FRAMESPORT ICT Platform Agreement

Final version of 23/12/2020

D.3.2.1

Project Full Title	Framework initiative fostering the sustainable development of Adriatic small ports
Project Acronym	FRAMESPORT
Project ID	10253074
Project Website	https://www.italy-croatia.eu/web/framesport
Priority Axis	4 – Maritime Transport
Specific Objective	4.1
Work Package	3
Work Package title	FRAMEWORK STRATEGIES FOR THE DEVELOPMENT OF SMALL PORTS
Deliverable Nr.	3.2.1
Status	~~Draft/Revised/~~Final
Partner in charge	University of Padova for CORILA
Dissemination Level	Public/~~Partnership~~

ACKNOWLEDGEMENT

The work described in this document was supported by the INTERREG V-A IT-HR CBC Programme - "Strategic" Subsidy Contract - Project: "Framework initiative fostering the sustainable development of Adriatic small ports, FRAMESPORT" (Project ID: 10253074).

DISCLAIMER

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1. Introduction

The FRAMESPORT project has the aim to create a coordinated initiative to support the sustainable development of the small ports of the Adriatic basin in a strategic perspective. Therefore, the objective is to turn small ports into a proactive driver of the socio-economic development of this coastal area. This strategic goal requires a multifaced and interdisciplinary approach, including both the adoption of concrete pilot projects as well as identification of priority themes to be promoted within the overall strategy. These actions are going to be performed adopting a bottom-up approach, involving local and national stakeholders since the beginning of the project. Also, the various project partners have been selected to guarantee a wide territorial cover. Their aim is to address the planning and management topics, the business models implementation, the enhancement of training and competence, as well as the development of Information and Communication Technologies (ICT) tools and services. In addition, they are going to develop an ICT platform that collects and systematizes the key data on small ports in order to use this information to drive sustainable development. The portal is going to work as a bridge between the two sides of the Adriatic basin, the Italian and Croatian one. In this way, it is possible to create a more consistent and united network of small ports, businesses, and institutions, and align their sustainable performance, infrastructure and policies in order to favour their development and growth.

The Work Package (WP) 3 represents the core technical activity of the FRAMESPORT project. In fact, it has the aim to create the aforementioned ICT platform, or portal, and define a common strategic approach to support the adoption of better practices to boost sustainable development. The WP3 is therefore accompanying the whole evolution of FRAMESPORT project, being the backbone of the platform collecting information on small ports infrastructures and on their potentialities. A comprehensive survey is going to be performed to grasp the status quo of the Adriatic basin and its small ports, and collect the data required to run the platform in an adequate manner. These data are going to be collected in a database that is going to be updated regularly to permit a continuous development of the area. These information are also going to be valuable to outline the action plan to promote sustainable development in the area.

The report has the following structure. Chapter 2 briefly presents the objective of the WP3 and goes in depth into the goals of the WP3.2.1 and its role in the aforementioned work package. Chapter 3 depicts the materials and methods adopted to perform the WP3.2.1, and chapter 4 illustrates the features of the portal and thus provide all the information required to implement the portal and thus meet the objective of the WP3.2.1.

2. Objective

The WP3 has two main objectives. The first one is to create an ICT platform, or portal, that is going to include the main data related to small ports and the various stakeholders of the Adriatic basin. The second is to delineate, according to this information, a strategy to promote the sustainable development of the area. In particular, the WP3.1 aims at designing the portal and, therefore, define its structure, data requirement, features, and functionalities. The WP3.2 is then related to the implementation of the platform. A tender is going to be organised to choose the IT company that is going to take care of the development and set-up of the portal. The WP3.3 has the objective on outlining a sustainable development strategy for small-ports and the Adriatic basin. The information contained in the platform and the data collected from the WP4 and WP5 are going to provide the foundation of the strategic framework. Finally, the WP3.4 is the delivery of the aforementioned strategy. The main stakeholders of the Adriatic basin are going to be involved promote an adequate understanding of how to implement these action plan for sustainable development.

This document depicts the outcome of the activities of the WP3.2.1. Therefore, it is going to focus on the implementation of the FRAMESPORT portal. In particular, it is going to present the overall structure of the platform that the project partners agreed on and the methodological process that allowed creating its features and functionalities on a modular approach. These information are going to be used by the ICT company that is going to implement the portal because they represent how the platform is going to be structured and thus how it will work. A more schematic overview of the positioning of the present deliverable within the overall logic of WP3 is presented in the following figure.

