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NAUTICAL TOURISM – Capacity and Turnover of Ports, 2025

In 2025, the survey included 216 nautical ports on the Croatian coast, as follows: 86 marinas (of which 21 land marinas), 71 anchorages, 16 berths and 43 boat storages. Their total water surface area was **4 848 475 m²** and there were **18 850** moorings.

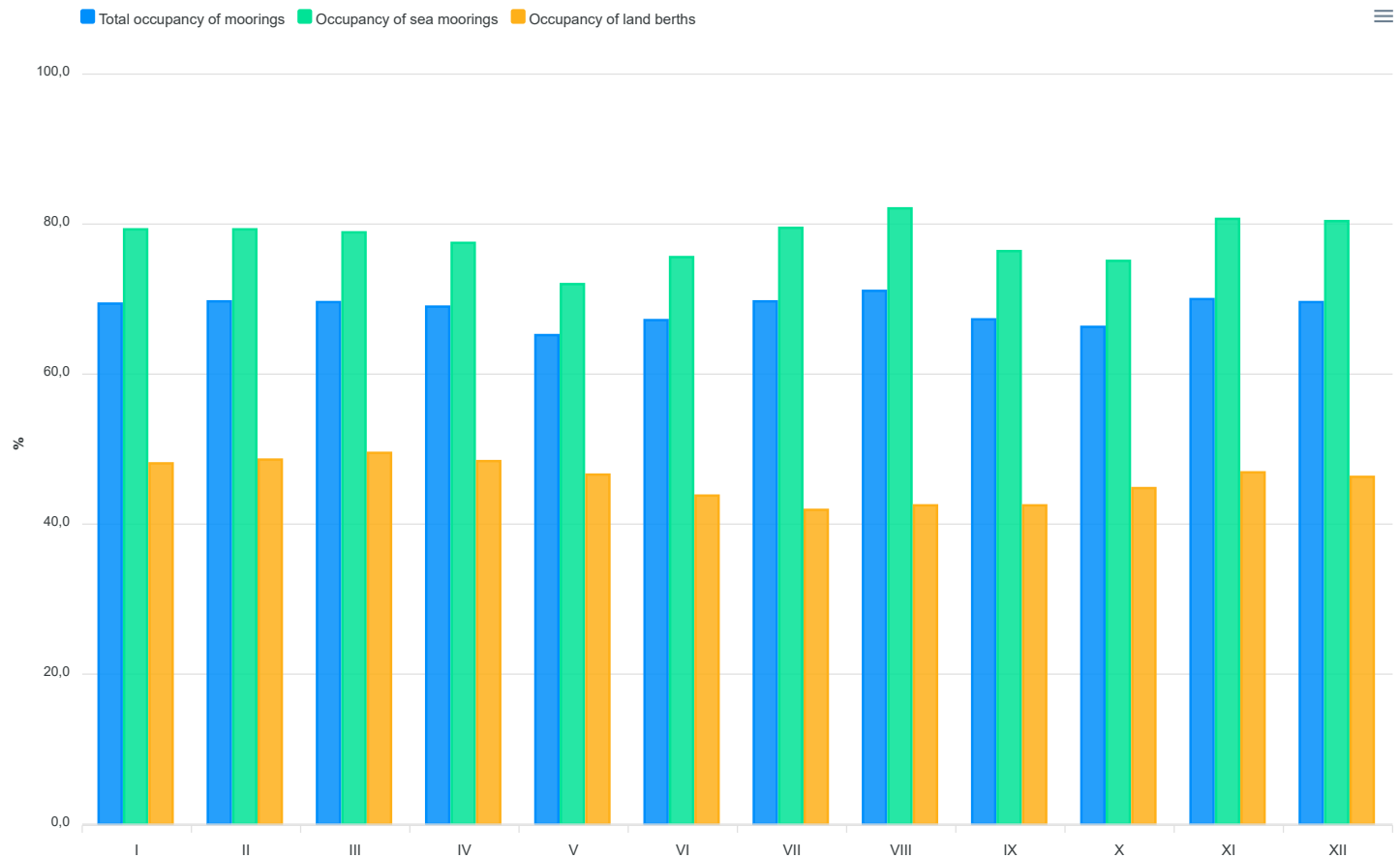
1 CAPACITY OF NAUTICAL PORTS AND PERSONS IN EMPLOYMENT, SITUATION AS ON 31 AUGUST 2024 AND 2025

