Characterization of the infrastructures for recreational nautical activities in Portugal

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ABSTRACT

The leisure sector, which was created in the second half of the 20th century, takes advantage of the infrastructure built to support pleasure craft. In Portugal, this major development wasn’t observed until the 1970’s. The nautical sector has proven to be increasingly complex, both in terms of territorial coverage and in diversification of associated activities. Ranging from the more traditional activities, like sport fishing and shipbuilding, to the tourism growth, this sector has been contributing as an alternative to the promotion of economic activities and to the practice of leisure sports. These factors have been causing significant changes in the role played by marinas in the regional port system, leading to a functional specialization of the infrastructures, facilities and equipment.

The main objective of this study is to characterize the infrastructures built for sport and pleasure navigation in Portugal and its articulation with the coastal planning policies. In addition, it aims to assess in which way these infrastructures altered the riverfronts. The Cascais and Portimão marinas were chosen as case studies for the application of the proposed methodology by means of descriptive and comparative analysis of interviews to the marina administration and municipality experts.

Marinas have been assuming their role in the promotion of the cities of Cascais and Portimão by increasing the quality of life, responding to the increasing demand of the public and enabling the practice of nautical tourism, leisure and sport activities.

Keywords: Port infrastructures | Recreational nautical | Marinas | Riverside areas

1. INTRODUCTION

The globalization phenomenon has created new demands for the modernization of port facilities which have undergone several transformations over the years. These operations have reaved themselves as an important instrument for renewal and urban progress of port cities. The development of urban operations on the waterfront had a significant impact in the dynamic between city and port, which is reflected in the competitiveness of port cities, and in the economic and social regeneration of these areas (Sousa & Fernandes, 2012).

In this process of transformation of the territory, tourism triggered a development of the region revealing a new perspective on the sea, which can be seen through the use of coastal areas (CCDR - Algarve, 2008).

As a matter of fact, the construction of infrastructures for pleasure navigation aims to be an important improvement for the economic and social development of the regions, with a particular emphasis on the diversification of the tourism offer. In addition, this kind of infrastructures allows the promotion of nautical sports, boosts the commercial activities and the naval industry, and creates new jobs in the area in particular for former fishermen (Teixeira & Valle, 1994).

The development of supporting infrastructure for recreational boating was first seen in Lisbon between the 40s and the 60s with the adaptation of older commercial docs (Belém, Pedrouços and Santo Amaro), although the major developments only occurred in the late 80s. The construction of Vilamoura marina took place in the 70s making it the...
The hinterland-port-foreland concept accentuates the harbor dynamics regarding the link between maritime and terrestrial component (Caldeirinha, 2014). According to the same author, and taking into account the current expansion of global trade, there was a demand for greater efficiency in ports leading to increased competition between harbors and raising concerns about the factors that affect their performance.

Regarding the maritime and land characteristics of the port site, it is possible to differentiate two main types of location according to their specific features: seaports (Figure 1) and mainland ports (Figure 2) (Sousa, 2004).

Seaports have direct access to the sea and try to take advantage of the local geographical feature. The creation of shelter conditions, maneuvering and mooring of vessels sometimes requires the construction of outer breakwaters protections whose size and orientation depend on the conditions of the sea waves, the wind regime and the seabed.

Mainland ports are linked to a major river that is often serving a vast hinterland. Taking into account their shelter conditions, these mainland ports do not always require large protection construction and most of the times facilitate the creation of embankments. The major problems are environmental due to the high sensitivity of the estuary areas and the costs and impacts of dredging for the opening and maintenance of navigation channels.
4. NAUTICAL SECTOR IN PORTUGAL

Portugal (with approximately 2830 km of shore and 620 km$^2$ of inner basins) is on a privileged geographical position and also has privileged navigation conditions (Associação para o Conhecimento e Economia do Mar, 2009).

However, notwithstanding the recent evolution leading to a remarkable growth of the number of mooring berths (Figure 3), the current offer in the national level is still relatively limited considering the great potential for development (Grupo de trabalho da náutica de Recreio, 2012).

The construction of infrastructures for pleasure navigation as well as the creation of high performance centers for sports practices requires adjustments through the implementation of fixed and removable dock fingers access, depth beacons, surveillance and security systems (Entidade Regional de Turismo do Alentejo e Ribatejo, 2015).

Portugal has a set of facilities (Figure 4) like marinas, harbours and docks as well as support equipment to nautical activities such as high-performance centers, nautical centers and surf camps.