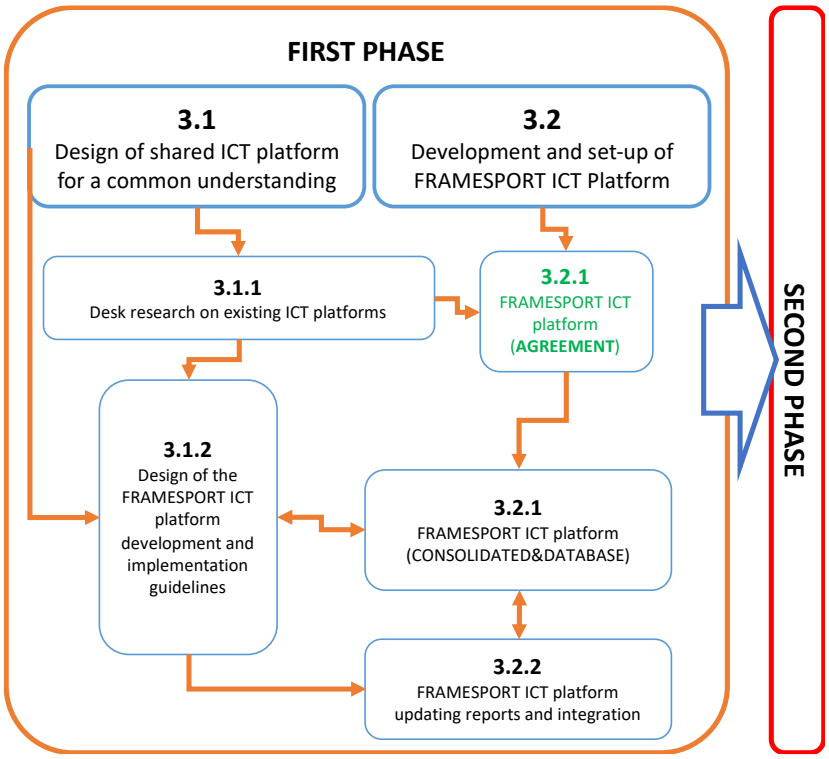

Figure 1. Overall structure of the WP3/Phase 1, positioning the present deliverable (in green)

The final objective is creating an efficient, useful, and appealing IT platform. The projects partners want to create a portal that would be useful to all the stakeholders involved in the project. Therefore, this platform has not only the aim of presenting the network of small ports and organizations of the Adriatic basin but also to support their sustainable development. Thus, sections to present the various small ports and local businesses/institutions were included as well as sections about best practices, performance monitoring and improvement, pilot project and their outcome, business continuity, and regulations. In this way, it was possible not only to create a platform were all the stakeholders of the Adriatic basin are adequately presented to the public and potential clients, but also an IT tool that could provide an efficient and effecting monitoring and improvement of the sustainable performances of these actors. This double objective was chosen to overcome the problem of a limited participation to the project by the various stakeholders of the area. Providing the opportunity to gain visibility and attract customers, together with the one of improving economic, social and environmental performances, was assumed to be an effective strategy to attract as many Italian and Croatian stakeholders as possible.

Achieving this double objective requires collecting an adequate amount of data and constantly update them. A desk research and literature review on small ports, marinas and their sustainable development provided a solid background to gather all the required information (see the Methodology section below). In relation to the portal's data update, two strategies are going to be adopted. The first one is establishing partnerships with associations that can provide updated data on a daily basis (e.g., weather forecast and potentially dangerous meteorological phenomenon). The second one is involving the various stakeholders that can interact with the platform. They have the opportunity, according to their role and related permissions, to update the information contained in the portal (D.3.2.1 – FRAMESPORT ICT Platform→PRIVATE AREA). In this way, the various actors are capable of maintaining the platform's data constantly updated. However, there is the issue related to the validity and reliability of these information. For this reason, a third part is going to take care of the data validation in order to guarantee that only trustworthy and updated information are going to be displayed in the portal (D.3.2.1 – FRAMESPORT ICT Platform→PRIVATE AREA→Third Party). In this manner, also sensible information, such as the one related to sustainable performance monitoring and best practices, are assured to be valid and reliable, and it is possible to prevent the risk of jeopardising the creation of an effective action plan to drive sustainable development due to the lack of trustworthy and transparent data.

Another aim of the platform is supporting the creation and implementation of pilot projects. The data contained in the platform are going to be fundamental to scope, perform and monitor these initiatives. Furthermore, there are going to be two sections in the portal dedicated to pilot project. The former is going to be publicly available and aims at presenting the various initiatives, their progress status and outcomes (D.3.2.1 – FRAMESPORT ICT Platform→PUBLIC AREA→About Us→Knowledge and Experience→Pilot Projects). In this way, all the people that interact with the portal can grasp the pragmatic approach of the FRAMESPORT project. The latter is going to be in the private section of the portal and has the objective of containing the tools for management and innovation of small ports that are going to be the output of the various pilots (D.3.2.1 – FRAMESPORT ICT Platform→PRIVATE AREA→Tools for management and innovation of small ports). These tools are providing a practical support to overcome some of the challenges related to the sustainable development of the Adriatic basin. Therefore, all the experiences, lesson learnt and tools related to the various pilot projects are going to be available to the stakeholders that need them. This fact is also going to be beneficial to the project partners that are going to have valuable data and know-how to delineate the strategy for the sustainable development of the area.