| | 2024 | 2025 |
|---|-----------|-----------|
| Water surface area, m ² | 4 949 829 | 4 848 475 |
| Number of moorings, total | 19 073 | 18 850 |
| Of that for vessels; | | |
| Under 6 m long | 800 | 813 |
| 6 – 8 m | 1 623 | 1 308 |
| 8 – 10 m | 2 270 | 2 186 |
| 10 – 12 m | 5 151 | 4 899 |
| 12 – 15 m | 5 657 | 5 583 |
| 15 – 20 m | 2 586 | 3 016 |
| Over 20 m | 986 | 1 045 |
| Length of shoreline equipped for mooring, m | 76 181 | 76 261 |
| Number of berths for land storage | 7 050 | 7 360 |
| Total surface area for land storage, m ² | 765 229 | 775 684 |
| Of that covered area, m ² | 25 936 | 28 561 |
| Number of employed persons, total | 2 136 | 2 047 |
| Of that with seasonal jobs | 467 | 423 |

Average total occupancy of mooring capacity in 2025 in nautical ports amounted to 68.7%

In 2025, the average total occupancy of mooring capacity in nautical ports was 68.7%, of sea moorings it was 78.0% and of land berths it was 45.7%. For vessels on a permanent contract, the total average occupancy of mooring capacity was 65.3%, the average occupancy of sea moorings was 73.8%, and of land berths it was 44.3%.

G-1 AVERAGE TOTAL OCCUPANCY OF MOORING CAPACITY IN NAUTICAL PORTS, BY MONTHS, 2025



G-2 AVERAGE OCCUPANCY OF MOORING CAPACITY IN NAUTICAL PORTS ON A PERMANENT CONTRACT, BY MONTHS, 2025



Slight decrease in the number of permanently moored vessels in 2025

There were 16 573 vessels permanently moored in nautical ports in 2025, which is 1.6% fewer than in 2024. There were 79.5% of vessels that used sea moorings, while 20.5% of them used land berths only.

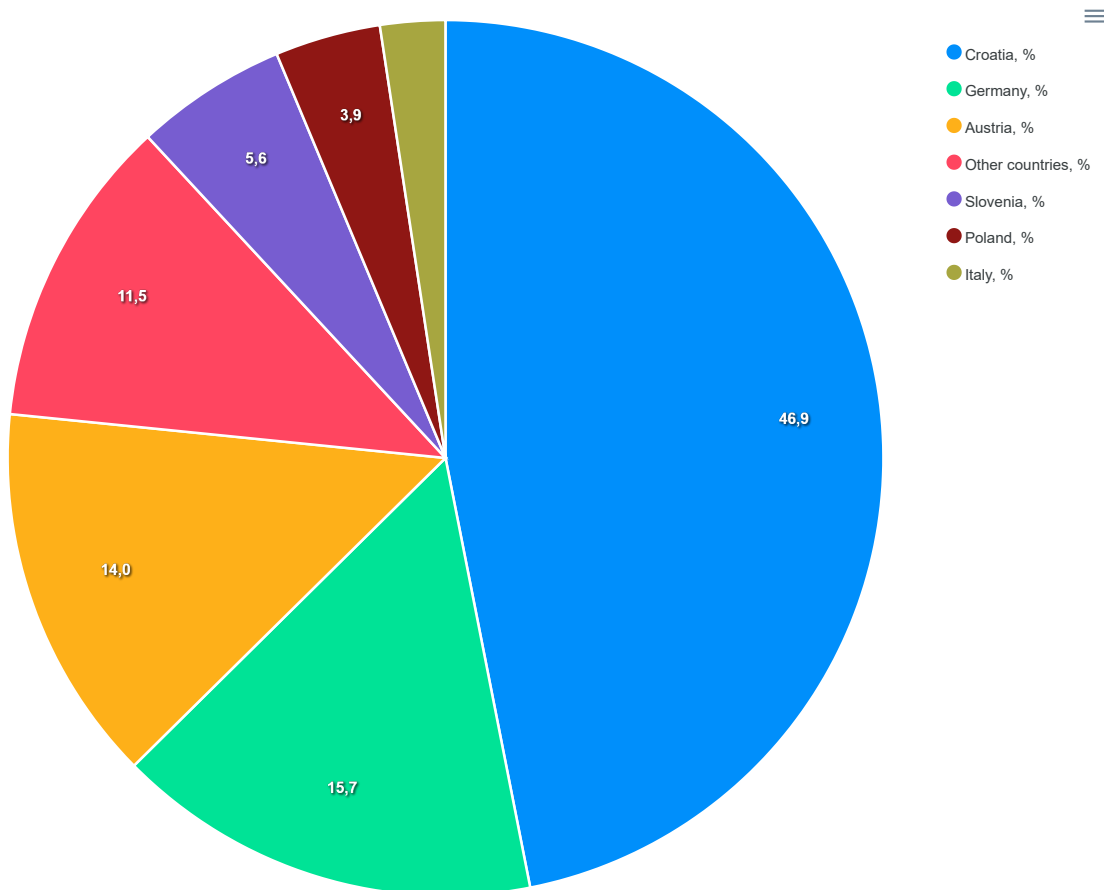
By the type of permanently moored vessels that used sea moorings, the most numerous ones were motor yachts (49.3%), followed by sailboats (43.5%) and other vessels (7.2%).