In 2014, Portugal had 30 marinas, 15 harbours and 6 recreational docks totaling 13,785 mooring berth (Table 1).

![Figure 3 - Evolution of the number of moorings berths in Continental Portugal (adapted from Cabral, 2007).](image)

![Figure 4 - Marinas and recreational harbours on the Portuguese coast (adapted from THR, 2006).](image)

In terms of regional distribution of marinas and craft harbours there is a high number of berth moorings in Algarve and Lisbon. Alentejo has the lowest offer both in terms of the number of facilities as in the number of available moorings. The North and Centre regions, despite having a significant number of marinas and harbours, also have a lower number of moorings which is reflected in the size of these infrastructures.

<table>
<thead>
<tr>
<th>Regions</th>
<th>Marinas</th>
<th>Recreational Harbours</th>
<th>Recreational Docks</th>
<th>Mooring Berths</th>
<th>Blue Flag</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>7</td>
<td>1</td>
<td>0</td>
<td>1555</td>
<td>0</td>
</tr>
<tr>
<td>Centre</td>
<td>3</td>
<td>5</td>
<td>0</td>
<td>1556</td>
<td>0</td>
</tr>
<tr>
<td>Lisbon</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>3208</td>
<td>2</td>
</tr>
<tr>
<td>Alentejo</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>454</td>
<td>3</td>
</tr>
<tr>
<td>Algarve</td>
<td>4</td>
<td>5</td>
<td>1</td>
<td>3797</td>
<td>4</td>
</tr>
<tr>
<td>Madeira</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>1260</td>
<td>2</td>
</tr>
<tr>
<td>Azores</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>1955</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>30</td>
<td>15</td>
<td>6</td>
<td>13785</td>
<td>17</td>
</tr>
</tbody>
</table>

Table 1 - Number of marinas, harbours, docks and mooring berths registered in Portugal and Blue Flag certified to marinas in 2014.

Projeto Portugal Náutico, 2015
5. CASE STUDIES

The construction of a recreational marina in Cascais and Portimão has contributed to changes in the riverside where they are located creating a framework that acts as local representative brand. In these cases the urban setting was framed in order to allow cultural preservation and the articulation between the urban area and the ocean.

The choice of these two marinas as case studies lies in the fact that they have different specific characteristics and deployment conditions due to their location. In addition, Cascais marina is a known example of a seaport, unlike Portimão marina that is integrated in the Portimão port in the estuary of Arade River. The location of the marinas was also a strong motivator in the selection of the case studies due to the nearness to the capital and integration in the urban space (Cascais) and to its tourist affinity of Algarve and integration in a port with commercial, fishing and recreational functionalities (Portimão).

5.1. Cascais marina

Cascais marina is located in the south of the city near the Cidadela walls. Geographically its limits are: the ocean in the south and east; the Marginal Avenue in the north; and Ribeira dos Mochos in the west (Figure 5).

Figure 5 - Aerial view of the Cascais Marina (Google Maps, 2016a).

This marina is considered a base infrastructure for the municipality of Cascais, not only because it lead to the renewal of the surrounding area, but also because it is established as a recreational space for sport and support for nautical activities. It is composed of a land and wet area and plays an important role in providing support to navigation, shelter for recreational boats and the offer of various infrastructures and services. Amongst others services, the marina hosts a plethora of socio-cultural events, offers a heliport, commercial and food spaces and parking lots. The construction of the marina was completed in August of 1999.

The Decree-Law no. 335/91, of 7 September followed by the Decree-Law no. 14/94, of 20 January regulated the concession for the construction and the operation of the Cascais marina. The mentioned diploma was based in three main objectives: the exploitation of the touristic potential of the area, the development of sports and nautical tourism, and the development of better shelter conditions for the local fishing fleet.

The marina has two physically integrated areas that are strictly connected to their usage:

- **Wet Area**: consists on the set of all car docks, temporary and permanent berths, awaiting berths, supply dock, service pier, tidal grid, ramps and any areas for the exclusive use of vessels;
- **Land Area**: consists on the set of buildings, shopping areas, service areas, common areas, streets and parking lots.

In the case of Cascais marina it was necessary to build a breakwater whose design had to respect the implementation constraints and also ensure a good local integration (Figures 6 and 7).

Figure 6 - Execution of the embankments (OBRECOL, 2012).

Figure 7 - Execution of the mooring berths (OBRECOL, 2012).

The Cascais Marina provides 650 mooring berths with lengths up to 36 meters aiming for small and large pleasure boats.