As we can understand from the previous paragraphs, the mission of the FRAMESPORT portal, and thus of the WP3.2.1, is becoming a fundamental tool to drive, in a proactive manner, the socio-

economic development of the Adriatic basin. In fact, local companies and institutions are going to be supported in promoting their activities, enhancing their performances, and becoming more sustainable, profitable, and attractive. In this way, it is also possible to create a network of small ports, businesses and institutions that is consistent, resilient, and sustainable and that can constitute a fundamental pillar of the Italian and Croatian economies.

The aforementioned mission of the portal is related to the second objective of the WP3, creating a strategic framework to drive the sustainable development of the Adriatic basin. In fact, the platform and the data contained in it are the backbone of this action plan. Therefore, an adequate implementation of the platform it is going to be fundamental to delineate an effective and efficient framework to move the Adriatic basin towards sustainability. For this reason, this document was created because it is going to drive the effective creation of the platform and the realization of the strategic plan for the socio-economic development of the Adriatic basin.

3. Methodology

This chapter is describing the methodology that was adopted to create the portal and delineate its structure and functionalities. These features are the one that the project partners have agreed on but they may be subject to changes. The following list is presenting the methodological steps that have been performed to achieve this objective.

- **Bibliography**: Literature review on small ports, ports and their sustainable development, and international standards related to ports sustainability performance measurement. Several papers and documents from international certification bodies have been identified and analysed. These inputs were very valuable to grasp how to develop a portal that could monitor and improve the sustainable performances of small ports and coastal businesses.
- **State-of the art**: Desktop analysis of about 60 portals related to small ports, coastal areas, maritime associations. International websites have been analysed with a focus on the Italian and Croatian ones. The portals identified were mainly related to small ports associations, relations between ports and policy makers, sea features, and tourist development. This research allowed understanding what is the state-of-the-art on IT platforms related to small ports.
- **Classification**: Identification of the common and most important themes of the aforementioned platforms and classification in relation to their objective, themes and information. The main categories that have been identified were services of small ports,

features of the coastal area, tourism development, relation with policy makers and sustainable development (see Figure 1). The classification allowed dividing the IT platforms according to their aim and, consequently, to understand what kind of information could potentially be presented in the portal.

- **Goal and scope**: Definition of the objective of the FRAMESPORT portal and the features displayed in it. In particular, the portal has the aim of presenting and sponsoring the various stakeholders of the Adriatic basin, supporting their sustainable performances improvement, favouring the sharing of best practices and know-how, facilitating the conformity with the regulations, and providing valuable info and tools to tourists and clients.
- **Characteristics and functionalities**: Extrapolation of the most relevant features that could be inserted in the FRAMESPORT portal according to the data obtained in the step 1, 2 and 3. It was decided to give the portal several functionalities. The first was to provide an overview of the FRAMESPORT project, its stakeholders and the latest update. Secondly, the portal has the aim of providing info about the territory describing not only the characteristics of the sea but also presenting the various businesses, institutions, events and cultural sites of the area. In addition, the platform has the objective of supporting touristic activities, thus a tool to plan the itinerary and booking the various structures was included. Finally, the portal has the goal of promoting the sustainable development of the Adriatic basin. Therefore, sections to promote the sharing of know-how among the various actors, to present the various pilot projects and their output, and to monitor and improve sustainable performances were included.
- **Data collection and update**: Delineation of a strategy to collect the data required by the platform and definition of a methodology to constantly update and maintain the portal. The desk research and literature review provided a great amount of data and potential sources of information. These references were used to delineate the data requirement and potential partnerships to obtain updated and trustworthy information.
- **Portal structure**: Creation of a model of the FRAMESPORT platform using the obtained data and features. This is the first draft of the portal which was presented both in a graphic and written way to provide a visual representation of the structure and an in-depth description of the various sections.
- **Feedback and improvement**: Involvement of the project partners in the definition of the final structure of the platform via a collection of their feedback. The structure of the portal was presented to the various project partners during a collective meeting, and afterwards about 20 comments from 4 partners were collected. This step allowed

improving the portal's structure according to their comments and suggestions coming from the various stakeholders. It was very valuable to understand the relevant sections and to obtains new ideas for improvement. The outcome of this step was the final structure of the portal.

- **Platform Agreement**: The final structure of the platform was presented to the project partners during a collective meeting at the end of December 2020. The project partners considered the platform as adequate to meet the project objectives and an agreement was established on its final structure.
- **Technical Report**: Create a document to provide to the IT company implements the portal. This report contains the data related to the platform and its features and functionalities to provide clear and efficient instructions on how to create the portal. The Croatian colleagues of the PFRI, thanks to their experience in organising tenders to select ICT companies, supported the creation of this report providing feedback to its draft.
- **Continuous Improvement**: The platform may be subject to changes and improvements during the implementation phase in order to make it more performant and user-friendly. These editing may be originated, among other things, by technical and or economical limitations, suggestions from the ICT company that will implement the platform, and the outcomes of pilot project.

