats
Improvement of services for sailing center users	Strong competitors in the immediate vicinity in the regional territory (Trieste, Grado)
Developing interest in the younger generation for a now little-known profession	Low interest and non-maintenance of developed projects

PA 5.2 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: Port attractiveness - PP5 ARAP

A description of this pilot action is included in the paragraph:

PA 5.3 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: ICT Platform for monitoring and supervision of freights/passenger - PP5 ARAP

3.1.6. Comments

The pilot actions dealing with the “ICT and service development” topic have some aspects in common each other. For instance, in the preparatory phases of the PA development, many of them highlighted the importance of the data gathering, which is a crucial step for the purpose of realizing digital applications. On the other hand, each PA which faces the themes of services and security shall properly investigate on the activities carried on in and near the port areas: this makes even more necessary than in other cases the involvement of stakeholders and the on-field inspections.

This can also be detected in the different lists of stakeholders proposed. Apart from the ports themselves, in more than one case following categories of stakeholders are mentioned: businesses, marinas, enterprises, services suppliers, political institutions, etc.

For what concerns the SWOT analysis, the key role and the experience of public administration turned out to be one of the most important strengths, while the difficulties faced in trying to be in contact with local activities (that are often very fragmented) can represent a weakness shared by several PAs. One of the most interesting opportunities brought by PAs is the fact that the holistic view of services: in fragmented contexts this can be quite hard to do, but the methodological approach of the PAs makes it possible. Though, there are also many threats along the road of the PA development: especially for ICT ones there is much competition on the market, while in case of services, there could be different interests between them.

3.2.Environment and energy aspects

Table 3.2-1 Pilot Actions of the macro theme: Environment and energy aspects

Macro-theme	PP	PA
E&E	LP - CORILA	LP.1
	PP3 - ASSET, PP13 - CMCC	3.1
	PP4 - SVIM	4.1
	PP4 - SVIM	4.2
	PP4 - SVIM	4.3
	PP5 - ARAP	5.1
	PP10 - LUS	10.2

LP 1 – Development of an Ecolabel criteria proposal for small ports to be submitted to the EU Ecolabelling Board (EUEB) - LP CORILA

An Ecolabel is a set of guidelines that allows improving and certifying the operations of small ports, making them more sustainable and less harmful for the environment. A set of “minimum” criteria will be developed to obtain the Ecolabel certification and a set of “excellence” criteria will be defined to mark the small port as excellent from a sustainability perspective. The LCA methodology will be adopted to perform the study and develop the criteria and guidelines. This modus operandi consists in identifying the environmental hot spots as well as main environmental impacts and opportunities for improvement. Three Italian small ports are involved in the project to gather data about small port management. Furthermore, the experience, know-how, tools and methodologies developed by the other pilot projects of the FRAMESPORT initiative will be used to further enhance the Ecolabel criteria and guidelines. Once the Ecolabel criteria report will be produced, it will be submitted to JRC to get their feedback and create the final version of the Ecolabel requirements, which then will be handed in to the EU Ecolabelling Board (EUEB).

Preparatory studies description

The following activities are carried out to implement the pilot project:

- **Literature review:** analysis of academic publications, national and international regulations on port and touristic activities sustainable management.
- **Goal and scope:** Definition of the objective, focus and system boundaries of the project.
- **Stakeholder involvements:** Involvement of three Italian small ports that are representative of the Adriatic basin environment.
- **Inventory analysis:** Gathering of the data needed for the LCA study. Visit to the small ports to understand how they operate and to collect the required information to scientifically analyse their life cycle.
- **Impact assessment:** Calculation of the environmental impacts of the life cycle according to the selected impact categories (e.g. global warming potential, ecotoxicity, resource depletion, water usage...).
- **LCA report:** Report presenting the result of the LCA study, the way it was conducted, the environmental impacts and their sources as well as opportunities of improvement.
- **Coordination with Project Partners (PP):** collection of the outcomes and experiences from the various pilot projects of the FRAMESPORT initiative to gather valuable know-how, tools and methodologies that can be adopted to further improve the Ecolabel requirements.

Assomarina will also be involved in this project in order to provide suggestions on how to improve the Ecolabel proposal.

- **Draft on Ecolabel requirements:** Creation of the draft on the Ecolabel requirement and guidelines.
- **Submission to JRC:** Submission of the aforementioned draft to the JRC (Joint Research Center) to get their feedback and create the final version of the Ecolabel requirements, which then will be handed in to the EU Ecolabelling Board (EUEB).

List of stakeholders

Table 3.2-2 Stakeholders involved in PA LP1

Stakeholder	Role	Contribution to the projects
Marina Fiorita, Cà Savio (VE).	Organization to gather the data required to perform the LCA study.	Data on the life cycle, operations and management of small ports.
Marina Punta Faro, Lignano (UD)	Organization to gather the data required to perform the LCA study.	Data on the life cycle, operations and management of small ports.
Venezia Certosa Marina, Certosa, (VE)	Organization to gather the data required to perform the LCA study.	Data on the life cycle, operations and management of small ports.
Croatian small port(s) will be selected soon.	Organization to gather the data required to perform the LCA study.	Data on the life cycle, operations and management of small ports.

SWOT Analysis

Table 3.2-3 SWOT Analysis for PA LP1

Strengths	Weakness
Great experience with LCA study	Potential lack of data about small ports life cycle
Opportunities	Threats
First set of guidelines for sustainable small ports management	Complicated procedure to approve the Ecolabel guidelines

Risk assessment

Table 3.2-4 Risk assessment for PA LP1

Potential Risk	Proposed risk-mitigation measures
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No data from Croatian small ports	The three Italian small ports that will be analysed are enough to comprehend how a small port operates and how it can be managed in a more sustainable manner
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PA 3.1 – Implementation of Port sustainability best-practices - PP3 ASSET

The project pilot activities refer to Regional Strategic Agency for the Eco-sustainable Development of the Apulia Territory’s pilot action “3.1 - Implementation of port sustainability best-practices”, regarding their aim at supporting an integrated and sustainable development of small ports from a strategic perspective where ports can benefit from the realization of best practices (plastic free) and information campaign in three Apulian ports. The goal of this pilot action is the reduction of emissions and waste from port operations and to collect all the existing services to be offered to the tourists. In general, the action foresees the development of a demonstrative kit to be spread during the planned events. Now, the pilot action is in the phase of collecting information about existing services, through the involvement of stakeholders.

