

# Regional report on best practices in Zadar County

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## 1. Best practices of small ports

 	<h3>BEST PRACTICE REPORT FORM</h3>
<p><b>Best practice title: Communal and nautical ports under County Port Authority of Zadar</b></p>	
<p><b>Best practice title</b>          The port area of the port managed by the County Port Authority of Zadar includes all ports pools, anchorages and moorings within the port area. Ports under its authority are ports open to public traffic of county importance and ports open to public transport of local importance. Among those ports open to public transport of local importance there are 18 nautical berths and 90 communal ports. This makes the CPA Zadar the largest county port authority in terms of the number of ports it manages.</p> <p>Zadar County consists of 113 ports of local and county significance ranging from ports in city centre, anchorage berths, buoys, berths in autocamps as well as ferry ports. Each port has a individual value which contributes the ultimate goal of providing and serving of nautical users while trying to maximize the offer and services.</p> <p><b>Give an overview about who it is intended for</b>          Maritime transport of passengers and vehicles.</p> <p><b>Recommend how it can be advanced (Improved)</b>          The objective of the project is to achieve 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.</p> <p>A key feature of the development of the port concept is the promotion not only of maritime transport, but also of the integration of sea transport with land transport modes in the form of intermodal maritime-based corridors. The maritime routes of the intermodal corridors in many cases provide a viable alternative to inland routes and road routes in particular.</p> <p>The revitalization of the railway, which used to be the main connection for overseas cargos in the past decades, the construction of the new container terminal and fishing port, the extension of nautical port capacities, with the integration of all the elements of the system as a whole, will enable the port to achieve an exceptional competitiveness as well as the complexity of the supply on the market and an even development of the entire system.</p>	

**Please explain potential transferability in region**

Regarding the durability and transferability, the Master Plan will classify ports at county and local level as 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.