4. Results

This chapter is presenting the features and functionalities of the FRAMESPORT ICT Platform. Therefore, it provides all the technical specifications that needs to be met in order to implement the platform in an adequate manner. In this way, it is possible to create a portal that is beneficial to all the stakeholders involved in the FRAMESPORT project and thus to meet the objective of the WP3.

D.3.2.1 – FRAMESPORT ICT Platform Agreement

This section illustrates the outcome of the WP3.2.1. In particular, it is going to depict the technical characteristics of the platform in order to provide clear and exhaustive data to the developer of the website. First the landing page of the portal is going to be presented followed by an explanation of how its public and private areas should work. Finally, it is highlighted the fact that the platform can be subject to changes while it is implemented because of the various technical and economical limitations that may arise.

LANDING PAGE

The landing page of the FRAMESPORT portal is composed of the title of the platform on top followed by a bar with the various sections of the portals (i.e., About us, Land and Sea, Plan your Trip and Forum). Underneath the bar, there is the Home page (see: PUBLIC AREA→Home) which is presenting the FRAMESPORT project, its news and a map of the Land and Sea. In addition, on the top right is going to be possible to choose between various languages (Croatian, English and Italian are must, other languages are nice to have) and there is going to be the "Log-in" button to access to the Private section. In fact, the portal is going to be composed of a public and private section. The former is accessible to everyone and is presenting the publicly available information. These information are related to:

- The FRAMESPORT project, its actors, pilots and achievements;
- The knowledge and experience, to facilitate the sharing of know-how and to promote the monitoring and improving of sustainable performances;
- The Adriatic basin, its geographical features, infrastructure, businesses, cultural sites and events;
- Touristic activities and a support to plan the itinerary and book the various structures.

On the other hand, the private area requires specific credentials to be accessed. This section of the portal allows the various stakeholders to edit the data contained in the portal related to them, and see additional sections and information that can bring benefit to their way of making business.
The public and private area, which the project partners agreed on, are going to be presented below. These two areas of the portal may still be subject to changes because of limitations and/or opportunities of improvement that may arise during the implementation phase.

PUBLIC AREA

This section is describing the public area. All the info presented in this section are publicly available. The figure below is representing the structure of the public area.

