

Assessment and analysis of current conditions for Nautical Tourism in the Entire Intervention Area



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1 Introduction

This study concerns the current state and future potentials of nautical tourism development in the context of the REGLPORTS Project “Nautical Tourism Development and Promotion of Regional Ports”, as regards the Italian Intervention Area.

To be more precise, the objectives of the Study include the documentation of the evolution, perspectives and opportunities that are presented in the field of nautical tourism, within the framework of important structural changes in the economy of Italy and particularly the areas of Puglia and Molise.

Overall, the research and analysis that follows, will provide records of the current conditions in respect to Nautical Tourism and the related coastal and inland areas, with special focus on the socio-economic, tourism and environmental characteristics.

The results of such analysis will contribute to the provision of further studies in the context Project, as well as to the long-term, holistic nautical touristic development of the Intervention Area.

2 Implementation Context

2.1 The Interreg IPA CBC Italy-Albania-Montenegro Programme

The Interreg IPA CBC Italy-Albania-Montenegro Programme, co-funded by the European Union through the Instrument for Pre-Accession (IPA II), has a total budget of 92.707.558,00 euro (including 15% national co-financing). The Programme is managed by Puglia Region, which participates together with another Italian Region, Molise; Albania and Montenegro participate with the entire territory. The objective is to promote economic growth and to intensify cooperation in the low Adriatic area, by implementing joint actions between national and regional institutional and non-profit actors and by fostering smart, inclusive and sustainable development.

The overall Programme budget is EUR 92.707.555, with a Union Support of EUR 78.801.422. The financial allocation to the chosen thematic objectives reflects the estimated financial size of actions foreseen in each priority axis, the coherence with the funding priorities as in the EC Country Position Paper and in the EC Indicative Strategy Papers, the strategic choices of the Programme stakeholders, as well as the inputs provided by relevant partners within consultations. Additionally, not less than 50% of total amount of the financial resources shall be reserved for thematic calls and strategic projects.

The Program Priority Axis are:

➤ **PRIORITY AXIS 1. Strengthening the cross-border cooperation and competitiveness of SMEs.**

Innovation and competitiveness are highlighted in the strategy UE 2020. It is a major challenge in the Programme Countries facing international competition, and contributes to overcome the economic crisis. A budget of EUR 18.541.511 is allocated to priority 1, representing the 20% of the overall budget of the Programme. The financial allocation is in line with the emphasis given to competitiveness, innovation, technology transfer and entrepreneurship within the funding priorities defined in the EC Country Position Papers of all Countries of the cooperation area – especially with regard to the need of setting up a favourable environment for innovation-driven business based on knowledge and skills, explicitly recognized as priorities for CBC regions.

➤ **PRIORITY AXIS 2. Smart management of natural and cultural heritage for the exploitation of cross border sustainable tourism and territorial attractiveness.**

The tourism sector, as driver of a smart and sustainable economic development therefore, offers substantial opportunities in terms of economic growth and employment. A budget of EUR 25.958.115 is allocated to



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priority 2, representing the 28% of the overall budget of the programme. This financial allocation reflects the need to valorize cultural and natural heritage and the needs for planning instruments for the smart and sustainable cultural and natural heritage management, along with the shortage of knowledge, experience and skills in destination management and marketing, the need to create differentiated and innovative tourism products and services.

➤ **PRIORITY AXIS 3. Environment protection, risk management and low carbon strategy**

The issues of this priority are perceived as one of the key challenges of the coming decade at European, but also at global level. A budget of EUR 23.176.889 is allocated to priority 3, representing the 25% of the overall budget of the programme. This financial allocation reflects the needs to increase regional capacities for improving water and risk prevention management and for improving energy efficiency and renewable energy usage in public infrastructure for improved planning of territorially based energy strategies.

➤ **PRIORITY AXIS 4. Increasing cross border accessibility, promoting sustainable transport service and facilities and improving public infrastructures.**

The relevance of an appropriate integrated transport policy as precondition for economic and social development is stressed in EUSAIR as well in the South East Europe 2020 Strategy - SEE 2020. A budget of EUR 15.760.274 is allocated to priority 4, representing the 17% of the overall budget of the programme. The comparably lower allocation is justified by the fact that the development of transport system and hard infrastructures is funded by other instruments, therefore the financial allocation is in line with the EC Country Position Papers of all participating Countries of the cooperation area and reflects the needs to increase capacities for planning of regional transport systems as well as for making transport modes more sustainable, safe and energy efficient along coordinated multi-modal transport chains.

➤ **PRIORITY AXIS 5. Technical Assistance.**

A sound management of the cooperation programme is the pre-condition for its effective implementation. The programme is a new CBC programme which nonetheless can refer to a wide range of experiences and lessons learnt from transnational and cross-border cooperation programmes implemented in the EU programming period 2007-2013 and, respectively, the Med, the South-East Europe and the IPA CBC Adriatic programmes. Accordingly, the change driven by the Programme mainly refers to further improving and streamlining administrative procedures for a faster and more efficient implementation of the programme and an improvement of the support to beneficiaries so that they can apply in better conditions and submit more



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targeted and better-quality projects. A budget of EUR 9.270.756 is allocated to priority 5 representing the 10% of the overall budget of the programme

2.2 The REGLPORTS Project

The Adriatic Sea is characterized by a unique coastal environment with significant potential for tourism development. However, this potential is not fully exploited, while tourist activities are mainly focused on a seasonal “sun, sea and sand” approach. Nevertheless, there are alternative forms of tourism which could prolong the tourist season, tap new markets and overall, provide the essential conditions for regional economic growth.

Nautical Tourism (NT) is a dynamically expanded form of tourism, consisting an industry of high added value with strong clientele growth tendencies in the Adriatic Sea. In general, NT is seasonal, however, if combined properly with other mild tourism activities it may be prolonged with profound positive impact to local economies. Despite its high potential, NT is not sufficiently developed in the intervention area and its connection with the assets of the hinterland is insufficient.

Hence, the overall objective of the REGLPORTS Project is to develop a common model for the smart and sustainable NT management through integrated development plans. More specifically, the Project aims to provide a holistic approach by (a) connecting the coastal areas with the rich inland’s assets, (b) emerging and promoting the interconnected areas (Area Brand, Thematic Routes), and (c) upgrading tourism supporting services and products.

The envisaged plan will constitute an innovative approach in tourism industry, which cannot be successfully tackled by individual national strategies. The Project will increase tourism population, regional economic growth and therefore contribute significantly to the accomplishment of Program’s result indicators.

REGLPORTS foresees to facilitate the sustainable NT management, considering as a top priority the environmental sustainability. The anticipated impact will substantially benefit stakeholders in the intervention area, including local communities, national and/or regional organizations and tourism related businesses. Brief reference to the Project content, objectives, partnership and results.

The Partners participating in the Project are:

- **National Coastline Agency (LP) - AL**
- **Municipality of Molfetta – IT**
- **Union of the Provinces of Puglia - IT**
- **Ministry of Tourism and Environment of Albania – AL**



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- **Agency for the management of the town harbor Herceg Novi Ltd. – ME**

The Associated Partners of the Project are:

- **Municipality of Vlora – AL**
- **Region of Molise – IT**
- **Municipality of Herceg Novi –ME**
- **Tourism Agency of Manfredonia – IT**

2.3 The REGLPORTS Environmental Impact Assessment

The environmental sustainability of the foreseen data and development propositions, is a prerequisite for the overall viability and success. Therefore, the given data and analysis, as well as any suggested actions, measures and strategies, are provided in the context of securing that environmental conditions will not be jeopardized by the changes imposed in the Intervention Area.

Particularly, the capacities of ports and tourism destinations were carefully considered throughout the research, as well as the natural resources (marine water, coastal, soil, inland water) and habitats. In this frame, the process of the collected information and the conclusions deriving from the analysis, will be elaborated for parts of the Intervention Area, encompassing all the potential aspects that might affect natural, cultural and anthropogenic environment.

In the framework of the EU Environmental Impact Assessment Directive, starting point is that every development should not lead to (further) deterioration of the current environmental situation. Preferably the environmental situation would even be improved. As marina development and/or expansion is considered to be of high importance, an EIA needs to be carried out before any development activities can be initiated (EUR-Lex, 2014).



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3 Methodological Framework

The research was implemented based on the requirements of the Study and a set of tools was applied to contribute to the understanding of the objectives and to the evaluation the best methods for development. Specifically, the main techniques and tools used for the record of the existing state of nautical tourism in the area included:

- **Primary Research-Bibliographical Analysis:** Based on a variety of literature and other academic resources, this analysis concerns the reparation of a historical and systematic musicological study on the nautical sector for the Italian Intervention Area.
- **Systematic review and meta-analysis:** The existing situation regarding the nautical tourism sector in the Intervention Area was evaluated on the basis of sectoral statistics, as well as business and other required data with current trends, dimensions and developments in the international, European and Italian nautical tourism market.
- **Secondary Research-Documentation:** The documentation and mapping procedures were an important part of the methodology used in the study, focusing on the port infrastructure, the maritime authorities, studies from public and private libraries, universities, etc., as well as assessing the adequacy of the data collected.
- **Quantitative analysis:** with which the process of quantitative data and information that have to do with the rural production system was realized.
- **Qualitative analysis:** Aimed at the evaluation of the collected data, filling any information gaps in the research, as well as highlighting corrections that need to be made.



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4 Theoretical Framework

4.1 Legislative Policy Framework

4.1.1 European Legislative Framework

➤ Regulatory environment

For the initial construction and further development of marinas in Europe no specific EU regulation exists, as marina development is considered a local responsibility falling under national or local legislation. The most important governmental body for a marina that wishes to expand or redevelop is the municipality. The municipality needs to grant permission for any marina related activity. Often the local rules will apply to marina (re-) development. Due to the applicability of local rules large differences between regions can exist.

In some EU regions it is easier to develop marinas than in others, although in most regions the development of green field marinas is often very restricted. In France, for example, a new law has been adopted (the Grenelle II) which forbids the creation of greenfield marinas outside urbanized areas (in general the law poses limitations on the development of nature areas). This trend has led to a larger interest of reconverting ports to marina.

Stakeholders indicated that the lack of EU specific regulation regarding marina development is a barrier for marina development. If EU regulation regarding marina development would exist, rules would be more harmonized and it would become easier to develop a marina. Once an EU set of rules would be in place a level playing field between marinas in different regions could be created.

Also, with regard to marina operations hardly any direct EU legislation can be found, with the exception of Port Reception Facilities Directive which explicitly mentions marinas. Most EU legislation applicable to marinas affects them indirectly, e.g. by regulating recreational boating the marinas indirectly need to facilitate the higher environmental standards required of boats ((EUR-Lex, 2014).

➤ European Directives affecting marina operations

Several EU directives are (directly or) indirectly applicable to marina development and operations. Most of the directives found relate to environmental performance or protection.

Such Directives are:

Port Reception Facilities



This directive directly applies to recreational crafts (article 2 sub g). Based on the directive each recreational craft needs to deliver its ship-generated waste at a port reception facility before leaving the port/marina (article 7.1). The port/marina is obliged to collect fees from ships in order to cover the costs of the reception facilities, including the treatment and disposal of the waste (article 8.1).

Water Framework

This is a more indirect directive which influences marinas (both development and operation). The directive focuses, according to article 1 on establishing a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. Member States need to at least ensure that the water quality does not further deteriorate; however, where possible they need to ensure that the quality improves. Also, Member States need to enhance the status of aquatic ecosystems as well as wetlands depending on these aquatic ecosystems. In order to achieve these aims, Member States are required to take dedicated measures for specific sources of freshwater. Several areas are covered, i.e. surface water, ground water and water in protected areas.

Bathing Water Directive

This directive is related to water quality. Based on the Bathing Water Directive Member States need to guarantee a certain water quality and need to ensure that the water is not contaminated with microbiological components or other organic substances (article 2.5). Chemical or other substances than organisms and microbiological ones, do not fall under the scope of the directive. Member States need to assess and monitor waters, which are used for bathing, for at least two parameters of bacteria. In addition, Member States have to inform and warn the public on the water quality. This will be done through bathing water profiles. The Commission has developed several sign to fulfil this obligation. The first set of signs presented below indicate whether or not people are advised to bath and the second set indicates the quality of the water.

Drinking Water Directive

The main objective of the Drinking Water Directive is to protect human health from the adverse effects of any contamination of water intended for human consumption (article 1.2). It needs to be ensured that the water is wholesome and clean. The directive applies to all water distribution systems that serve more than 50 people or supply more than 10 m³ per day. In addition, the directive also applies to water served from tankers, bottles or containers and water used in the food processing industry (article 2). In the directive EU standards for water quality have been laid down. In total, 48 microbiological, chemical and indicator parameters have to be monitored and the water needs to be tested regularly. The 48 parameters are in line with the parameters laid



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down in the World Health Organization's guidelines for drinking water Waste water collection, treatment and discharge.

Marine Strategy Framework

Another indirect applicable directive is the Marine Strategy Framework Directive. Main purpose of this directive is to establish a framework within which Member States shall take the necessary measures to achieve or maintain good environmental status in the marine environment by the year 2020 at the latest (article 1)³⁵⁹. In order to achieve this goal each Member State is obliged to develop a marine strategy for its marine waters indicating the current status of their waters and the measures needed to maintain or improve the water quality. In order to set up the strategy the Member State needs to assess the status of its marine waters, determines its GES; set targets, establish monitoring programmes and finally lay down measures with which to achieve it. The measures put in place by Member State will have to be assessed. The assessment includes a cost benefit analysis (CBA). The ultimate goal of the directive is that marine waters are clean, healthy and productive. As such it ensures that human activity in marine waters is therefore carried out responsibly.

Habitat Directive (Natura2000)

This directive aims to protect flora and fauna that contribute to the biodiversity in Member States. Based on this directive Member States have the possibility to designate specific areas, in which protected flora and fauna can live undisturbed, the so-called Natura2000 areas. In these areas human activities are only allowed under strict conditions (please refer to MS7).

Directive on Environmental Noise

The environmental noise directive³⁶³ introduces maximum noise level aiming to reduce the annoyance caused by noise. The main purpose of the directive according to article 1 is to define a common approach intending to avoid, prevent or reduce on a prioritized basis the harmful effects, including annoyance, due to exposure to environmental noise. Noise levels should be reduced at least in built-up areas, in public parks or other quiet areas in an agglomeration, in noise sensitive areas and buildings (article 2).

4.1.2 National Legislative Framework in Italy

Port System Authorities

Legislative Decree no. 169 of 4.8.2016, dated 4.8.2016, modified the previous regulations of the port system established by Law no. 84 of 28.1.1994, with the aim of increasing the competitiveness of Italian ports, after the previous regulation had proved not to be fully effective in terms of enhancing the port as a logistics chain system.



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The reform of the regulations has been oriented in compliance with the measures indicated in the National Strategic Plan for Ports and Logistics. The intervention also introduces significant innovations with regard to the bodies of the new Authorities, with the aim of simplifying the decision-making processes and administrative requirements connected to port activities, but also to strengthen the role of promoting the development of infrastructures in terms of logistics and connection of administrations in the port area.

The Legislative Decree no. 1692 of 4.8.2016 has introduced significant innovations (Reorganisation, rationalization and simplification of the regulations concerning port authorities as per Law no. 84 of 28 January 1994). The 2016 reform was necessary after the previous initiative which proved to be ineffective on the port system. In fact, there have been several innovations that have involved the governance of ports.

A central role in the reform process has also been played by the guidelines transposed by the European Union. In particular, Regulation 2013/1315/EU of the European Parliament and the Council of 11.12.2013 introduced the concept of the so-called "core" central port as a port that belongs to a primary urban system or, alternatively, provides support to a significant percentage of traffic in Europe. In Italy the regulation has a central role in the enhancement of the transeuropea transport network (the so-called TENT network) and in the development of multimodal corridors.

The reform is focusing on the reorganization of port governance and the simplification of bodies and administrative requirements related to port operations.

Under the first regulation, the twenty-four existing Port Authorities are replaced by fifteen Port System Authorities (hereinafter referred to as PSAs), which represents nodes of a logistics network integrating maritime, road and air transports, providing continuity along the TEN-T Corridors, which connect Italy to Europe, which run from the Baltic Sea to the Atlantic Ocean and the Mediterranean networks. The Italian Ports are situated at the core of a connection network providing a more organized, intelligent and efficient transport system, at the service of undertakings and passengers, combining competitiveness with the tasks of connecting territories and local markets.

4.1.3 Regional legislative framework

There are several regional laws that affect the maritime sector, but here below are those that most directly concern the tourism sector.

Regional Law 23 JUNE 2006, no. 17 on "Regulations for the protection and use of the coast", updated by the following R.L. 17/2015, which normalizes the administrative functions connected with the management of the maritime property and territorial sea areas conferred by the State pursuant to Article 117 of the Constitution,



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identifying the functions retained by the Region and those conferred to the municipalities. It also includes the regulation on the use of State maritime areas for tourism and recreational purposes. Coastal planning is divided into three regional and municipal levels and port planning with the respective PRC, PPC, PPT plans, which represent the fundamental tools for the coordinated and sustainable development of the marine economy.

Moreover, with regard to the use of the coasts, the Region has adopted specific rules to support the use of the regional state property, with R.L. 48/2018 " Rules to support the accessibility of state property areas intended for free bathing for people with disabilities" and R.L. 44/2018, art. 34 "Protection of coastal towers for the enhancement and qualification of accessibility and usability of the Apulian coasts".

In 2017 the Region launches the Strategic Tourism Plan 2016/2025 "Puglia365" which has as main objectives to increase the competitiveness of the Region in Italy and abroad, increase international tourism flows, increase seasonal adjustment and enhance innovation in the tourism sector. The Plan also embraces the sea economy, with the provision of specific actions to be implemented in the territory, such as the strengthening and upgrading of marinas, support to shipbuilding as a driving force for pleasure tourism, nautical charters, the nautical industry, seafaring crafts and sports activities (sailing, rowing, sport fishing, diving, etc.).

4.1.4 Financial Support

The financial instruments in Puglia Region, to support tourism-related activities are different. Among these are the structural funds ERDF that finances project under the Axis VI "Environmental protection and promotion of natural and cultural resources", aiming at enhancing the environmental and cultural resources. Particular attention was placed on: Interventions for the enhancement and enjoyment of natural heritage; competitive repositioning of tourist destinations and their promotion.

The ERDF also supports projects under the AXIS II "Improving the access, use and quality of ICT, with focus to investments in the digital economy especially in data on water quality and tourism flows.

Moreover, the RURAL DEVELOPMENT PROGRAMME 2014-2020 has activated support measures for cooperation between small operators to organise joint work processes and share facilities and resources and for the development and/or marketing of tourism services related to rural tourism.

4.1.5 Molise's regional landscape policies

The existing policies on coastal and fluvial heritage in Molise Region are the following:

- **Regional Operational Programme 2014-2020**, financed by ERDF in the framework of objective 5.2.1 and 5.1.1. of Axis 5. 5 "Environment, tourism and culture"; the aim of this priority, is to improve the



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preservation and promotion of cultural and natural heritage in areas of strategic relevance by enhancing systemic and integrated resources and territorial jurisdictions.

- **The Energetic and Environmental Plan of Molise Region**, that is a guideline document that has the main objective in guiding the Molise Region towards a productive use of energetic resources, but also underline and focalize the attention to reduce the environmental impact in order to preserve the fluvial and coastal heritage of the regional area.
- Molise Region is part of the **Basin Authority and River Basin District of the South Apennines** and the two bodies full transpose the provisions of the Italian Directive about water and fluvial resources, the legislative decree no. 219/2010 and the UE Directive no. 105 concerning the standard to adopt in order to guarantee a quality of the environment and the water and fluvial heritage.
- **Territorial, environmental and landscape Plan of Molise Region**: is a mandatory sectorial plan drawn up by the Region in order to prevent that urban-building interventions spoil the landscape.

4.2 Structures and Supportive Mechanisms

4.2.1 European Structures and Supportive Mechanisms

Apart from the Regulatory and Strategic Framework that has been defined by the European Union in relation, supporting mechanisms are also part of the EU agenda (European Commission, 2020).

Authorities & Services

European Maritime Safety Agency (EMSA): The European Maritime Safety Agency (EMSA) was established by Regulation (EC) 1406/2002. Based in Lisbon, EMSA provides technical, operational and scientific assistance to the European Commission in the fields of maritime safety, maritime security, prevention of, and response, to pollution caused by ships as well as response to pollution caused by oil and gas installations. It also assists Member States affected by pollution caused by ships and oil and gas installations, upon request, with antipollution means (specialized ships and equipment) and satellite images to detect pollution.

European Union's Maritime Information and Exchange System (SafeSeaNet): It is the European platform for maritime data sharing, linking together authorities from across Europe, to become the core of all relevant maritime information tools. It is composed of a network of national systems in the Member States and a central system acting as a nodal point, hosted and operated by the European Maritime Safety Agency (EMSA). Apart from enhancing maritime safety, port and maritime security, environmental protection and pollution preparedness, the system allows for the exchange and sharing, in accordance with Union legislation, of additional information facilitating efficient maritime traffic and maritime transport.



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Places of refuge (PoR): A place of refuge is a place where a ship in need of assistance can take action to enable it to stabilise its condition and reduce the hazards to navigation, and to protect human life and the environment. It may include a port, a place of shelter near the coast, an inlet, a lee shore, a cove, a fjord or a bay or any part of the coast. Because of the many variable factors involved, and the variety of risks, a decision to grant access to a place of refuge can only be taken on a case-by-case basis.

European Maritime Single Window Environment: In order to reduce the administrative burden on ships and to facilitate the use of digital information, the Commission established an expert group on maritime administrative simplification and electronic information services - known as the eMS group. A number of different authorities and services such as transport, customs, border control, safety, security, health and environment have been participating to the work of the eMS group to produce the single window definition, harmonised business rules and the unique NSW data set aligned with regulatory requirements and existing standards.

Maritime Transport Co-ordination Platform (MTCP): It is a “think tank”, stimulating body that consists out of authorities in their fields of expertise. It is expected from this centre of excellence e.g. a firm opinion on what should be the maritime policy in these sectors.

Maritime Navigation and Information Services (MarNIS): A global Automatic Identification System (AIS) to broadcast both certified positioning and all the presently (and future) required administrative documentation.

Funding Tools

The European Structural and Investment Funds: Sustainable tourism investments linked to ICT, entrepreneurship, SME’s competitiveness, energy efficiency, employment and labour mobility, etc., and can promote the exchange of good practice, transnational networks and clustering.

Horizon 2020: Financial instrument for the EU’s research and innovation strategy, with Blue Growth as one of its focus areas.

The Creative Europe Programme: Supports synergies between cultural and nature tourism, including coastal and maritime heritage. The Erasmus+ programme helps in terms of employability, new sector curricula and innovative forms of vocational teaching and training.

The LIFE+ Programme: To can co-finance innovative projects affecting coastal and maritime tourism and resource efficiency.

The European Investment Bank: provides SMEs with financing for investments in tourism and/or in convergence regions.



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4.2.2 National Structures and Supportive Mechanisms in Italy

Following the reform of the Port Sector and Logistics, the 58 main Italian Ports have now been organized into 15 new Port System Authorities (PSAs), coordinated by the National Coordination Conference established at the Ministry of Infrastructures and Transport.

The new PSAs represent the nodes of a logistics network integrating maritime, road and air transports, providing continuity along the TEN-T Corridors, which connect Italy to Europe, which run from the Baltic Sea to the Atlantic Ocean and the Mediterranean networks. The Italian Ports are now situated at the core of a connection network providing a more organized, intelligent and efficient transport system, at the service of undertakings and passengers, combining competitiveness with the tasks of connecting territories and local markets.¹

The newly merged PAs

1. PA of Western Ligurian Sea
2. PA of Eastern Ligurian Sea
3. PA of Northern Tyrrhenian Sea
4. PA of Central-Northern Tyrrhenian Sea
5. PA of Central Tyrrhenian Sea
6. PA of Central Southern Sea and Strait
7. PA of the Sea of Sardinia
8. PA of Western Sicilian Sea
9. PA of Eastern Sicilian Sea
10. PA of Southern Adriatic Sea
11. PA of Ionian Sea
12. PA of Central Adriatic Sea
13. PA of Central-Northern Adriatic Sea
14. PA of Northern Adriatic Sea
15. PA of Eastern Adriatic Sea

Legend

- PAs of the core network
- PAs of the comprehensive network
- other ports
- merged Port Authorities

Note: labels indicates ports that are currently managed by a Port Authority.