By the flag of vessel, the largest number of permanently moored vessels were those under the flag of Croatia, 46.9% of them. These were followed by vessels under the flag of Germany (15.7%), Austria (14.0%), Slovenia (5.6%), Poland (3.9%), and Italy (2.4%). The number of vessels under the flag of Poland increased in 2025 compared to 2024, by 8.2%, the number of vessels under the flag of Austria remained at the same level as in 2024, whereas there were fewer vessels under the flags of Croatia (by 0.2%), Italy (by 5.1%), Germany (by 0.6%) and Slovenia (by 3.3%).

By the length of vessels, the largest number of permanently moored vessels were 12 to 15 meters long (that is, 31.4% of the total number of such vessels), followed by those that were 10 to 12 meters long (or 27.4% of the total number of permanently moored vessels that used sea moorings).

In 2025, the County of Istria had the largest number of vessels on a permanent sea mooring, as many as 3 048 vessels, which is 23.1% of the total number of vessels on a permanent mooring. These were followed by vessels on a permanent mooring in the County of Šibenik-Knin, with 3 019 vessels (22.9%), the County of Zadar, with 2 716 vessels (20.6%), the County of Primorje-Gorski Kotar, with 2 240 vessels (17.0%), the County of Split-Dalmatia, with 1 596 vessels (12.1%) and the County of Dubrovnik-Neretva, with 560 vessels (4.3%).

G-3 NUMBER STRUCTURE OF VESSELS ON PERMANENT MOORINGS, BY FLAG, 2025



The number of vessels in transit 7.3% lower than in 2024

A downward trend in the number of vessels in transit continues, so in 2025, as in 2023 and 2024, the number of vessels in transit decreased. There were 198 918 vessels in transit, which is 7.3% fewer than in 2024.