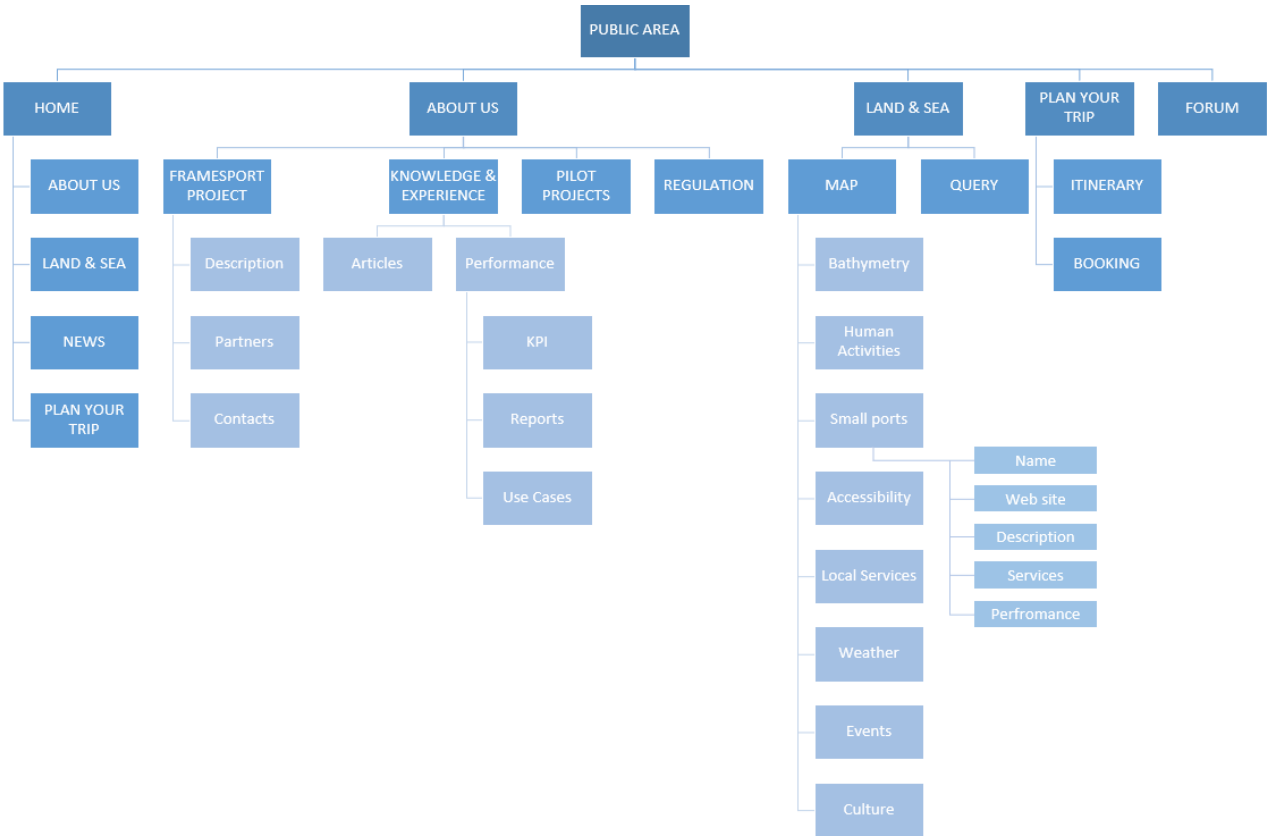

Figure 2. Structure of the Public Area the project partners agreed on

A description of the various sections of the portal and what they entail is provided below.

Home

The user of the portal is going to land on the Home page when opening the FRAMESPORT portal. This section is going to present three sections in the following sequence:

- **About Us**: that is containing a brief description of the FRAMESPORT project and its stakeholders, with a focus on the aim, history, mission of the project.
- **Land & Sea**: a map of the territory (see section Land & Sea below);
- **News**: the last information about the FRAMESPORT project and its initiatives.

About us

This section has the aim of presenting, in greater details, the FRAMESPORT project and the know-how that has been developed.

FRAMESPORT project

Description

Description of the aim, history, mission, of the FRAMESPORT project

Partners

List and short description of the various partners involved in the project

Contacts

List of the various contacts of the portal administrators. List and short description of the job vacancies, plus a link to the job vacancy and the application process.

Knowledge and experience

This section is containing all the know-how developed during the FRAMESPORT project. It is divided into the following sections:

Articles

This section is going to present all the articles that are telling a story regarding the Adriatic basin and the FRAMESPORT project. These articles are going to give a perspective of how people see this project and the stakeholders that are part of it.

Best practices

The best practices adopted by the various stakeholders are going to be included in this section in order to provide a valuable collection of the know-how (how to solve an issue, how to handle a certain situation, how to improve sustainable performances, how to improve customer satisfaction…).

Performances

This section is going to provide an overview of the performances of the Framesport projects, and the stakeholders involved in it. It is going to be divided in the following sub-sections:

- KPI: This sub-section displays the KPI used to monitor the performances of the Framesport projects and of the stakeholders involved in it. These KPI are going to monitor the economic, social and environmental performances of the various small ports and stakeholders. In this way, it is possible to define the areas of improvement and see how the performances developed through time.
- Reports: This sub-section presents the publications related to the performances (e.g., annual report and sustainability report)

- Use cases: This sub-section presents use cases that used the data contained in the portal for a valuable purpose (e.g., a study on how the performance of the small ports of a region have improved through time thanks to the data provided by the portal).

Pilot Projects

This section is containing the info about the various pilot projects (or pilots). It is going to be organised in two tiers. The former one is presenting the macro-themes of the various pilots. The projects are divided into macro-themes according to their features and purposes (i.e. Planning&Management, E&E aspects, T&K aspects, ICT&Services, Business Aspects). While the latter is the tier where the various pilots are presented. In particular, it is going to contain a brief description of the project, its expected and actual output, the work progress, and the experiences and know-how developed.

Regulations

Present the regulation that the various stakeholders need to follow and recommendations on how to conform to it.

Land and sea

This section is presenting the territory of the Adriatic basing. It is going to composed of two tools. The former is a map with different layers that gives to possibility to switch from one player to another and to show different data. The latter is a tool that allows to run queries and find specific data according to the one contained in the various layers of the map.

Map

The map of the territory is composed of different layers that presents the various features of the sea. It is possible to open multiple layers at the same time and see how the various data displayed are related to each other. The map is going to initially show the entire Adriatic basin with a satellite view, according to the layer(s) chosen various info are going to appear. There is the possibility to zoom and see the features of a specific location. The layers are presented below:

Small ports

This layer is a map with the location of the various small ports. Each port is going to be identified with a coloured dot. When the user clicks on the small port, the user gets access to its information that are showed on a window that is going to open on the side (Figure 3).

Figure 3 - Example of Small Ports layer of the Map

It is possible to select multiple small ports and compare their features. In this way, the customers can compare and choose the small port that best suits their needs and wants.
The windows of the various small ports are going to contain the following information:

- Name: of the small port;
- Web Site Link: to access to the website of the small port;
- Short Description: A section where the main info about the small port is going to be collected. It should be brief, and a limited number of characters should be given when people are filling it;
- Services: Kind of services and facilities offered by the small port (e.g., restaurant, pool, boat maintenance, charging station, gas station…). Figures and singes (see figure below) of the available services and facilities are going to be adopted to easily convey the performances and to allow a rapid comparison with the other ports. Some examples of services are provided in the table below.
- Performance: This section is going to provide a summary of a small port sustainability performances (economic, social, and environmental). Figures and singes are going to be adopted to easily convey the performances. The small ports that are taking part in the portal will receive a tool/module to calculate their sustainability performances. The

result of this evaluation is going to be presented in each website of the small ports. The results of the evaluation are going to be summarized and displayed on the portal in the way described above. This section is also going to be helpful in relation with the pilot projects because it allows to understand their impact on the sustainability performances of the small ports.