¹ Source: <https://www.porteconomics.eu/2016/08/29/italy-reframes-its-port-governance/>

Figure 1 Italian Port Authorities

The organizational structure and dependencies in port government:

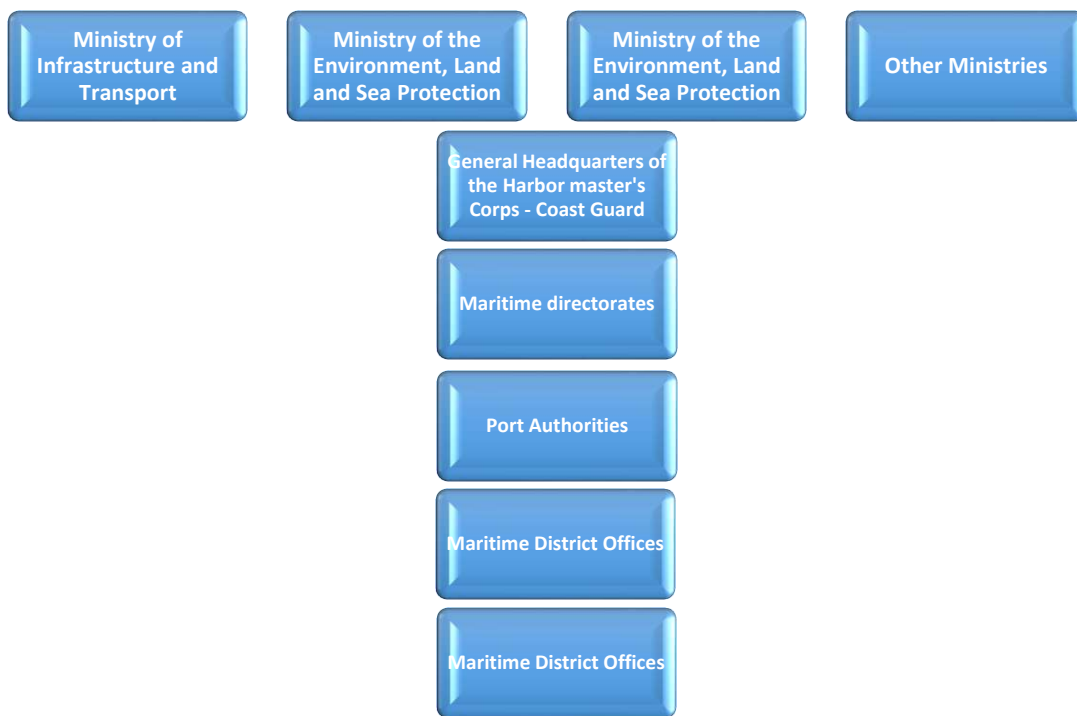


Figure 2 Organizational structures in port government

- ✓ The Ministry of the Environment, Land and Sea Protection exercise surveillance and control functions for the protection of the marine and coastal environment.
- ✓ The Ministry of Agricultural, Food and Forestry Policies exercise of delegated functions in the field of sea fishing.



- ✓ Other Ministries police functions; drug trafficking control; activities to combat illegal immigration, surveillance aimed at identifying and safeguarding historical, artistic and archaeological heritage, with particular regard to submerged archaeological artefacts;

The coastguard's operational component has multiple functions include the following:

- command of ports and exercise of the functions of Maritime Authority,
- exercising maritime police functions in ports, on maritime property and on ships, as well as those of port authorities where port system authorities are not established
- regulation of ship approaches and single national maritime interface (national maritime 5
- single window) for the administrative formalities of arrival and departure of ships, discipline and regulate technical-nautical services
- functions of technical direction and coordination of the national organisation responsible for the search and rescue of human life at sea (SAR);
- discipline, monitoring and control of vessel traffic,
- certification and inspection functions etc.

4.3 Presentation of the Intervention Areas

4.3.1 Puglia Region

➤ Territory

Apulia is located between the Adriatic and the Ionian Sea, is the most eastern Italian region bordering Basilicata, Campania and Molise and the most extensive in southern peninsular Italy with an area of 19,540.9 square kilometers. The population is 4,063.88 with a density per square kilometer among the highest on a national scale, (209.8 inhabitants per square kilometer). The territory is mainly flat and hilly. The highest hills are found in the Dauno sub-Apennines, in the Foggia area: Monte Cornacchia (1,152 m), Monte Saraceno (1,145 m), Monte Crispignano (1,105 m). The remaining mountainous presence is concentrated in the Gargano massif with the Calvo (1,056 m) and Sprigno (1,008 m) mountains.

The coastal area, with a length of 834 km, is the third longest in Italy (after Sardinia and Sicily) and alternates high and rocky stretches with low and sandy coasts. The Gargano coast is generally rocky, but it has numerous inlets with sandy shores. In the south of Manfredonia the coast becomes low and sandy as far as Barletta, while in Terra di Bari sand and low rocks are alternated, with the exception of Polignano a Mare, situated on a sheer cliff. To the south of Monopoli up to Otranto the sandy coast is prevalent, while along the Adriatic coast of the lower Salento are not rare rocky stretches. The entire Ionian coast from southern Salento, on the



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border with Basilicata, is instead characterized by white sandy beaches, which in the northern part of the Gulf of Taranto are surrounded by pine forests.

The climate is Mediterranean, with hot, dry summers and mild winters in the lowlands; cooler winters and snowfall in the sub-Apennine zone. The rainfall is the lowest in Italy, while temperatures vary from -2 °C in winter to 40 °C in summer.

➤ **Art and Culture**

The region has two UNESCO World Heritage sites:

- the “Trulli of Alberobello”, located in the south-eastern Murge and precisely in the Itria Valley, and are buildings scattered throughout the territory, with white walls and cone roofs.
- the “Castel del Monde” a building of medieval origins commissioned by Frederick II of Swabia, a stone octagon whose height elevates it to 540 metres above sea level, an architectural beauty whose historical importance allows it to be impressed on the one cent coins of the European currency.

In addition, rock churches, Romanesque cathedrals, basilicas and sanctuaries and the treasures of the Baroque enrich its artistic profile. The rhythms and colors of the “Taranta” and the “Salento's pizzica”, in the municipalities of Grecia Salentina during August, are well known and receive due homage on the famous “Notte della Taranta”, which has now become the largest festival in Italy dedicated to this traditional dance with ancestral anthropological nuances and one of the most significant events on popular culture in Europe.

Other famous Apulian festivals are:

- Film events: "Il Festival del Cinema Europeo" in Lecce (in April); "Il Salento finibus terrae festival" in San Vito dei Normanni (at the end of July). The Salento International Film Festival in Tricase (August).
- Festivals: "Il Festival della Valle d'Itria" in Martina Franca (July-August), the Carpino Folk Festival in Carpino (first decade of August) Theatrical events. "Il Castel dei Mondi" in Andria (in August-September).
- Literary events: "I Dialoghi di Trani" in Trani (in September) "La Città del Libro" in Campi Salentina (last week of November).
- L'Alba dei Popoli in Otranto (in December) is a review of arts, cultures, environment, music and shows and takes place as part of the Otranto Festival.

➤ **Handicraft and traditions**



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Apulia is rich in traditions and handicrafts such as the famous terracotta whistles of Rutigliano, the laces of Gargano, the ceramic products of Grottaglie and the products made in Salento with the soft stone of Lecce, with wrought iron and papier-mâché.

During the Carnival period, the Carnival of Putignano, the Carnival of Massafra and the Dauno Carnival in Manfredonia are worth mentioning. The main Apulian fairs are: the Fiera del Levante in Bari (in September) which is one of the main fairs in Italy and in the whole Mediterranean basin; the Fiera Pessima in Manduria (in March) which deals with food production, handicrafts, trade, leisure and services; the Fiera di San Giorgio in Gravina in Puglia (April) which is important for agriculture, handicrafts and food and wine.

The Fair of San Cosimo in Oria (in May) which deals with food production, agriculture and other services. The Fair of San Leone in Bitonto (in April) mainly concerning food production and agriculture. The Mercatino del Gusto in Maglie (in July and August) is a food and wine route through the streets, squares, courtyards and gardens of the city. The Fòcara in Novoli (16-18 January) is the characteristic bonfire of the patronal feast of St. Anthony the Abbot where you can watch countless exhibitions and fireworks competitions and admire the artistic exhibitions of the great illuminations. The Holy Week in Taranto (in March or April) is a suggestive series of rituals that, moreover, sees the members of the two main Confraternities of the Church of Taranto compete for the statues and the posts in the processions of "Addolorata e dei Misteri".

The Palio of Taranto (in May and July) is an event in costume that consists of two races with ten rowing boats combined with the respective districts of the city. The Sword Dance in Torrepaduli (15 and 16 August), the Cavalcade of the Devotees in Ostuni (26 August) and the Feast of the Medici Saints in Bitonto (the third Sunday of October).

➤ **Enogastronomy**

The region offers a high quality enogastronomy: the bread of Altamura Dop, the capocollo of Martina Franca, the bombette of Cisternino,, the extra virgin olive oils and the wines of Altamura: Alezio, Aleatico di Puglia, Brindisi, Castel del Monte Bianco, Copertino, Cacc'e mitte di Lucerna, Gravina, Locorotondo, Leverano, Martino, Martina, Moscato di Trani, Ostuni, Orta, Primitivo di Manduria, Rosso Barletta, Rosso di Cerignola, Rosso Canosa, San Severo, Squinzato, Salice Salentino, Nardò and Gioia del Colle, represent quality excellence.

The Apulian cuisine is very diversified and able to offer different dishes in relation to the different seasons. In spring and summer, preference is given to vegetables and fish, while in the others legumes predominate, homemade pasta with various sauces, alone or combined with vegetables or fish. The most typical dish is "Orecchiette con le cime di rapa", whose recipe is now widespread in all recipe books, but equally well known are "Orecchiette with turnip tops", "chicory with bean puree", and those that link the territory to the



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Mediterranean, such as "Cavatelli with mussels", the "seafood risotto", the "grilled octopus" or "baked rice alla Bari" also called "rice, potatoes and mussels". Among the typical dishes of Salento there are "municeddhi", rolls with lamb entrails (variously called), "ciceri e tria" and "pezzi di cavallo" with sauce. There are many seasonal vegetables that you can find: turnip greens, peppers, aubergines, artichokes, beans, lentils, chickling peas, broad beans and red onions from Acquaviva delle Fonti.

4.3.2 City of Molfetta

➤ Territory

Molfetta, is located on the Adriatic Sea, 25 kilometers northwest of Bari, between the territories of the municipalities of Bisceglie in the northwest and Giovinazzo in the southeast, in a practically barycentric position with respect to the Adriatic coast of Puglia. The urbanized area has a seafront of about 3.5 kilometers to the east and as many to the west with respect to the old town and the port.

The climate is mild with little precipitation. The dominant wind is the tramontana, but is also affected by the mistral and grecale that are the winds that blow from the northern quadrants. The climate "perceived", like the climate of the cities overlooking the Adriatic Sea, is characterized by a considerable humidity that makes it particularly sultry in the summer season.

➤ Historical Notes

The history of Molfetta begins in prehistory, near the "Pulo di Molfetta", a doline with a diameter of about 150 m, born from the erosion of water and the consequent subsidence of the calcareous soil; here the first inhabitants settled (prehistoric age).

The most accredited hypothesis today is that Molfetta was founded by the Greeks around the IV century B.C.; the foundation of the town, therefore, is almost certainly connected to the historical phase linked to the origins of the Mediterranean civilization. Around the VII century B.C. C. began the migration of Greek colonies in the countries of southern Italy; also, Molfetta was subjected to the Hellenistic influence and temples dedicated to the goddesses Mammon, Ceres, Venus and Juno were erected.

The historical town of Molfetta was founded in the Middle Ages and is located on the peninsula known as the Island of St. Andrew, so called because of the presence of a medieval church dedicated to the Apostle. This period was one of the most difficult in the history of Molfetta, since it lacked a solid political organization and had to provide for the defense of farmhouses and rural villages scattered throughout the countryside, infested by Saracen raids. This age of generalised uncertainty is documented by the towers of



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which Molfetta abounds (such as Falcone, Gallo, Villotta, Cappavecchia, Eremo, Casale, Navarino, Gavettone, Calderina).

The Island is surrounded by the Adriatic on three sides. Until the 19th century the water also covered the southern part of the island, except for a small isthmus located on the eastern side, which made the old town a real island. It has a herringbone plan with narrow, curved streets, typical of many coastal towns in the lower Adriatic. It is clearly distinguished from the town outside the walls - it developed successively from the second half of the 17th century. The northern boundary of the historical settlement is the Adriatic Sea, a circumstance in the past centuries that allowed a natural defense against the attacks from Turkish piracy, which were frequent at the time.

Starting in the 18th century, the process of expansion of the settlement outside the walls began, leaving the historical center outside the development zone. From the 19th century, the degradation of the old town began, reaching its maximum expression with the collapse, with victims, which occurred in Via Macina in 1964, leading to its almost total emptying and transfer of the inhabitants to the town outside the walls. Only in the first decade of the twenty-first century there is a consistent process of recovery, started in the eighties that is restoring dignity and life to the historic old town where almost all the ancient streets were reopened due to the danger of collapse.

➤ **Economy**

In recent decades there has been a considerable development of the various activities, including the tertiary sector, the aspect of the traditionally agricultural city has changed radically, with the modernisation of cultivation techniques. Although agriculture is not the city's main activity, it has agricultural land mainly cultivated with olive groves, vineyards, citrus groves as well as wheat and vegetables. Cattle and sheep breeding are integrated in it.

However, the economy of Molfetta is mainly based on fishing activity and industry in the engineering, shipbuilding, food, textile, wood, leather and leather and building materials sectors.

The activities linked to the harbor involve the fishing, shipbuilding, commercial and nautical sectors, with the fishing sector representing the principal activity. In fact, Molfetta boasts the primacy of fishing in the lower Adriatic Sea with a fishing fleet of about 70 motorboats.

➤ **The Port of Molfetta**



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The port of Molfetta has for centuries had a strategic importance in the Adriatic area, especially in the shipbuilding industry. The carpenters of Molfetta were known throughout the Mediterranean for being excellent manufacturers of boats and ships. As a result, it boasts a series of small shipyards of the first quality since the Middle Ages and still active today and are located on the left side of the port quay.

FOCUS ON THE NEW PORT OF MOLFETTA

With the construction of the new commercial port, Molfetta aims to become the main logistic-productive pole of the South Adriatic Sea. The works to be completed by spring 2022 will allow the transport of goods from the sea to the railway's thanks also to the development of the industrial area of Molfetta where one of the three ZES (special economic zone) of the Region of Puglia is to be established.

In the past years the port has represented an important commercial junction the most important from the fishing point of view of the lower Adriatic.

4.3.3 Region of Molise

➤ Territory

Molise is a region of central Italy born in 1963 from the division from the Abruzzo Region. Molise has the peculiar characteristics of a mountainous as well as a maritime region. Without large settlements and easy communication routes, the region was for a long time isolated from large traffic flows and therefore a land of emigration. The industrialization of the seventies of the twentieth century brought about a substantial economic development, characterized above all by the presence of the FIAT factory in Termoli, a location that still represents the major industrial pole of the region; following the industrial crisis, the economic fabric of Molise has further changed, focusing on services and particularly on tourism.

The area of the region is divided almost equally between mountain and hilly area, in fact is divided between mountains (55%) and hills (45%), while in the northeast the region has a short stretch of coastline on the Adriatic Sea. The most important rivers are the Biferno and Trigno which flow into the Adriatic Sea and have a torrential regime and the Volturno, whose initial part flows in Molise territory.

The economy of the region is based above all on agriculture, even if the majority of the land is not very fertile. The main products are cereals, vegetables, fruit, olives, vines and tobacco; the breeding is modest. The industry is almost entirely made up of handicraft enterprises, operating in the food, engineering, clothing and building materials sectors. Sea and mountain tourism is still rather irrelevant.

➤ Climate



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The climate has a continental character in the inland, while it is mild, Mediterranean, near the coast. Rainfall, generally not very abundant, is mainly winter, which on the reliefs, is often snowy. Temperatures, whose minimums drop with the increase in altitude, have a significant annual excursion: Termoli, although it is on the sea, passes from a winter average of 8 °C to a summer average of 25 °C; Campobasso, at an altitude of 701 m, has a winter average of 4 °C and a summer average of 22 °C.

Molise ranks among the last Italian regions for the percentage of protected areas, which in practice correspond to the Molise section of the Abruzzo National Park.

➤ **Historical notes**

The main centres in Molise became Roman colonies: among these are Isernia, a colony since 262 B.C., Venafro, whose origins date back to the Augustan Age, and Bojano, built at the time of Vespasian. To this last city the Longobards aggregated an autonomous territory, the Gastaldato of Bojano, which at the time of the Normans became the Comitatus Molisii, original nucleus of the historical identity of the region.

A fundamental date in the history of Molise is 1221, the year in which Emperor Frederick II transformed Molise into a district of imperial justice, in which royal authority overlapped that of the feudal lords.

The county of Molise in the late Middle Ages saw the immigration of gypsies and slaves, and in the 15th century that of the Albanians, who founded several centers and also settled in the adjacent area around Foggia. Under Spanish domination it was aggregated to the Capitanata (corresponding to the province of Foggia), of which it shared the wide autonomy. In 1811 Gioacchino Murat established that Molise, roughly with today's borders, became a province in its own right, and this administrative division was resumed after the unification of Italy (see Risorgimento). In the years between 1861 and 1865 it was one of the epicenters of the phenomenon of banditry, an expression of the malaise of the mountain and peasant plebs of the South, and an instrument in the Bourbon hands to oppose the unified state.

➤ **Art and Culture**

The region boasts an important archaeological heritage consisting of sites and museums that bear witness to an ultra-millenary history that begins during the Palaeolithic age, crosses the era of the Samnites and the Romans, until the Middle Ages: the National Paleolithic Museum of Isernia for paleontology, the Samnite Museum of Campobasso which collects archaeological evidence from the late prehistory to the Middle Ages, and again the Archaeological Museum of Venafro for Roman and medieval antiquities, to reach the Samnite Pietrabbondante with its beautiful theatre, and the exceptional medieval archaeological site of San Vincenzo al Volturno. The Sepino, with the ruins of the Roman settlement and Larino, which combines the valuable



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Roman remains with a magnificent example of medieval art: the cathedral in Romanesque-Gothic style. In the port of Termoli you can admire the Swabian Castle and the Romanesque Cathedral.

Other castles in the territory are that of Pescolanciano as well as abbeys and sanctuaries, including the Benedictine Abbey of San Vincenzo al Volturno, the Sanctuary of the Addolorata of Castelpetroso and the Sanctuary of Canneto at Roccavivara. Splendid examples of Romanesque architecture are, finally, the church of San Giorgio a Petrella Tifernina and the church of Santa Maria della Strada a Matrice.

➤ **Traditions and events**

Carrese

On April 30th the "Corsa dei Carri", also known as the "Carrese", is a speed race between wagons pulled by oxen. - On the Wednesday before Easter, the Tuzza festival takes place in Scapoli where the participants compete with each other with egg strokes.

Tuzza festival

On the Wednesday before Easter, the Tuzza festival takes place in Scapoli where the participants compete with each other with egg strokes.

'Ndociata di Agnone

The 'Ndociata di Agnone has been recognised as a Heritage of Italy event. It is one of the greatest fire performances that can be remembered at least in Europe: it consists of a parade of wooden structures, a sort of torches, from two to twenty fires, over three metres high, lit and carried on the shoulders along the streets of the village by porters wearing the historical hood, a cloak according to tradition used by shepherds, representatives of the five districts of Agnone (Prov. Isernia).

The Onion Fair

One of the oldest fairs in Molise is the Onion Fair of Isernia, on St. Peter and Paul's Day. The Fair, already documented in the fifteenth century with annual frequency on 28 and 29 June, is characterized by the remarkable presence of onions (folclore.eu, 2020).

➤ **Enogastronomy**

The Molise cuisine can be recognized for the simplicity of the seasonings, the sobriety of the preparation and, above all, for the genuineness of the products coming from the local shepherds and farmers. Molise oil is also of the highest quality, linked both to the geographical area of production and to special local varieties of olive trees, among which the best known are Gentile di Larino and Aurina di Venafro. Some cooperatives and private



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entrepreneurs, such as the Colavita oil mill, have national and foreign market shares within the quality product segment.

There are many characteristic dishes, such as maccheroni alla chitarra, **pallotte** cacao (seasoned cheese) and eggs, pasta and beans, polenta, lamb and roasted **turcinelli**, made from lamb entrails and offal.

Among the excellences the **truffle of Isernia** and the hard-wheat pasta. There are various cold cuts, including **saggicciotti**, i.e. liver sausages, **ventricina** and **pampanera**, bacon with oven-dried chilli pepper.

Among the typical sweets, a place of honour is given to the **grape mustard** (a marmalade typical of the Molise countryside) and, among other delicious delicacies, also to **cauciuni** (sweets filled with pasta and chickpeas), stuffed wafers (wafers filled with walnuts and almonds), **peccellate** (sweets filled with cooked must or jams) and **cippillati** (baked ravioli filled with sour cherries).

➤ Economy

The main economic activity in the region is agriculture even though, compared to other regions of the peninsula, Molise started to develop its economic potential quite late. Most of Molise's population is dedicated to agricultural activities, which however are not very profitable due to the small size of the agricultural areas, managed by family farms. Various products are grown in the region, including cereals such as wheat and corn, wine and olives on the hills, potatoes, chickpeas, beans. In general, the production satisfies the internal needs of Molise and only a small part is destined for export. In recent years, however, in order to improve the productivity of the countryside, agriculture is also specialising and introducing modern cultivation techniques that are mostly applied along the coast, where tobacco, sugar beets and vegetables can be found.

Due to the conformation of the soil, mostly mountainous, pastoralism is particularly widespread. Until a few years ago transhumance was practiced: every summer the flocks were led far away, along the sheep-tracks, paths traced in the woods by their continuous passage during the years. With transhumance the flocks reached the Apulian pastures where they found more grass to graze and enjoyed a milder temperature. In winter, then, they were brought back to Molise, following the opposite route. Today this ancient technique is no longer practiced, because the Apulian pastures for economic needs, have become agricultural land, and the sheep are now bred in the sheepfolds.

Fishing, practiced along the coasts, is not a particularly important activity for the economy of the region due also to the limited area of the region facing the Adriatic Sea.

Industrial development in the region has been slow due to the lack of major communication routes. Today Molise has a number of small and medium sized companies that deal with food first of all, with pasta, sugar



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and cheese factories, clothing and furniture sectors. The only large industrial complex is located along the coast, in Termoli, and is made up of Fiat Industry

The tourism sector has a lot of potential for improvement even if the one related to the coast is quite developed, thanks to the presence of some seaside resorts.

Molise is one of the rare Italian regions still discarded by mass tourism circuits. Even if Molise has 40 kilometers of coastline (and 3 blue flags in 2014), a WWF Oasis and one of Lipu, nature reserves, is part of the Abruzzo National Park and a curiosity, on Termoli passes the 15th East meridian, the central one of the time zone (also called CET, Central European Time) which determines the time of the time zone in Italy and in several other European cities (in fact it is called Ora di Termoli). At Isernia in 1979 the researcher Solinas found the bones of the homo erectus, the most ancient living in Europe, it was the most important archaeological discovery at international level

The natural beauties could be a good resource for tourism, both mountain and maritime, and they have scarcely or not at all been exploited to the present day. There are winter sports centres in Capracotta, near Isernia, and especially in Campitello Matese. The Region is scattered with small towns and picturesque villages where you can discover the authentic folklore and ancestral traditions that still animate the region today. This makes it the ideal destination for those in search of tranquillity, silence and serenity.

4.3.4 Albania

➤ Territory

Albania, officially known as the Republic of Albania, is a country in Southeast Europe on the Adriatic and Ionian Sea within the Mediterranean Sea. The capital city is Tirana (Tiranë). Albania is almost midway between Equator and the North Pole, and covers a surface of 28.748 km². The overall length of the borderline of the Republic of Albania is 1094 km; out of which 657-km is land-border, 316-km sea-border, 48-km river-border and 73 km lake-border. Albania's immediate western neighbour, Italy, lies some 50 miles (80 km) across the Adriatic Sea.

About three-fourths of its territory consists of mountains and hills with elevations of more than 200 metres above sea level; the remainder consists of coastal and alluvial lowlands. The North Albanian Alps, an extension of the Dinaric Alps, cover the northern part of the country. With elevations approaching 2.700 m, this is the most rugged part of the country. It is heavily forested and sparsely populated.



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Along the Adriatic coast over a distance of nearly 125 miles (200 km) and some 30 miles (50 km) into the interior are the low there is the fertile plain of western Albania, the most important agricultural and industrial region of the country—and the most densely populated

The territory of Albania is included in the humid sub- tropical zone of the Northern Hemisphere, and it belongs to the Mediterranean climatic zone.

➤ Historical notes

Albanians are a native Balkan people, although their exact origin is unclear. The national ideology insists on an unequivocal ethnic relationship with the ancient Illyrians. As little is known about the Illyrians and there are no historical records referring to the existence of the Albanian people during the first millennium C. E., it is difficult to affirm or deny the relationship. Albanians entered postclassical recorded history in the second half of the eleventh century, and only in this age can one speak with any degree of certainty about the Albanian people as they are known today

It can be assumed that the Albanians began expanding from their mountain homeland in the eleventh and twelfth centuries, initially taking possession of the northern and central coastline and by the thirteenth century spreading southward toward what are now southern Albania and western Macedonia. In the middle of the fourteenth century, they migrated farther south into Greece, initially into Epirus, Thessaly (1320), Acarnania, and Aetolia. By the middle of the fifteenth century, which marks the end of this process of colonization, the Albanians had settled in over half of Greece in such great numbers that in many regions they constituted the majority of the population.

Despite these extensive settlements, the Albanians, largely a herding and nomadic people, do not seem to have created any substantial urban centers. There were no noticeable Albanian communities in the cities of the Albanian coast during the Middle Ages. Durrës was inhabited by the Venetians, Greeks, Jews, and Slavs; Shkodra, by the Venetians and Slavs; and Vlorë, by the Byzantine Greeks. It is estimated that a considerable proportion of Albanians were assimilated by the time of the Turkish invasion; in other words, the Albanians had been largely marginalized in their own country. Only during the Ottoman period did they began to settle in towns and acquire some of the characteristics of a nation rather than those of nomadic tribes.

