

The concept of usual environment is considered as crucial determinant for identifying tourism activities, particularly in the context of same-day visitors. Use of the criteria of 'the crossing of administrative borders or the distance from the place of usual residence, the duration of the visit, the frequency of the visit, the purpose of visit' (Regulation (EU) No 692/2011) creates numerous challenges in the assessment of the physical and monetary size of tourism, especially from the perspective of international harmonization. This is also indicated by the concept evolution, from a simple definition based on physical distance to a complex definition that integrates personal, cultural, and experiential factors.

Govers, Van Hecke, and Cabus (2008) delve into the complexities of defining 'usual environment' within tourism research, suggesting a flexible approach to accommodate the diverse experiences of tourists. They challenge the application of rule-of-thumb distance measures for delineating the 'usual environment', highlighting the complexity of determining what constitutes an individual's usual environment, especially in highly urbanized areas. By emphasizing the subjective nature of the 'usual environment', authors suggest a more context-specific approach to its definition, arguing for the integration of both exogenous (objective) and endogenous (subjective) assessments. The findings underscore the importance of understanding the 'usual environment' in tourism statistics and the challenges in operationalizing this concept for accurate and meaningful analysis. Yu, Kim, Chen, and Schwartz (2012) emphasize the role of personal perception in defining one's tourist status. Their research identifies a clear distance threshold—about 75 miles—that influences self-categorization as tourists, supporting the technical approach to defining tourism. The findings reveal that first-time visitors, those traveling for pleasure, women, and individuals from the lower middle class are more likely to consider themselves tourists. Diaz-Soria (2018) further challenges the traditional boundaries between the 'usual' and 'tourist' environments, bridging the gap between the identities of tourist and local resident. The paper suggests that adopting a tourist gaze in familiar locales enables a re-discovery and appreciation of one's immediate surroundings. Suriñach et al. (2019) contribute to this discourse by proposing a detailed methodological approach to accurately capture day trips, a significant component of proximity tourism that blurs the lines of the 'usual environment'.

The concept of usual environment is particularly complex in the context of nautical tourism (Marusic, Ivandic and Horak, 2014). Unlike continental tourism, where geographical boundaries are clearer, the boundaries in nautical tourism are more fluid, making it difficult to define what constitutes a usual environment from an individual perspective. This issue is particularly evident in the segment of domestic same-day visitors, which is almost completely neglected in the literature. Comprehensive bibliometric analyses (Vázquez, 2020; Vázquez, Milán García, and De Pablo Valenciano, 2021) trace the evolution of nautical tourism research and identify emerging trends and thematic areas, but do not directly address the concept of the 'usual environment' nor explicitly define 'nautical tourism'.

As the unique spatial and geographical characteristics of marine environment ask for a more thorough and precise approach to definition of usual environment, this paper attempts to fill this research gap. Using the example of Croatia as a country where yachting accounts for a significant part of total tourism activity (Horak, Marusic and Favro, 2006), the paper looks at the criteria for the assessment of domestic nautical same-day trips from a demand perspective based on both, secondary data analysis and primary research.

The results of the survey on Tourist activity of population of Republic of Croatia which is regularly carried out by the Croatian Bureau of Statistics (CBS) since 2014 in accordance with Regulation (EU) No 692/2011, show that inhabitants of coastal regions of Croatia almost do not practice same-day trips on recreational boats. The data in 2022 were gathered through telephone interviews with computer support (CATI method) on a representative sample of a total of 22,000 Croatian citizens

aged 15 and over, in four waves. Data are collected for each individual same-day trip including type of trip (private, business/professional), the main reason for going on the trip, the month in which the person went on the trip, the destination county for domestic trips, the destination country for trips abroad, the organization of the trip (self-organized, through an agency), the main mean of transport, the number of persons for which expenditures are presented, the trip expenditures, and data on the socio-demographic profile of the population (age, sex, level of education, number of persons in the household, status in employment, county).

The main survey estimates for 2022 are:

- 4.0 million domestic private and business same-day trips were realized by 3.9 million Croatian inhabitants;
- 1.3 million of inhabitants of Adriatic Croatia realized 1.2 million private and business same-day trips;
- Inhabitants of Adriatic Croatia realized 22.3 thousand private and business same-day trips by boat (1.9 percent of their total number of same-day trips);
- Three out of seven counties in Adriatic Croatia registered same-days trips by boat within county;
- Every second same-day trip by boat in Adriatic Croatia was realized by inhabitants of Split-Dalmatia County; almost all (98%) of those trips were realized within the county.

Since the survey is one of the key sources for the assessment of the size of domestic tourism (Ivandić and Marušić, 2017), the survey results imply that the number of same-day trips by boat, and especially by recreational boats, is potentially underestimated. The reasons are twofold: (i) sample size of the survey and low rate of incidence of same day trips by boat, and (ii) perception of usual environment when taking same-day trips by boat, especially by recreational boat.

It should be stressed that not all same-day trips by boat refer to nautical (yachting) tourism. They also include trips by sea and coastal passenger water transport as the main means of transport (i.e. catamarans or ferries used by passengers only). This is one of the reasons why Split-Dalmatia County generates more than half of all same-day trips by boat in the Adriatic Croatia. The county is characterized by a number of populated islands very well connected by public sea passenger transport.

On the other hand, the fact that four out of seven coastal counties have not recorded one-day boat trips at all confirms that there is a methodological problem in recognizing and measuring this segment of tourist activity. This implies that there is an issue of understanding the concept of the usual environment in the context of recreational boats used by locals. Consequently, this affects the assessment of the overall tourist expenditure and the contribution of tourism to the economy. Therefore, in order to understand the perception of the usual environment among recreational boat owners, a qualitative exploratory research has been conducted.

The research was focused on the purpose of same-day boat trips, their frequency, trip distance as well as the resident's perception of the usual environment and identification of factors that impact this perception. Data was collected in two cities on the coast, by semi-structured in-depth interviews with five respondents at each destination.

In the line with Antolini and Grassini (2020) who emphasize the need for innovative data sources and better understanding of the concept of the 'usual environment' in the context of defining tourism-related expenditures, this research points to the need for improvement of the methodological

framework of domestic travel survey. For example, in order to acknowledge the importance of same-day trips on recreational boats, it is necessary to distinguish between passenger ships as means of transport and recreational boating. Content analysis resulted in guidelines for a more precise definition of the usual environment in the segment of the same-day trips in nautical tourism, and thus improves the methodological approach for compilation of the internationally harmonized tourism satellite account.

#### Literature

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