5.1.1. Discussion of results

The results obtained through the interviews carried among the marina and municipality experts allowed the identification of convergent and divergent perspectives, which were then categorized. As it can be seen in Table 2, the perspective of these entities converges in six categories.
Table 2 - Comparative analysis of the interviews considering the convergent categories related to the Cascais marina.

<table>
<thead>
<tr>
<th>Convergent Categories</th>
<th>Cascais Marina</th>
<th>Municipality of Cascais</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contribution of the marina to the requalification and attractiveness of the city</td>
<td>“There are many tourists who come to Cascais not only to visit the village but also to visit the marina and watch the boats”</td>
<td>Grade 5</td>
</tr>
<tr>
<td>Contribution of the marina to the fight against seasonality in the search for a region/city</td>
<td>“The location of the Cascais marina is very favourable, making it a passage area for dozens of recreational crafts per week”</td>
<td>“Contrary to Algarve, Cascais does not experience a marked seasonality, but the marina served to ensure a fair tourism demand throughout the 12 months”</td>
</tr>
<tr>
<td>Compatibility between the way the marina operates and the local fishing activities</td>
<td>“The marina gave permission for the fishing boats to be anchored in the bay. This situation was not possible before because the shelter created by the breakwater didn’t exist”</td>
<td>“The fishermen community appraises it”</td>
</tr>
<tr>
<td>Compatibility between the way the marina operates and the nautical sports</td>
<td>“The operation of the marina as a recreational infrastructure doesn’t interfere with the practice of sport activities”</td>
<td>“It even allowed for the improvement of those activities in association with Clube Naval de Cascais that has its headquarters in the marina”</td>
</tr>
<tr>
<td>Opening of the marina to the public allowing access and utilization of the public areas</td>
<td>Grade 5 “They have no limitations regarding its entrance and have easy accessibility”</td>
<td>Grade 5 “Easy/open access”</td>
</tr>
<tr>
<td>Accomplishment of the strategic role for which the marina was built</td>
<td>“The marina meets the strategic criteria for which it was planned”</td>
<td>“The marina meets the strategic criteria for which it was planned”</td>
</tr>
</tbody>
</table>

After analysing the perspectives of both entities it is clear that the answers in these categories converge, considering that the issues raised are similar.

According to the experts, the Cascais marina contributed significantly to the requalification and attractiveness of the city by creating compromising conditions between the local fishing activities and water sports and by fighting the seasonality of the city.

The marina focuses on quality tourism, playing an important role in socioeconomic development. On the other hand, the marina contributes to the competitiveness of the county by strengthening its position in the regional and national context. In addition, the marina also contributes to the dynamism of economic activities and establishment of services associated with tourism.

Making a parallelism between the marina and the tourism having the accommodation capacity in this region into account, we can notice that this territory under direct and indirect influence of coastal tourism has similar offers within the maritime tourism.

These factors are crucial for the continuity of recreational nautical activities throughout the entire year, which is a positive aspect.

Likewise the diversity and number of events organized by the municipality contributes to the development of dynamic nautical and sporting competitions, and therefore strengthening the positioning and projection of tourism in Cascais.

With respect to the strategic role accomplishment for which the marina was built, the perception among both entities was proven to be consistent.

As it can be seen in the Table 3 the perspective of the entities diverges in six categories. Through the analysis of the perspectives of both entities it is noticeable that some of the answers in these categories diverge, not necessarily due to clear disagreement, but related to a different standing point.
Table 3 - Comparative analysis of the interviews considering the divergent categories related to the Cascais marina.

<table>
<thead>
<tr>
<th>Divergent Categories</th>
<th>Cascais Marina</th>
<th>Municipality of Cascais</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contribution of the presence of the marina for the revival of the economic and social activities</td>
<td>Grade 3 “Mainly in the restaurants nearby”</td>
<td>“The nautical sports sector had a major upgrade in quality due to the big events that would bring thousands of tourists from numerous countries to the country and Cascais. It strengthened our hotels and restaurants”</td>
</tr>
<tr>
<td>Adequacy of the number of moorings berths to the demand</td>
<td>“It would be better if we were to reformulate the wet area”</td>
<td>“The capacity of the Cascais marina satisfies the demand”</td>
</tr>
<tr>
<td>Need for the expansion of the marina justified by the demand</td>
<td>“Not in the next years since we live in a difficult economic situation”</td>
<td>“Taking into account the dynamic of the last years, both in the number of events and on the level of demand, we have reasons to believe that growth will take place”</td>
</tr>
<tr>
<td>Contribution of the existence of the marina to the amplification of goods and services related to tourism</td>
<td>“Not in a significant manner”</td>
<td>“The number of hotels in the municipality meets the demand”</td>
</tr>
<tr>
<td>Contribution of the existence of the marina to the stimulation of the real estate market</td>
<td>“It must have had but very mild, since the marina is dislocated from the rest of the city”</td>
<td>“There are some people that bought real estate in the municipality because they owned a boat in the marina”</td>
</tr>
<tr>
<td>Dislike surrounding the construction of the marina</td>
<td>“People tend to not trust the unknown, what is new”</td>
<td>“Not at all”</td>
</tr>
</tbody>
</table>