➤ Art and Culture

Albania has many influences incorporated into art and culture from invading countries. A part of Illyria in ancient times and later of the Roman Empire, Albania was ruled by the Byzantine Empire for seven centuries.



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An alliance of Albanian chiefs in the mid-fifteenth century failed to halt the advance of the Ottoman Empire and the country remained under Turkish rule for more than four centuries until it proclaimed its independence in November 1912.

In the Country there are two distinct cultural groups, the Ghegs in the north and Tosks in the south. Geographically divided by the River Shkumbin and with distinct dialects, their cultural differences are substantial, though both are proudly nationalist. With no common written language until 1972, Albanians have passed their heritage through epic rural songs, both nationalistic and lyrical in style.

Most of the art during communist rule was socialist realism. This style continued after communism as Albanian artists wanted to inspire national pride in their countrymen. Today, Albanian artists continue to maintain a proud connection to their roots with contemporary music and arts with an international flavour.

During the communist period, churches and mosques were destroyed and replaced by soviet symbolism and uniform high-rise blocks much of Albania's earlier architecture. The Country hosts two UNESCO-designated World Heritage Sites, which present the traditional Albanian architecture namely the cities of Berat, Gjirokastra and Butrint. In the city of Berat there are many examples of Byzantine churches, mosques of the Ottoman period and a castle of the thirteenth century.

In Gjirokastra with its stone made houses even known as The Stone City it is possible to visit interesting sites, part of the cultural heritage and natural wonders. At Butrint, there are ruins from each period of the town's development, including Greek, Roman, Byzantine and Venetian eras.

➤ **Traditions and Handicrafts**

Albania's traditional arts are rich and varied. They include fine embroidery and lace making, woodworking, and furniture making. Albanians enjoy music and storytelling, especially savouring the epics recounted by traditional singers. These singers often memorize verses hundreds and even thousands of lines long that celebrate the deeds of ancient heroes. Their tradition, however, seems to be in danger of extinction, for few young Albanians have elected to take up this ancient Balkan art form.

Food Customs at Ceremonial Occasions. Despite their poverty, Albanians are exceptionally generous and hospitable. A person invited to dinner will be given enough to "feed an army," even though the host may go hungry the next day. It is not unusual for an Albanian family to spend a month's salary to feed a visitor. Meals for guests or for ceremonial occasions such as weddings usually involve copious amounts of meat, washed down with Albanian raki, an alcoholic beverage.



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PORT HERCEG NOVI

Animals were formerly slaughtered and roasted on a spit for religious holidays such as the Muslim celebration of Great Bayram and the Christian feast days of Saint Basil on 1 January, Saint Athanasius on 18 January, Saint George on 23 April and 6 May, Saint Michael on 29 September, Saint Nicholas on 6 December, and Christmas on 25 December. These customs have largely died out, although some regional dishes have survived. The Orthodox of southeastern Albania still eat qumështor, a custard dish made of flour, eggs, and milk, before the beginning of Lent. During the annual spring festival (Dita e Verës), on 14 March, the women of Elbasan and the surrounding regions bake a sweet cake known as ballakum Elbasani. Members of the Islamic Bektashi sect mark the end of the ten-day fasting period of mate with a special ashura(pudding) made of cracked wheat, sugar, dried fruit, crushed nuts, and cinnamon.

Albanian folk music is national in character but has Turkish and Persian influences. Albanian iso-polyphony, derived from Byzantine church music, is a form of group singing that is performed primarily by men. Albanian iso-polyphony was listed by UNESCO in 2005 as an outstanding example of the world's intangible cultural heritage.

Traditional dances: Albanian traditional dances show a very diverse pattern of characteristics and styles, which makes it impossible to make a general description in order to distinguish them as “Albanian”. Albanian folk has a long history of a variety of costumes, music and dances, many of which are unique to particular regions like: Vallja e Shqipeve, Rrajca, Devollice, Vallja e Katjuskes.

➤ Enogastronomy

After half a century of Stalinist dictatorship, food culture is virtually nonexistent. For decades, there was little on the market beyond basic staples, and today, dire poverty has left most Albanians with little more to eat than bread, rice, yogurt, and beans. In as much as it has survived at all, Albanian cuisine is meat-oriented. Traditional dishes, which usually are reserved for guests and special occasions such as weddings, are easier to find among Albanians living abroad.

➤ Economy

Albania remains one of the poorest countries in Europe: according to the World Bank, in 2019² 34.6% of Albanians were living on less than USD 5.5 per day per capita (considered the poverty threshold). Unemployment reached a record low of 11.5% in the second quarter of 2019, with a youth unemployment

² Worldbank



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rate of 20.9% (National Institute of Statistics – INSTAT), although the IMF estimated the yearly unemployment average at 12% in 2019. A good part of GDP (estimated at around 50%) is still constituted by the informal economy, which hampers the programme of economic reforms currently underway. Therefore, the Country is implementing important structural reforms that will support equitable growth, raise productivity and competitiveness in the economy, create more jobs, and improve governance and public service delivery. Enhanced regional connectivity and access to regional and global markets, coupled with export and market diversification, can also help promote faster growth.

The Government of Albania has been also working on a broad-based reform program focused on macroeconomic and fiscal sustainability, financial sector stabilization, energy reform, social assistance and disability reform, and territorial decentralization.

In the midst of these reconstruction efforts, the COVID-19 crisis is putting more pressure on the Government's budget and response. The World Bank and other partners are cooperating to support the Government in overcoming these challenges and implementing the country's longer-term development goals. It is estimated that the negative economic impact of the COVID-19 pandemic, the unemployment trend should slightly decrease in the next two years, 11.8% in 2018 and 11.5% in 2021.

4.3.5 Montenegro

➤ Territory

Montenegro is a country in South Eastern Europe and is one of the Mediterranean countries having a coastline on the Adriatic Sea. At the seaside, Montenegro is bordered by Croatia In the southwest Bosnia and Herzegovina (northwest), Serbia (northeast), Kosovo (east), and Albania (southeast).

Montenegro's administrative capital is Podgorica, though its cultural centre is the historical capital and older city of Cetinje. For much of the 20th century Montenegro was a part of Yugoslavia, and from 2003 to 2006 it was a component of the federated union of Serbia and Montenegro.

The country's names—both Montenegro (from Venetian Italian) and Crna Gora—denote “Black Mountain,” in reference to Mount Lovćen (1,749 metres), its historical centre near the Adriatic Sea and its stronghold in the centuries of struggle with the Turks. Alone among the Balkan states, Montenegro was never subjugated. The old heartland of Montenegro, in the southwest, is mainly a karstic region of arid hills, with some cultivable areas, around Cetinje and in the Zeta valley. The terrain of Montenegro presents high mountains along its



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borders with Kosovo and Albania and a narrow coastal plain that is only 1 to 4 miles (2 to 6 km) wide. The coastal region is noted for seismic activity.

➤ **Wind & Weather**

The Adriatic Sea is a water paradise with three typical meteorological conditions: humid weather with warm southerly winds, dry weather with cooler northerly winds and clear stable weather with north-westerly winds. The southerly winds in the Adriatic Sea are called Scirocco or Jugo. On the coast, strong katabatic winds from the northeast, known as the Bora, can occur for several hours or occasionally even for several days.

In the glorious summer months, the wind on the coasts of Croatia and Montenegro are mainly characterized by local conditions that bring land and sea breeze circulation. Therefore, during the day moderate northwesterly winds develop that decrease towards the evening. The Burin at night and the Meastral (Mistral) or the Smorac during daytime belong to the fair-weather winds. The Burin is a land breeze (the mainland air cools down at night quicker than the air out at sea.) The Meastral or Smorac is a sea breeze (the mainland air heats up quicker than the air out at sea).

An indication for deteriorating weather conditions (the Jugo) are cirrus clouds coming from the west, the absence of Burin and Maestral, dense clouds in front of the sinking sun and pale, yellowy or yellow-green sunsets. Another indication for the Jugo is a dark horizon to the southeast and a slow falling of the barometer. A sign for the Bora is the Bora cloud rotor. The Newera is one of the thunderstorm winds in the Adriatic region, but these are rare in the summer. Like other parts of the world, Montenegro is not without unpredictable waterspouts, and these can develop from low clouds with a dark underside.

➤ **Historical notes**

Montenegro's sunny shoreline is lined with Mediterranean trees and sandy beaches. These and the massive mountain ranges in the bay of Kotor frame the perfect scenery for a magnificent yachting area and for nautical tourism in general.



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During the time of the Roman Empire, the bay of Kotor was used as a strategically important base for naval forces. For centuries the Bay of Kotor also formed a concessional border between Christianity and Islam.

Some key dates in Montenegro's history:

1918 - Following First World War, Montenegro becomes part of Kingdom of Serbs, Croats and Slovenes, which is later known as Yugoslavia.

1991 - Montenegro supports union with Serbia as Slovenia, Macedonia, Croatia and Bosnia break away.

1992 - Montenegro joins Serbia in Federal Republic of Yugoslavia.

2002 - Yugoslav, Montenegrin and Serbian leaders sign EU mediated accord to set up new state, to be called Serbia and Montenegro, in place of Yugoslavia.

2006 - Montenegro holds an independence referendum. Just over the required 55% of voters say yes.

2013 January - The European Parliament says that Montenegro is on track to achieve EU membership, but calls on it to do more to protect media freedom, women's rights and gender equality.

Nowadays it is valued for its natural beauty and its historical and cultural sites. The towns of Perast and Kotor as well as the tiny islands of Our Lady of Rocks and St. George are listed as UNESCO World Heritage Sites. These beautiful scenes now form the backdrop for some of the most exciting racing regattas for sailing yachts in Europe.

Montenegro has been an independent parliamentary country, since 2006. This young but stable democracy places a strong emphasis on tourism and warm hospitality. Being only a few hours flight from most European capitals, Montenegro today is an accessible, friendly and astonishing attraction.

➤ **ART & CULTURE**

Montenegro is best known to the outside world for its rich architectural heritage and medieval murals date to the 10th century. The Romanesque cathedral of St. Tryphon in Kotor, the 16th-century Husein-Pasha Mosque in Pljevlja, and the Baroque church of Our Lady of the Rocks on an islet in the Bay of Kotor are some important testimonies of the influences received during the years. , Montenegro's first literary pieces dating back 1,000 years, while the first Montenegrin book was printed 500 years ago. Not of less importance are the works of Montenegrin painters in Post-Impressionist and Expressionist techniques exhibited in famous galleries and museums throughout the world.

Each town on the coast has its own history: Herceg Novi, town of carnivals and artists; Kotor and Perast, UNESCO-protected maritime towns dating back to the pre-Christian era; Budva, intersected by series of alleys and squares with numerous cultural and historical monuments, remains of frescoes and inscriptions from the mid-12th century and wonderful sandy beaches and vibrant nightlife on the other hand, is transformed every summer into an open-air stage - Theatre City; Ulcinj, a town of diverse cultures - eastern "West" and western "East".

The old town of Budva was destroyed in an earthquake in 1979; since rebuilt, it now serves as a beach resort and amusement park.



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Music too has an ancient history in Montenegro. A bone whistle from the Paleolithic Period (Old Stone Age) found in what is now Montenegro is the oldest musical instrument in all of Europe. Early church chants, as well as a number of organs built in the coastal region, testify to a lively tradition of church music.

➤ **TRADITION AND HANDICRAFTS**

Ancient art in Montenegro is influenced by the Greek one. Stone sculptures were spread throughout this small country, but many of them have been destroyed throughout the years due to war and earthquakes.

Handicrafts were also an important part of Montenegrin folk culture. With the art of sewing and other textile elaborations, they created decorations for homes and traditional clothing and costumes. Terracotta bowls and the art of engraving were also found throughout the country.

Montenegrins have long history with painting. It's one of the arts they gravitated toward as a means of expression to what it means to be a Montenegrin. Artists who wanted to study art seriously often traveled abroad to cities such as Belgrade, Zagreb, Paris, and other art centers in Europe. There, they would learn to hone their skills from the best and bring it back to their country where they would add in a certain Montenegrin flair to their work.

Some of the more notable painters to come from Montenegro—and especially from the Old Royal Capital of Cetinje—include Boris Dragojevic (surrealism, hyperrealism), Milo Milunovic (impressionism, cubism) who depicted the landscape of Montenegro, Dimitrije Popovic (painter, sculptor, art critic), Vojo Stanic (painter, sculptor), Petar Lubarda (painter, art professor) used expressionist techniques to portray his homeland., and Dado Duric (illustrator, engraver, sculptor).

➤ **ENOGASTRONOMY**

The rich Montenegrin Cuisine which is coastal and continental has big seal of Mediterranean. One can taste Bokeljška cuisine with delicious as the Adriatic brancin, scallops, muscles and other sea-food, while enjoying the atmosphere of a traditional setting. Njeguski prosciutto, oil cheese, Njeguski sausages and pancetta, old Slavic drink medovina (honey-wine), indigenous food – kaštradina and snack priganice and the Famous wine Plantaže which today represents one of the best-known brands.

➤ **ECONOMY**



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Montenegro is a small, open economy aspiring to join the EU by 2025. It is also an economy vulnerable to external shocks, as it relies heavily on capital inflows from abroad to stimulate its growth ³. Montenegro started negotiations with the EU in June 2012 and strives to join by 2025, ahead of the other countries in the Western Balkans. In the latest European Commission (EC) Progress Report on Montenegro, the importance of maintaining macroeconomic stability was stressed, noting that the rapidly rising public debt and high fiscal deficits, together with high external imbalances and high unemployment, are of particular concern. Moreover, the combined effects of large-scale public infrastructure investments and several new expensive social expenditure programs challenge fiscal sustainability.

Generally, the economy of Montenegro has been moderately free for over a decade. GDP growth has been good by European standards, driven by household consumption, investment in infrastructure, and higher tourism receipts. Montenegro continues to transition to a market system, and around 90 percent of its state-owned enterprises have been privatized. Labor force participation is low, and the unemployment rate is high. About 25 percent of the labor force works informally.

4.4 Database of the Intervention Areas

➤ Demographics of Puglia and Molise Region

This chapter presents data relative to the subject of the study with particular focus on the areas of interest, i.e. the regions of Puglia and Molise. Such data supports the understanding of the magnitude of the intervention area, while providing these all significant details to a project such as REGLPORTS regarding infrastructure, administrative authorities etc.

Italy, officially named Italian Republic, is a state located in southern Europe, whose territory largely coincides with the homonymous geographical region. Italy is a parliamentary republic and has a population of 60.244.639 inhabitants (istat.it, 1/1/2020) with capital of the country being Rome.

The continental part, bounded by the Alps, borders to the north, from west to east, with France, Switzerland, Austria and Slovenia. The rest of the territory, surrounded by the Ligurian, Tyrrhenian, Ionian and Adriatic seas, extends into the Mediterranean Sea, occupying the Italian peninsula and numerous islands (the largest of them being Sicily and Sardinia), for a total of 302072.84 km². The states of the Vatican City and San Marino are enclaves of the Republic.

³ Overview of the Country: Worldbank



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In 2020 Italy is categorized as the eighth world economic power and third in the European Union. Is a country with a high standard of living as evidenced by the human development index which is very high (0.883) and by a life expectancy of 83.4 years. Is a founding member of the European Union, NATO, the Council of Europe and the OECD and adheres to the UN and the Schengen Treaty. It is also a member of the G7 and the G20, participates in the NATO nuclear sharing project, is a major European regional power, capable of exercising political influence even on extra-European and global choices and decisions, and ranks ninth in the world for military spending. By virtue of its thousand-year history, Italy, together with China, boasts the largest number of sites declared World Heritage Sites by UNESCO.

Puglia is an Italian region of southern Italy of 4.002.694 inhabitants, with Bari being the region's capital. It borders to the north-west with Molise and to the west with Campania and Basilicata and is bathed by the Adriatic Sea to the east and north and the Ionian Sea to the south (Blangiardo, 2020).



Figure 3 The Region of Puglia

Molise is an Italian region of southern Italy of 301.493 inhabitants with Campobasso as its capital. It borders with Abruzzo and the Adriatic Sea to the north, with Lazio to the west, Campania to the south and Puglia to the east. The region was born in 1963 by detachment of the province of Campobasso from the Abruzzi and Molise region, established in 1948.



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Figure 4 The Region of Molise

According to the latest Annual Report for 2020 regarding the State of the Nation by the Italian Statistical Authority (ISTAT), in 2018, the resident population is estimated at 60.5 million, including 5.6 million foreign citizens (8,4 percent). In 2019, Italy was the fifth largest European country in terms of population size, with an estimate of 59 million inhabitants. The most populous region of the country was Lombardy, inhabited by one-sixth of Italy's citizens, followed by Lazio and Campania, which registered about 5.9 and 5.8 million inhabitants, respectively.

However, since the Covid-19 outburst, the demographics of the country changed dramatically, with the contagions recorded so far (as of July 2020) at about 240 thousand and just under 35 thousand deaths. The number of cases reported, which peaked in March (113.011), began to slowly decrease in April (94.257), and then more sharply and steadily in May and June. The spread of contagion has been relatively contained in the South and Islands; more marked in the Centre, particularly in the Marche, and definitely higher in the North, especially in Lombardia.⁴

⁴ Source: <https://www.statista.com/statistics/617497/resident-population-italy-by-region/>



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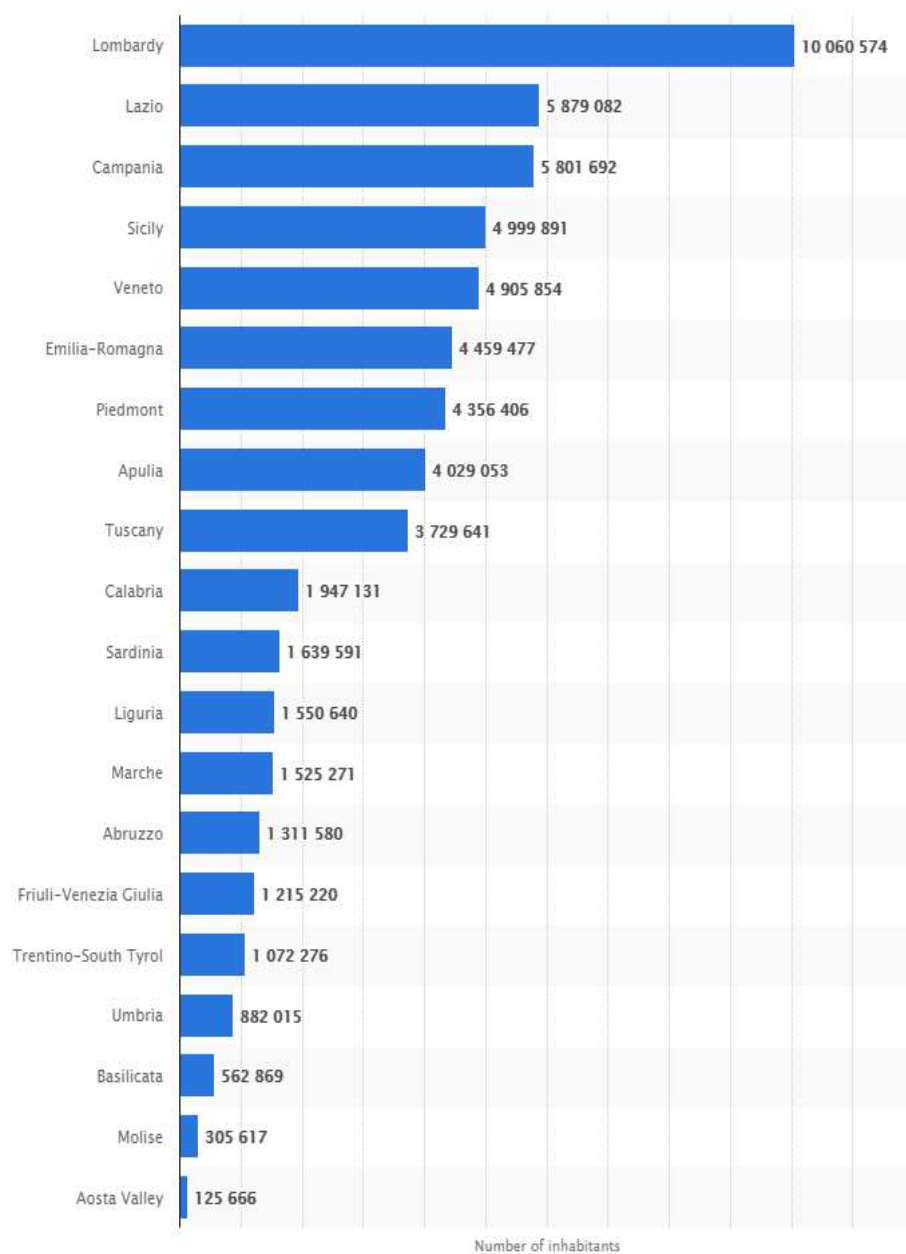


Figure 5 Population of Italy by Region, 2019



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Figure 6 Yearly Population Growth in Italy⁵

➤ Demographics in Montenegro

According the latest data of United Nations the current population of Montenegro is 628,113 and in relation to the national or ethnic affiliation, Montenegrins account for 44.98%, Serbs 28.73%, Bosnians 8.65%, Albanians 4.9%, Muslims 3.31%, Croats 0.97%.

4.4.1 Italy

➤ Administrative Features

The Italian Republic is divided into regions (regioni), provinces (province), and communes (comuni). There are 15 ordinary regions and an additional 5 to which special autonomy has been granted. The regions with ordinary powers are Piedmont, Lombardy, Veneto, Liguria, Emilia-Romagna, Tuscany, Umbria, Marche, Lazio, Abruzzo, Molise, Campania, Puglia, Basilicata, and Calabria. Italy can thus be considered a regional state. The modern regions correspond to the traditional territorial divisions. The powers of the five special regions—which are Sicily, Sardinia, Trentino–Alto Adige, Friuli–Venezia Giulia, and Valle d’Aosta—derive from special statutes adopted through constitutional laws.

The regional authorities are the regional council, a popularly elected deliberative body with power to pass laws and issue administrative regulations, the regional committee, an executive body elected by the council from among its own members, and the president of the regional committee. The regional committee and its

⁵ Source: <https://www.worldometers.info/world-population/italy-population/>



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president are required to resign if they fail to retain the confidence of the council. Voting in the regional councils is rarely by secret ballot.

Participation in national government is a principal function of the regions: regional councils may initiate parliamentary legislation, propose referenda, and appoint three delegates to assist in presidential elections, except for the Valle d'Aosta region, which has only one delegate.

The state has powers of control over the regions. The validity of regional laws that are claimed to be illegal can be tested in the Constitutional Court, while those considered inexpedient can be challenged in parliament. State supervisory committees presided over by government-appointed commissioners exercise control over administrative acts. The government has power to dissolve regional councils that have acted contrary to the constitution or have violated the law. In such an event, elections must be held within three months.

The authorities of the commune, comprise the smallest local government unit, are the popularly elected communal council, the communal committee, or executive body, and the mayor. The communes have the power to levy and collect limited local taxes, and they have their own police, although their powers are much inferior to those exercised by the national police. The communes issue ordinances and run certain public health services, and they are responsible for such services as public transportation, garbage collection, and street lighting. Regions have some control over the activity of the communes. Communal councils may be dissolved for reasons of public order or for continued neglect of their duties.

The organization of the provinces, units midway in size between regions and communes, is analogous to that of the communes; they each have councils, committees, and presidents. Since 1990 several laws that modify the organization of these local autonomies have been introduced in a trend toward greater decentralization.

There are certain central government officials whose duties lie in the sphere of local government. These include the government commissioner of each region, who supervises the administrative functions performed by the state and coordinates them with those performed by the region; the prefect, resident in each province, who is responsible for enforcing the orders of the central government and has powers of control over the organs of the province and communes; and the questore, who is the provincial chief of the state-run police.

Particular local government officials also have central government duties: among them are the president of the regional committee who, in directing the administrative functions that the state delegates to the region, performs a specific state duty, and the mayor of a commune who, in his capacity as an agent of the central government, registers births, deaths, marriages, and migrations, maintains public order (though in practice this is dealt with by the national police), and can, in cases of emergency, issue ordinances concerning public health, town planning, and the local police (Marino, et. Al., 2020).



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➤ **Geomorphology & Environment**

Italy's surface is occupied at an approximate 40 percent by mountains. These are mostly everywhere fringed by hills which occupy another 40 percent of the total surface. The rest is made up by plains and mostly by the Po plain. The latter, as well as most of the minor plains, are intermountain and/or coastal plains genetically related to the nearby mountains.

Italy is a land characterized by a plethora of environments. Its climate and landscapes vary, depending on the location and what the season. Italy, as described earlier, is located in Mediterranean Europe and has its borders with France in the north-west, Switzerland and Austria in the north and Slovenia in the north-east. The Ligurian Sea, the Sardinian Sea and the Tyrrhenian Sea to the west, the Sicilian and Ionian Sea to the south and the Adriatic Sea to the east, surround Italy's peninsula.

The landscapes in Italy are as vast as they are various, but its contour is predominantly shaped by two mountain chains, mainly the Alps and the Apennines. The Apennines extends over 600 miles and consist of great massifs in the western sector, with peaks rising to over 4.2 km, including Monte Bianco also known as Mont Blanc, Monte Rosa and Cervino or the Matterhorn.