Preparatory studies description

In the pilot action "3.1 - Implementation of port sustainability best-practices" stakeholders will be involved at different levels of the process to ensure that the most transparent scenario is represented in the implementation of port sustainability best-practices. The pilot action is perfectly in line with the general purpose of the project Framesport - Framework initiative fostering the sustainable development of Adriatic - Ionian small ports - by developing the objective environmental sustainability reducing emissions and waste from port operations. The project activity will directly achieve the strategic results related to the strategic guidance for the strategic development and governance of small ports in a joint manner between Italy and Croatia, realising best practices and information campaigns aimed to reduce emissions and waste from port operations.

Currently, the implementation of the pilot action "3.1 - Implementation of port sustainability best-practices" takes place in different stages through the direct involvement of stakeholder such as municipalities and coastal authorities. First meetings with stakeholders have been held in March and April 2021 to collect information about existing services. In particular, in Trani on 11 March 2021 were held different meetings with stakeholders in order to collect information about existing services through an information campaign. It is planned to create a plastic-free kit to give out during the campaign. In Vieste, on 20 April 2021 was organized a unique meeting with all stakeholders to present the questionnaire to collect information about ports.

The procedures for contracting external experts are in progress. Experts will help to formulate the existing status and future needs through market research and the development of project solution on desk and on-site research in a sample port.

List of stakeholders

Table 3.2-5 Stakeholders involved in PA 3.1

Stakeholder	Role	Contribution to the projects
Capitaneria di Porto Trani	National/Local Public Authority	Sharing of best practises, Promotion of Pilot activities
Darsena Comunale Trani	Local Public Authority	Providing information for the App, promotion of Pilot activities
Lega Navale Italiana Trani	National/Local Public Authority	Providing information for the App, promotion of Pilot activities
Capitaneria di Porto Vieste	National/Local Public Authority	Sharing of best practises, Promotion of Pilot activities
Comune di Vieste	Local Public Authority	Sharing of best practises, Promotion of Pilot activities
Lega Navale Italiana Vieste	Nationa/Local Public Authority	Providing information for the App, promotion of Pilot activities
Società Marine di Vieste	Enterprise	Providing information for the App, promotion of Pilot activities
Società Vieste Ormeggi	Enterprise	Providing information for the App, promotion of Pilot activities

SWOT Analysis

Table 3.2-6 SWOT Analysis for PA 3.1

Strengths	Weakness
Natural beauty, clear sea	Level of technical service in marinas
Favorable climatic characteristics	Seasonality of demand
Ecologically preserved landscape and underwater world	Content of the destination offer and quality of services
Strategic position	Need for a more sustainable management and improvement of services for waste collection and water treatment
Supporting tourist infrastructure (service activities)	Lack of nautical development strategy
Hospitality	Traffic connection / accessibility

Nautical infrastructure (nautical ports tourism)	Traffic data not updated
Opportunities	Threats
Opening new markets	Marine pollution
Apulia is becoming an increasingly popular tourist destination	Insufficient awareness of the need for protection of environment and biodiversity conservation
Improving traffic accessibility	World pandemic
Adoption of a nautical development strategy tourism	Onerousness of the initiatives aimed at increasing the capacity and potential of the port structures
Climatic conditions favourable for significant season extension	
Collaboration with associations and local authorities	

Risk assessment

Table 3.2-7 Risk assessment for PA 3.1

Potential Risk	Proposed risk-mitigation measures
Low interest in project activities	Direct contact and organization of meetings in which explain the importance of cooperation among different actors
Delay in the collection of information for the Pilot	Organization of meeting in persons in order to interview direct stakeholders

Indicators

Table 3.2-8 Indicators proposed for the PA 3.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Indicator 1 Meetings with stakeholders	Number of participants	10-15	July 2021
Indicator 2 Creation of a kit to be distributed	Number of kits	50	July 2022
Indicator 3 Events	Number of events	2	April 2022

PA 4.1 and 4.2 – Sustainable and local mobility interventions (ex. electric bus and bike services) - PP4 SVIM

Pilot action 4.1 E-Bus Service of Vallugola port

The service is planned to start in July 2021. The E-bus used is a minibus with 15 seats, powered by an electric motor engine. The E-bus will perform 8 rides roundtrip free of charge every day, 4 in the morning and 4 in the afternoon, starting from Vallugola port to the center of Gabicce Mare, with an additional stop at Gabicce Monte, one of the major tourist destinations in the municipality territory. Each roundtrip covers 11 km. The Ebus has a station with an electric charging hub in the Vallugola port Area.

Pilot action 4.2 E-Bike Service of Numana port

The service is planned to start in July 2021. Considering the dimension of the port and the traffic of vessels, the Ebike station is equipped by 8 E-bike, with specific characteristics able to perform long rides to the inland’s destination, including the uphill roads of Conero Park. The E-bike station is inside the port area, equipped with a specific electric charging hub and locking system. The Service, free of charge, is available with priority for boat owners of Numana port. The 3 associations managing the rent of berths at Numana port are involved in the activity.

Preparatory studies description

The process to define the pilot activities details has been carried out with the consultation of the Associated partners (Municipality of Gabicce Mare and Numana and Marche Region) and could be resume as follow:

- **Context and territorial analysis**, in order to design the pilot activities;
- **Procurement process for external services selection**, in order to identify the Operators, that will implement the services;
- **Start and implementation of mobility services**, period of effective activation of the mobility solutions;
- **Monitoring activities** to evaluate the effectiveness of the pilot action, during the implementation of services.

