

Improvement measures and prospects for the development of "Glyfada Marina", Attica, Greece

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ABSTRACT

For several years, Greece has set as a priority the strengthening of maritime tourism, such as the tourism of yachts for which tourist marinas have been created. The most important marinas of the country include the "Glyfada Marina", whose works began on the coastal front after 1960, thus changing the area's shape and planning. The main objective of the present work is to investigate the improvement measures and prospects for the development of the "Glyfada Marina" consisting of four basins, being one of the most beautiful and developed marinas in the country since it is an important attraction for tourist yachts.



Figure 1: Map of Marinas in Glyfada, present day (Source: Esri)

For this reason, on-site visits to the port area were carried out, both on the sea and on the coastal part of the coastal zone, in order to record the current situation, so as to reach as accurately as possible the characteristics and the range of the internal port works and facilities of the aforementioned tourist port. Furthermore, any deficiencies or failures that need improvement are presented, labeled and classified in order to continue unhindered activities in the marina area. Finally, improvement and upgrading measures are proposed that can contribute positively to the tourist and economic development of the port and the municipality of Glyfada in general.

The improvement and upgrade proposals as presented in the paper are as follows:

- 1) Night lighting.
- 2) Construction of parking spaces.
- 3) Construction of a bicycle path.
- 4) Construction of green spaces.
- 5) Environmental management.
- 6) Construction of recreation areas.
- 7) Amateur fishing.
- 8) Reconstruction of buildings.
- 9) Visitor information areas.

- 10) Vessel maintenance.
- 11) Construction of a first aid station.
- 12) Reconstruction of carpet of docks and piers.
- 13) Addition of wooden docks.
- 14) Noise pollution.
- 15) Fire protection.
- 16) Internet infrastructure.

CONCLUSIONS

The coasts of the Saronic are, historically, geographically as well as socio-economically, an organic part of the wider spatial unity of Attica. The Glyfada Marina, due to its proximity to the commercial center of the Municipality of Glyfada and also to the limits of the open urban coastal baths, can be positively evaluated as a stopover for small-scale transport.

In the context of upgrading of the particular identity of the coastal front, the protection and rehabilitation of coastal terrestrial and marine ecosystems, the strong urban and environmental links to the urban fabric and the improvement proposals outlined in the main text, the prospects for the development of Marina Glyfada are excellent, both in the short and long-term.

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