From the municipality point of view there has been a revival of the economic and social activities, an amplification of goods and services related to tourism and an encouragement of the real estate market promoted by the presence of the marina allowing for a consequent incentive of the municipality itself. Those dynamics were easily observed by the municipality, taking into account the valorization and affirmation of the city as an integrated leisure tourism center, namely through the marina.

On the marina analysis scale, the perception is not as clear, except in its immediate surroundings, since it is not close enough to the urban center in terms of geography and affairs. Therefore, the marina will not have such a broad view of the impacts on the building of housing, commercial infrastructures or services directly or indirectly associated with the nautical sector in the county.

In what the wet area planning is concerned, changes in fleet operations and possible expansion needs, the marina evokes adequacy at the level of supply that the municipality does not perceive.

Since the Cascais marina is assumed to be a place of passage it is fundamental to collect and analyze information about the needs of the visiting sailor. These aspects become primordial in order to ensure a longer stay with a greater extension of services, or to support an extensive journey with a higher intensification of services.

Regarding possible disapproval among the population caused by the construction of the marina the entities are dissonant in its perception. The marina considers that the population had some concerns about the construction and implementation of the marina, whereas the municipality thinks otherwise.
5.2. Portimão marina

The marina in study is located on the right bank of the mouth of the River Arade estuary, framed by Santa Catarina and São João forts, on the edge of the basin created by the outer breakwaters of the Portimão port (Figure 8).

![Figure 8 – Aerial view of the Portimão marina (Google Maps, 2016b).](image)

This marina is seen as a fundamental project for the municipality of Portimão not only because it lead to the renewal of the riverside area but also because it works as a recreational space for sports and nautical activities. It is composed by a land and wet area, and its main functions are to support navigation, as a shelter for recreational boats and the offer of various infrastructures and services. The terrestrial facilities include, in addition to the support and administrative buildings, areas for trade, catering, apartments and an aparthotel, and a swimming pool. The construction of the marina finished in 2000.

The Decree-Law no. 226/95, of 8 Setember regulated the concession that included both the construction and the operation of the Portimão marina. According to the mentioned diploma, the estuary of the River Arade had excellent natural conditions for the implementation of a recreational infrastructure.

The construction of an infrastructure with a design that creates the characteristics of a marina followed the general guidelines of the Regional Plan for Territorial Planning in the Algarve, the Municipal Master Plan of Portimão and also the General Plan of the Port of Portimão. These guidelines are part of a policy of support and encouragement of the production of projects aiming at strengthening the competitiveness of the Algarve tourist sector.

Hereby, the main objectives of the project were the diversification of the tourism offer associated with recreational boating, contributing to the valorization of the entire surrounding urban area by assuring the upgrade of the quality of the tourism standard in the area.

The Portimão marina is incorporated in a concession area of about 25 hectares and comprises two distinct zones: the zone of aquatic parking and the land zone.

The wet area of the marina is divided into two basins with a total capacity for 620 vessels and lengths up to 50 meters.

The mooring areas are protected by traditional marginal piers and floating breakwaters.

The execution of the maritime works took place from 1998 to 2000 and involved dredging and excavation (Figure 9) in order to design two basins with wet areas of 53000 m² (North) and 43000 m² (South). The dredged sands were used in the landfills of the work and the rest were used for beaches nourishment.

![Figure 9 - Execution of the embankments (Marina de Portimão, 2015).](image)  
![Figure 10 - Execution of dredging works (Marina de Portimão, 2015).](image)

For frontal protection of the embankment of the marina a beach (Figure 10) was also designed which besides from acting as a sink for wave energy, also provides an additional leisure area that constitutes an important asset for the enterprise.