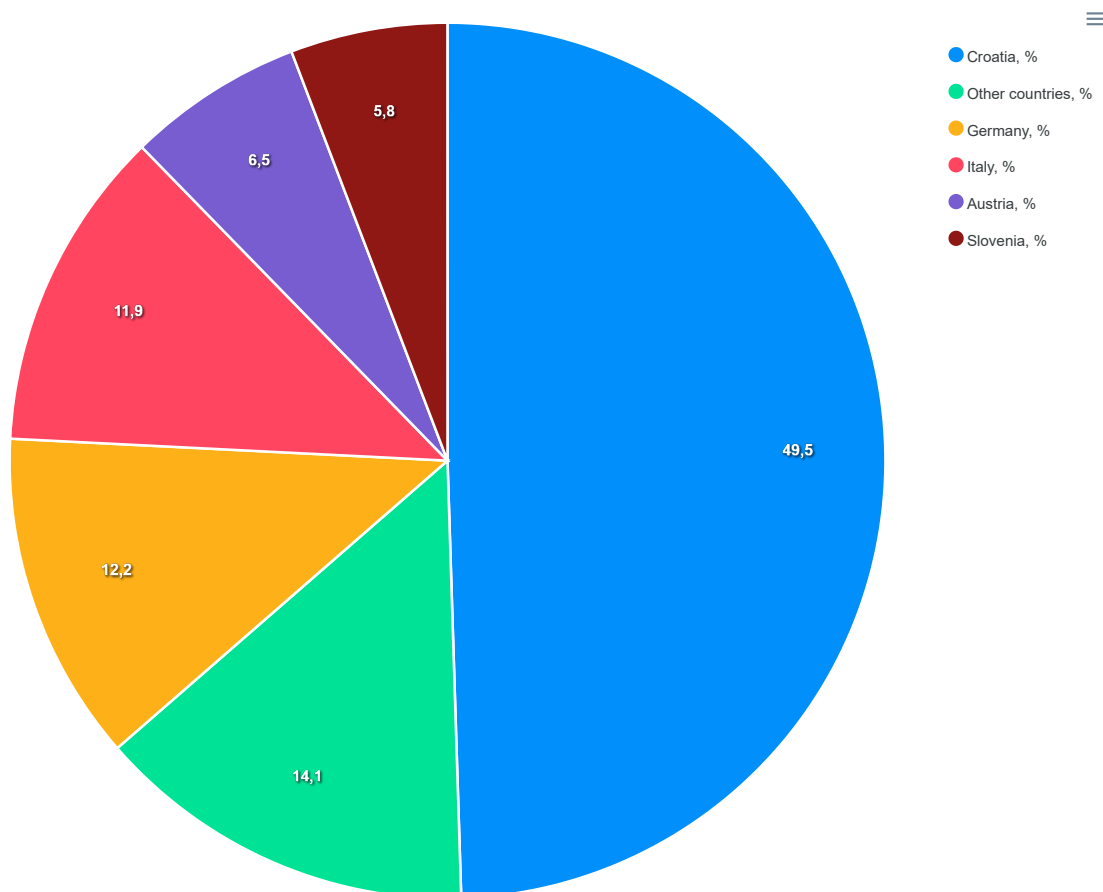
The largest number of vessels in transit in 2025 was under the Croatian flag (49.5%). These were followed by vessels in transit under the flags of Germany (12.2%), Italy (11.9%), Austria (6.5%) and Slovenia (5.8%), which accounted for 85.9% of the total number of vessels in transit. The number of vessels in transit under the flags of the aforementioned countries decreased in 2025 compared to 2024, as follows: under the flag of Germany by 13.6%, under the flag of Slovenia by 7.8%, under the flag of Austria by 7.1%, under the flag of Croatia by 5.8% and under the flag of Italy by 5.4%.

By the type of vessels in transit that used sea moorings, the majority were sailboats (57.2%), followed by motor yachts (34.1%) and other vessels (8.7%).

The most vessels in transit that used sea moorings were 12 to 15 meters long (which accounted for 36.3% of the total number of such vessels), followed by vessels 10 to 12 meters long (which accounted for 28.6% of the total number of vessels that used sea moorings).

As in 2024, the largest number of vessels in transit that used sea moorings was recorded in the County of Split-Dalmatia, 54 183 of them (which is 27.9% of the total number of such vessels). It was followed by the County of Šibenik-Knin with 44 954 vessels in transit that used sea moorings (23.1%).

G-4 NUMBER STRUCTURE OF VESSELS IN TRANSIT, BY FLAG, 2025



Income of nautical ports 7.9% higher in 2025 than in 2024

In 2025, the total income of nautical ports amounted to 195 million euro, excluding VAT, which is 7.9% higher than in 2024.

The largest share in the total income, or 140 million euro, was generated by renting of moorings (which accounted for 72.1% of the total income). Compared to 2024, the income from renting of moorings increased by 9.3%.

All counties generated an increase in the total income of nautical ports in 2025 compared to 2024, as follows: the County of Zadar of 14.9%, the County of Split-Dalmatia of 11.7%, the County of Istria of 8.5%, the County of Dubrovnik-Neretva of 5.8%, the County of Primorje-Gorski Kotar of 3.0% and the County of Šibenik-Knin of 1.5%.