List of stakeholders

Table 3.2-9 Stakeholders involved in PA 4.1 and 4.2

Stakeholder	Role	Contribution to the projects
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Port Companies /Concessionaires, which manage the ports and their services	Directly benefit the overall development, enrich the general offerings of the port.	Expanding the tourist offers, which enriches the added value.
Touristic Information and Reception Offices (IAT)	The Touristic Information and Reception Offices (IAT), belonging to the regional authority, represents an efficient network for monitoring and managing tourist information at the local level.	Managing tourist information at the local level.
Park Authorities, Monte San Bartolo Park - Vallugola Port - and Monte Conero Park - Numana Port	The Park Authorities are addressed to preserve and manage the environmental aspects of a precious territory. For this purpose, the Park Authorities have the role to promote environmental education and didactic activities for schools and others including tourists, in synergy, work to achieve the common goal of making known and respecting the natural environment that surrounds them. Moreover, the Protected Areas are crossed by hiking trails and bike trails.	Directly benefited by mobility interventions, the 2 Park Authorities make available their internal route maps to support the information and to promote experiential eno-gastronomic and naturalistic tours.
Guard Coast (Local Dept.)	Ministerial institutions at the local level that manage the area at sea and on land, i.e., dealing with management, maintenance, use of ports open to public traffic.	Providing all the needed information and supervise the respect of the marine environment .

SWOT Analysis

Table 3.2-10 SWOT Analysis for PA 4.1 and 4.2

Strengths	Weakness
Good relationship between associated partners and local ports stakeholders, with knowledge of local dynamics	Insufficient Online Information (official website, portals) on little ports, including available services for tourists / sailors Lack of information on updated data on passenger traffic of little ports (not always identified data detention officers).

Increasing awareness on environmental topics by local administration and citizens, including on sustainable mobility (especially interest on electric mobility services).	Absence of structured managements of little ports like the major ones
	Local market dimensions are not always attractive for investments (especially in innovating services).
Opportunities	Threats
Availability of knowledge and support by the 2 municipalities associated with the local dimension.	Difficulties to arrange activities in presence and possible delays in Procurement process for external service selection (due to pandemic situation).
Growing presence of E-mobility solutions in the market	Uncertainty about the tourist summer season 2021.

Risk assessment

Table 3.2-11 Risk assessment for PA 4.1 and 4.2

Potential Risk	Proposed risk-mitigation measures
Delays in the start of pilot actions in summer 2021.	Started from early stage to design with associated partners the procedures to implement and monitoring the PA 4.1 and 4.2, postponing PA 4.3.
Difficult to involve directly local stakeholders.	Support from the associated partners to convey information to their direct local stakeholders.

Indicators

Table 3.2-12 Indicators proposed for the PA 4.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (July '21/ Feb. '22/ July '22)
Indicator 1	E-bus users	2000	Feb. '22 for the first season of activity.
Indicator 2	Number of Questionnaire	100	Feb. '22 for the first season of activity.

Table 3.2-13 Indicators proposed for the PA 4.2

Indicator	Unit of measure	Target value	Time horizon for monitoring (July '21/ Feb. '22/ July '22)
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Indicator 1	E-bike users	400	Feb. '22 for the first season of activity.
Indicator 2	Number of Questionnaire	40	Feb. '22 for the first season of activity.

PA 4.3 – Demonstrative action: intervention for cleaning water bodies from floating solid waste - PP4 SVIM

The action 4.3 is addressed to find out environmental solution to manage sea pollution, in particular from solid plastic waste. The pilot actions 4.3 has to be built-up yet. No information on thematic equipment shall be deliverable.

PA 5.1 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: environmental impact - PP5 ARAP

A description of this pilot action is included in the paragraph:

PA 5.3 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: ICT Platform for monitoring and supervision of freights/passenger - PP5 ARAP

PA 10.2 – Testing IT system for the forecast of possible geographical dispersion of the pollutants in case of accident - PP10 LUS

This pilot action (Second part of the project pilot plan) is focused on the forecasts of possible geographical spread of pollution: buoys with sensors will be installed and an IT tool for predicting possible geographical spread of pollution will be tested. The Adriatic is a very sensitive area, and its protection is a priority for all regions. In case of pollution, the installed system will enable Šibenik Port Authority to predict the geographical spread of pollution and to react properly, which results in benefits for the entire Adriatic coast area.

Preparatory studies description

The description of the preparatory study regarding the second part of the Šibenik's project pilot reflects on the need to be timely informed and prepared for quick intervention if and when potential disaster occurs. The pilot consists of accurately predicting geographical spread of pollutants via highly modular buoys equipped with top-of-the-line sensory equipment. Due to the fact that Adriatic Sea is quite sensitive area, and due to the fact that if we want to preserve it to keep attracting tourists and sailing enthusiasts, adequate measures have to be undertaken to ensure real

time source of information and adequate response solutions. Air and water mediums can be accurately predicted with use of quality equipment thus it is possible to react before a potential disaster spreads further. The macro theme of the pilot action falls under the category of environment and energy aspects according to which the whole part of the study reflects on how to properly react in case of environmental disasters, more precisely on how and where to expect the pollution to keep dispersing so the actions can be coordinated according to the information given by the buoys.