The Alps on the other hand, stretch across the Po Valley plain which is cut down the middle by the river Po, the longest in Italy. The Alpine foothills are abundant with large lakes namely Lake Maggiore and lakes Como, Iseo and Garda. A huge chunk of central Italy is characterized by lush green hilly landscapes where the rivers Arno and Tevere run. Italy's main islands are Sicilia, which rises up to the cone of the great Mt. Etna and Mt. Sardegna. On its main archipelago are the Tremiti Islands on the Adriatic Sea, the Tuscan Archipelago, the Pontine Islands, the Aeolian Island and the Egadi Islands on the Tyrrhenian Sea off the coast of Sicilia.

The innate environmental influence of the seas surrounding Italy, and the natural protection that is given by the Alpine barrier from the very cold north winds work together in giving the country a lovely temperate climate. To underline the diversity of the Italian climate, winter can be harsh in the alps, whereas the Po Plains and the central Apennines are cold and foggy, but on the Ligurian coast, the Neapolitan coast and in Sicilia the weather ranges from mild to warm. The summers are basically hot and dry although the breezes coming from the sea, give a little respite from the heat, with the Alps and the Apennines remaining pleasantly cool.

The mountain areas, as is widely known, are a very popular destination for skiing in the winter, and in the summer these areas offer excursions, such as hiking and other outdoor activities (Brandolini, et. Al., 2017).

➤ **Economic Features**



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The Italian economy is the third-largest national economy in the European Union, the eighth-largest by nominal GDP in the world, and the 12th-largest by GDP (PPP). Its closest trade ties are with the other countries of the European Union, with whom it conducts about 59% of its total trade. The largest trading partners, in order of market share, are Germany (12.6%), France (11.1%), the United States (6.8%), Switzerland (5.7%), the United Kingdom (4.7%) and Spain (4.4%).

Italy's economy comprises a developed industrial north, dominated by private companies, and a less-developed, highly subsidized, agricultural south, with a legacy of unemployment and underdevelopment. The Italian economy is driven in large part by the manufacture of high-quality consumer goods produced by small and medium-sized enterprises, many of them family-owned. Italy also has a sizable underground economy, which by some estimate's accounts for as much as 17% of GDP. These activities are most common within the agriculture, construction, and service sectors.

The following graph (OECD, 2020) shows the GDP distribution per main productive category, i.e. primary (agriculture), industry, services. The graph showcases a very stable allocation despite encompassing the period of the global economic recession.

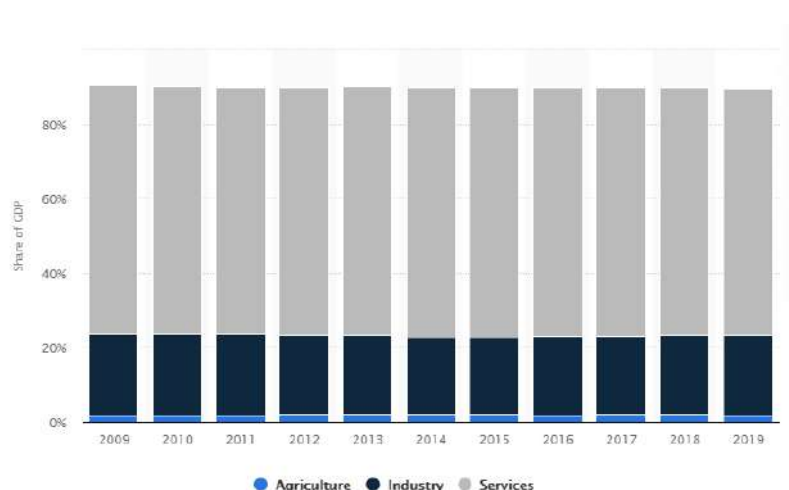


Figure 7 GBD distribution per main economic category

In the first half of 2020, the international economic scenario appeared rather complex and uncertain. At the first signs of economic strengthening, the health emergency caused a worldwide shock of exceptional intensity, which is now leading to a global recession. Italy, like other countries, was directly hit by an exceptionally sharp fall in economic activities, which is already being offset by the first signs of reaction.



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The volume of world trade in goods, in a sharp slowdown in 2019, has initially recorded a sudden decrease in the first quarter (-2.5 percent over the previous quarter) and then a real fall in April (-12 percent). In the first quarter of 2020, the partial freezing of activities in March has had significant effects, with a 5.3 percent contraction in GDP over the previous quarter, and even more marked falls in private consumption (-6.6 percent) and investments (-8.1 percent). In fact, during the first phase of the health emergency, 45 percent of the enterprises, mostly small-sized ones, suspended their activities in compliance with Government decrees.

Moreover, the continuous decline in interest expenditure, a further widening of the primary surplus in 2019 (to 1.7 percent of GDP), and the deficit fall from 2.2 percent in 2018 to 1.6 percent contributed to consolidate the public finance balances. Accordingly, the debt-to- GDP ratio remained unchanged (at 134.8 percent), albeit well above the EMU average (84.1 percent).

Latest data, however, showed some initial signs of a trend reversal. The extraEU foreign trade index in May showed the first, significant upswing in exports, particularly marked for the sale of capital goods. Imports continued to decrease, following the fall of oil prices, but a sign of recovery came from the investment goods sector.

As regards the National Healthcare System (NHS), from 2010 to 2018, on an annual average, public health expenditure increased by only 0.2 percent and the number of beds fell by 1.8 percent. Spending on investments by healthcare authorities also fell from 2.4 billion in 2013 to just over 1.4 billion in 2018. Under the pandemic and despite the poor economic resources allocated to in the last decade, the NHS has been able to react. Hospitals have been under unprecedented pressure which, in statistical terms, resulted in a decrease in admissions for ischemic heart diseases and cerebrovascular diseases, although the capacity to treat these diseases in a timely and appropriate manner remained unchanged once patients were hospitalized. Likewise, there has been a drastic reduction in the offer of non-urgent elective surgery, while there seemed to be no change in the offer of non-deferrable interventions in oncology and orthopedics.

Primary sector (Agriculture)

According to the last national agricultural census (2010), there were 1.6 million farms in 2010 (-32.4% since 2000) covering 12.7 million hectares (63% of which are located in Southern Italy). The vast majority (99%) are family-operated and small, averaging only 8 hectares in size. Of the total surface area in agricultural use (forestry excluded), grain fields take up 31%, olive tree orchards 8.2%, vineyards 5.4%, citrus orchards 3.8%, sugar beets 1.7%, and horticulture 2.4%. The remainder is primarily dedicated to pastures (25.9%) and feed grains (11.6%). The northern part of Italy produces primarily Maize corn, rice, sugar beets, soybeans, meat, fruits and dairy products, while the South specializes in wheat and citrus fruits. Livestock includes 6 million



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head of cattle, 8.6 million head of swine, 6.8 million head of sheep, and 0.9 million head of goats. The total annual production of the fishing industry in Italy from capture and aquaculture, including crustaceans and molluscs, is around 480,000 tons.

Secondary sector

Italy has a smaller number of global multinational corporations than other economies of comparable size, but there is a large number of small and medium-sized enterprises, many of them grouped in clusters, which are the backbone of the Italian industry. This has produced a manufacturing sector often focused on the export of niche market and luxury products, that on one side is less capable of competing on quantity, but on the other side is more capable of facing the competition from emerging economies based on lower labor costs, with higher quality products.

Tourism

In line with the global trend, data for 2016 shows steady and positive growth for tourism in Italy as well. The number of inbound visitors and average length of stay continued to increase steadily in 2016. International arrivals totalled 84.9 million, of which 32.6 million were overnight stays, resulting in 160.4 million nights spent in hotels and similar establishments. International overnight stays rose by 9.4% between 2011 and 2016. The top four inbound markets (including both overnight and same-day visitors) were Switzerland, Germany, France and Austria. More than 60% of international arrivals head to the four regions of Veneto, Lombardy, Tuscany and Lazio.

As expected, and exemplified from the following chart the Covid-19 crisis greatly affected Italy's tourism.

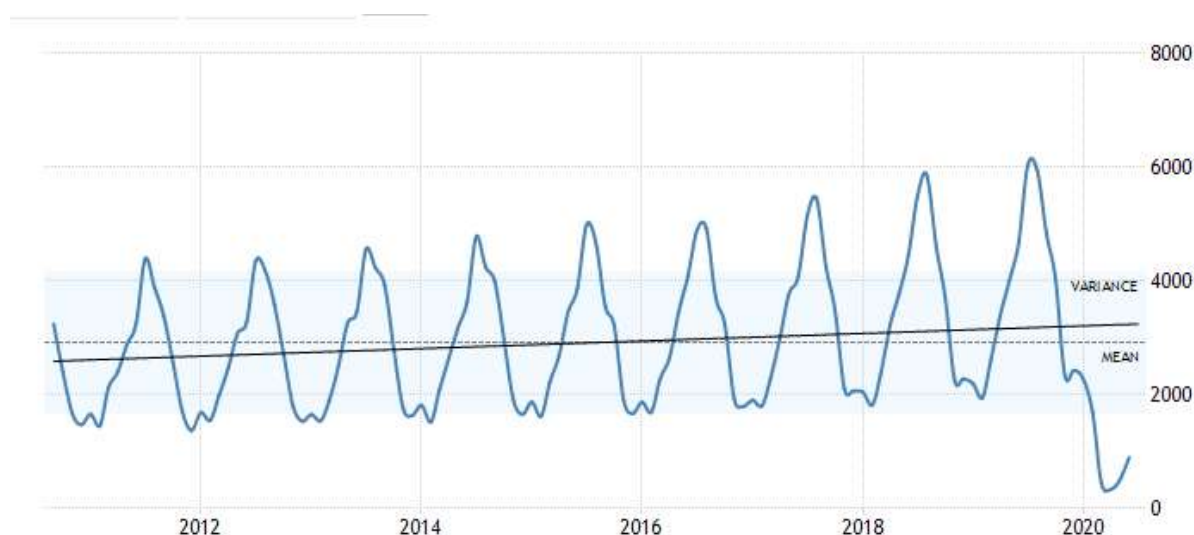


Figure 8 Tourism global trend



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The following table (OECD, 2018) shows Italy's Domestic, inbound and outbound tourism as well as the revenues and expenditures pertinent to tourism (in mil. Euros) for the period 2012 to 2016.

	2012	2013	2014	2015	2016
TOURISM FLOWS, THOUSAND					
Domestic tourism					
Total domestic trips	..	..	126 515	112 860	127 858
Overnight visitors (tourists)	61 594	49 809	50 155 |	47 093	54 714
Same-day visitors (excursionists)	..	..	76 359	65 767	73 143
Nights in all types of accommodation	450 088	391 852	373 327	351 149	370 877
Hotels and similar establishments	132 910	128 429	127 568	133 270	135 599 p
Specialised establishments	..	..	..	..	..
Other collective establishments	67 207	63 563	63 411	66 886	67 825 p
Private accommodation	249 971	199 860	182 349 |	150 993	167 453
Inbound tourism					
Total international arrivals	76 293	76 762	77 694	81 068	84 925
Overnight visitors (tourists)	29 933	29 058	29 118	30 336	32 552
Same-day visitors (excursionists)	46 360	47 704	48 576	50 732	52 372
Top markets					
Germany	10 170	9 545	9 451	10 016	11 161
France	4 977	5 252	5 358	6 483	6 394
United Kingdom	3 377	3 443	3 768	4 153	4 356
Austria	3 083	3 333	3 244	3 417	3 513
Switzerland	3 135	3 026	3 261	3 265	3 336
Nights in all types of accommodation	321 918	317 963	322 696	331 997	345 837
Hotels and similar establishments	132 978	138 119	141 331	146 744	160 438
Specialised establishments	..	..	..	..	..
Other collective establishments	18 793	20 359	22 126	26 105	25 918
Private accommodation	137 957	129 512	131 604	134 863	133 341
Outbound tourism					
Total international departures	53 338	52 633	55 169	57 418	57 480
Overnight visitors (tourists)	25 963	26 328	28 307	29 925	28 413
Same-day visitors (excursionists)	27 376	26 305	26 862	27 494	29 067
Top destinations					
France	5 325	4 796	5 281	5 635	5 435
Spain	2 479	2 201	2 312	2 481	2 646
Germany	2 324	2 071	2 146	2 152	2 425
Switzerland	1 880	1 581	1 706	1 594	1 478
United Kingdom	1 441	1 425	1 423	1 483	1 746
TOURISM RECEIPTS AND EXPENDITURE, MILLION EUR					
Inbound tourism					
Total international receipts	33 677	34 840	35 964	37 437	36 716 p
International travel receipts	32 056	33 064	34 241	35 556	36 716 p
International passenger transport receipts	1 622	1 776	1 723	1 881	..
Outbound tourism					
Total international expenditure	25 626	25 251	26 781	27 346	22 335 p
International travel expenditure	20 513	20 309	21 713	22 012	22 335 p
International passenger transport expenditure	5 113	4 942	5 068	5 334	..

.. Not available; | Break in series; p Provisional data
Source: OECD Tourism Statistics (Database).

Figure 9 Domestic inbound and outbound tourism in Italy



Municipality of
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4.4.2 Puglia

The region of Puglia (its official Italian name), is another traditional and classical region in Italy that has equally (if not more) enticing sights as anywhere in the country. Its topography, in fact, is already an interesting sight. Apulia is shaped like a heel that is perfect for the country's boot-shaped peninsula, thus earning the title of being "Italy's boot heel".

Puglia is one of the lesser crowded regions in Italy, with 4 million residents in its surface area of 7,469 square miles. The majority of Apulian land being on a plain with a flat surface, the region has become a haven for cyclists and other outdoor sports of similar requirements.

Furthermore, the many cathedrals and sanctuaries of the region exist because historically, Puglia was the last bit of European soil seen by crusaders before embarking on dangerous exploits to unknown lands.

The region is composed of five provinces (Bari, Brindisi, Foggia, Lecce, and Taranto), where a good number of interesting landmarks are readily available such as cathedrals, archeological museums, historic ruins of the Greek and Roman eras, fishing villages, medieval towns, Europe's largest forests, and fresh beaches along the Mediterranean coast.

➤ Economic Features

Puglia lags behind the national and European economy in terms of economic development. GDP per capita PPS was on average just €18,700 in 2017, among the lowest in the country and corresponding to 65% of the national GDP per capita (€29,200) and 62% of the GDP per capita for EU (€30,000), (Eurostat, 2019).

In 2017 the regional GDP amounted to €75b, equal to 4.3% of national GDP.

The unemployment rate in Puglia is very high (16.1% in 2018), well above the national average (10.6%), it ranks among the worst regions of the Europe.

Agriculture is much more important in the economic terms in Puglia than in the rest of the country. Puglia is an export leader of wheat, olive oil and tomato. Employment in agriculture is above the national average (8.5% vs. 3.6% in 2017).

The greatest manufacturing specializations are found in the manufacturing of food products, textiles and metal products. The greatest geographical concentrations of enterprises are found in the two provinces of Bari and Lecce.

Nevertheless, industry in the last years become more important in the region, the service sector contributes for the 76.7% of the added value.



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Water consumption in 2011 (source of IPRES 2012 data) recorded a level just below the provincial average, equal to 61.31 cubic meters / year per inhabitant. Over 77% of water consumption is also attributable to domestic consumption.

4.4.3 Molise

Molise is the second smallest region in the country, located in central Italy. It used to be part of the region "Abruzzi e Molise" until the provinces were separated in 1963. It is bordered on the north-west by Abruzzo, on the west by Lazio, Campania to the south, Puglia to the south east, and the Adriatic Sea lies on the northeast. It covers 4,438 sq kilometers and has two major provinces: Campobasso and Isernia. A region of hills and mountains, Molise has a very deep and interesting history.

Molise's capital, Campobasso, carries great historical significance. Noted for the historic center which dates back to the Monforte Family, Campobasso is also known for the Romanesque churches of San Bartolomeo and San Giorgino; and the Santa Maria della Strada, a 15th century gothic sepulcher.

Isernia, the other province in Molise, sits in a very remote location. It is known as "the first capital of Italy". Isernia has been destroyed and rebuilt twelve times, it was last destroyed in 1943. It is fortunate that despite the bombardment during WWII, the Fontana della Fraterna, a beautiful monument erected in the 13th century by the Ponzia family, descendants of Pontius Pilate, remained intact. Finally, the oldest and most extensive Paleolithic settlement in Europe is also located in Isernia. The settlement dates back to 800 - 900 thousand years ago and extends over 320,000 square feet. It is partially open to the public and visitors can walk on suspended sidewalks, which hover above 20,000 artifacts, including tools, bone fragments and animal carcasses.

➤ Economic Features

Molise is characterized by a prevalence of SMEs and some large enterprises located on the coast. The main areas of specialization include automotive, mechanics, textiles and clothing, and agri-food. Industries are localised in the industrial clusters of Termoli, Campobasso-Bojano, Campobasso-Ripalimosani and Venafro-Pozzilli. Crafts are important, while tourism is not very well developed. The greatest share of employment is absorbed by commerce and other services.

Since 2008, the crisis has strongly affected the regional economy with a greater impact on sectors that are already structurally weak. The fall in foreign demand has intensified the difficulties of the fashion industry that have spread to the entire regional production chain. Construction activity has declined, with the number of hours worked staying low for the last period. Even the service sector has suffered from economic difficulties.



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The fiscal consolidation measures taken at the national and regional level have reduced the public resources available for regional development, which has led to negative impacts on disadvantaged territories and social groups (e.g. youths).

However, during the period 2014-2016 the GDP PPS per capita started increasing for the first time after 2007 with an annual growth rate of 3% due to a rise of activities of SMEs.

4.4.4 Albania

The population of Albania numbers 2.846.000 ⁶ The vast majority of inhabitants are Albanian, with ethnic minorities representing only about 2% of the population. The minority population is comprised primarily of Greeks and Macedonians.

The country provides free primary and secondary education.

Agriculture dominates the economy and employs about half of the workforce, but services and tourism are increasingly important. About half of the economically active population is employed in agriculture, which contributes about one-fifth of Albania's GDP. Only one-fourth of the total land area is arable, yet the country meets nearly all its food needs from domestic production. The main crops are wheat, corn (maize), sugar beets, and watermelons. Apples, plums, grapes, walnuts, and chestnuts are also grown. Citrus fruits are cultivated on the southern coast, as are figs and olives wherever there is sufficient irrigation. Major livestock are sheep, goats, cattle, and pigs.

With access to both the Adriatic and Ionian seas, the Albanian fishing industry has great potential; however, due to a lack of professional fishermen and the use of antiquated equipment, it has not been fully developed. The catch in the Ionian Sea includes carp, trout, sea bream, mussels, and crustaceans. The country's main fishing ports are at Sarandë, Vlorë, Shëngjin, and Durrës, the last of which is the country's largest and most important. Port facilities have also been developed on inland lakes

Albania remains one of Europe's poorest countries, with sluggish economic growth hindered by a large informal economy and weak energy and transportation infrastructure. High unemployment and a lack of opportunity encourage substantial emigration.

➤ Resources

⁶ 2020 estimation



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Albania is endowed with considerable resources. The southwestern part of the country is rich in petroleum and natural gas. The northeastern and central mountain regions have substantial reserves of metallic mineral deposits, including chromium, copper, and iron-nickel. Deposits of lignite (soft coal) are found near Tirana, and natural asphalt is mined near Selenicë, by the southwest coast.

The country is also rich with rivers and streams that have significant hydroelectric potential. These were exploited quite effectively at the end of the communist era, making the country an energy exporter. A number of huge hydroelectric power plants were built, mainly on the Drin River, and more than half of the country's arable land was irrigated, largely from the artificial reservoirs created upstream of the dams.

➤ **Manufacturing**

The former communist government's policy of rapid industrialization, aimed at making the country as self-sufficient as possible, led to the creation of a relatively modern multibranched industry. Former strengths, however, such as the engineering and chemical industries, have fallen into decline. Manufacturing, together with mining, now generates only about one-tenth of national income and employs only a small percentage of the labour force. Leading manufactures are food and beverages, building materials, petroleum, textiles, and cement. Construction accounts for about one-eighth of Albania's GDP. The economy has become increasingly service-oriented, yet it is often unable to meet the population's demands for various consumer goods.

➤ **Services**

The service sector contributes about two-fifths of the country's GDP and employs about one-fifth of the economically active population. Albania's tourism sector was virtually nonexistent before 1992, and it remained relatively underdeveloped at the turn of the 21st century compared with the rest of the region, mainly due to poor infrastructure and political instability. Nevertheless, major restorations of architectural and cultural monuments and the construction of hotels and other tourist-oriented facilities along the coastline started to attract large numbers of visitors in the early 2000s

➤ **Transportation & Telecommunications**

Albania built its first railroad in 1947, and during the next four decades Tirana was linked by rail to other major industrial centres in the country. The road network has been extended even to remote mountain villages, but surface quality can be poor. The leading port is Durrës, on the Adriatic Sea. The main air hub is in Tirana.



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Most of the telecommunications sector in Albania was privatized in the early 21st century. Therefore the country still has one of the lowest user-penetration rates for fixed-line telephones and Internet usage in all of Europe. Computer usage and Internet service are still virtually nonexistent in rural areas.

➤ **Local government**

The country is divided into *qark* (counties), which are further divided into *rrethe* (districts). Beneath the districts in the administrative hierarchy are *komuna* (communes) and *bashkia* (municipalities). The counties are governed by councils, whose members are either representatives of the municipalities and communes from within the county or are chosen by the council. The cabinet appoints a prefect as its representative for each county. Government at the district and lower levels operates through local councils elected by direct vote for three-year terms.

4.4.5 Montenegro

➤ **Main economic sectors**

Montenegro has a labour force of 245,000 people out of its 628,000 population. Agriculture, represents 6.7% of the GDP ⁷(roughly 60% livestock breeding and 40% cultivation) and 7.8% of the workforce. Agricultural land accounts for 19% of the total land area (FAO). In the coastal region which benefits from the Mediterranean climate, citrus and olive cultures are widespread, seasonable vegetables and tobacco can be found in the central parts, and the North benefits from the extensive sheep breeding. The main products exported are wine and beer. As Montenegro advances in the negotiations to join the EU, the country is working on the improvement of its agricultural sector in accordance with the EU pre-accession requirements.

Industry represents 15.9% of the country's GDP and employs 17% of the workforce. Its contribution to the country's economy has been declining in recent years. The steel and aluminium industry alone represent a good part of the country's exports and is expected to boost economic development. The manufacturing sector is still underdeveloped and accounts for only 4% of GDP.

The tertiary sector contributes 54.5% to the GDP and employs three-quarters of the workforce. Tourism is the third largest industry and consumes 34% of total investment. It alone provides one-quarter of the GDP (more than USD 1 billion in 2018). It is a sector in full expansion, especially on

⁷ Worldbank.org



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the Adriatic Coast: every year Montenegro welcomes three times as many visitors as its total population. The country is seeking to improve its tourism infrastructure and develop its eco-tourism industry to exceed 30% of GDP by 2027. The government is trying to attract large foreign hotel chains that will provide hospitality standards similar to those in Europe. Montenegro's hotel infrastructure was underdeveloped, but with several huge infrastructure projects; the situation is beginning to change.

➤ **Telecommunications**

Following independence and the accession process to the European Union and the telecommunication acquis, the telecommunication sector has grown increasingly independent and competitive, marked by significant financial investments by the country's telecom operators. With many government-led initiatives such as the Strategy for the Information Society Development and the Strategy of Innovative Active the Country has improved the ICT sector and the state of broadband through the country. In the 2017 ITU ICT Development Index (IDI), Montenegro ranks 61 out of 176 countries.

The Strategy for the Information Society Development (2016-2020) cover three major components: I) Infrastructure; II) Cybersecurity; and III) E-economy, which involves e-business, e-inclusion, e- government and research, and innovation and development in the field of ICT.

Montenegro has complied its regulatory and legislative framework in the field of ICTs with EU The legal framework has been implemented thoroughly, thus providing operators with a more stable business environment, which benefits domestic customers as they now can access providers and telecom services at affordable prices.

➤ **Local government**

As is stated in Article 1 of the Montenegrin Constitution (2007)⁸, Montenegro is a republic based on civil, democratic, ecological, social justice and rule of law principles. Montenegro has a unicameral system which contains 81 members elected for a four-year period and are elected through a closed-list proportional representation system. The president is also directly elected. The term of the presidency is 5 years. Additionally, the president may propose a prime minister to the Parliament.

⁸ <https://portal.cor.europa.eu/divisionpowers>



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4.4.5.2 Molise

The Adriatic railway line is the principal one and includes the main connections to the towns of Campobasso and Isernia. Other lines are diseminated or partially open such as the regional railway network between Campobasso and Termoli consists of 265 km of line almost all of which are not electrified not used at the moment. In the region there is no airport, the nearest is Pescara and Bari.

Recording the road network, Molise is crossed by a single highway, the Adriatica, which runs through the territory for 36 km. The regional network consists of state and provincial roads managed by the Region with functions of planning and coordination on the interventions to be carried out, maintenance and management, classification and declassification of roads.

4.4.5.3 Montenegro

Montenegro's first railroad was a short line connecting the port of Bar with Virpazar on Lake Scutari. During the period between World War I and World War II, another rail line was constructed between Podgorica and Nikšić. Improvements continued during the communist era, including extension of a rail link in 1986 to the newly constructed Albanian system. The completion of the long-planned route between Bar and Belgrade in 1976 extended Montenegro's rail lines considerably. About three-fifths of the country's roads are classified as modern. The country's sole maritime port is the small community of Bar; closed briefly in the early 1990s, it reopened in 1996.