The County of Split-Dalmatia generated the highest income in 2025

In 2025, nautical ports in the County of Split-Dalmatia generated the highest income, of 48 million euro, which is 24.8% of the total income of nautical ports in the Republic of Croatia. The most income was generated by renting of moorings, 32 million euro, which is 66.8% of the total income generated in the County of Split-Dalmatia.

The County of Split-Dalmatia was followed by the County of Šibenik-Knin, which generated 46 million euro, and the County of Zadar, which generated 41 million euro.

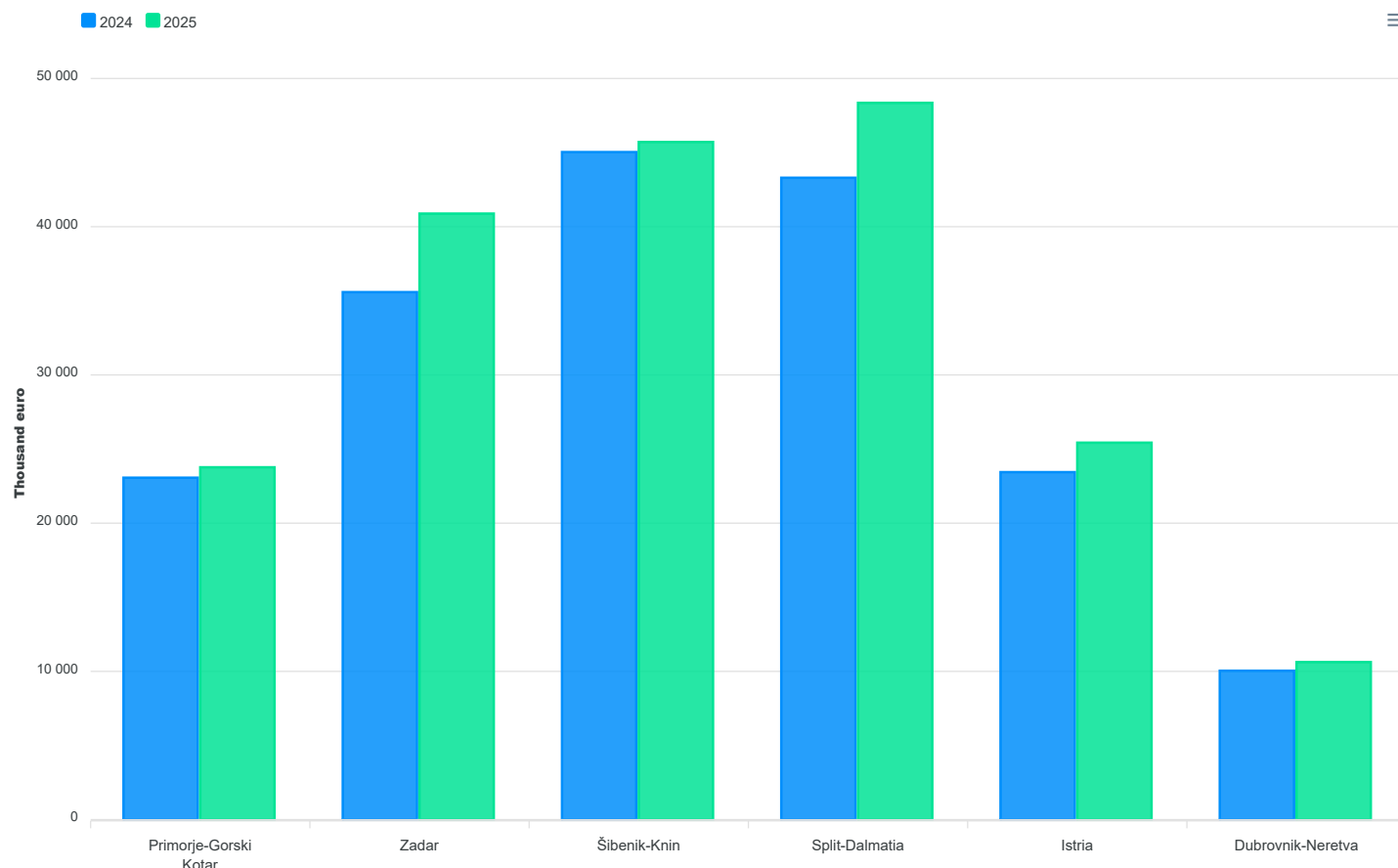
Notice

Detailed data are available on the website of the [Croatian Bureau of Statistics](#), under "PC-Axis databases", where it is possible to browse and print data in various forms. Databases are updated on an annual basis.