List of stakeholders

Table 3.2-15 Stakeholders involved in PA 10.2

Stakeholder	Role	Contribution to the projects
State Port Authorities	<p>Six Croatian ports of particular economic importance</p> <p>Established for the governance, construction, use and development of port areas.</p> <ul style="list-style-type: none"> - The Port Authorities govern and manage the development of the Croatian port areas 	<p>Knowledge and expertise of the involved employees and related entities</p> <ul style="list-style-type: none"> - Providing all the needed and disposable information and resources
Local self-governed Units	<ul style="list-style-type: none"> - Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members. 	<p>Knowledge and expertise of the involved employees and related entities</p> <ul style="list-style-type: none"> - Providing all the needed and disposable information and resources
County Port Authorities	<p>Independent institutions that manage their area at sea and on land, i.e., dealing with management, maintenance, use and construction of ports open to public traffic.</p> <ul style="list-style-type: none"> - Regional public authorities 	<p>Knowledge and expertise of the involved employees and related entities</p> <ul style="list-style-type: none"> - Providing all the needed and disposable information and resources

<p>The Ministry of Tourism and Sport</p>	<p>- The Ministry of Tourism and Sport perform administrative tasks related to topics regarding guidelines and definitions of tourism and sports sector on a national level while also providing strategic directions and development programs for continuation of an overall development</p>	<p>Administrative body with big influence and public reach - Providing information and resources if applicable</p>
<p>The Ministry of Agriculture – Fisheries Department</p>	<p>- The Ministry of Agriculture – Fisheries Department deals with administration and guidance on a national level regarding the state and regulations in a fisheries sector (commercial and non-commercial).</p>	<p>Administrative body with big influence and public reach - Providing information and resources if applicable</p>
<p>Local businesses - concessionaires</p>	<p>- Collective name for micro, small and medium business owners who directly benefit the overall development while providing value-packed services and products enriching the general offerings in a state</p>	<p>Providing value through products and services of domestic culture while promoting indigenous offerings - expanding the tourist offer which enriches the value added</p>
<p>The Ministry of Economy and Sustainable Development of the Republic of Croatia</p>	<p>- The Ministry of Economy and Sustainable Development determines strategic directions, develops programs and plans for sustainable development of society on the principle of green and circular economy in order to transform into a just and prosperous society with resource efficient and competitive economy, ensuring climate neutrality, conservation and sustainable use of natural resources.</p>	<p>Administrative body with big influence and public reach - Providing information and resources if applicable</p>
<p>Ministry of the Sea, Transport, and Infrastructure of the Republic of Croatia</p>	<p>- The Ministry of the Sea, Transport and Infrastructure performs administrative and other tasks related to: domestic international maritime, nautical, road, rail, air and postal traffic; the system of transport by cable cars, funiculars and lifts and transport on inland waters with the infrastructure of these modes of transport; planning, drafting and implementation of strategic documents and</p>	<p>Provides a framework and establishes priorities that lead to overall development and overall welfare National public authority</p>

	transport infrastructure projects, proposes a strategy for the development of all types of transport; protection of the sea from pollution from ships; seaports, maritime domain and delimitation of maritime domain, maritime insurance and maritime agencies; ports on inland waterways;	
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SWOT Analysis

Table 3.2-16 SWOT Analysis for PA 10.2

Strengths		Weakness	
Always being step ahead		Fairly fragile equipment	
Knowledge of time-sensitive information			
Opportunities		Threats	
Gives enough time for proper reaction		Exposure of expensive electronics to weather conditions	
Timely prevention and mitigation of possible risks		Exposure of expensive electronics to and careless captains	

Risk assessment

Table 3.2-17 Risk assessment for PA 10.2

Potential risk	Proposed risk-mitigation measures
Low functionality	Timely upgrades and updates

Indicators

Table 3.2-18 Indicators proposed for the PA 10.2

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Draft of technical specification for the equipment	1x technical specification document	1	May 2021.
Draft of the document	1x document draft	1	October 2021. – February 2022.
Final version of the document	1x final document	1	March 2022.
Presentation to stakeholders	1x presentation	1	April 2022. – End of the project

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3.2.1. Comments

While developing this kind of PA, the starting point is always a literature review and an analysis of the state-of-the-art, for understanding the current best practices when dealing with a specific issue (e.g. diffusion of pollutants). Moreover, it is crucial to properly investigate the study area and to set the boundaries for the project operations, in order to avoid being vague.

The involvement of stakeholders is as important as in other kind of PAs. These are often touristic associations, municipalities, universities, public institutions, etc.

The most important strength is the experience of actors involved in conducting environmental analysis and in dealing with related aspects. Though, the low attraction and margin of investment which characterize several sites can make thing harder for project partners. On the other hand, the fact that no specific guidelines are set in the sphere of sustainability may increase the interest in these PAs, even if sometimes it becomes hard to start from scratch in officially defining them.

3.3. Spatial and planning management

Table 3.3-1 Pilot Actions of the macro theme: Spatial planning and management

Macro-theme	PP	PA
P&M	PP2 - ITL	2.1
	PP9 - ZLUZ	9.1
	PP14-LUSE	14.1

PA 2.1 – Development of Master Plan for the development of a regional-level port system in Emilia-Romagna region - Project proposal for the renewal of Rimini canal Port - PP2 ITL

Preparatory studies description

- Analysis of the existing institutional, regulatory and environmental framework of the functional pole;
- Analysis of the urban, territorial and landscape system;
- Analysis of the relations of the port with the city and the neighboring territories;
- Analysis of the existing heritage context;
- Analysis of the existing functions and services with particular reference to ICT services;
- Mapping of the socio-economic and cultural context;
- Analysis of the historic and cultural values.

List of stakeholders

Table 3.3-2 Stakeholders involved in PA 2.1

Stakeholder	Role	Contribution to the projects
Municipality of Rimini	Empower (Associated partner)	The Municipality of Rimini cooperates to make informed decisions and takes responsibility for final decisions.
Port Authority	Collaborate	The Port Authority works as a partner on the development of alternatives and the identification of the preferred solution.
Italian Naval League	Collaborate	The Italian Naval League works as a partner on e aspect of the project for the re-qualification of the port area.
Nautical Club of Rimini	Collaborate	The Nautical Club of Rimini works as a partner on every aspect of the project for the re-qualification of the port area.
Sea Workers' Cooperative	Collaborate	The Sea Workers' Cooperative works as a partner on every aspect of the decision, including the identification of the critical points of the Canal Port.
Rimini Sailing Club	Collaborate	The Rimini Sailing Club works as a partner on every aspect of the project for the re-qualification of the port area.