In the recent years, Montenegro's⁹ transport sector has been in a state of transformation, in order align its infrastructure and services with EU practices and services standards.

In recent past, several reconstruction and rehabilitation projects have been planned and/or implemented in the road sector, of a total length of approximately 110 aiming to improve the quality of the country's state roads and enhance their level of service and road safety.

Rail corridors are electrified to a large extent, with most sections either reconstructed and/or upgraded in the past years. The fact that rail corridors are of a single track reduces transporting and pass-through capacities of rail corridors. There is no active railway connection between Montenegro and Bosnia & Herzegovina, and

⁹ Transport Development Strategy – Montenegro 2019-2035



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the railway connection with Albania needs major upgrade on Albanian side in order to be able to handle passenger traffic.

The two Montenegrin international airports are in a phase where expansions and upgrades are required to cope with increasing seasonal air traffic. Their terminals are inadequate and require expansion. Several projects are planned, especially for the Tivat Airport, for which demand is expected to get a further boost in the future years. Future projects include Berane Airport where, after a comprehensive analysis, possible valorization options could be assessed; and activities related to Nikšić Airport (Kapino polje) where a business plan for the development of Nikšić airport could be developed with elements of a feasibility study.

4.5 Nautical Infrastructure

4.5.1 Italy

The Italian peninsula has about 7.690 kilometres of coastline and has always been a place of excellence for boating. Along coastlines there are various types of port infrastructures capable of offering about 160 thousand berths of all kinds. These equipped ports, located in areas of naturalistic interest, within historic maritime cities or in areas of strong tourist appeal, represent the interface between land and sea that allows hundreds of pleasure boating lovers, both Italian and foreign, to enjoy the sea and their holidays every year. Yachting, and therefore the resulting tourism, undoubtedly plays a leading role as a factor of economic development and as a tool for promoting tourism in the country and represents one of the most important challenges in terms of employment and entrepreneurship in the future.

The nautical tourism sector is based on the figure and functions of the port infrastructure (marinas), where berths and essential and additional services (related to trade) are offered for pleasure craft and their owners. The sector includes boat storage and maintenance activities (which can be carried out by boat manufacturers), Ports are the last link in the long and varied chain of the boating industry and are, together with berths, the main indicator of what nautical tourism has to offer.

The term "tourist port" means "a set of activities, structures and infrastructures dedicated to pleasure boating; with their articulation, heterogeneity and complexity, they constitute an economic-territorial category that has strong social, environmental and cultural implications.

However, the presence of these facilities does not always guarantee the development of nautical tourism: the success of the tourist port, in terms of economic growth and sustainability, depends above all on efficiency and the



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quality of their management, which in turn depends on adequate territorial infrastructures (communication routes) and synergies with other local economic, social and cultural activities.

A study by UCINA "La Nautica in Cifre 2019" for the availability of the Italian regions in terms of infrastructure and berths for yachtsmen shows the following distribution: (data extracted from the Pagine Azzurre 2018).

<i>Port infrastructure:</i>	781
<i>Multipurpose ports</i>	459
<i>Mooring points</i>	236
<i>Mooring slots:</i>	160.690
<i>Multipurpose ports</i>	100.636
<i>(marinas)</i>	(43.970)
<i>Mooring points</i>	16. 084

Table 1 Availability of the Nautical infrastructures in Italy



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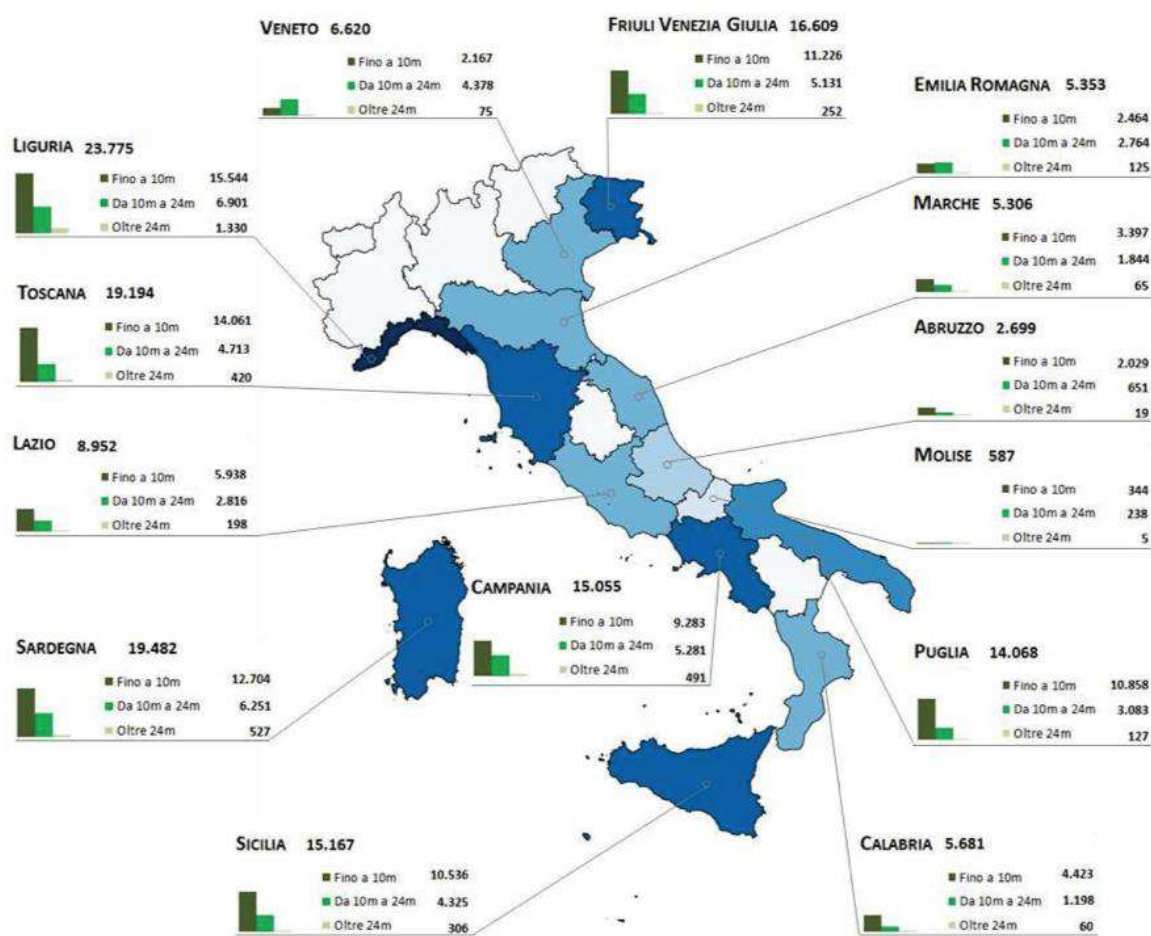


Figure 11 Nautical infrastructures in Italy

4.5.2 Puglia

➤ General definition of nautical infrastructure

The classification of ports is the one introduced by the national law 28.1.1994 n.84 ("Reorganisation of port legislation") which, in art. 4, has distinguished the national seaports into categories and classes by identifying the functions to which the ports themselves and the port areas in general can be assigned and indicating for the first time among these also the destination for tourism and yachting.

The national seaports are divided into the following categories and classes:

a) category I:

ports, or specific port areas, aimed at military defense and state security;

b) category II:



class I: ports, or specific port areas, of international economic importance;

class II: ports, or specific port areas, of national economic importance;

class III: ports, or specific port areas, of regional and interregional economic importance.

The ports, or specific port areas in category II, classes I, II and III, have the following functions:

- a) commercial;
- b) industrial and petroleum;
- c) passenger service;
- d) fishing vessel;
- e) tourist and yachting.

The Decree of 2.12.1997 ("Regolamento recante la disciplina del procedimento di concessione di beni del demanio demanio marittimo per la realizzazione di strutture dedicate alla nautica da diporto") introduced the definitions of the structures dedicated to pleasure boating:

- the "tourist harbor", i.e. a complex of removable and immovable structures built with works on land and at sea in order to serve exclusively or mainly pleasure boating and yachting, also through the provision of complementary services;
- the "tourist marina", i.e. the portion of the multi-purpose ports intended to serve pleasure boating and yachting, also through the provision of complementary services;
- mooring berths", i.e. the State maritime areas and the water areas equipped with facilities that are not difficult to remove, for the mooring, towing, hauling, and storage, also on dry land, of small boats and pleasure craft

This definition does not take into account the size of the vessels that can access each type of structure so that, in the absence of specific regulations, in current terminology, marinas are considered to be structures designed to accommodate the larger nautical sector, while tourist moorings are considered to accommodate the smaller nautical sector.



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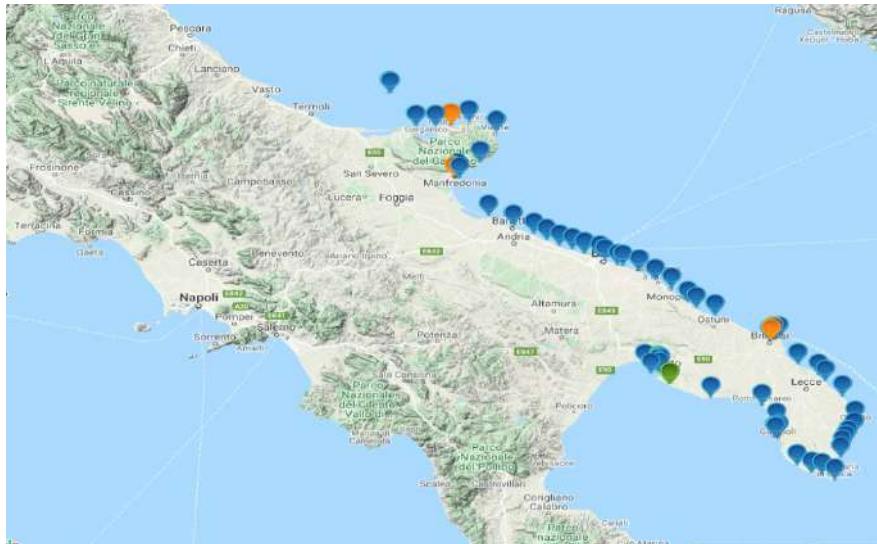


Figure 12 Touristic Ports and Marinas in Puglia Region

➤ General characteristics of nautical infrastructures in the Region

Apulia has played an important role in the Mediterranean in various historical periods thanks to its strategic position which has represented and still represents the bridge between East and West and the gateway to the Balkans. Since ancient times, ships loaded with oil and wine, marble and precious goods coming from the East left and landed from the ports of Apulia. And from Puglia also the armies of the Crusaders left in the direction of the Holy Land for the reconquest of the Holy Sepulchre which had fallen into the hands of the Muslims. After the medieval period, when the coasts and the cities on the sea were easy prey to pirate and Saracen raids, the function of important port of call for the port cities of Puglia was constantly increasing.

At current times, the use of its splendid natural and historical heritage for pleasure boating is very modest. The current offer of port services is lacking both from a quantitative and qualitative point of view.

According to the data provided by the Italian Ministry of Transport 2017, the number of nautical tourism facilities in Apulia is low compared to the national average. In fact, the total number of berths is 14,068, representing 8.87% of the national total, while the ratio of berths per km of coast is 16.3 berths per km compared to a national average of 21.3 berths per km of coast. Despite the relatively low numbers, it can still be said that nautical tourism is one of the fastest growing sectors both at international and national level and is an opportunity to be seized for the socio-economic growth of Apulia.

➤ The infrastructures



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The Apulian coast, 865 km long, has a port system with 3 main ports (Bari, Brindisi, Taranto) 6 smaller ports (Manfredonia (FG), Barletta (Ba), Molfetta (Ba), Monopoli (Ba), Otranto (Le), Gallipoli (Le) and several smaller marinas and pleasure ports.

Hereafter you are provided information referring to the marinas in the Region with indications of the services provided both for boats (mooring, electricity and water, fuel, repairs, etc.) and for yachtsmen (catering, commercial services, other activities, etc.).

For more informations on Puglia and Molise touristic ports and marinas see Annex 1

4.5.3 Molise

The only commercial port in the region is Termoli (passenger, fishing and pleasure boat). It extends for 45000 square meters and employs many operators. It is the only one connected all year round with the Tremiti Islands. Other tourist ports are the Marina of Montenero and Santa Cristina.

According the report of the Ministry of Transport “Diporto Nautico in Italia 2017”, the statistics on the infrastructural facilities for pleasure boating confirm the already detected significant deficiencies of Southern and Insular Italy compared to the rest of the country, highlighting, at the end of 2017, an average number of berths per kilometer of coast equal to 12.5 in the South, compared to 70.3 in Northern Italy and 30.1 in Central Italy. In particular, referring to the data of the Molise region, for the 36 km of the coast there are 587 berths which represent the 0.4% of the national total.

These berths are concentrated in Termoli and distributed as follows: 434 berths in the tourist harbor and 153 in the tourist marina (Ministro delle Infrastrutture e dei Trasporti, 2017).

4.5.4 Albanian Nautical Infrastructure

The ports in Albania are lying in the western lowlands. The coast and the area of ports appear in figure 3. While in the figure 4 the green area as marked on the map includes the ports and the coastal area approved by the National Council of the Territory (KKT), all activities, areas which have a direct connection the coastline and which can be considered as an integral part of the coastal activities in accordance with all its complexities at sea and on land. This area includes sensitive natural areas, such as lagoons, natural parks and so on. It has a general North-South orientation and follows the coastline.



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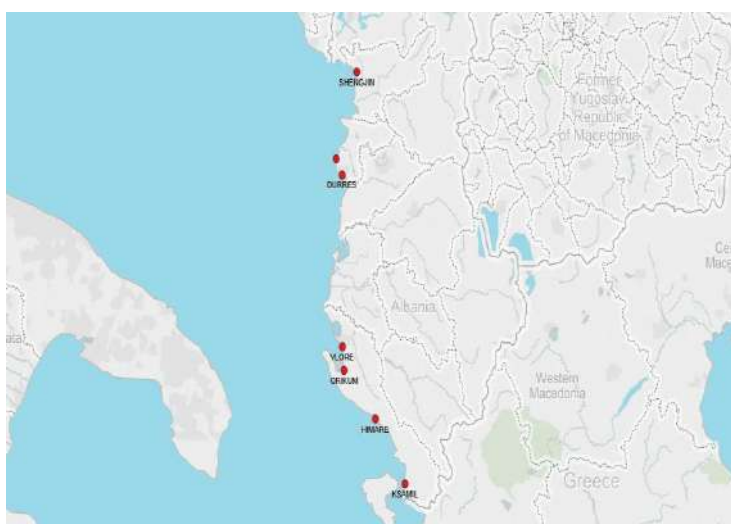


The blue area includes the 12-mile area that stretches from the coastline to the sea. Municipalities along coastal areas have considered the sea with all activities and users as an important integral part of their municipal plans.

The urban Area (red color) Strengthening ties with first-zone cities. Activities include agriculture which is a strong dominant component in supporting tourism with their food products. Territorial morphology includes lowlands, mountains and valleys. The area extends in a north-south direction following other areas

Figure 13 Areas related to coastal activities in Albania

Hinterland area/pre-mountainous area (yellow color) includes: Influential cities in the fields of cultural tourism with values of cultural heritage such as: Gjirokastra, Berat, Kruja, Elbasan. The area has a North-South orientation. The coastline impacts inland along with services and fast transport connectivity.



The ports in the country are divided into two main typologies:

- Industrial ports include ports for the transport of goods and people,
- Naval ports include tourist ports and former military ports.

It is planned to propose many small ports in existing villages and towns or in new tourist groups around historical sites (Porto Palermo castle) in order to increase maritime tourism, to visit attractive places and to observe the entire

Figure 14: Port of Durres



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Figure 15: The distribution of ports in Albanian coast

coast of the country. Actually, there are cruise ship arrivals in Sarande.

➤ Port of Durrës



The Port of Durrës is the principal port in Albania, handling roughly 90 percent of the country's international maritime trade tonnage and 85 percent of all the export and import trade of the country. As a vital interface of the country on the Adriatic coast, linking Albania with other Mediterranean countries and Balkan countries, it opens up the country

to an additional market of 40 million people. The importance of the Port of Durrës to the Albanian economic development cannot be understated. It directly employs 600 persons. Indirectly, however, it creates thousands of jobs in the transportation, distribution, and banking industries. The current level of traffic is about 3.8 million tons of cargo per year and approximately 80,000 passengers. Durrës is owned by the state, controlled by the Ministry of Infrastructure and Energy. It is managed and operated by the Durrës Port Authority.

➤ Port of Vlora

The port of Vlore is located about 5 km from the center of Vlora, about 120 km from Sarande. The main town is a commercial port of entry, busy with ferries and other traffic. It is the second largest port city of Albania, after Durrës. Vlore remains a major seaport and commercial center, with a

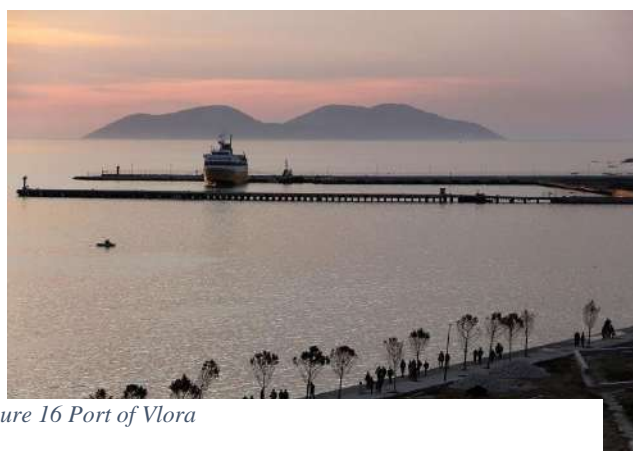


Figure 16 Port of Vlora



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significant fishing and industrial sector. The best beaches are located between Vlora and Saranda, often surrounded by pine forests and olive groves, and are characterized by very fine golden sand.

The Port of Vlora is the second largest in the country. Vlore comprises a dry cargo port, the Vlore 1 petroleum port and a fishing harbour. The Port is considered as part of the Lungomare in Vlorë. Part of this project is the construction of a yacht port, while the new **Trans-Balkan Roador Cultural Corridor**, which has been completed, will be added a second segment that starts from the existing road to the port

➤ Port of Shengjin



Shëngjin Port, is the northernmost seaport in Albania and is frequently accessed by cargo and fishing vessels. The Port provides the area with a strong industrial foundation. Shëngjin has the third largest port in Albania and the Harbor's access point is located on the northwest part of the city. The port is

protected by lengthy rock walls that extend into the sea. A well sheltered outer harbour is surrounded by popular holiday beaches. Shëngjin has approximately 3 km of beach front.



Figure 17: Port of Shengjin

➤ Port of Saranda



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Saranda Port is the southern port of entry into Albania. The port has been renovated and extended making it possible for cruise ships to moor. It's very close position to Corfu (only 6 miles) makes it a favorable and frequented port by sailors not only to clear into Albania but also to visit the surrounding area which has indeed a lot to offer to its visitors.



Figure 18: Port of Saranda

➤ **Orikum Marina**

It is located at the south end of Vlora Bay. The Marina has all the usual facilities, and it is pretty safe to leave the boat. There is water and electricity to all berths. Nice sandy anchorage. Website: <http://www.oriikum.it/>

➤ **Himara port**

Himara is a coastal town in southern Albania, 22 miles (35 km) from Sarande. Himara has a small fishing port, which doesn't offer good wind or swell protection but you can stay in good weather and enjoy visiting the bilingual town.

➤ **Porto Palermo**

Porto-Palermo Bay is just 15 miles north-west of Sarande, a few kilometers south of Himara along the Albanian Riviera. The water is deep here (30m plus) almost up to the old fish quay hidden behind the northern side of Ali Pasha's fortress. A useful stopping point and a much protected bay



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Figure 19 Porto Palermo

4.6 Environmental Conditions of the Coastal Area

4.6.1 Puglia

The area of interest, i.e. the region of Puglia, covering 19,300km², making it Italy's 7th largest region. The region is famous for its splendid coastline of nearly 900 km which makes up about 12% of the nearly 8,000 km in Italy and are characterized by a high environmental diversity, both naturalistic and morphological. As such the environmental conditions of the coastal area play a crucial role in the development and sustainability of the region. In this chapter, the current environmental situation is presented, with special focus in the areas of Molise and Molfetta.

The region of Puglia, southeastern Italy extends from the Fortore River in the northwest to Cape Santa Maria di Leuca at the tip of the Salentine Peninsula (the "heel" of Italy) and is comprised of the municipalities of Bari, Barletta-Andria-Trani, Brindisi, Foggia, Lecce, and Taranto. The northern third of the region is centered on the Puglia Tableland, which is flanked on the north by the limestone mass of Gargano Promontory (the "spur" of the peninsula) and on the west by the Neapolitan Apennines. The central third is occupied by the low Murge plateau, which slopes gradually to the narrow coastal plains of the Adriatic Sea in the east. The Salentine Peninsula consists of the lowlands of Lecce, Taranto, and Brindisi and low plateaus east of Taranto and south of Lecce. The main rock material of Puglia is limestone, except on the coastline, which is mostly low and sandy. The only major rivers in the region are the Fortore and the Ofanto, both in the north, but there are many springs. The scarcity of surface water over large areas led to construction of the Apulian Aqueduct (1906–39), largest of its kind in Italy, which supplies the region with water from the Sele River on the western slope of the Apennine watershed.

The region is predominantly agricultural. Wheat, barley, and oats are grown on the plains and in the more fertile parts of the plateaus, while olives, grapes, almonds, figs, and vegetables predominate farther south;



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tobacco is a specialty of the Lecce Plain. The wines of Puglia are the strongest in Italy and are used to fortify other, lighter varieties. Fishing is carried on in many ports, particularly those of the Gargano Promontory and in Barletta, Monopoli, and Taranto. Nomadic sheepherding is still extensive, although it has decreased in importance. Salt is produced from seawater at Margherita di Savoia near Foggia, and bauxite is mined on the Gargano. While small food-processing industries are widespread, industry is largely concentrated at Bari (chemicals and petrochemicals), the regional capital; Taranto (iron and steel); and Brindisi and Barletta. Foggia is the main rail center, with connections to all parts of the peninsula. The region covers an area of 19,348 km² with an estimated population of 4.008.296 (31/12/2019).

4.6.2 Molise

The Molise coast extends along 35 km, from the mouth of the Trigno river to that of the Saccione stream, in Puglia. The homogeneity of the coast is interrupted by the promontory on which stands the ancient village of Termoli surrounded by high fortified walls that fall sheer to the sea. Termoli has the most renowned seaside resort on the Molise coast thanks to the beauty and breadth of its beaches, as well as the numerous and important hotel and sports facilities that visitors can use. Its equipped beaches, the clean water of the sea, the services offered, have been repeatedly awarded the European Blue Flag.

This chapter will present the environmental conditions of the area providing information on air and water quality, the biodiversity and ecosystems, climate change adaptation, energy, resource efficiency and waste, sustainability transitions and transport.

4.6.3 Albania

The maritime and coastal area in Albania is an important part of the country's territory, not only for the natural values and resources it offers, but also for the economic potentials that it carries to ensure a sustainable economic and social development in harmony with nature. Albania offers the opportunity to exploit the continental and Mediterranean maritime space. This space presents its natural, socio - economic and cultural - historical values. Albania is an important country from the viewpoint of its geographical position for the development of maritime activities (sailing boats, fishing, ship construction and repair, tracking and sightseeing, entertainment activities etc.). Despite this favorable position for the development of activities related to the sea, the maritime sector in Albania is still in the early stages of development and is not exploiting its full potential for economic development of the country.

Prior to the 90s, the country had not very favorable developments regarding the use of natural and economic resources offered by the area, as it was conceived as a line of defense against countries positioned in the front



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of the sea border. After the 90s, the maritime sector as well as other sectors of the Albanian economy began to degrade gradually. The number of merchant fleet ships was added to the overall tonnage. The shipbuilding and repair sector began to shrink gradually. During this period, the number of enterprises that produce small vessels, mainly made of plastic materials, has instead increased.

The Economic development potentials in the coastal area in Albania are closely linked to its multiple resources related to tourism development. This diversity of resources allows a tourism development along the entire coastline, the diversification of the tourist product as well as the attraction of tourists throughout the year. Coastal tourism is primary among the most mentioned potentials as it offers even more development opportunities due to the high demand. This sector largely affects the economic benefits and sources of income for the population of the coastal area. Utilization of space for beaches and fun activities at sea also offer the opportunity for employment and development of tourism businesses. Most of the coastline consists of a virgin territory offering a wild nature untouched by human kind, thus being attractive for tourist demand. In addition to coastal tourism, the coastline is characterized by numerous potentials that can develop cultural and natural tourism.

NT is one of the types of tourism which is designed and planned to give a boost to economic development on the Albanian coast, in the context of maritime economy, together with the above-mentioned types of cultural and natural tourism, as well as alternative tourism as a whole. NT certainly requires the development of ports, their different typologies, not just as important economic points of processing of goods and / or passengers, but especially as points of attraction for the development of tourist activities in general and NT in particular. Ports according to a preliminary assessment are not currently working at their full potential (REC, INCA 2015). In this regard, a better development of them will definitely require environmental impact assessment, as a very important element, not only to be considered in relation to infrastructure investments, but also for the inclusion of any human activity that affects the environment and ecological footprint.