Table 1 - Examples of the symbols related to the Services

FAMILY OF SYMBOLS	SYMBOL NAME	SYMBOL	DESCRIPTION
Services for Navigation	Fuel station		Station where boats can be filled with fuel
	Charging station		Charging station for electric boats or their electric equipment
Services for People	Showers		Showers available for the customers
	Laundry		Laundry infrastructure and service
Territory	Touristic info		Info point for touristic purposes
	Restaurants		Restaurant available at the small port

Bathymetry

Layer with info about the seabed and depth. It is very useful for navigating in the area. It is going to be possible to zoom on a specific site and see the relative seabed features. The figure below depicts this layer.

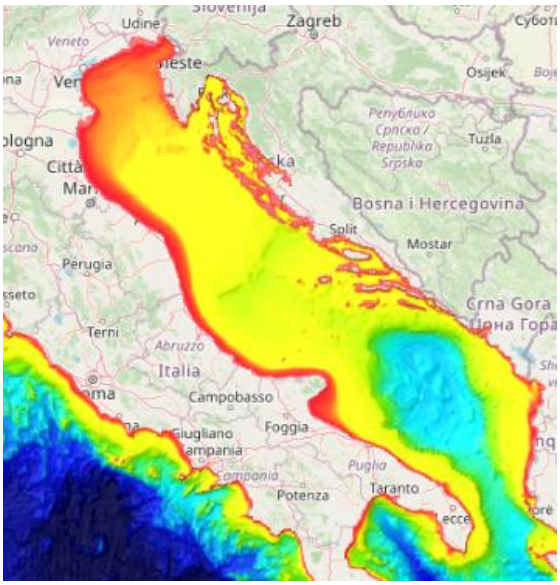

Figure 4 - Example of Bathymetry layer of the Map

Human Activities

Layer with info about the human activities in the area (e.g., fishing areas, drilling platforms, protected areas…). Each coloured dot is going to open a small window with a brief information about the human activity. See figure below for an example.

Figure 5 - Example of Human Activities layer of the Map

Accessibility

The map layer that is going to show the roads, highways, railways, airports, car rental/sharing … of the area around the small port. Therefore, all the information that can be useful to travel around the area are going to be depicted by this layer. It is going to be similar with the classic view of google maps where all the streets and relative names are shown. It would be nice to have a sign for the various infrastructures (e.g., a plane for the airport, a train for the train station, a pump for a gasoline station…) to make them easier to find.

Local companies

Layer with a presentation of the local companies (e.g., restaurants, bars, sport clubs, associations, car rental…) in the area using coloured dots. If you click on one dot, the name, website, and a brief description of the local company is going to be shown.

Weather

Layer with information about the weather of the area (e.g., precipitation, temperature, pressure, wind, waves). This layer and the related data should also be used to prevent damage due to strong weather events.

Events

Layers with the events that are happening in the area using coloured dots. When the user clicks on one dot, the name, website and a brief description of the event is going to be shown. There is going to be a focus on evets and initiatives related to sustainability.

Culture

Layer that depicts places and associations related to our cultural and historical heritage. These cultural ares are presented with coloured dots, when the user clicks on one dot, the name, website and a brief description of the cultural site is going to be shown.

Itinerary

The itinerary tool (see section) could be a layer of the map. In this way, the users of the platform can find, for instance, a place they want to visit or an event they want to attend and insert it directly in the itinerary. However, this feature can be constrained by technical barriers. Its feasibility needs to be assessed with the IT company that is going to implement the portal.

Query

Tool to create queries and find specific information about the sea features within a certain area or boundaries. The kind of data are the same of the one used in the aforementioned layers of the map. Therefore, the query tool allows to navigate into the data contained in the various layers and find a single or a group of information according to its needs.

Plan your trip

Booking

In this section is going to be possible to book the various structures of the Adriatic basin. There is a pilot project about this matter and its outcome is going to be valuable to define how to manage this section. The pilot may suggest creating a FRAMESPORT booking platform and therefore there may be the need to implement it. However, this pilot project can also show that it is better to cooperate with an external company that is expert in providing booking services (e.g., Expedia, Trivago) or that it may be sufficient to provide the websites of the various structures that the customers want to book. Consequently, the IT company should provide flexibility to implement this section at a later stage.

In addition, the Booking section shall work in close relation with the Itinerary section. In this way, it is possible to book the various structures while planning the itinerary. Also, this aspect of the portal needs to be defined later on via fining the right trade-off between the outcome of the pilot project on booking and the possible technical limitation.