2 INCOME GENERATED BY NAUTICAL PORTS, EXCLUDING VAT

| | Income, thousand euro | | Indices <u>2025</u> 2024 |
|---------------------------------|-----------------------|---------|--------------------------------|
| | 2024 | 2025 | |
| Republic of Croatia | 180 475 | 194 780 | 107,9 |
| County of Primorje-Gorski Kotar | 23 067 | 23 769 | 103,0 |
| County of Zadar | 35 586 | 40 884 | 114,9 |
| County of Šibenik-Knin | 45 034 | 45 714 | 101,5 |
| County of Split-Dalmatia | 43 303 | 48 355 | 111,7 |
| County of Istria | 23 441 | 25 430 | 108,5 |
| County of Dubrovnik-Neretva | 10 043 | 10 627 | 105,8 |

G-5 INCOME GENERATED BY NAUTICAL PORTS



NOTES ON METHODOLOGY

Sources and methods of data collection

The data are collected using an online questionnaire, on TU-18 e-form (Report on Capacity and Turnover of Nautical Ports), available on the website of the Croatian Bureau of Statistics <https://podaci.dzs.hr/en/>.

Purpose of statistical survey

The purpose of the statistical survey is to monitor the capacity and the number of vessels on a permanent mooring and in transit according to the flag and length of vessels in nautical ports and other facilities for rendering services of mooring and storage of vessels, occupancy and income of nautical ports and other facilities for rendering services of mooring and storage of vessels.

Legal basis

The survey is carried out on the basis of the Official Statistics Act (NN, Nos 25/20, 155/23 and 124/25 – corr.) and the Annual Implementation Plan of Statistical Activities of the Republic of Croatia in 2025 (NN, No. 29/25).

Reporting units and coverage

The reporting units in this survey are nautical ports: anchorages, berths, land marinas, marinas and boat storages.

On 9 December 2019, the new Ordinance on Categorisation of Nautical Ports and Classification of Other Facilities for Rendering Services of Mooring and Storage of Vessels (NN, No. 120/19) entered into force. Pursuant to this Ordinance, the term "nautical port" includes only marinas, while other facilities for rendering services of mooring and storage of vessels are classified as nautical anchorage, nautical mooring, boat storage and land marina.

In accordance with the new Ordinance, nautical ports and other facilities for rendering services of mooring and storage of vessels are business functional units in which a legal or natural person operates and provides tourist services in nautical tourism and other services for tourists (trade, hospitality, etc.).

Legal or natural persons which on the day of entry into force of this Ordinance have a decision for a nautical port in accordance with the Ordinance on Classification and Categorisation of Nautical Ports (NN, Nos 142/99, 47/00, 121/00, 45/01, 108/01, 106/04 and 72/08) are not obliged to comply with the Ordinance. However, they may, in accordance with the Ordinance, submit a request for classification and categorisation.

The coverage of this survey is complete, which means that the survey covers nautical ports – marinas and other facilities for rendering services of mooring and storage of vessels – anchorage / nautical anchorage, mooring / nautical mooring, land marina and boat storage, in which tourist services in nautical tourism are provided.

This survey does not cover the following special-purpose ports: military ports, ports of interior affairs authorities, industrial ports, sports ports and fishing ports.

Confidentiality

The confidentiality of the collected data is guaranteed by the Official Statistics Act (NN, Nos 25/20, 155/23 and 124/25 – corr.). The collected data are used exclusively for statistical purposes, they are presented in aggregate form and may not be used or forwarded to other persons or bodies in order to determine the rights and obligations of reporting units (such as administrative, legal or tax purposes) or to verify reporting units.