Council of Port Operators “Consulta degli operatori del Porto”	Collaborate	The Council of Sea Operators works as a partner on the development of alternatives and the identification of the preferred solution.
“Gori Marineria” Shipyard	Consult	Gori Marineria Shipyard provides feedbacks on analysis, alternatives and/or decisions.

SWOT Analysis

Table 3.3-3 SWOT Analysis for PA 2.1

Strengths	Weakness
Presence of different attractions for tourists	Modernization of the slipway in the boatyard
Important fishing practice of different kind	Bottleneck at “Ponte della Resistenza” (Bridge of Resistance)
Existing projects of tourist links for the redevelopment of the seafront	Degradation of the docks area (poor cleanliness and safety)
Presence of important historical and cultural areas (“Ponte di Tiberio” Bridge, “Porta Galliana)	Safety of piers for tourist boats
Redevelopment of green areas (XXV Aprile Park)	Cleanliness of water
Area used for cultural events of the Municipality (concerts or events)	Security entering the port channel from seaside
Presence of associations for nautical activities (nautical club, sailing club)	
Opportunities	Threats
Development of the new Fish Market	Raising funding for the creation of new areas

Construction of new harbour tourist routes (Carontino, Croatia)	Shape of the city areas representing an obstacle to network continuity
Increase of zone 30, cycle and pedestrian areas	Involvement of many different players with different needs
Approval of PUMS to facilitate connection within the city	Management of canal hydraulics (spillway of Marecchia river)

Risk assessment

Table 3.3-4 Risk assessment for PA 2.1

Potential Risk	Proposed risk-mitigation measures
The results of the questionnaires distributed to stakeholders do not provide enough information.	Specific questions will be included taking account of all needs for the design process. Questionnaires will be submitted to different types of stakeholders (both public authorities and private citizens) in order to carry out an effective survey.
Stakeholders are scarcely interested or not involved	Before the distribution of the questionnaire the stakeholders will be informed about the pilot activities of the project and their participatory role in the decision process will be defined
Geometrical survey stopped due to the pandemic situation	Use of drone technology or google mapping for the survey (more suitable with prevention rules)
Public opinion against the new project	A user-oriented approach and concerted actions will be implemented during this first step to try to involve citizens and users in the design process
Deviations of preliminary project and proposal from original goals	The design process will be verified through the stakeholder's involvement to be sure to achieve a proposal that takes full account of all instances and needs of the city.

Project costs outcome is too high	Possible sources of financing will be identified at EU level and at national and regional level and may include different types in order to identify the optimal source for the specific operational activity.
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Indicators

Table 3.3-5 Indicators proposed for the PA 2.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Key Activities analyzed/ key activities identified	percentage	100%	June '21
Number of internal reports	number	2	Dec. '21
Number of meta-projects design documents	number	2	Dec. '21
Number of technical report	number	1	June '22
Number of definitive design documents	number	2	June '22
Number of stakeholders involved/number of stakeholders identified	percentage	70%	June '22
Dissemination activities	number	2	June'22

PA 9.1 – Development of Master Plan for the development of a county-level port system in Zadar County - PP9 ZLUZ

The County Port Authority of Zadar has planned pilot activities aimed at classifying the county level port system and create necessary development steps for Zadar County ports, of which the end result will be a Master Plan. This document will classify for the first-time different levels of ports in a meaningful and systematic way. It will define the necessary steps and guidelines for the development of the port system in order to improve the infrastructure, commercialization of the port space, customer services, the available information for users and encourage cross-border

cooperation/service. County Port Authority of Zadar has the largest number of ports (111) under its jurisdiction. While these ports are of great local and county significance, most are underdeveloped and their commercial potential has not yet been adequately exploited. Development of these ports is of utmost importance for touristic and economic system, depending on the cross - border exchange.

Preparatory studies description

The Master Plan will be preceded by a smaller scale survey and researches whose final purpose will lead to its creation. This will be a more operational than a strategic plan and most of the measures will be focused on the development of infrastructure, environmental and user-friendly improvements. Stakeholders will be involved in several levels of the process to assure the most transparent scenario will be represented in the Master Plan. Furthermore, pilot action will collect and systematise relevant key data on small ports to be shared as starting point of any further development. and systematise relevant key data on small ports to be shared as starting point of any further development.

At this time, the pilot action is in the preparation phase of contracting out to experienced staff.

List of stakeholders

Table 3.3-6 Stakeholders involved in PA 9.1

Stakeholder	Role	Contribution to the projects
Zadar County	Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	-Important influence and public reach. -Providing all the needed and disposable information and resources
City of Zadar	Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	- Administrative body with big influence and public reach - Providing information and resources if applicable

Zadar Harbormaster's office	Local public authority.subdivision of the Ministry of the sea, transport and infrastructure within the department	-Responsible for carrying out the activities of the safety of navigation and surveillance of the maritime property.
Local self-governed Units	- Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	- Knowledge and expertise of the involved employees and related entities - Providing all the needed and disposable information and resources
The Ministry of the Sea, Transport and Infrastructure	The Ministry of the Sea, Transport and Infrastructure performs administrative and other tasks related to: domestic international maritime, nautical, road, rail, air and postal traffic; the system of transport by cable cars, funiculars and lifts and transport on inland waters with the infrastructure of these modes of transport; planning, drafting and implementation of strategic documents and transport infrastructure projects, proposes a strategy for the development of all types of transport; protection of the sea from pollution from ships; seaports, maritime domain and delimitation of maritime domain, maritime insurance and maritime agencies; ports on inland waterways;	- Administrative body with big influence and public reach - Providing information and resources if applicable - National public authority

SWOT Analysis

Table 3.3-7 SWOT Analysis for PA 9.1

Strengths		Weakness	
Always being step ahead		Time extensive activities	
Existing knowledge for potential overall upgrade		Expensive ventures	
Opportunities		Threats	

Cross-border development	Uneven development
Higher number of nautical tourists and tourists in general	Extensive list of ports and potential upgrade suggestions

Risk assessment

Table 3.3-8 Risk assessment for PA 9.1

Potential Risk	Proposed risk-mitigation measures
Low functionality	Timely upgrades and updates

Indicators

Table 3.3-9 Indicators proposed for the PA 9.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Desk research	1x research	1	Present – October 2021.
Draft of the Master Plan	1x document draft	1	January 2022. – April 2022.
Consultation with stakeholders	1x consultation	1	September 2021.; January 2022.
Final version of the Master Plan	1x final document	1	April 2022. – May 2022.
Presentation to the Stakeholders	1x presentation	1	July 2022. – August 2022.