5.2.1. Discussion of results

The results obtained through the interviews carried among the marina and municipality experts allowed the identification of convergent and divergent perspectives, which were then categorized. As it can be seen in Table 4, the perspective of these entities converges in six categories.
Table 4 - Comparative analysis of the interviews considering the convergent categories related to the Portimão marina.

<table>
<thead>
<tr>
<th>Convergent Categories</th>
<th>Portimão Marina</th>
<th>Municipality of Portimão</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contribution of the marina to the requalification and attractiveness of the city</td>
<td>“The marina brought back most of the tourism appeal to the city”</td>
<td>Grade 5 “The marina has contributed to the increased attractiveness of the city both in terms of complementarity of the existing tourist offer as in strengthening the image of the destination as a differentiator and competitiveness factor”</td>
</tr>
<tr>
<td>Contribution of the marina to the development and complementarity with other tourism products and services</td>
<td>“Maritime tourism activities, surf schools, sailing schools, taxis boats, shipyard services”</td>
<td>“Marketing of maritime products, sale of vessels, ship repair yards, tourist activities, maritime tourism activities”</td>
</tr>
<tr>
<td>Compatibility between the way the marina operates and the local fishing activities</td>
<td>“In the marina this issue is not noticeable”</td>
<td>“The presence of the marina does not conflict with local fishing activities”</td>
</tr>
<tr>
<td>Compatibility between the way the marina operates and the nautical sports</td>
<td>“The marina allows organization of sailing events, cruising, sailing competitions, match racing and prestigious international competitions that could only be achieved with the presence of it”</td>
<td>“The marina allows organization of events such as the Audi Med Cup, international competitions of water jet skiing, windsurfing, Big Game Fishing, P1 Powerboats or the Global Ocean Race”</td>
</tr>
<tr>
<td>Opening of the marina to the public allowing access and utilization of the public areas</td>
<td>“The entire perimeter surrounding the public space can and should be used by the population”</td>
<td>“There was full access of this infrastructure to the population”</td>
</tr>
<tr>
<td>Accomplishment of the strategic role for which the marina was built</td>
<td>“The marina meets the strategic criteria for which it was planned”</td>
<td>“The marina meets the strategic criteria for which it was planned”</td>
</tr>
</tbody>
</table>

After analysing the perspectives of both entities it is clear that the answers in these categories converge, considering that the issues raised are similar.

According to the experts, the Portimão marina contributed significantly to the requalification and attractiveness of the city by creating compromising conditions between the local fishing activities and water sports and by developing complementarity with other tourism products and services.

The interaction between maritime tourism and coastal tourism is a reality along the Portuguese Atlantic coast, particularly in the Algarve, and is a regional tourist asset of great importance for the affirmation and competitiveness in the region.

Hence, the Portimão marina plays an essential role in the development of the region where it operates making sure that the largest possible number of nautical activities as well as the largest number of services and industries are available to enhance employment throughout the year.

The recreational nautical activity in Portimão represents a relevant sector with particular socio-economic importance throughout the region. Either by the tourism dimension or by the link with the community, this sector seems to be part of a relation of mutual benefit, contributing to reinforce the identity to the region and economic value to the population.

Portimão marina assumes a strong integration of its infrastructure in urban areas contributing to the increase in supply and demand. In terms of supply, it develops diversity and quality of services, and in terms of demand it highlights the diversity in the target public and respective needs. This diversification of services is particularly important in a market that, as the majority of the tourist products, is not in direct relation but object of seasonality over different seasons. Indeed, seasonality is a common factor to
most tourist destinations and products, in which numerous factors such as school, business holidays, the number of hours of sunshine and the temperature variability are always present. By complementing and diversifying the maritime tourism supply (and particularly recreational boating) the control of the seasonality is a key factor for stability, success of the product and competitiveness of the region where it operates.

It is easily accepted that no tourist activity can be competitive and sustainable if it is not acknowledged by the resident population. This issue is very important in the case of tourist activities linked to the use of the territory where nautical sector stands, since the utilization of the infrastructures is mainly done by the local population.

The marina offers a nearby space for direct benefit local population which is reflected not only in the number of shopping spaces and restaurant areas but also in the easiness to find leisure and recreational nautical activities. With the use of these spaces by the resident population, it is possible to recognize a cultural and economic asset in the presence of the marina decisive for the competitiveness of the region.

Regarding the accomplishment of the strategic role, the entities proved to be consistent in their perception that the construction of the marina met its strategic role.