The maritime area of the country has social, economic and environmental importance. The maritime area poses numerous ecological resources, which provide opportunities for the development of a sustainable economy. As a result of the continuous demographic displacements and the concentration of one third of the population in this area, the exploitation and threat of natural resources and ecosystems has increased significantly.

The human pressure increase has led to significant impacts and changes in the environment of the marine and coastal area, putting at considerable risk the increase of welfare or opportunities for the future of the users of this space (REC, INCA 2015).



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➤ Hydrology of the coast

Albania lies on the southeastern shore of the Adriatic Sea representing also the eastern shore of the Strait of Otranto. The Ionian Sea washes the southern part of the country. The Adriatic Sea lies inland of the European continent, is surrounded on three sides by this continent and communicates with the Ionian Sea through the Otranto Canal. The Adriatic Sea has an area of 138600 km². Its southern hydrographic border is the line that connects the cape of Karaburun in Albania with the Cape of Santa Lucia del Leuca in Italy. The length of the Adriatic from the Gulf of Trieste to its Southern Gulf is about 850 km, while its maximum width is 352 km. The shoreline begins at the estuary of the river Buna, which marks the state border between the Republic of Montenegro and the Republic of Albania and continues in an almost East-West direction to the town of Shengjin, where it bends and maintains the direction North South to the Gulf of Vlora. The length of the Adriatic coast from the Buna estuary to Stillo Cape is estimated to be 220 nautical miles.

The length of the Albanian coastline is 476 km, of which 150 km belong to the Ionian coast. Along this length lie four islands, three small ones and a large island, Sazani. The depth of the coastal waters increases progressively from 1350 m in the Adriatic to 4206 m in the Ionian. 60% of the coastline is sandy and 40% rocky. As a result of the high concentration of river estuaries in the Adriatic Sea, the seabed is composed of sediments and mud washed by lake waters, making the visibility of the water very low. The Ionian coast, which stretches from the border with Greece to Vlora, is mostly rocky with the presence of sandy and pebble beaches. The extent of the territorial sea is 12 miles. The discharge of rivers from the mainland also creates space for lagoons, with an area of 12,300 ha.

The relief in the part of the Adriatic coast is mainly plain-hilly. All the important rivers of Albania, Buna, Drini, Mati, Erzeni, Semani, Shkumbini, Vjosa, flow along this coast. They together constitute the second important source of fresh water discharge in the Adriatic, almost equal to the river Po. The Adriatic coast is in itself an area with peninsular islands and sea bays. In this sea area there are the Bays of Drini, Rodon, Lalzi, Durrës, Karavasta, Vlora and Saranda, which are very open bays by the sea. The largest depths in the coastal area are those of the erosion or marine abrasion area that includes the southern part of the coastline (from Vlora to Saranda) while the smallest are in the area of accumulation or the sandy part of the coast from Shkodra to Vlora.



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4.6.4 Water and Marine Environment

4.6.4.1 Puglia

The ecological status is assessed through the study of biological elements (composition and abundance), supported by hydromorphological, chemical and physico-chemical ones. The ecological status or categorization class of the water body derives from the worst judgment attributed to the different elements of quality which, expressed in five classes, can vary from high to bad. The worst ratings (poor and bad) are determined only by the Elements of Organic Quality (EOQ).

The situation at the regional level shows that around 7.9% of the controlled coast is prohibited for bathing, an improvement compared to 2001 when this percentage was 11.9%. It is the provinces of Bari and Foggia that are in the worst situation, with the most negative conditions found mostly in correspondence with the entry into the sea of canals, streams and similar, such as between the Gulf of Manfredonia and the mouth Ofanto, and the coastal towns of medium-large size (over 50,000 inhabitants) typical of the Bari Adriatic coast.

Table 2 The ecological status of Apulian coastal marine waters

Location	Ecological status
Isole Tremiti	Sufficient
Chieuti-Foce Fortore	Good
Foce Fortore- Foce Schiapparo	Good
Foce Schiapparo- Foce Capoiale	Good
Foce Capoiale-Foce Varano	Good
Foce Varano-Peschici	Good
Peschici-Vieste	Sufficient
Vieste-Mattinata	Sufficient
Mattinata-Manfredonia	Good
Manfredonia-Torrente Cervaro	Sufficient



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Torrente Cervaro-Foce Carapelle	Sufficient
Foce Carapelle-Foce Aloisa	Sufficient
Foce Aloisa-Margherita di Savoia	Sufficient
Margherita di Savoia-Barletta	Good
Barletta-Bisceglie	Sufficient
Bisceglie-Molfetta	Sufficient
Molfetta-Bari	Poor
Bari-San Vito	Sufficient
San Vito-Monopoli	Sufficient
Monopoli-Torre Cane	Sufficient
Torre Cane-Limite Nord AMP T. Guaceto	Sufficient
AM-Torre Guaceto	Sufficient
Limite Sud AMP T. Guaceto-Brindisi	Good
Brindisi-Cerano	Sufficient
Cerano-Le Cesine	Sufficient
Le Cesine-Alimini	Sufficient
Alimini-Otranto	Good
Otranto-S. Maria di Leuca	Good
S. Maria di Leuca-Torre S. Gregorio	Good
Torre S. Gregorio-Ugento	Good



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Ugento-Limite Sud AMP Porto Cesareo	Good
Limite Sud AMP Porto Cesareo-Torre Colimena	Good
Torre Colimena-Torre dell'Ovo	Sufficient
Torre dell'Ovo-Capo S. Vito	Sufficient
Capo S. Vito-Punta Rontinella	Sufficient
Punta Rontinella-Foce Fiume Tara	Sufficient
Foce Fiume Tara-Chiatona	Sufficient
Chiatona-Foce Lato	Good
Foce Lato-Bradano	Good

A breakdown of the five provinces individually, shows that Foggia is the one with the higher percentual coverage of bathing coast compared to the total length of the coast (95%); followed in order by Lecce (82%), Brindisi (72%), Taranto (72%) and Bari (71%). In these in the last provinces, however, the percentage of coast inhibited a priori due to the different is important intended use (port areas, marine protected areas). If you analyze the data instead which concern the non-bathing coasts exclusively for pollution reasons found, it appears that the Province of Bari has the highest percentage of coast polluted (10%), while that of Brindisi does not present any critical issues.

4.6.4.2 Molise

Recent studies show a slight degradation of the quality of water bodies in the Region of Molise. Of the three points monitored on the coast, one is beyond the legal limits.

The situation in Molise, in particular that of the rivers, does not reserve many surprises with respect to the monitoring carried out. Unfortunately, a criticality persists at the mouth of the Sinarca river.

Table 3 The ecological status of Molisan coastal marine waters

Location	Ecological status
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River mouth Trigno	Good
River mouth Sinarce	Poor
Beach Colombo seafront	Good

4.6.4.3 *Geomorphological features of the Albanian coast*

The coastal area is composed of several geomorphological belts, which are connected to the coastal movement. In its extent are the river deltas, which are the main suppliers of sediments and lagoons, which are separated from the sea by narrow sand belts, which are constantly changing shape. They serve as a protective belt against erosion and marine floods, from a high energy area (sea) to a low energy area (lagoons). Marine storms come mainly from the southern and southeastern part. Due to the low level of beaches, they significantly affect the permanent change of the coastline.

Regrading the rivers estuaries and lagoons, the Drini branch of Lezha has greater erosion intensity (INCA, 2017), which has been caused as a result of natural phenomena but also the impact of human hands. The Mat River estuary has changed drastically in recent decades. It has shifted to the south, creating a new lagoon in the Patok area. This change has come especially as a result of the intervention in the Mat riverbed through the exploitation of concretes, the construction of drainage systems, dams, etc. Shkumbini, Semani and Vjosa river estuaries are equidistant from each other. This has come as a result of the natural displacement of the Shkumbin and Seman estuaries. The distance between Shkumbin and Seman is 32 km, while between Seman and Vjosa is 28 km. Their morphological change is independent of each other, while their deltas progress depending on the inflows of each river.

Water quality is also an important aspect of the environment especially for coastal areas. The National Environmental Agency (NEA) has continuously monitored the water quality, both for the polluting elements and for the beach water indicators, in the main beaches in Albania. Figures 20 and 21 shows the latest data according INSTAT for 2016-2018, of two main bacteria, Escheria Choli (IE) and FC.



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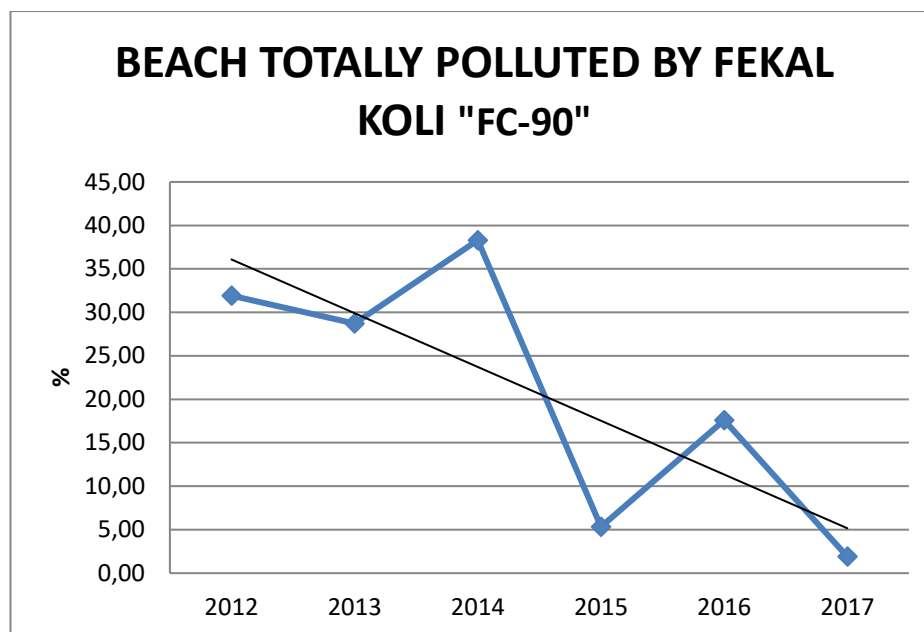


Figure 20 Beach water indicators - Fekal Koli

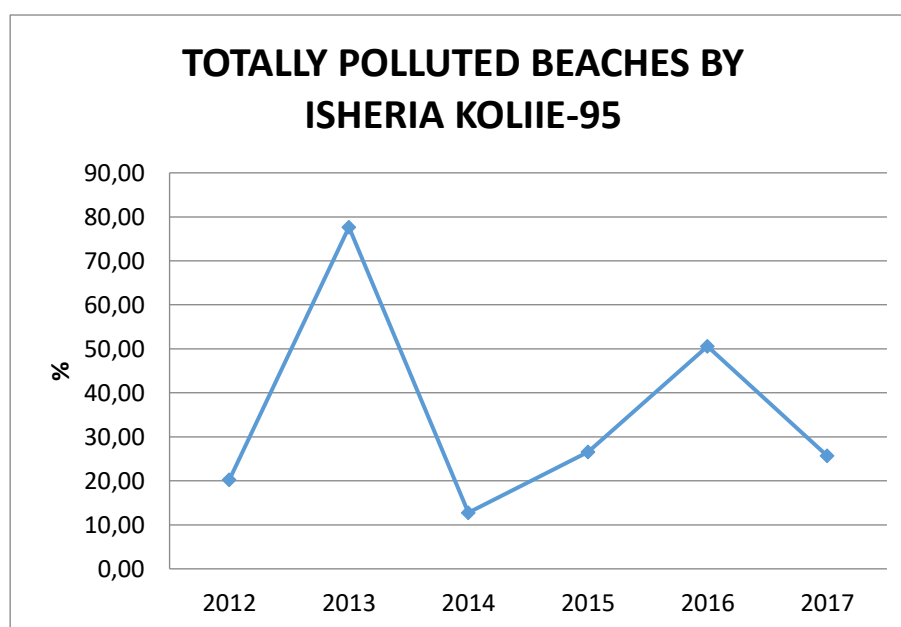


Figure 21 Beach water indicators -Isheria Koli

In the coastal area, eight "hotspots" of priority pollution have been identified. Four of them are directly related to wastewater discharges from cities. Domestic pollution is predominant in the cities of Durres and Vlora, and in the Mati, Semani and Shkumbini rivers. Pollution in the Drini River is mixed, originating from both domestic and industrial sources. Industrial pollution is prevalent in two areas where the former PVC factory in Vlora and



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the former chemical factory in Durrës are located. These industrial sites are very close to the coast, and there is still evidence of continued pollution, although the factories closed many years ago. For example, large deposits of chromium hexavalent compounds in Durrës pose a threat to the nearby Porto Romano area, while large quantities of mercury were found in the Gulf of Vlora. Moreover, three highly polluted but environmentally sensitive areas have been identified in Albania: Kuna-Vaini Lagoon with domestic and industrial pollution; Karavasta Lagoon with domestic pollution; and the Narta lagoon with mixed pollution caused by agriculture and water extraction. Durrës area is the largest "hot spot" on the Albanian coast and is the clearest example of what could happen if coastal development is unsustainable.

4.6.5 Air Quality Conditions

4.6.5.1 Puglia

For some decades now, air quality has been one of the most important environmental issues debated both scientifically and socially, due to its close and widely demonstrated correlation with human health. According to recent studies, as is the case in the largest part of EU, combustion from heating, industrial emissions and urban traffic are revealed in general the most significant pressure factors.

Unfortunately, the availability on air contamination data available for the area of interest is limited and scarce. However, some data regarding the area of Molfetta is presented in the following charts.

The first table shows the level of emissions, on a scale from 1 to 8 (with 8 that represents the highest value of emissions); for most pollutants examined, the emissions are at medium-low levels (classes 2/4).

Table 4 Pollutants level in the city of Molfetta

POLLUTANT (2007)	MOLFETTA
CH ₄	2° di 8
CO	4° di 8
CO ₂	4° di 8
N ₂ O	2° di 8
NH ₃	6° di 8
COV	4° di 8
NO _x	4° di 8



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PM10	3° di 8
SO2	3° di 8
CO2 equivalent	4° di 8
Acidifying substances	4° di 8
Ozone Precursors	5° di 8

Table 5 Molfetta's contribution in the total province emissions

	Molfetta	Molfetta (% on Province Total)	Province
CH4 (t)	170,00	0,4	41.513,70
CO (t)	1.260,52	1,4	93.053,04
CO2 (kt)	137,25	1,9	7.255,67
N2O (t)	8,68	0,8	1.028,35
NH3 (t)	103,76	2,1	5.058,00
COV (t)	744,95	2,0	37.550,35
NOx (t)	744,95	2,4	30.826,76
PM10 (t)	80,00	1,3	6.034,94
SO2 (t)	64,41	1,7	3.730,76
CO2_eq (kt)	143,51	1,7	8.446,24
SOST_AC (kt)	24,37	2,2	1.084,27
PREC_OZ (t)	1.797,99	2,1	85.976,03



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4.6.5.2 Molise

According to recent measurements provided by ARPA Molise, the air quality in the region of Molise, similarly to Puglia, is of exceptional standards. More specifically, the following table provides the Air Quality Index (AQI) results of the four measuring stations of the Region, which takes into account in an integrated way the different pollutants.

Table 6 Air quality index Molise Region

Municipality	Date	AQI	RESULT
CAMPOBASSO	14/09/2020	37	Excellent
TERMOLI	14/09/2020	44	Excellent
ISERNIA	14/09/2020	10	Excellent
VENAFRO	14/09/2020	11	Excellent

4.6.5.3 Albania

Albania has had fluctuations during the last 50 years, regarding the economic system. It has led through a transition state of economy and society and today it is still in the status of a developing country. Of course, this has also affected the state of the environment and the impact of human activities on the environment. The Ecological Footprint Measurement Network today is an entity that collects data from around the world on environmental indicators that affect ecological footprint. According to the data accessed in the footprint network, Albania is not in a very positive situation regarding the ecological footprint. The data are shown continuously from 1965 to 2017 ¹⁰. In figure 1, it can be seen that Albania has overused its bio-capacity per capita around the years 1975-1980 and 1990.

After the political-economic changes, where most of industries in Albania were destroyed due to the collapse of the socialist system, there is an approximation of ecological footprint per capita with the bio-capacity per capita. While with the new economic developments in the period of expansion of the market economy, there

¹⁰ http://data.footprintnetwork.org/?_ga=2.145498487.274777402.1599465510-546209945.1599465510#/



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is again an increase in the overuse of bio-capacity, at least until 2010. In recent years there is a low decline of ecological footprint towards bio-capacities, but still every person in Albania is using twice the resources that he really has available in our country.

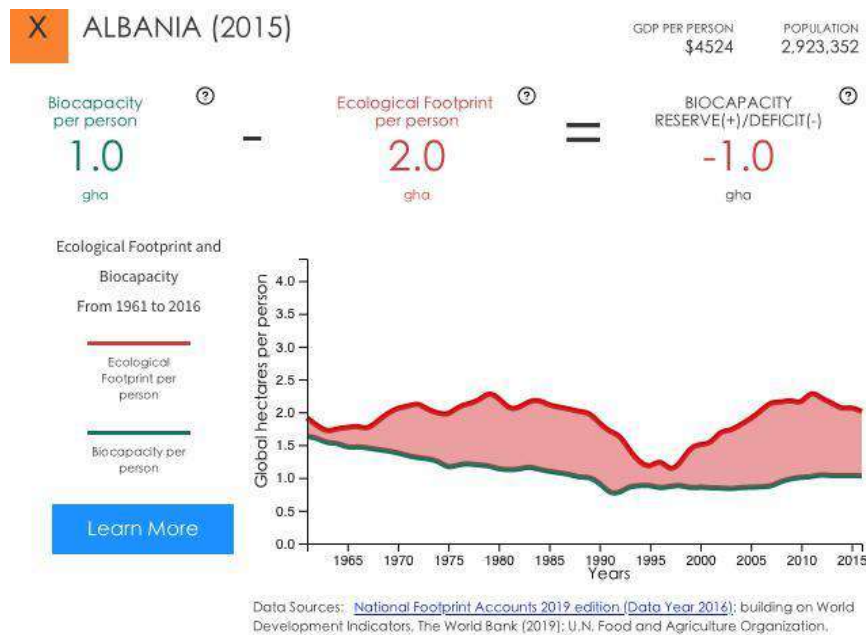


Figure 22 Ecological footprint data Albania 1965-2015

As stated above in the first section on key concepts, one of the most important parts of the environmental / ecological footprint is the carbon footprint. Regarding CO₂ emission data, Albania is mainly at an average level of emissions, but as a small and developing country, the data show that the situation is not positive in terms of carbon emissions, although there is a decrease in emissions in the last 3 years. A comparison with current EU data is shown in Figure 23 and 24



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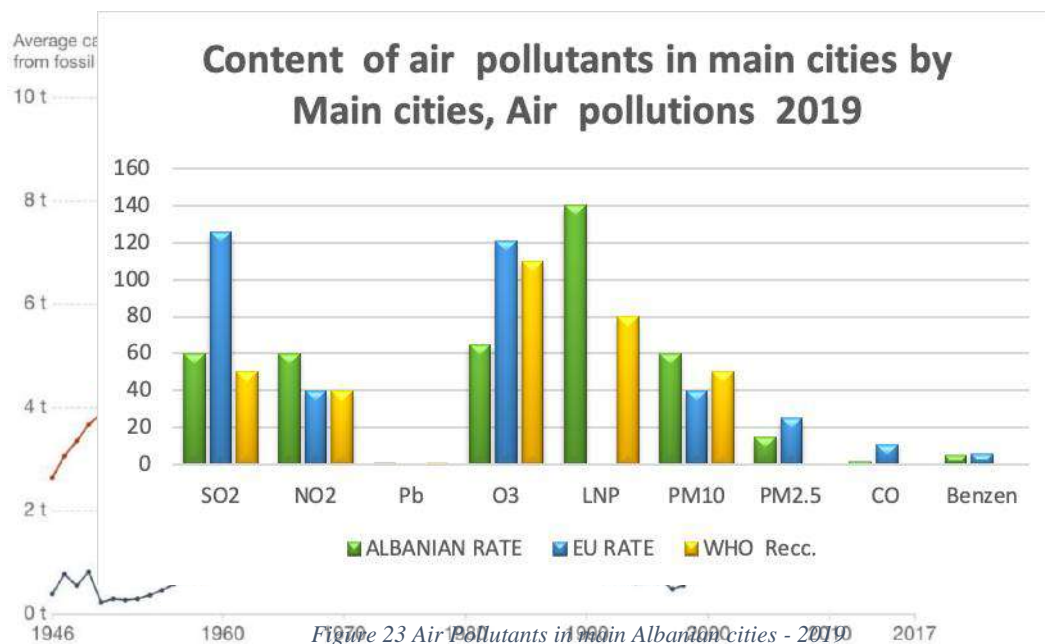


Figure 23 Air Pollutants in main Albanian cities - 2019

Figure 24 Data on CO2 emissions in tons in EU and Albania

Other data on air polluters in the municipality level are shown by the graph in figure 3. There are different situations in different cities and different years, in relations to EU standards and WHO recommendations.



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There are especially excess of norms of PM 10, PM 2.5, NO₂, CO₂, in relation to standards, in coastal areas.

4.6.5.4 Montenegro

In accordance with the World Health Organization's guidelines, the air quality in Montenegro is considered moderately unsafe - the most recent data indicates the country's annual mean concentration of PM_{2.5} is 21 µg/m³, exceeding the recommended maximum of 10 µg/m³.

Contributors to poor air quality in Montenegro include steelmaking, agricultural processing, and the aluminum and tourism industries. Seasonal variations exist, with high levels of air pollution in the winter (November to April) due to heating. Available data indicates that Tivat is a city with consistently high levels of air pollution.

4.6.6 Biodiversity - Ecosystems

4.6.6.1 Puglia

The Puglia Region promotes and develops ecological connectivity spread throughout the regional territory through projects aimed at the knowledge and sustainable use of the sites of the Regional Ecological Network with the aim of strengthening and restoring the connection function of ecological corridors, of contrasting processes fragmentation of the territory and to increase the ecological functionality and biodiversity levels of the regional landscape mosaic.

The Apulian Ecological Network, defined by the Regional Territorial Landscape Plan (PPTR) (2015) is divided into two schemes.

Ecological Network of Biodiversity (ENB)

The Ecological Network of Biodiversity (ENB), which highlights all the elements of naturalness of the fauna, flora and protected areas. It is a system of areas that mainly play the role of central nodes and areas of the network, consisting of:

- 2 national parks (Gargano and Alta Murgia),
- 16 other national protected areas (Reserves, Ramsar Zones, etc.),
- 3 protected marine areas,
- 18 regional protected areas,
- 87 Natura 2000 network sites.



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It therefore considers not only the natural environmental units present on the regional territory and the main systems of naturalness, but also the main ecological lines of connection based on current or potential elements of naturalness (River corridors with diffuse or residual naturalness or with high impact from human activities; terrestrial corridors with residual naturalness, coastal, discontinuous, blind; buffer areas; isolated natural nuclei).

Puglia despite a high anthropogenic impact maintains high levels of biodiversity, compared to many other regions of Italy. Some explanatory data are briefly illustrated in Puglia:

- 50 habitats of the Mediterranean region out of 110 in Italy;
- 2,500 plant species, 42% of the national ones;
- 10 species of amphibians out of 37 presents in peninsular Italy;
- 21 out of 49 reptile species found in peninsular Italy;
- 179 species of nesting birds out of 250 presents in Italy;
- 62 out of 102 mammal species present in peninsular Italy;

4.6.6.2 *Molise*

With regards to biological diversity, Molise represents a privileged territory as a consequence of various factors such as:

- the geographical position, located in the center of the Italian Peninsula, which makes it a sort of crossroads of biological flows and a biogeographical peculiarity of the territory. Floristic species are found here that are either the northern or southern limit, as well as having their own unique endemics.
- diversified geomorphology: in a few kilometers you pass from the Adriatic coast to the peaks of the Apennines, with a high range of morphological types (dunes, cliffs, hill systems, limestone massifs, karst plateaus, canyons, scree, alluvial plains, etc).
- the climate, which manifests itself through the presence of microclimates of great variety in which heat and cold are equally regulated, depending on zonal positioning
- history, marked by relevant geological-climatic events such as the Apennine orogeny, the Messinian crisis of the Mediterranean, the Quaternary glaciations, the post-glacial period
- the human presence, a factor of landscape modeling, sometimes also of environmental diversification and increase of biodiversity with traditional pastoral and agricultural activities, sometimes (in recent decades, often) factor of negative impact with disorderly urbanization and other activities anthropogenic environmental degradation.



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From the point of view of environmental protection, Molise forms a unique region with the presence of one of the most famous national parks in the country: **The National Park of Abruzzo, Lazio and Molise**, one of the oldest protected areas of the peninsula, established back in the distant 1923.

In addition to the National Park, there are the Guardardiaregia - Campochiaro Regional Nature Reserve (3.135 hectares), the Monte Patalecchia - Torrenti Lorda and Longaniello Regional Nature Reserve (2.223 ha), the Torrente Calllora Regional Nature Reserve (50 ha), the MAB Collemeluccio Reserve - Montedimezzo Alto Molise (25,268 ha), the Bosco Casale - Oasi Lipu di Casacalenda (135 ha) and the Oriented Natural Reserve of Pesche (540 ha). Compared to the overall surface of Molise, the protected areas cover about 8% of the territory. It must be said that to these areas must be added the sites of the Natura 2000 Network which, alone, cover about 23% of the Molise territory, the Regional Park of the Olivo di Venafrò and the various minor natural areas, making it in effect one of the "green" regions of the country.

