Split, Croatia

Name of Port: Split, Croatia

Type: Seaport

Function: Local and international maritime traffic.

Scale of regeneration: Interval redevelopment on a short period of time.

Main project: Refurbishment of Riva seaside promenade (2005 competition of projects).

Stage: Completed.

Figure Error! No text of specified style in document.: East Coast and Kopilica Masterplan. Land ownership.

Source: Grad Split, 2019.

History of the Port

Facing the Adriatic Sea and the Italian Peninsula, the historic city of Split is constructed in a harbour bay on the Dalmatian coast. Split is the second-largest city of Croatia and the largest city of the region of Dalmatia. The first foundations were laid by Greek settlers. In the 12th
century, due to its geographic position, Split developed land trade caravan routes and maritime trade through its port, becoming an autonomous maritime town. In the 16th century, Split became the central export harbour of Balkan Peninsula and for a number of centuries was a the centre of geopolitical wrangling. In 1850, Split developed into a trade centre for its surrounding hinterland and neighbouring islands and a large breakwater was built, promoting the development of the port. In 1925, it was connected to the main railway Rijeka- Zagreb- Belgrade. In recent times, Split has extended the city port and built a new specialised cargo terminal which separates passenger traffic. Consequently, the southern part of Split Port, close to city core is used for passenger traffic, and the cargo traffic is re-directed to the industrial zone, north of the Port (Port of Split, 2019a).

Public Policy and Governance
The main project is the regeneration of the waterfront along the Riva seafront promenade which is located close to the port and overlooked by Diocletian’s Palace, a UNESCO World Heritage site. In 2005, Split City Council decided to regenerate the brownfield sites along the waterfront and launched a competition. This intervention affects a section of the promenade which is over 250 m long and 50 m wide. All the awnings of the commercial premises have been removed so that there is now a clear strip of five metres wide at the foot of the whole maritime facade. A row of palm trees separates this lateral strip from the central promenade. Again, the central zone is separated by a double row of palm trees from a third thoroughfare strip that runs along the water’s edge. The zone that runs between the first row of palm trees and the sea was completed in 2008, at a cost of 9million euro (3LHD, 2019). The regeneration of the Riva promenade project included a public square which acts as a space for social events, sports events, religious processions, festivals and celebrations. It also re-integrated the port and the city and strengthened the traffic infrastructure and identity of the city.

Recently, the Port Authority has launched the Port of Split Infrastructure Rehabilitation Project. This aims to extend and regenerate passenger berths at the outer side of the breakwater in order to drive land and maritime traffic. The construction of wharves on the outer side of the breakwater in the city port of Split started in June 2014 and the works were divided into two phases. This is partly funded by the Croatian Government, aimed at providing support to the traffic infrastructure and tourist network in Croatia (Port of Split, 2019b). In March 2019, a masterplan was published targeting the city’s East Coast and Kopilica area. The project is supported by the European Bank for Reconstruction and Development (EBRD), who are co-
financing the project. Other partners include Croatian Railways, Port Authority and Croatian Roads. The Kopilica site is located in the north of Split and is approximately 100ha zoned for transport and commercial mixed use. The site is owned by the HZI, Split Port authority and a number of municipal companies and the majority of the site is disused brownfield space. The Kopilica site will be developed as a location for the new railway and bus transport hub accompanied by commercial and industrial infrastructure.

**Impact**
EUROSTAT data illustrates a decline in population between 2013 and 2017, which may or may not be related to ongoing construction. This will be investigated further.

![Figure 2](image)

Figure 2 illustrates the number of vessels that have docked in Split between 2005 and 2018. Between 2017 and 2018 there is considerable growth perhaps related to new facilities.

![Figure 3](image)

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Implementation

The Riva project promoted by the City Council of Split is completed. The East Coast and Kopilice regeneration masterplan, is currently subject to a public hearing including the draft Urban Revitalization Study. When finalized, the study will become the basis for any necessary change in planning frameworks, which will open the space for investment and development of the city of Split for the next 50 years. In order to improve the involvement of all stakeholders, but also citizens a showroom project has opened to the public (Grad Split, 2019).

Catalysts/Drivers of change

The catalyst for redevelopment was the the City Council vision for waterfront regeneration. The Riva project aimed to create liveable and vibrant spaces. While, the East Coast and Kopilice regeneration masterplan, aims to provide an integrated traffic solution for Split and Dalmatia and is a very ambitious regeneration project for the port-city development. The commitment of both the city and state, through funding, have acted as key catalysts for both of these projects.

Key achievements

The key achievement has been the strong quality of the urban regeneration project especially due to the cooperation and collaboration between the City Council and Port Authority. This is a critical factor for ensuring knowledge sharing and coordination between stakeholders.
References