Itinerary

This is a tool to support customers in planning their routes. It is going to use the same info contained in the other layers of the map. This tool can work in three ways. The first is that the customer choses its own route and places to visit. The tool is going to optimise the journey by assessing the best (considering the shortest route and therefore the one with the overall best environmental performances) route. It is also going to calculate the emission and fuel consumption for a certain itinerary. It is also going to calculate the safety of the itinerary according to weather conditions. The second way suits the customers that do not know where to go. This tool is going to provide hints and suggestions about the itinerary according to the preferences of the customers (e.g., specific places, finishing, sightseeing, relaxing, events). Based on the input (preferences) the tool is going to calculate a possible route and suggest places to visit according to the interests of the customer. The third way is a mix of the two, where the customer can choose a part of the route and let the tool suggesting the other. In this way, it is possible to support clients in creating a better, safer and more sustainable journey.

This itinerary planning tool is of added value to customers and can become an important strength of the FRAMESPORT portal. However, there may be technical limitations to the implementation of instrument. Consequently, the features of this tool can vary according to the potential limitations and suggestions from the IT company that is going to implement the portal.

Another important aspect to consider is how to integrate this tool with the other layers. It would be nice to have a tool that is related and can interact with the other layers (e.g., a customer likes a certain event, seen in the event layer, and can add it to the itinerary). This interaction may not be possible, and the Itinerary layer may need to be on its own or another way to manage it should be developed. Therefore, the suggestions from the IT company once again are going to be valuable to handle this challenge.

Forum (nice to have)

A forum where all the stakeholders can express their opinion about the experiences in the area. There is the need to find a moderator to prevent inappropriate behaviour from the users. This is a nice to have section so it can be excluded if not necessary or difficult to manage.

PRIVATE AREA

The portal is also going to have a private section where the various users can access with their credentials. The various actors can edit different sections in order to update them. According to the kind of stakeholder that is going to access to the portal, different kind of actions are going to be possible and different sections are going to be visible. The part below is going to present the authorisation of the various stakeholders.

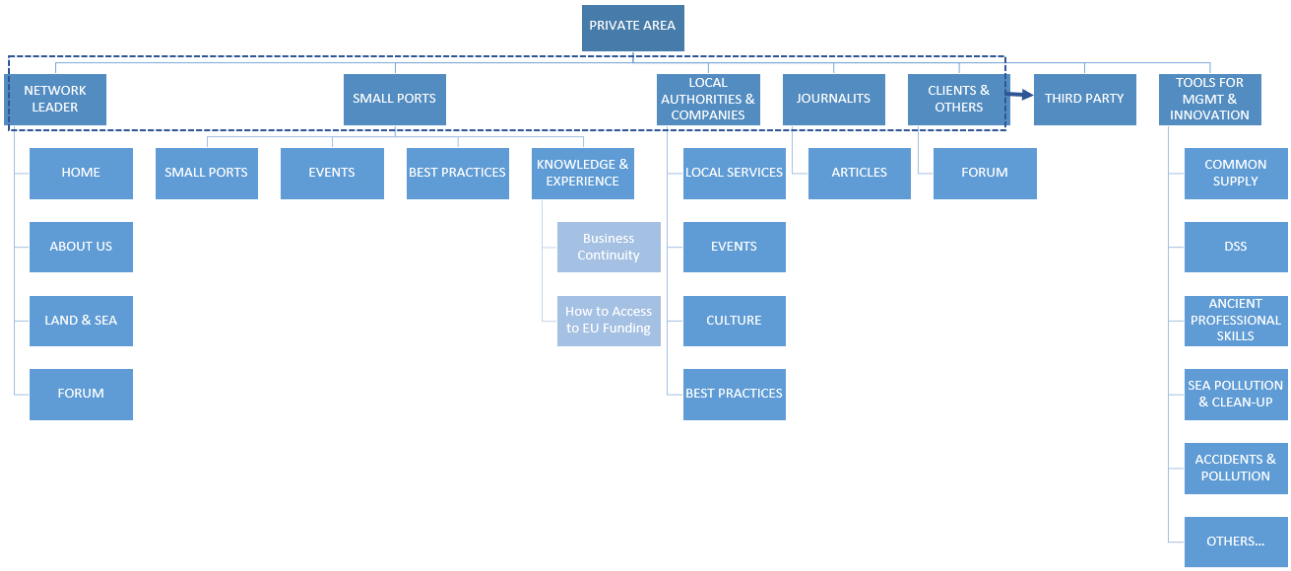

Figure 6 -Structure of the Private Area the project partners agreed on

Network leader

Can see and edit all the information in the portal (i.e., the various sections of the Home, About us, Land and Sea, Plan Your Trip, Forum). The network leader has not been defined yet. The next chapter is going to provide a SWOT analysis to present the pros and cons of the two alternatives (See Annex).