To supplement the high biodiversity of the Molise Region are the approximately 30 types of vegetation ranging from those typical of woodlands to more particular ones such as gorge woods.

In terms of fauna, the endemic species of the Molise Region are the apennine wolf, the Marsican brown bear, the otters, the Abruzzian chamois and the *Rosalia longicorn*.

4.6.6.3 *Albania*

The coastal area is a combination of wetlands and complex maritime spaces. The main habitats are: lagoons, wetlands, dunes, forests with Mediterranean pine, alluvial forests, these habitats are the site of a high diversity of fauna and flora. They also provide essential services such as coastal protection, water purification, and CO2 absorption and food security. This area offers the highest number of nesting bird species. It also has internationally protected areas of special importance to birds. This area is considered a "hot spot" for the biodiversity of Albania, not only because of the large number of species, but also because of their uniqueness.

The coastal area is an area that offers the largest number of nesting and breeding bird species in Albania. In this area lies a considerable number of natural protected areas known internationally as important areas for birds and special protected areas. It is clear that the coastal area is a hot spot of biodiversity for Albania, not only because of the diversity of species, but also for the unique composition of its flora and fauna.

There is a relatively high number of microalgae species in the lagoons of the Albanian coast, as well as about 186 macroalgae species belonging to a large number of families and genera of these species, from the data published so far. The areas with the highest diversity of species and communities are the coasts of Sazan -



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Karaburun and Himara in the Ionian Sea and Cape Rodon in the Adriatic. These areas are also characterized by the presence of species and habitats with high conservation values.

The Albanian coastal area, especially the coastal lowlands of the Adriatic between the Buna delta in the North and the Bay of Vlora in the South, has a series of habitats of European interest for conservation (Habitats directive 43/49) of which 4 of them are a priority. Most of them are still in

good ecological condition and provide important ecological, economic and social services (Bego et al. 2013).

In terms of marine and coastal fauna, coastal lagoons are important areas not only for a variety of species, but also for the wintering of migratory birds. Overfishing and in some cases the use of illegal fishing gear, such as dynamite, have severely damaged the sustainable development of the sector and the environment, which poses constraints for future development (European Commission 2014). Biodiversity is particularly damaged by seabed fishing, mainly with bottom nets.

In June 2015, the Waitt expedition assessed the ecological status of fish communities in Albanian coastal waters, revealing a small number of low-population species. The high number of fish species in Karaburun compared to many Mediterranean Marine Protected Areas, may be related to the presence of some relatively well-maintained habitats. However, the low fish biomass even in these preserved habitats and marine meadows with *Posidonia Oceanica*, may be a consequence of overfishing (REC, INCA 2015).

Albania has recently made significant progress in expanding its network of protected areas from 5.2% of the country's territory in 2005, to 16% of the territory in 2014.

Inhibition of degradation of marine and coastal environment, loss of great natural values, high level of pollution of the coast, land and air, massive coastal erosion, damage to the nature of coastal forests or in depth, groundwater, groundwater and marine, protected areas, etc., are some of the main issues for integrated management of the marine and coastal environment.

Although there are protected areas and various projects are being implemented, Albania has not yet compiled a complete inventory of biodiversity data that can be used to plan other marine and coastal protected areas.

The main elements that show the situation of natural marine and coastal systems are summarized mainly in the composition and distribution of species and habitats under normal and undisturbed conditions of the respective ecosystems. Micro and macro quality indicators of marine and coastal ecosystems are the main part of evaluating the effective use of natural resources, as well as their preservation and regeneration in terms of exploitation, impact of pollution and alienation of these resources as a result of human factors and natural.



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The quality and regulation of ecosystems largely determines the resources and space needed to be used and exploited by humans. Therefore, changes in biodiversity can change the whole ecological dynamics of the area and this is an issue that must be taken care of. More importantly, marine ecosystems are considered to be integrated as a whole, inextricably linked together, as the change of one part leads to changes in the surrounding system, including the human one. Conservation of wetlands, lagoons and coastal forests in the Albanian Coast is of global importance especially in some of the cases that will be explained below.

The current protection regime includes:

- Divjake National Park - Karavasta (3,900 ha, includes Karavasta lagoon) Category II Ramsar
- Butrint National Park - includes Butrint Lagoon (1,600 ha), Category II
- Protected landscapes - Buna River and wetlands around it include Velipoja and Viluni Lagoon Category II
- Vjosa River Includes Narta Lagoon (2,800 ha); Category V
- Managed Nature Reserves - Kune Vain - Tale Area (4,000 ha), Red Patok Area, includes Patok Lagoon and Rrushkulli area, Category IV

➤ **Protected marine areas**

These ecosystems are important as habitats and growth areas for endangered species.

1052/5000 Despite the long coastline and the important role of the marine ecosystem in the nature and biodiversity, history, culture, tourism and socio-economy of the country in general, no protected marine areas were created in Albania until 2010. Protected coastal areas The existing ones, which mainly include coastal lagoons, river estuaries and deltas, are supposed to mean MPA. The first FMD declared was that of Sazan Island-Karaburun Peninsula on 28 April 2010, with the status of National Marine Park (IUCN category II) covering an area of 12,570 ha (about 2% of territorial waters). Other areas proposed as potential MDGs, first in 1999 by the National Strategy and Biodiversity Action Plan (NBSAP), more recently, in 2013 by the Strategic Plan for Marine and Coastal Protected Areas (INCA / IRNSH) , MEFWA, UNDP office in Albania).

4.6.6.4 *Montenegro*

The territory of Montenegro falls within two basic bio-geographical regions (Mediterranean and Alpine). In relation to a small surface of 13,812 km², it encompasses a wide range of ecosystems and habitat types. According to the National Biodiversity Strategy and Action Plan, alpine, forest, dry grassland, freshwater and marine ecosystems are found in the country.



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Due to their specificity, habitat types and geological structures such as coastal habitats, karst, caves and canyons are also considered important for biodiversity protection in addition to the main ecosystems.

With some 3,250 plant species, floristic diversity of Montenegro is among the highest in the region. Country's S/A index¹¹ for vascular plants is 0.837 – the highest recorded value in all the European countries. A total of 223 endemic plant species and subspecies have been registered. Density index for the birds nesting in Montenegro is 0.557, which is well above the Balkans average of 0.435. Specific agro-biodiversity of the country also represents an important quality.

On the global level, Montenegro is one of the biodiversity “hot spots” in the Mediterranean. Together with mountainous region of Bulgaria, Montenegrin territory is one of the 153 globally significant floristic biodiversity centres. Mountain areas of Lovćen and Prokletije stand out as herpetofauna “hot spots”.

Nationally protected areas (PAs) cover close to the 9.05% of the entire territory. Five national parks (NP) account for approximately 80% of the total PA system; the remaining 20% refers to more than 45 sites designated as monuments of nature, areas of special natural characteristics, and (general and specific) nature reserves. Moreover, several sites hold important international designations. NP Durmitor is on the UNESCO's World Natural Heritage List since 1980 due to its exceptional universal values. Together with Tara River canyon (total surface of the NP and the canyon area is close to 183.000 ha) it is a part of UNESCO's network of Man & Biosphere (MAB) reserves since 1977. Kotorsko-Risanski Bay (15,000 ha) is also enlisted as the World's Natural and Cultural Heritage site. Ramsar sites include NP Skadarsko Lake (20,000 ha) and Tivat Saltpans (150 ha).

4.6.7 Energy

4.6.7.1 Puglia

Puglia is currently the leading region in Italy in renewable energy production. According to measurements obtain in 2011, its installed capacity was:

- Wind: 1.3GW (21% of national production)
- PV: 1 GW (17% of national production)
- Biomass-Waste: 0.14 GW (9% of national production)

¹¹ Logarithm of the number of species (log S) divided by the logarithm of surface (log A)



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From the early 90s, the region has been well equipped with high skilled labor in energy production, being a net energy exporter. Renewable energy deployment in rural Puglia has contributed significantly to rural development, though not on the scale anticipated, and not without generating distortions in the rural economy. Puglia offers a good example of how small-scale power projects can add to local employment. There are multiple projects and in a rural area, even a modest increase in the number of jobs leads to a meaningful percentage increase in overall employment. Small-scale power also seems to offer more opportunities for employment in related industries, such as service providers and manufacturing.

Once a manufacturing powerhouse for the south of Italy, Puglia has specialized in producing electricity both from traditional energy sources and RES. With a total of 34.786 GWh (2010) and a consumption of 17.394 GWh, the region is a net exporter for the rest of the country. The region does not have any hydroelectric installations due to the lack of significant bodies of water. On the other hand, it is home to the country's largest coal plants.

The regions renewable energy resources are also abundant. In 2005 the region starting specializing in RES energy production and now outperforms the other Italian regions in the installed RE capacity. Obviously, the climate conditions have permitted such a rise as the solar radiation is above the national average and at the same time the wind resource is also significant.

Wind farms are scattered around the region and especially in the area of Foggia. Installations saw a huge rise of 100%, between 2008 and 2009, though being pushed down in later years of the economic recession. In regards to photovoltaic installations the region underwent a huge increase, mostly due to the simplification of the authorization processes magnified by the high national feed-in tariffs (FITs).

Furthermore, the region's specialization in agriculture could provide an excellent resource of biomass and waste energy. According to researches conducted in 2007, Puglia has an overall potential of 25 Tj of dry biomass. However, despite its potential biomass use is marginal in the regional energy profile.

4.6.7.2 *Albania*

The actual energy system in Albania is currently based completely at the hydro energy. There are enormous doubts on its sustainability, as there are limited generation capacities towards the growing demand. On the other side it is limited with a considerable number of technical and non-technical problems related to the network loss and leading to a multi-year energy crisis. One of the main challenges of the Albanian energy sector is the diversification of the energy sources and the fulfillment of the needs by own country resources, decreasing the import dependence. The country has significant potentials for renewable resources in the form



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of biomass, geothermal, wind, and solar. The utilization of renewable resources is an important factor for diversification of the energy sources and reduction of emissions of CO² gasses.

The main characteristics of the renewable energy systems in Albania could be summarized as follows:

- a) Almost 97% of the electricity produced in the country is generated by hydropower plants.
- b) As a recourse for the households especially in the rural areas and partly in the urban areas for ambient heating and for domestic hot water, mainly it is used the fuel wood.
- c) The use of solar energy is a new tendency which is developing very slowly in the last years, mostly by private people who construct new houses. Anyway, the share of use of solar energy collectors mainly for water heating in the national energy balance is very small.
- d) Lack of production of renewable energy from the agriculture sector.
- e) Lack of using the wind energy
- f) Lack of using the Photovoltaic energy
- g) Lack of using the geothermal energy

4.6.7.3 Montenegro

According to official data, Montenegro has significant coal reserves and potential renewable energy sources including hydro-power, wind, biomass, thermal energy, and solar radiation, while possible oil and gas reserves are still in the exploration phase.

Montenegro produced more than 60% of its electricity from renewable energy sources in the last two years. The main sources of renewable power generation in recent years have been the Piva and Perucica hydropower plants.

The Electric Power Industry of Montenegro is planning to invest a total of EUR 700 million in the construction of new renewable energy capacities, as well as in the reconstruction of other power plants in accordance with environmental standards.

The plan for the period from 2020 to 2024 is divided into three development directions. The first refers to the diversification of existing electricity production, with a continuous increase in the share of renewable energy sources, through the construction of the Gvozd wind farm and Briska Gora solar power plant. The second consists of the construction of new hydroelectric power plants, which primarily refers to the Komarnica hydroelectric power plant and the reconstruction of five existing hydroelectric power plants owned by the EPCG. The third direction includes the improvement of the operation of the Pljevlja thermal power plant ("TPP Pljevlja») and the environmental standards in that city.



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Furthermore, Montenegro also built the 50 MW Mozura wind farm, which is the second largest in the country, and plans to build and operate other solar facilities as well, including a large 250 MW solar plant in Briska Gora, which will be one of the largest in Europe.

4.7 Tourism Development Status

➤ **Macro-economic scenario**

The economic scenario shows a global economy slowing down during 2019 (+2.9%) both in Europe and in the main Asian economies, while for the current year the global emergency generated by the COVID-19 pandemic and the consequent generalized "lockdown" could determine the worst recession since the Great Depression. Within this international context, Italy, which had already grown less than the European average in 2018, suffered a further sharp slowdown in 2019 with a GDP increase of just 0.3% and will be among the countries most affected by the pandemic this year, suffering a contraction in GDP estimated at around 9% (FEDERALBERGHI, 2020).

According to the first final figures of last year, in Italy, a further slowdown in incoming tourism flows was recorded in 2019 and for the current year the pandemic is expected to have a severe impact on incoming tourism, which is more penalized than domestic tourism.

In the hospitality sector, the process of restructuring and redevelopment of the structures that were affected by the pandemic, which could jeopardize the very survival of many of them, continued in 2019. On the demand side, characterized over the past two years by dynamics similar to those worldwide, client flows have decelerated, more moderate in 2018, more consistent in 2019 and are expected to worsen in 2020.

The more modest performance of international tourism during 2019 did not have a negative impact on Italy's tourism revenues: foreign travelers' expenses in the country grew by 6.2%, substantially in line with the increase recorded in 2018. For the current year, on the other hand, the collapse in tourism flows from abroad indicates significant losses in tourism revenues.

Like the entire economic system, the economy of tourism businesses decelerated in 2019: the indices of tourism services turnover increased on average by 2.1%, compared to 3.2% in 2018.

➤ **The Coastal and maritime tourism sector**

Coastal tourism includes beach-based tourism and recreation activities (e.g. swimming, surfing, etc.), and other recreation activities in coastal areas (e.g. aquariums). Maritime tourism covers water-based activities (e.g. boating, yachting, cruising, nautical sports) and includes operations of landside facilities (chartering,



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manufacturing of equipment and services). In geographical terms coastal areas are defined as those bordering the sea or having at least half of their territory within 10km of the coast.¹ Coastal and maritime tourism has been highlighted as one of the sectors with a high potential for growth and jobs in the EU's Blue Growth Strategy.

Due to its economic weight and its direct and indirect impact on local and regional economies the Coastal and Maritime Tourism has a great potential for jobs and growth, particularly for remote regions with otherwise limited economic activities. However, coastal destinations face a number of challenges which affect its further development. Whilst any of these problems also affect other tourism activities, they are exacerbated in coastal and maritime tourism:

- Fragmentation of the sector with a high proportion of SMEs
- Limited or no access to finance
- Lack of innovation and diversification
- Increased worldwide competition
- Volatility of demand and seasonality
- Mismatch of skills and qualifications
- Growing environmental pressure

On a European level, it is the largest sub-sector of tourism, the largest single maritime economic activity and the key economic driver in many coastal regions and islands in Europe. It employs almost 3.2 million people; generating a total of € 183 billion for EU's GDP (2011 figures for 22 EU Member States with a coast, without Croatia).

Almost one third of all tourism activity in Europe takes place in coastal regions, and around 51 % of bed capacity in hotels across Europe is concentrated in regions with a sea border.

In 2012, cruise tourism alone generated a direct turnover of €15.5 billion and employed 330,000 people whilst European ports had 29.3 million passenger visits. Over the past 10 years, the demand for cruising has roughly doubled worldwide whilst the cruise industry grew in Europe by more than 10% each year.

In 2012, the boating industry (boat builders, equipment manufacturers for boats and water sports, trade & services such as chartering) was made up more than 32,000 companies in Europe (EU not including Croatia, European Economic Area and Switzerland), representing 280,000 direct jobs (European Commission, 2014).

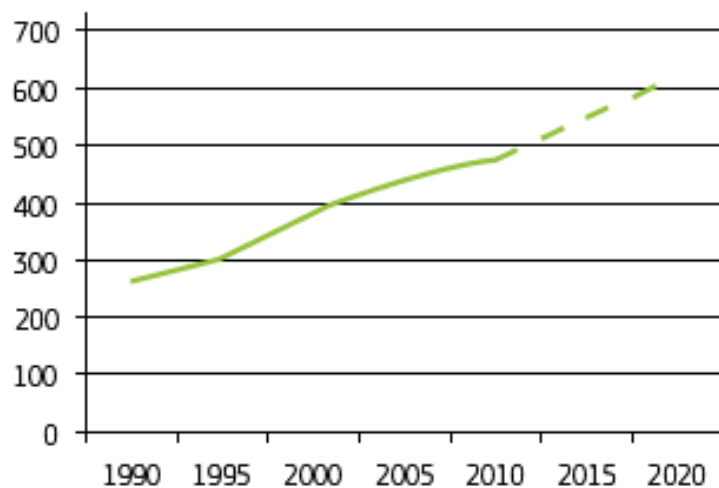


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Source: UNWTO (Tourism 2020 Vision).

Figure 25 International tourist arrivals in Europe

➤ The covid and post-covid era

In the context of the recent health crisis, due to Covid-19, the tourism industry worldwide has been deeply harmed and even paralyzed. The EU tourism industry in particular, which employs around 13 million people, is estimated to be losing around €1 billion in revenue per month as a result of the outbreak of COVID-19 (European Parliament, 2020)

The situation is particularly difficult in several EU countries that are key tourist destinations, such as Italy (see Figure 1), Spain and France. According to estimates by the Italian Tourism Federation, Assoturismo, Italy stands to lose around 60 % of its tourists in the year 2020 (European Parliament, 2020).



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Source: [Statista](#).

Figure 26 Estimated Impact on tourism revenues-COVID-19

4.7.1 Puglia

In recent years Puglia has experienced significant growth as a tourist destination. A study carried out for the PUGLIAPROMOZIONE Regional Tourism Agency on "Tourism in Puglia 2019/2020" shows that arrivals in Puglia in 2019 increased by 4% compared to 2018, of which 11.5% came from outside of Italy. Although growing in terms of internationalisation, the percentage of foreign presences has a wide margin for improvement. In fact, in its strategic plan Puglia one of the objectives is to reduce the gap with the other tourist destinations through actions that support the Hospitality, Infrastructure and Services sector.



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As regards the territorial distribution of arrivals in the region in 2019, the province of Bari occupies the first place with 28.0% of arrivals followed by the province of Lecce with 25.5%. The last step in the ranking belongs to the province of BAT with 4.1%.

<i>SOME FIGURES ON NAUTICAL SECTOR -PUGLIA REGION¹²</i>	
<i>TOT. COMPANIES IN NAUTICAL SECTOR</i>	7.100
<i>TOTAL PERSONNEL</i>	34.453
<i>ACTIVE COMPANIES IN COSTAL TOURISM</i>	3.473 (48,80% on tot)
<i>PERSONNEL</i>	16.237*(47,00% on tot)

4.7.2 Molise

Molise still presents a weak exploitation of the regional resources, which however remains a common feature of many regions of Southern Italy. Molise's data, from an analysis of the Bank of Italy, are particularly negative and the regional destinations have a medium to low level of maturity in terms of demand. Molise is often last for tourist flows in Italy - while for the offer aspect - the region has important growth potential both in geographical terms (e.g. kilometers of coastline and routes to be exploited) and in terms of services offered. This concerns primarily the tourist destinations par excellence, sea and mountains, but also other national - and regional - key resources, such as culture and food and wine. As far as seaside tourism is concerned, it is mainly focused on Termoli and Campomarino, followed, in terms of presence, by Montenero di Bisaccia and Petacciato.

From the analysis of the data of the Bank of Italy, published in November 2019, in the series *"Economie regionali" n. 36 L'economia del Molise. Aggiornamento congiunturale*", emerges a rather negative picture of the Molise economy.

In fact, all the indices show a decrease with a minus sign: in industry, agriculture, services and tourism. The only exception concerns the employment that rises thanks to emigration.

¹² *Union Camere Puglia, 2018*



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In general, the year 2019 sees the confirmation of the stagnation conditions in our region as they had been during 2018.

As far as the tourism sector is concerned (according to the information provided by the provincial authorities), there has been a decrease as in the first seven months of the 2019 arrivals and presences of tourists in the region have decreased. These data are, however, affected by the information gaps historically present in the tourism survey system, as highlighted, moreover, in the Regional Strategic Plan for the Development of Tourism, recently adopted by the Regional Council.

4.7.3 Albania

A sustainable development is the most important external factors today in tourism development, as a result in all forms of tourism, even nautical tourism. In this regard, ports as important infrastructure for NT, may set up models and development plans which shall enable their efficiency not only in implementing their business process but also within the environmental protection and protection of living quality standards. The new dimension of such nautical reality is present even in the nautical tourism ports of the developed European states and may be reflected in the achieved nautical tourism ports' development level in general as well as in the constant process of their flexibility and adaptation to changes in the environment.

- “boating activities” as activities involving ‘recreational craft’ and ‘personal watercraft’ (as defined above),
- ‘Superyachts’, defined as recreational vessels with a length of more than 24 meters.
- “Marinas” are specially designed harbors with moorings for pleasure yachts and small boats. They are the most complex and highest quality types of port for nautical tourism. They facilitate many nautical tourism activities by providing safe points to access to the water and providing secure locations to store boats. Many marinas also provide additional nautical and ancillary leisure activities and can be visitor attractions in their own right. They also create demand for boating and other tourism products and services and facilitate linkages between nautical and coastal tourism. They have the potential to act as economic hubs for regional development and can catalyze the development of coastal tourism in specific locations.

There is a lack of marinas in Albania in their proper state of development for being a real point of attraction for NT. There is only the Marina of Orikum in Vlora and little points that can be development as Marinas, along the coast in the areas of Vlora, Himara and Durres, Shengjin, such as Porto Romano, Tri port, etc.



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But there is lack of proper investment and planning in such types, being the Albanian economy still focused in port development as points of merchandizing and trading of goods. That is why we will analyze only carrying capacities of main ports, also because there is a lack of available data for capacities and feasibility analyses for these points of interest for NT.

4.7.3.1 Current conditions of ports in Albania and their carrying capacity

Ports on the Albanian coast have functioned since ancient times, such as in Dyrrah (Durrësi), Aulone (Vlora), Onhezmi (Saranda), etc. During the medieval period, small scaffolds were erected mainly in the mouths of the rivers Shirgj (Buna), Shengjin, Shufada (Mat), Rodon, Bashtovë (Shkumbin), Pirg and Spinariçë, the development of which was slowed down during the Ottoman occupation. During the years 1928-1934, the seaport of Durrësi and some wooden pontoons in Saranda, Vlora and Shengjini, were built, which later, during the Second World War, were destroyed.

Maritime transport and tourist ports offer a very good opportunity for the economic development of the country. To date, several bays have been used to create ports, but it should be noted that there are a lot of untapped potentials. There are six commercial ports (Shëngjin, Porto Romano, Durres, Vlora, Petrolifera, Saranda). Only four of them are currently used for passenger transport (Durres, Vlora, Saranda, Shëngjin). Data are shown in the table 2 and figure 5. The largest number of fishing boats are also distributed in these ports. Meanwhile, the other two ports (Porto Romano and Petrolifera) operate under concession regime for hydrocarbon transport. Sustainable economic development also requires the development of the maritime economy, which includes not only the activity of ports and tourism, but also fishing and aquaculture.

Nr	NAME OF PORT	Years					
		2014	2015	2016	2017	2018	2019
	<i>total travelers transport</i>	1,094,569	1,185,954	1,288,988	1,507,116	1,522,896	1,574,095
1	Durres	774,681	774,411	839,598	879,905	854,637	878,687
2	Vlore	156,407	219,429	198,079	184,917	186,043	179,220
3	Sarande	163,481	192,114	251,311	442,119	482,216	516,188
4	Shengjin	0	0	0	175	0	0
I	<i>Departures</i>	559,090	619,970	654,556	770,757	773,108	798,045
1	Durres	394,983	409,283	427,724	451,628	434,426	446,768
2	Vlore	82,737	114,252	101,168	98,123	96,264	92,716
3	Sarande	81,370	96,435	125,664	220,935	242,418	258,561
4	Shengjin	0	0	0	71	0	0
II	<i>Arrivals</i>	535,479	565,984	634,432	736,359	749,788	776,050
1	Durres	379,698	365,128	411,874	428,277	420,211	431,919
2	Vlore	73,670	105,177	96,911	86,794	89,779	86,504
3	Sarande	82,111	95,679	125,647	221,184	239,798	257,627
4	Shengjin	0	0	0	104	0	0

Table 7 Total arrivals by ports



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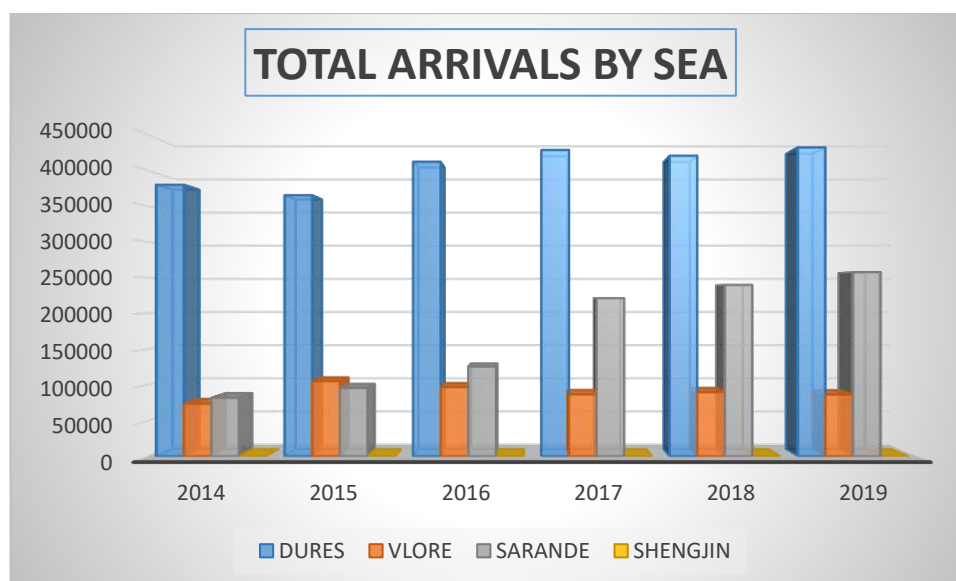


Figure 27 Total arrivals by sea -Albanian main ports

➤ Port of Shëngjin

Port of Shëngjin operates for the processing of goods and passengers, as well as for fishing vessels. The total area of this port is 3.75 ha, while the surface of the water basin is 3.5 ha. The port has an entrance channel 300 m long and 80 m wide. After the process of deepening the port basin, the total depth reaches 7 m. The current capacity of the port for the processing of ships is 1,500-2,000 tons / day (specifically the amount of 350,000 tons of cargo processed per year has been reached). Ships up to 120 m long can be easily processed. The maximum processing capacity for ships is 5,000 tons, but always depending on the ship's typology. The charging mode is done with the "grift" crane, and currently 2 cranes are available. There are 3 existing quays. The construction of a 105-meter-long European standard quay with a width of 65 m has just been completed.