PA 14.1 – Development of Master Plan for the development of a county-level port system in Ličko-Senjska County - PP14 LUSE

Aim of this pilot action encompasses a lot smaller scale surveys and researches whose final purpose leads to creation of the Master Plan for the development of a county-level port system in Ličko – Senjska County. Research plan to develop an overview of the existing state in all of the smaller ports under the Ličko – Senjska County governance and according to the results, the Master Plan will be created encompassing all of the short-comings and all of the improvement potentials for all of the ports in County. Port of Senj as the biggest port containing the largest number of entities and stakeholders will benefit from the thorough research regarding all of the possibilities that could benefit the region. Stakeholders will be involved in several levels of the process to assure the most transparent scenario will be represented in the Master Plan. Pilot activity is in direct line with Main

Objective of the call “Development of a strategic “umbrella” framework addressing the further development and planning of small ports along the Adriatic coasts.” The project activity will directly achieve strategic outcomes related to strategic guidance for the strategic development and governance of small port in a joint way between Italia and Croatia, while also giving support to the definition of an improved legislative framework.

The project pilot falls under the macro category of spatial planning and management and therefore reflects on the necessity of long-term planning and the impact that thought through Master Plans can bring to the region in whole.

Preparatory studies description

As for the cross-border dimension of pilot activities, the Master Plan will classify county level port system in Croatia and create necessary development steps for Ličko-Senjska County ports. Those ports are of utmost importance for touristic and economic system depending on cross-border exchange. Regarding the durability and transferability, the Master Plan will classify ports at county and local level and this is absolutely applicable on the Croatian and Italian side. Furthermore, the development plan will cover the infrastructural, organizational, legal and economic aspects which can be further adapted to any region on the Adriatic or in Europe.

List of stakeholders

Table 3.3-10 Stakeholders involved in PA 14.1

Stakeholder	Role	Contribution to the projects
City of Senj	- Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	- Administrative body with big influence and public reach - Providing information and resources if applicable
Senj Harbormaster's office	- subdivision of the Ministry of the sea, transport and infrastructure within the department - Local public authority	- Responsible for carrying out the activities of the safety of navigation and surveillance of the maritime property.
Local self-governed Units	- Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	- Knowledge and expertise of the involved employees and related entities

		- Providing all the needed and disposable information and resources
Ličko – Senjska County	Representative body that acts within the appointed competence of the local self-government unit - Regional public authority	- Administrative body with big influence and public reach - Providing information and resources if applicable
The Ministry of the Sea, Transport and Infrastructure	- The Ministry of the Sea, Transport and Infrastructure performs administrative and other tasks related to: domestic international maritime, nautical, road, rail, air and postal traffic; the system of transport by cable cars, funiculars and lifts and transport on inland waters with the infrastructure of these modes of transport; planning, drafting and implementation of strategic documents and transport infrastructure projects, proposes a strategy for the development of all types of transport; protection of the sea from pollution from ships; seaports, maritime domain and delimitation of maritime domain, maritime insurance and maritime agencies; ports on inland waterways;	- Administrative body with big influence and public reach - Providing information and resources if applicable - National public authority
Hydrographic Institute of the Republic of Croatia	- The Croatian Hydrographic Institute performs hydrographic activity of interest to the Republic of Croatia, which includes scientific research and activities and development and professional activities related to the safety of navigation on the Adriatic, hydrographic and geodetic surveying of the Adriatic, marine geodesy, design and production of nautical charts and publications, oceanographic research submarine geology and publishing.	- Valuable opinions and inputs as their knowledge is greatly important for the interests and overall development of the country - Research institute
The Ministry of Agriculture – Fisheries Department	The Ministry of Agriculture – Fisheries Department deals with administration and guidance on a national level regarding the state and regulations in a fisheries sector (commercial and non-commercial).	- Administrative body with big influence and public reach - Providing information and resources if applicable
The Ministry of Economy and Sustainable Development of the Republic of Croatia	- The Ministry of Economy and Sustainable Development determines strategic directions, develops programs and plans for sustainable development of society on the principle of green and circular economy in order to transform into a just and prosperous society with resource efficient and competitive economy, ensuring climate neutrality, conservation and sustainable use of natural resources.	- Administrative body with big influence and public reach - Providing information and resources if applicable
Local businesses - concessionaires	- Collective name for micro, small and medium business owners who directly benefit the overall	- Providing value through products and services of

	development while providing value-packed services and products enriching the general offerings in a state	domestic culture while promoting indigenous offerings - expanding the tourist offer which enriches the value added
The Ministry of Tourism and Sport	- The Ministry of Tourism and Sport perform administrative tasks related to topics regarding guidelines and definitions of tourism and sports sector on a national level while also providing strategic directions and development programs for continuation of an overall development	- Administrative body with big influence and public reach - Providing information and resources if applicable

SWOT Analysis

Table 3.3-11 SWOT Analysis for PA 14.1

Strengths		Weakness	
Complete overview of the existing situation		Time extensive activities	
Clear foundations for potential overall upgrade		Costly undertakings	
Opportunities		Threats	
Overall county development		Uneven development	
Higher number of nautical tourists and tourists in general		Extensive list of ports and potential upgrade suggestions	

Risk Assessment

Table 3.3-12 Risk assessment for PA 14.1

Potential risk	Proposed risk-mitigation measures
Low coordination with stakeholders	Ensuring fairly regular consultations with stakeholders
Disagreements with stakeholders	Gradual implementation approach

Indicators

Table 3.3-13 Indicators proposed for the PA 14.1

Indicator	Unit of measure	Target value	Time horizon for monitoring (June '21/ Dec. '21/ June '22)
Desk research	1x research	1	Present – June 2021.
Draft of the Master Plan	1x document draft	1	July 2021. – January 2022.