Small ports

The small ports can interact with the section related to their own small port (small port), and with other sections such as Events, Articles & Best practices, Knowledge & Experience. In addition, they can see other two sections. The first is about Business Continuity, which provides general suggestions and actions plans to overcome current challenges such as climate change, Covid-19 pandemic, strong and dangerous meteorological phenomenon. The data about Business Continuity are going to be general and applicable to the various actors. If a small port wants something specific for their circumstance, they need to ask for an ad hoc consultancy service and pay for it. The second section is How to Access to European Funding. This section is a NICE TO HAVE and it is going to include all the info to get funding from the EU.

Local authorities and companies

These stakeholders can see and edit info related to Local companies, Events, Culture.

Journalists

Can publish an article about related to the FRAMESPORT project, its focal area and stakeholders and upload it in the Articles section.

Clients and other stakeholders

All people can log-in and express their point of view, experiences…in the Forum.

Third party

There is going to be a third party that is going to take care of the data validation. This is a crucial task because it allows to provide only reliable and valid data in the portal. The third party checks the validity and reliability of the info and data provided by the various stakeholders. Without validation is not possible to edit and update the portal's information.

The third party needs to be unrelated to the other businesses and institutions involved in the FRAMESPORT project. It needs to be neutral, transparent, and truthful, therefore it shall not try to take advantage of the project and to favour the fraudulent activities of certain companies. For these reasons, the third party needs to be chosen carefully involving all the project partners in the decision-making process.

Tools for management & innovation of small ports

This section of the private area is going to be seen by the small ports (and potentially other stakeholders if needed) and it is going to contain all the tools that have been created as an output of the various pilot projects. These tools can be used to improve certain aspects and performances of small ports. The sections below are presenting some of the potential tools that are going to be created via the outcome of the various pilot projects:

- Common supply

  This is a strategy to manage all the supply of a certain kind of stakeholder. It is going to be very valuable to create a supply system that is cheaper and more efficient, sustainable, and effective. This is still not a pilot project, but it could become one not only because it can provide a valuable outcome but also because it may be the driver to keep the platform working in the future. This common supply system, in fact, can become the future way the stakeholders of the Adriatic basin are supplying their materials, thus keeping the portal alive and working.

- DSS

It is an ICT tool containing info about an action plan to improve the management of small ports. The data on best practices and performances are going to be very useful to create this tool.

- Ancient Professional Skills
  It is a tool containing info about how to provide new and better knowledge to the ship crew and craftsman in relation to historical ships.

- Sea Pollution and Clean-up
  It is a tool that allows to develop a methodology, instruments, and technologies to collect floating waste from the sea and monitor the level of water pollutants. The data related to water pollution could be potentially used to create a new layer in the Land and Sea section.

- Accidents & Pollution
  It is the tool to forecast and prevent pollutants dispersion in the sea caused by an accident.

- Others
  Other tools derived from pilot projects.

CHANGES TO THE FRAMESPORT PLATFORM'S STRUCTURE AND FUNCTIONALITIES.

As explained in the sections above, this is the structure of the portal that the project partners agreed on. However, it is not definitive and may still be changed.
The various sections of the portal, their features and functionalities may be subject to limitations and/or future developments. These may be related to technical and/or economical constrains that may arise or from the need of making the platform's structure more agile and user-friendly. Therefore, it is essential to maintain a certain degree of flexibility in order to be able to edit certain characteristics of the platform in an effective and efficient manner.
Furthermore, the pilot projects and their outcome can delineate changes in certain sections of the FRAMESPORT platform. Therefore, a certain degree of flexibility needs to be guaranteed to implement the potential editing in the future. For instance, the way the Booking section is going to be managed depends on the outcomes of the related pilot project and therefore it needs to be realised later on.

5. Conclusion

This report is highlighting the overall objective of the FRAMESPORT project with a focus on the WP3 and on how the work package, and in particular the activity WP3.2.1, have been realised in order to meet their aims. The emphasis is therefore placed on the features and functionalities of the FRAMESPORT ICT Platform in order to provide clear, precise and exhaustive instructions to the ICT company that is implementing the website.

The landing page, and the public and private areas of the portal have been described in detail focusing on how they shall work and look like. These directions are fundamental to make the ICT company understand the structure of the portal and its functionalities, but they do not constitute the final version of the platform. Changes, improvements, and optimisations may be applied during the implementation phase because of the technical and/or economical limitations that may arise or because of the need of making the platform more agile and easy to use.

Consequently, there is going to be a constant interaction and cooperation between the ICT company and the project partners involved in the WP3. In this way, it is possible to assure the platform is going to meet its objectives and basic functionalities in accordance with the limitations or opportunities of improvements that may arise during the implementation phase. This collaboration and teamwork will assure the creation of the best version of the platform, and so to create a tool that can be useful to all the stakeholders involved and that can concretely support the sustainable development of the Adriatic basin.