Definitions

Nautical tourism is the sailing and stay of tourists (sailors or passengers) on vessels (motor yachts, sailboats, boats, etc.) for personal needs or for economic activity and stay in nautical ports for rest, recreation and cruising.

Marina is a part of a specially built and arranged sea or water area and coast intended for rendering services of mooring, accommodation of tourists on vessels and other services for tourists. Marinas provide the services of preparing and serving drinks, beverages and food.

Marinas and other facilities for rendering services of mooring and storage of vessels are classified by types, while marinas are also categorised.

In accordance with the Ordinance on Classification and Categorisation of Nautical Ports (NN, No. 72/08) and the Ordinance on Categorisation of Nautical Ports and Classification of Other Facilities for Rendering Services of Mooring and Storage of Vessels (NN, No.120/19), marinas are marked by anchors (two anchors, three anchors, four anchors and five anchors). Marinas that already have decisions in accordance with the former Ordinance (NN, Nos 142/99, 47/00, 121/00, 45/01 and 108/01) are not obliged to comply with the new Ordinance and are categorised as the first, second and third category marinas.

Anchorage (nautical anchorage) is a part of a sea or water area suitable for the mooring of vessels and equipped with installations for safe mooring.

Berth (nautical berth) is a part of a specially built sea or water area, and a part intended for rendering mooring services.

Land marina is a part of a fenced and equipped land intended for rendering the services of dry storage of vessels, as well as the services of transporting a vessel, launching it into the water or lifting it from the water. Land marinas may render the services of tourist stays, preparation of vessels for navigation as well as preparation and serving of drinks, beverages and food.

Boat storage is a part of a fenced and equipped land intended for rendering the services of dry storage of vessels, as well as the services of transporting a vessel, launching it into the water or lifting it from the water. The category of boat storage does not render the services of tourist stays and preparation of vessels for navigation.

Water surface area comprises the sea area of a nautical port with piers (not including the land part).

Sea mooring is an area in the sea where a vessel can be placed.

Shoreline equipped for mooring of vessels is a part of a shore adapted for mooring of vessels (piers with moorings).

Space for land storage is an area adapted for the storage of vessels.

Land area is a part of land where a vessel can be stored.

Stays in nautical ports are divided to permanent and transit ones, depending on whether there has been a contract signed in advance for the sea mooring or land area. In case it has been signed, it is considered a permanent stay, if not, it is considered a transit (temporary, one-day) stay.

Motor yacht is a vessel equipped with an engine intended for entertainment, sport or recreation and having, according to the common maritime usance, a cabin with at least two beds, a toilet and a cooking facility.

Sailboat is a vessel intended for entertainment, sport or recreation whose main power is wind. It is equipped with a cabin with at least two beds, a toilet and a cooking facility.

Other vessels are boats (made of wood, plastic, rubber and the like) 3 or more meters long or less than 3 meters long if they are equipped with an engine. Included are also motorboats if they do not meet the requirements for yachts.

Occupancy of sea mooring capacity is expressed as the ratio of occupied and available sea moorings, taking into account calendar days in the month. The data is expressed as a percentage.

Occupancy of land berth capacity is expressed as the ratio of occupied and available land berths, taking into account calendar days in the month. The data is expressed as a percentage.

Occupancy of sea mooring capacity (vessel days) on a permanent contract is expressed as the ratio of occupied sea moorings on a permanent contract and available sea moorings. The data is expressed as a percentage.

Occupancy of land berth capacity (vessel days) on a permanent contract is expressed as the ratio of occupied land berths on a permanent contract and available land berths. The data is expressed as a percentage.

Income includes only the income (excluding VAT) generated by nautical ports and other facilities for providing the services of mooring and storage of vessels in their area, resulting from the provision of nautical tourism services. Income includes all income generated by the provision of services in the area of the facility, namely: the rental of moorings, maintenance and technical services, vessel rental services, the sale of goods and equipment, hospitality services, the rental of business premises owned by the port and in the area of the port, and other income resulting from the use of the port's area and infrastructure, and which is related to the provision of services for nautical tourism purposes.

Abbreviations

| | |
|----------------|---|
| m | metre |
| m ² | square metre |
| NN | Narodne novine, official gazette of the Republic of Croatia |
| VAT | value added tax |

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