Consultation with stakeholders	1x consultation	1	July 2021.; January 2022.
Final version of the Master Plan	1x final document	1	February 2022. – March 2022.
Presentation	1x presentation	1	April 2022. – June 2022.

3.3.1. Comments

All the three PAs contain in their titles the word “Master-plan” since wide areas (counties or regions) are analysed from many different points of view. Site inspections and a replicable approach while collecting information are important for the purpose of this kind of study. Local and national authorities always figure in the list of stakeholders since their knowledge and holistic view of the strengths and weaknesses of the area are essential. Fortunately, some of the areas at issue are also pretty attractive for tourists: this makes even higher the interest of authorities in performing this kind of study. Though, slowdowns may occur, either for bureaucratic reasons or due to different interests of the stakeholders.

3.4. Training and knowledge aspects

Table 3.4-1 Pilot Actions of the macro theme: Training and knowledge aspects

Macro-theme	PP	PA
T&K	PP1 - MMON	1.1
	PP5 - ARAP	5.4

PA 1.1 – Develop / refine professional skills for refitters and shipwrights for the classic and historical boat sector - PP1 MMON

The objective of the project is the strengthening of the operational capacities of sailing and nautical centers through the improvement of professional skills dedicated to ancient crafts and applied to new technologies, in support of companies for the promotion of the training of new shipwrights and the enhancement of the heritage of classic vintage sails.

The pilot action is developed within the macro theme "training and knowledge aspects" in accordance with the general purpose of the Framesport project in the field of sustainability and promotion of services related to sailing and nautical centers of the Adriatic coast. The challenge that the pilot action involves is the recovery of knowledge related to the profession of shipwrights that

in recent years has had less and less development and that we want to bring back to a new interest in training and guidance to the new generations.

The expected result of the pilot action is the technological enhancement of sailing centers through the creation of a school of training / updating related to the knowledge and professional skills of the shipwrights and refitters.

Preparatory studies description

The action is developed through a series of integrated interventions that will use a technology platform, both as a database and as a tool for e-learning activities, also in view of the Covid restrictions. In particular it is foreseen:

- establishment of a platform for entrepreneurial relations for the exchange of know-how and experiences aimed at the innovative growth of enterprises and for the development of entrepreneurial skills and those skills and knowledge necessary to promote/update professional skills for refitter figures and shipwrights for the classic boat sector;
- the development of training modules and the realization of a specific training activity delivered remotely through the use of technological platforms and virtual rooms and a summer school, with activation of training modules using the logistical structures present in the system of the Gulf of Panzano;
- to realize events of orientation toward the professionalism tied to the sea aimed at the younger generations

The specific objectives of the pilot action are:

- Implement technological knowledge for the strengthening of sailing and nautical centers
- Develop professional skills in the field of refitters and shipwrights
- Promote awareness and attractiveness of the professions related to the sector.
- Create a database of knowledge and skills in the field of classic and vintage sails.

At this time, the pilot action is in the definition phase of contracting out to external expertise.

SWOT Analysis

Table 3.4-2 SWOT Analysis for PA 1.1

Strengths	Weakness
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Strong connection with the centers of the territory	Little interest of some centers in the development of tourism potential (especially centers linked to sports associations)
Numerous services already placed in the area	
Opportunities	Threats
Improvement of services for sailing center users	Strong competitors in the immediate vicinity in the regional territory (Trieste, Grado)
Developing interest in the younger generation for a now little-known profession	Low interest and non-maintenance of developed projects

Indicators

Table 3.4-3 Indicators proposed for the PA 1.1

Indicator	Unit of measure	Target	Achieved	Time horizon for monitoring
Training activities	Number of participants	10-15	X	July '21
Number of training modules organized	Number of training modules	5-8	X	July '21
Number of events	Number of event days	3-5	X	July '21

PA 5.4 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: training and learning events

A description of this pilot action is included in the paragraph:

PA 5.3 – Creation of Innovation Lab to promote development and planning of small ports along the Adriatic coasts: ICT Platform for monitoring and supervision of freights/passenger - PP5 ARAP

3.4.1. Comments

As the macro-theme name suggests, the direct contact with people and the desire of sharing the expertise knowledge characterize these PAs. For this reason, actors like touristic associations, schools, and local marinas figure in the stakeholders list.

The strong connection between them can help in developing this kind of PA, which can help in preventing traditions from being forgotten by young local people as well as in making the areas

more attractive from a touristic point of view. On the other hand, partners shall properly structure the PAs in a way such that people will actively participate to the proposed activities.

3.5. Business oriented aspects

Table 3.5-1 Pilot Action of the macro theme: Business oriented aspects

Macro-theme	PP	PA
Business	PP12 - LOGO	12.1

PA 12.1 – 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 - PP12 LOGO

Aim of Logoteam’s pilot action consists of research and systematization of opportunities that have the potential to be implemented and successfully deployed in small ports and harbours on both sides of the Adriatic coast. Research consists of discovering best practises all around the world while also keeping track of the current situation and opportunities that have potential in the existing state of the ports. Research encompasses a whole spectrum of fields of potential improvement ranging from opportunities in use of renewable energy, efficient business practises, facilitation of existing processes, ecologically acceptable waste disposal practises, emergency reaction kits and a whole lot of other spheres...

