COMMUNAL DOCK CONSTRUCTION - PREREQUISITE FOR NAUTICAL TOURISM DEVELOPMENT

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ABSTRACT

Defining the role of water potential in Sisak presupposes recognition of the state in this area, determine the degree of correlation of the population with water potential, needs and habits of the population associated with the water component as one of the key economic segments within the definition of sustainable development and exploitation of water potential supported on a redefinition of the river orientation. An interdisciplinary approach of this paper discusses the role of the river orientation and water resources of Sisak in the context of the city and the regional and global environment. In accordance with the development plans of the Croatian Government to encourage the growth of integrated tourist destination, this work also aims to explore the potential for sustainable development of nautical tourism on inland waters in Croatia. Expected results of the study is to determine proposals and guidelines for the development of nautical tourism in Croatian inland waters.

KEYWORDS: development guidelines, nautical tourism, development

INTRODUCTION

The Republic of Croatia due to its extremely favorable traffic and geographical position, has characteristics and possibilities for road, rail, maritime, air, and for inland waterways in accordance with the development plans of the Croatian Government to promote integrated tourism growth, this paper is focused on exploring the potential for sustainable development of nautical tourism on the inland waterways of the Republic of Croatia.

FUNCTIONAL CRITERIA FOR CONSTRUCTION OF COMMUNAL DOCK

Communal dock will facilitate safe mooring, anchoring, embarkation and disembarkation of passengers, electricity and drinking water supply to cruise ships and sport boats. (according to Article 15 Regulation on inland wharfs, Official Gazette 134/06).

Communal dock must satisfy:

- wharfs whose size meet specific designated wharf purpose and type of vessels berthing,
- information panel along with basic data regarding the wharf,
- objects regarding navigation safety set in accordance with marking schedule,
- equipment for vessel rigging in/from water,
- terminal for electricity and water supplying of vessels,
- arranged and illuminated access paths if it is used at night.

Communal dock will provide mooring to 206 vessels, their longer stay on berth which includes security and watchkeeping. Additionally there is a possibility of vessel and engine maintenance at nearby (approx. 3.5 kilometers) shipyard on the Sava river in Sisak.

VIEWS AND OPINIONS ON THE RIVER ORIENTATION AND THE IMPORTANCE OF WATER ACTIVITIES

432 or 94.11% of the respondents considered the construction of the communal dock required, 208 respondents indicated one or more proposals for the site (river Kupa, left bank of the old bridge near the station; river Kupa, right bank - Pagorec; river Kupa, left bank of the old bridge; river Kupa, right bank - Zibel; river Kupa, left bank near the warehouses). Opinion of the harbour master's office in Sisak proposed two locations:

1. along the right bank of the Kupa river, River Kupa, left bank of the old bridge near the station.
2. along the left bank of the Kupa river, River Kupa, left bank of the old bridge (downstream of Old Bridge).

Results indicate that respondents were extremely focused on river city orientation in economic and other segments that the activities in this field must be intensified. Sisak economy would thus be opened up for prospects for the affirmation of new activities (from manufacturing to services) and employment opportunities.

GUIDELINES FOR DEVELOPMENT OF NAUTICAL TOURISM IN CROATIA

Authors define development potential of nautical tourism on inland waterways through following three stages:

1. Development of SWOT analysis of development potential of nautical tourism in the Croatian inland waters,
2. Establish framework for sustainable development on the Croatian inland navigation transport policies
3. Reference model for the development of nautical tourism based on existing relevant models in Europe

CONCLUSION

Despite its great tourism potential, rivers and lakes in Croatia so far received nearly enough support at the national level as coastal tourism and nature parks. Hence the affirmation of water orientation of Sisak and the region is in question. It is possible to state that Sisak, once the fourth industrial center in Croatia, could become a recognizable nautical centre, a basis for future economic and tourist development. The research results show that it is crucial in this area the internationalization of the water transportation and economic evaluation of river Kupa through the protection of ecosystems, communal dock construction and other facilities can offer new content. It is crucial in the design of the water component, education of all groups of the population regarding the importance of rivers. Based on the research results it is possible to make an intervention program of activities for the reaffirmation of river Kupa. In this sense, the program of development of Sisak Port Authority following strategic objectives of the Croatian Government and the needs of the local community development activities to determine the port area, the construction of slipways for boats on the river Sava in Sisak, construction of communal dock, commercialization of port activities and integration of rivers in the everyday life of citizens.

REFERENCES

[Provide a list of references if available]