As it can be seen in the Table 5 the perspective of the entities diverges in five categories. Through the analysis of the perspectives of both entities it is noticeable that some of the answers in these categories diverge, not necessarily due to clear disagreement, but related to a different standing point.

In what relates with the planning of the wet area, fleet operations management and possible expansion needs the marina identifies an adjustment that the municipality does not perceive.

Despite the fact that the marina has contributed to overcome the problem of seasonality, there is a temporal imbalance of tourism which reflects in a difference of the number of visitors (sailors) throughout the year. The balance is essential, particularly in highly seasonal destinations like those where coastal tourism of sun and beach is dominant, but capable of compensating with tasks associated with maritime tourism.

This concern is confirmed by the marina expert both in relation to movement in the sea through the increase of the maritime tourism activities, and in the land support facilities through an area where the shipyard and services have an opportunity to be succeeded.

### Table 5 - Comparative analysis of the interviews considering the divergent categories related to the Portimão marina.

<table>
<thead>
<tr>
<th>Divergent Categories</th>
<th>Portimão Marina</th>
<th>Municipality of Portimão</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adequacy of the number of moorings berths to the demand</td>
<td>“There is a great demand for large vessels but we are unable to receive them”</td>
<td>“The Portimão marina has the capacity that satisfies the demand throughout the year”</td>
</tr>
<tr>
<td>Need for the expansion of the marina justified by the demand</td>
<td>“There is the intent to expand the supply of mooring berths”</td>
<td>“It is not expected in the near future, a glut of supply that would justify such expansion”</td>
</tr>
<tr>
<td>Contribution of the marina to the fight against seasonality in the search for a region/city</td>
<td>“The marina of Portimão is an asset in the fight against seasonality”</td>
<td>“Its attenuation is pertinent, particularly in a region marked by strong seasonality, like Portimão”</td>
</tr>
<tr>
<td>Contribution of the existence of the marina to the stimulation of the real estate market</td>
<td>“The view valued the property in the nearby area”</td>
<td>“The marina contributed to the growth of the construction sector and increased marketing of real estate, constituting an asset for the city”</td>
</tr>
<tr>
<td>Dislike surrounding the construction of the marina</td>
<td>“People fear the unknown”</td>
<td>“There is no evidence that this has happened”</td>
</tr>
</tbody>
</table>
In the broader perspective of the municipality there is the concern to adjust not only the maritime tourism but also to diversify the offer through the development of other sectors such as senior, sport, health and golf tourism.

In the marina scale of analysis there is no clear perception, except in the nearby area, of the impact on building of housing, commerce infrastructure or services directly or indirectly related to nautical in the county, unlike what happens in the municipality’s point of view.

Regarding possible disapproval among the population caused by the construction of the marina the entities are dissonant in its perception.

6. CONCLUDING REMARKS

Given the constraints of the Portuguese coast, the concept of a marina is not easy to apply given that the choice of type of marina to deploy at a particular location implies not only economic and environmental reasons but also the hydrodynamics and geomorphological characteristic of the area of study.

Despite this, marinas are important infrastructures for the support of boating activities, working as hub link between it and the tourist-territorial hinterland location, and moreover contributing to the supply of goods and services.

Through the information obtained from the interviews, the selected case studies ensure the attraction of specific segments of the international tourism demands linked to water sports and pleasure boating, which is reflected in the number of scales, on the time of stay of visitors and on the permanent parking of recreational craft.

In addition, marinas provide the development of new economic activities related to support services for land, sports, nautical tourists and cruise ships (through catering services, accommodation, excursions, recreational and cultural activities and vessels maintenance services). This development is supported by major international events and by the welcoming international professional teams, especially in the Cascais marina.

The marinas also contribute to the diversification and increase of tourism activities and to the reduction of the seasonality that has characterized the tourism offer in Portugal. This happened because of the setting up of maintenance and ship repair services which are an asset in the winter market, especially in Portimão.

In terms of economic and social impact it can also be determined that the permanence of sailors and its vessels provides significant impact in the regional economy particularly if they include the use of support services contributing to the regional attraction (CCDR - Algarve, 2008). Marinas seek the development of maritime tourism through the landscape, gastronomy and heritage, promoting investment, business dynamics and work as a structural element for the support of a new image of the city.

It should also be mentioned the importance of the marinas in the promotion of the cities Cascais and Portimão by improving the quality of life, responding to the current demands and facilitating the practice of nautical tourism, leisure and sport activities.

7. REFERENCES