All of the potential improvement factors will be an agenda for the discussion with relevant stakeholders so the outcome can reflect everyone’s vision for the future development of the ports and harbours.

Expected results consist of development of a small port prototype which would include identification of opportunities to be taken in order to develop a single port and convey these outcomes to stakeholders for the future development and investment plans. No problems with implementation are expected.

Preparatory studies description

Keeping in mind the perspective aim of Logoteam Ltd., collective efforts are put into action while doing desk and field researches regarding the systematization and development potentials in Adriatic small ports and harbours. Small ports are often underdeveloped and do not take advantage of location and technological advances. Most often they do not commercialize their location, they

are not proactive in environmental protection and energy efficiency, they do not use information technology to provide better customer service, etc. While keeping the research activities focused on the core parts of the project pilot, efforts are put into the research of development potentials in the fields of usage of renewable energy, SMART solutions (smart waiting rooms, smart benches and information totem poles) which drastically improve the business outlook while presenting the state of the art final products to end users impacting them in a way of making them want to return to given locations. Efforts are also being put into the fields of informational technology solutions whose goal is to ensure adequate interconnection among port community stakeholders ensuring up-to-date communication channels eliminating the outdated processes which present the danger within the sphere of everyday administrative work (i.e., data double entry). While living in a modern world where lack of internet connection present a major hurdle in attraction of clients, efforts are also being put into the research of best wireless internet connection solutions which ensure end users unquestionable access to their business and leisure activities that happen more and more via remote communication channels. Regarding the display of information available to end users, desk research has been put into exploring the possibilities of deployment of smart buoys equipped with sensors which collect and transmit information such as meteorological forecasts to huge display totem poles which can ensure especially nautical tourists valuable time-sensitive information about the weather and sailing conditions. This can prevent potential disasters that usually find its culprit inside misinterpretation of usually obscure information briefly researched by possibly unexperienced nautical tourists.

Table 3.5-2 Stakeholders involved in PA 12.1

Stakeholder	Role	Contribution to the projects
State Port Authorities	Six Croatian ports of particular economic importance Established for the governance, construction, use and development of port areas. - The Port Authorities govern and manage the development of the Croatian port areas	Knowledge and expertise of the involved employees and related entities - Providing all the needed and disposable information and resources
Local self-governed Units	- Representative body, makes decisions and acts within the competence of the local self-government unit, by a majority vote of its members.	Knowledge and expertise of the involved employees and related entities

		- Providing all the needed and disposable information and resources
County Port Authorities	Independent institutions that manage their area at sea and on land, i.e., dealing with management, maintenance, use and construction of ports open to public traffic. - Regional public authorities	Knowledge and expertise of the involved employees and related entities - Providing all the needed and disposable information and resources
The Ministry of Tourism and Sport	- The Ministry of Tourism and Sport perform administrative tasks related to topics regarding guidelines and definitions of tourism and sports sector on a national level while also providing strategic directions and development programs for continuation of an overall development	Administrative body with big influence and public reach - Providing information and resources if applicable
The Ministry of Agriculture – Fisheries Department	- The Ministry of Agriculture – Fisheries Department deals with administration and guidance on a national level regarding the state and regulations in a fisheries sector (commercial and non-commercial).	Administrative body with big influence and public reach - Providing information and resources if applicable
Local businesses - concessionaires	- Collective name for micro, small and medium business owners who directly benefit the overall development while providing value-packed services and products enriching the general offerings in a state	Providing value through products and services of domestic culture while promoting indigenous offerings - expanding the tourist offer which enriches the value added
The Ministry of Economy and Sustainable Development of the Republic of Croatia	- The Ministry of Economy and Sustainable Development determines strategic directions, develops programs and plans for sustainable development of society on the principle of green and circular economy in order to transform into a just and prosperous society with resource efficient and competitive	Administrative body with big influence and public reach - Providing information and resources if applicable

	economy, ensuring climate neutrality, conservation and sustainable use of natural resources.	
Ministry of the Sea, Transport, and Infrastructure of the Republic of Croatia	- The Ministry of the Sea, Transport and Infrastructure performs administrative and other tasks related to: domestic international maritime, nautical, road, rail, air and postal traffic; the system of transport by cable cars, funiculars and lifts and transport on inland waters with the infrastructure of these modes of transport; planning, drafting and implementation of strategic documents and transport infrastructure projects, proposes a strategy for the development of all types of transport; protection of the sea from pollution from ships; seaports, maritime domain and delimitation of maritime domain, maritime insurance and maritime agencies; ports on inland waterways;	Provides a framework and establishes priorities that lead to overall development and overall welfare National public authority

SWOT Analysis

Table 3.5-3 SWOT Analysis for PA 12.1

Strengths		Weakness	
Strong desk research experience		Time period needed for creating an extensive prototype document	
Adequate connections and geolocation			
Opportunities		Threats	
Substantial overall improvement		Malfunction of the equipment	
Bringing benefit to the region if successfully demonstrated and implemented		Unsuccessful communication with ports who successfully implemented certain good practise examples	

Risk assessment

Table 3.5-4 Risk assessment for PA 12.1

Potential Risk	Proposed risk-mitigation measures
Non collaborative approach from stakeholders	Possible interventions by local and national authorities

Indicators

Table 3.5-5 Indicators proposed for the PA 12.1

Indicator	Unit of measure	Target	Achieved	Time horizon for monitoring
Desk research	1x research	1	1	Present – May 2022
Draft of the document	1x document draft	1	1	September 2021 – December 2021
Final version of the document	1x final document	1	0	May 2022
Presentation to stakeholders	1x presentation	2	0	January 2022 – End of project

3.5.1. Comments

Even if this PA is associated with a different macro-theme, it has several common points with the previous ones, especially some of those included in the “Management of port operations and services” group, but also with the “Environment and energy aspects”. Indeed, port operations and processes are analysed, focusing on business-related aspects, but without neglecting environmental aspects, such as renewable energy.