➤ Port of Durrës

Port of Durrës is the main port of the country and one of the largest in the Adriatic Sea. It lies on the northern side of the bay of Durrësi, in the geographical position 41 ° 192 ' / N and 19 ° 272' / E. The Port of Durrësi has a basin with a total area of 1,467,000 m², while the port area is 793,000 m². The port is located 300m from the city center, 500 m from the train station and is connected by highway to the main junctions of the country. In 1984, the carrying capacity of the ships of the Albanian merchant navy reached 64,791 tons or 22.8 times more than in 1938, while in 1988 this carrying capacity reached 67,710 tons. In the early 1990s, the importance of building the East-West Corridor, or the so-called 8th Corridor, became apparent. This corridor connects the port of Durres in the Adriatic with the port of Varna (Bulgaria) in the Black Sea. Its favorable geographical



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position provides this port with a range of considerable surface and depth and wind protection, which makes it attractive to various shipping companies.

➤ **Port of Vlora**

The Port of Vlora is the second port of Albania ranked after the Port of Durrësi in terms of size and capacity. It is the largest port in the south and serves all the southern centers of Albania and in many cases the transit cargoes in the depths of the Balkans, Kosovo, Macedonia, etc. The company of the Vlora Seaport carries out its economic-administrative activity as a joint stock company with the sole owner of the state. The port of Vlora is built in the bay of Vlora and has a total area of 5.3 ha, with 5 ha aquarium. It is an open port with 2 main piers where merchant ships and ferries are processed.

➤ **Port of Saranda**

Port of Saranda is the southernmost port of the country, located in the city of Saranda in geographical coordinates width 39° 52 '59' N and length 20° 0 '0' E and is located 9 miles from the island of Corfu, Greece. It has been known since ancient times as a port city called Onhezmi, which connected the western Balkans with the countries of Eastern Europe and a very important strategic point for the Illyrians.

➤ **Porto Romano**

Porto Romano is the main component of the largest industrial and energetic park in Albania and it transports petroleum and liquefied natural gas products.

The installation location of the facility is located inside the square some 6000 m² on land and 42,000 m² offshore. Technologically, the object works through the following elements:

➤ **Port of Petrolifera**

Port of Petrolifera serves to transport oil and gas products. La Petrolifera Italo - Albanese Sh.A. ("PIA") is a company organized and now existing under the laws of Albania. 94% of its share capital is owned by La Petrolifera Italo - Rumena ("PIR"), a company registered under the laws of Italy, while SIMEST, the Italian Financial Institution for the development and promotion of Italian business abroad controlled by the Ministry of Foreign Trade, holds a 6% stake in the Company.

4.7.4 Montenegro

➤ **Tourism and Nautical Tourism**



Historical sites and untouched nature are not the only things that can be admired in Montenegro. New attractions are also being developed. In the bay of Tivat “Porto Montenegro”, one of Europe's most prestigious and well-designed marinas is forming a unique and world-class complex. The initiator of this innovative project is Peter Munk, one of Canada's most successful industrialists. Apart from a giant modern marina with close to 700 berths, an 18-hole golf course nearby, an exclusive housing and business complex and comprehensive infrastructure are also planned.

Montenegro is continually extending its offerings in nature and activity-based tourism. These include conferences, congresses and incentive tours, wellness holidays to compliment city sightseeing and shopping. Visitors are being welcomed to environmentally designed “Wild Beauty” resorts with a traditional ambience on the boundaries of Montenegro's four National Parks. Just outside our National Parks, innovative holiday villages, integrated into the natural environment, are planned. Nature conservation will be supporting sustainable tourism opening many unique experiences for walkers, rock-climbing enthusiasts, kayakers & canoeists, photographers, bird-watchers and other naturalists. Environmentally, Montenegro’s nautical tourism surpasses international standards through both strict monitoring and a shared sense of preserving Montenegro’s beauty.

Montenegro has much to offer to the nautical tourist. Apart from many small private moorings in front of taverns and hotels, the larger marinas offer an increasingly large number of berths. This is in response to the international boating public’s more discerning tastes. Presently Montenegro has 2,000 berths for boats, yachts and mega-yachts. The demand for moorings is predicted to double in the near future (within two years) due to increase demand for permanent and visitor berths. Yacht charter companies boat hire stations are included in this demand and are located in Bar, Budva, Kotor and Herceg Novi.

➤ Tourist Arrivals

In Montenegro, on 2019¹³, tourists realised 20.0% more arrivals compared to 2018, while the number of realised overnight stays increased by 11.8%. Overnight stays of foreign tourists represent 96.4%, while the domestic tourists represent 3.6% of all overnight stays.

Concerning the structure of overnight stays of foreign tourist, in 2019, the most of them were realized by tourists from Russian Federation (24.9%), Serbia (21.4%), Bosnia and Herzegovina (8.5%), Kosovo (5.4%),

¹³ Statistical Office of Montenegro (MONSTAT) R E L E A S E No. 36/2

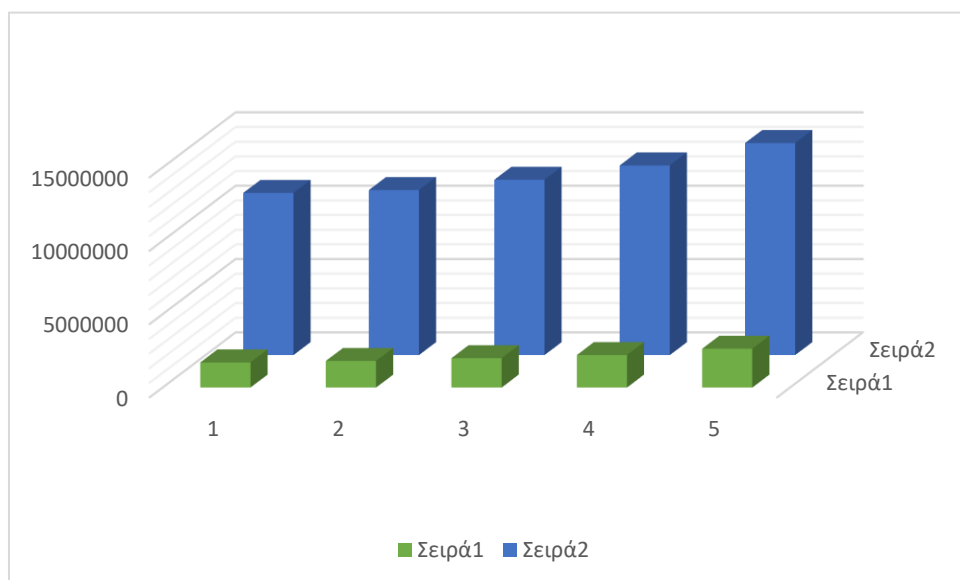


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Germany (4.6%), Ukraine (3.3%), France (3.1%) and United Kingdom (3.0%). Tourists from other countries realized 25.8% overnight stays.

Concerning the structure of overnight stays by type of resort, in 2019, most of them were realized in seaside resorts (94.9%), capital (2.1%), mountain

resorts (1.8%) and other tourists' resorts (1.2%).

Figure 28 Arrivals and overnight stays – Monteneg

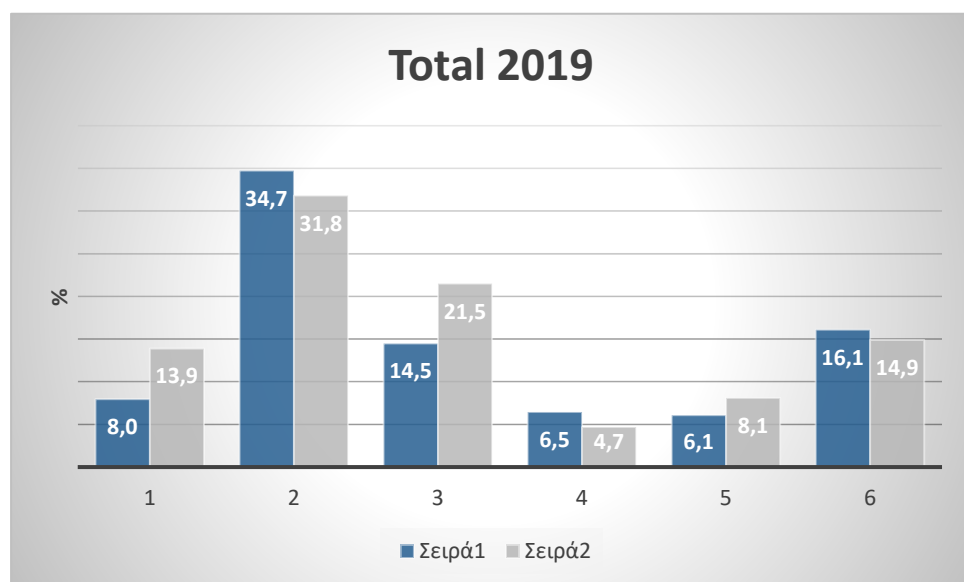


Figure 29 Arrivals and overnight stays by municipality

➤ Nautical tourism

Nautical tourism is one of the fastest growing tourism segments on the Montenegrin part of the Adriatic coast. In the past ten years, the number and size of reception capacities in Montenegrin nautical tourism has increased by more than twice. The construction of three marinas with over 500 berths is under

way, expected to be on the market by the end of 2019. The development of this tourism segment has been more the result of individual investment projects, than an outcome of strategic development processes. There has been no destination support to the development, and staff needed for new product introduction and positioning have not been trained. According to current development plans, the formation of nautical tourist offer on the Montenegrin coast in nautical tourism ports and related activities of charter companies and service centers are expected to provide over 1000 jobs.



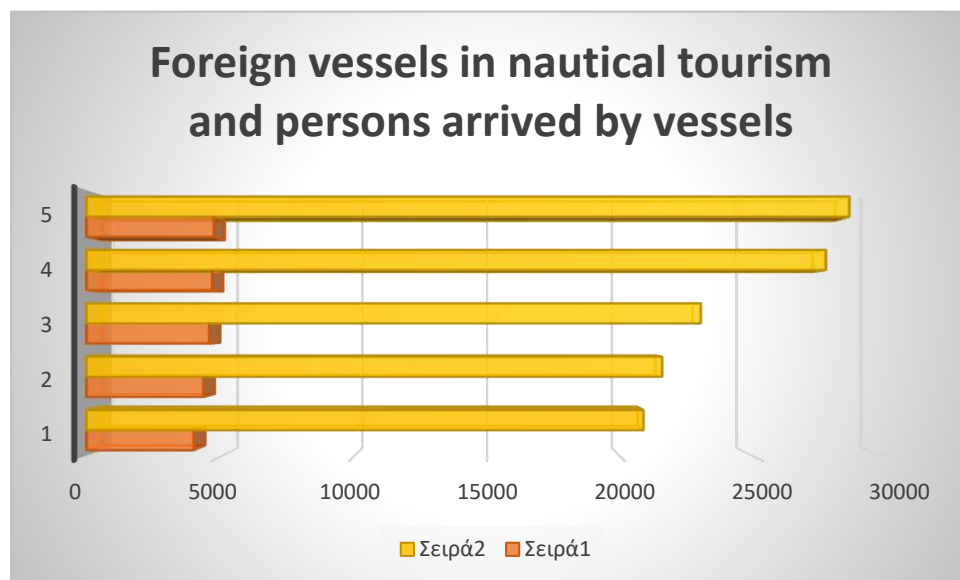
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In 2019,¹⁴ the total of 4 775 foreign vessels for entertainment, sport or recreation entered the internal sea waters of Montenegro which indicates an increase of 1.4% in comparison with 2018. Of the total, there were 4 211 vessels which arrived by sea and 564 vessels which were transported by land.



By type of foreign vessels for entertainment, sport or recreation in the internal sea waters of Montenegro, there were the largest number of arrivals of sailboats (39.9%), motor yachts (33.7%) and other vessels (26.4%).

Figure 30 Number of foreign vessels and persons arrived

Number of persons arrived on these vessels in 2019 was 28 562, which is an increase of 3.2% in comparison with 2018. By citizenship, the largest number of arrived persons on these vessels was from: Great Britain (10.8%), USA (5.7%), Croatia (5.7%), Italy (4.9%), Germany (4.2%), France (3.9%) and other countries (64.8%).

➤ Nautical Infrastructure

¹⁴ MONTENEGRO STATISTICAL OFFICE RELEASE No. 43/2



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A multitude of bays can be found on Montenegro's coast many with numerous small mooring facilities. These are always idyllically located, inviting the sailor to make fast. The following descriptions are restricted to the Montenegrin marinas and harbour facilities that also provide land-based tourist services. The order of the harbour sites listed corresponds to the numeration in the charts.

The waters of the northern Adriatic Sea are characterised by numerous lagoons and pretty sheltered bays. The eastern coastal area that stretches south is characterised by hundreds of islands. South of Croatia the waters of Montenegro open up.

The superb Bay of Kotor, with its 30 kilometres of protected water is the only fjord in the Mediterranean. This stunning boating paradise is dominated by a dramatic mountain range that includes the dark mountain of Crna Gora or Mountain Lovcen, that gives Montenegro its name.

A broad lowland with many partly untouched sandy beaches stretches along the coast south to Shkodra in Albania. In some bays extended lagoons have formed over thousands of years. Near Vlora the Adriatic coast ends and merges into the Ionian Sea.

According data referred to 2018, Montenegrin marinas offer around 1800 berths: Bar (900),

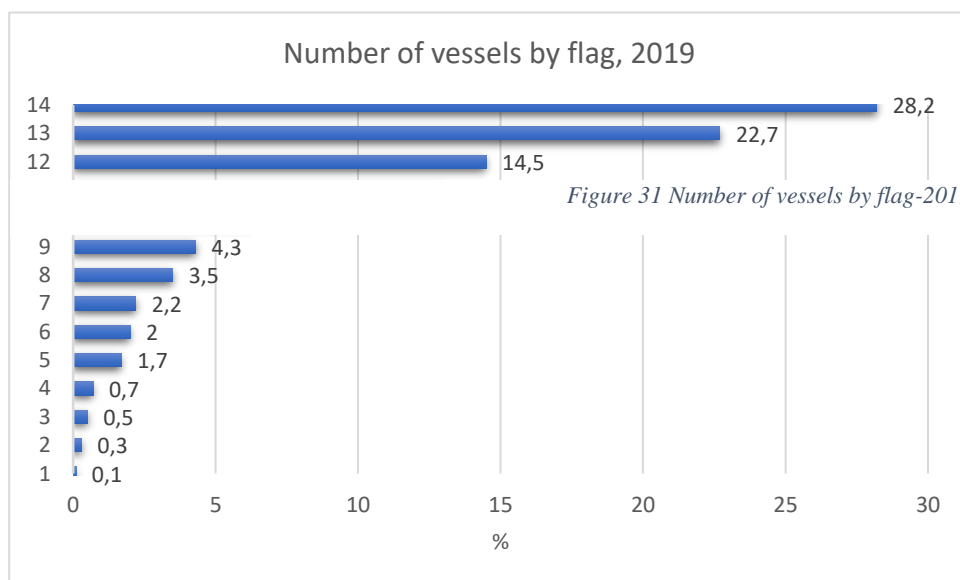


Figure 31 Number of vessels by flag-2019

Budva (600), Porto Montenegro Tivat (450), and Kotor (30). In addition to berths in the marinas, there are berths in utility ports of ŠkverHerceg Novi, Kalimanj Tivat, and a large number of small ports, sheltered enclosures for boats, and informal anchorages, especially in the Bay of Kotor, as it represents a naturally protected harbor for vessels outside the built port aquatoriums. Three marinas were in the process of construction, with a total capacity of 600 berths. Marinas in Herceg Novi, Kumbor (Porto Novi-238), and Meljine (Lazure-156) will by the end of 2019 have close to 400 berths, and marina Luštica Bay on the open sea in Tivat municipality will get 176 new berths.



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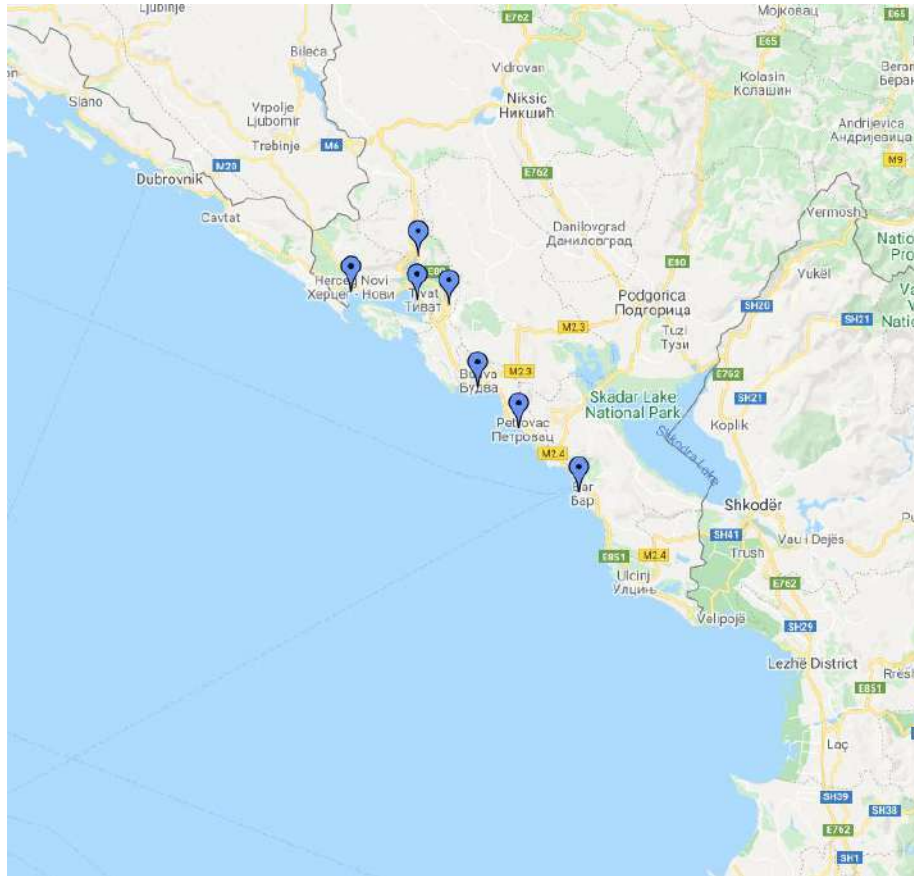


Figure 32 Ports in Montenegro

➤ Port of Herceg Novi

Tourist Information

Herceg Novi was founded in 1382 and has an attractive historical town centre. Two market places, several churches, a thriving culture, the marina and its boardwalk, and the old fortress are the main attractions of the town. Worth seeing is the Clock Tower built by the Turks in 1667 which now forms part of the city charms on the main square and the abbey of Savina (with a small church built in 1030 as well as a large church) which also runs a hostel with a museum. Only about 6 nm away the Blue Grotto is another attractive place for excursions. Not far from Herceg Novi is the internationally renowned Spa Igalo that is a 20 to 25 minute walk along a thriving boardwalk full of cafes, restaurants, bars, shops, taverns and tourist gift outlets. For guided and well-served kayak experiences, contact Kayak Montenegro. Racing regattas can be viewed at close quarters from anywhere on the waterfront each summer weekend.

➤ Nautical Information



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A speed limit of 12 knots is in effect in the bay of Kotor. In the narrows of Kumbor the speed limit is 8 knots. A minimum distance of 50 metres has to be kept from the shore of Kumbor. In Channel Verige the speed limit is also 8 knots and stopping is prohibited.



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The harbour of Herceg Novi is a popular destination for nautical tourism with more than 1,000 yachts

visiting Herceg Novi annually. A sailing club uses part of the harbour privately and another part of the harbour is used exclusively for traditional fishing boats. Additionally a show basin for public events such as swimming and water polo is integrated into the harbour. On the inner side of the historical breakwater, moorings are provided for yachts allowing room for approximately 20 to 30 visiting yachts up to about 25metres in length. The pier is equipped with electricity and fresh water supply. Both utility charges are calculated separately to marina berth charges. All other supply facilities, such as supermarkets and retail shops, can be found in the town above the harbour. Fuel is available at the innermost part of the port. A busy restaurant is located on the south breakwater and additional restaurants are nearby. In southwesterly winds berthing in the harbour is disturbed due to the formation of a short chop. The fetch here is about 1 nautical mile so con ditions only become unacceptable in winds over 15 to 20 knots. Customs clear ance is possible at a pier 1.5 nm further into the bay in Zelinika. A ship chandlery is located on the waterfront near the sailing club.

➤ **Lazure Marina**

Lazure Marina & Hotel reside on the Adriatic coast of Montenegro at the entrance to the picturesque Kotor bay, next to the beautiful medieval city of Herceg Novi.

Supplemented by a boutique hotel housed in a renovated 18th century building, spacious residences, Mediterranean restaurants, and a wellness centre, the Lazure Marina & Hotel is a supreme destination for travellers and sailors alike.



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The Marina Lazure in Herceg Novi was opened in June 2019 and has almost 160 berths for yachts up to 20 m in length. The depth in the marina basin is between 2 and 12 meters. All berths have electricity and water. The sanitary facilities are located in the marina tower and are opened via a chip card, which you get when registering at the marina office. A blackwater pump station for the sewage tank is available from 2020. In the marina, there is a nautical shop and from 2020, some charter companies will offer yachts from the Marina Lazure.

Marina facilities

156 berths for boats up to 30 m LOA

Customs and border offices in 0,5 m

24-hour security, video surveillance

Hotel, beach, restaurants & bars,

spa & fitness

Wi-Fi, showers



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Restaurant reservations: +382 31 781 770

Spa reservations: +382 69 311 315
spa@lazure.me

Marina inquiries: VHF87
marina@lazure.me +382 69 347 994

Port Authority Herceg Novi

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Figure 33 Marina Lazure



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➤ D-Marin, Portonovi

42°44' N, 18°59' E VHF 74

D-Marin Portonovi is a full-service 238-berth marina, with capacity for yachts and superyachts of up to 120m. Its sheltered location among the safety of tranquil Boka Bay makes it an ideal base from which to explore the unspoiled Adriatic coastline. Portonovi is considered the gateway to some of the best sailing waters in the Mediterranean. Surrounded by steeply rising mountains, D-Marin Portonovi marina enjoys an impressive setting and also provides opportune access to Montenegro's range of attractions.

GENERAL SERVICES

24-hour water supply
24-hour power supply (220/380 V)
24-hour dock assistance
Fuel station (inc. duty free fuel supply)
Toilets and shower
CCTV
Wi-Fi
Car parking places in garage
Helipad
Technical Services
Black and grey water disposal
Oil waste disposal
Other technical services on demand

Berths come with the highest standards of services and amenities. Easy access, parking and 24/7 surveillance make Portonovi marina a peaceful and secure port, but one that also has plenty of life. The marina is a part of the exclusive Portonovi and includes full access to all of its shops, galleries, restaurants, cafés, bars.

As a member, you'll enjoy D-Marin's renowned customer service and unique set of benefits. With the 'Happy Berth Days' scheme, for instance, you can earn up to 70 complimentary days in other Mediterranean and Adriatic ports. It offers fantastic berthing opportunities for superyachts due to the amazing atmosphere of the area, modern luxurious facilities and scenic landscapes of unspoiled natural beauty.



Comfort and convenience are the key characteristics of this port with regards to the distribution of the pontoons and berths, access to port services and connections to nearby towns and airports.

Figure 34 D-Marin Portonovi



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➤ Port of Zelenika

Tourist Information

Zelenika is the most recent built small town on the Riviera of Herceg Novi. It developed 100 years ago around the most southerly train station of the former Austro – Hungarian Empire. Zelenika is a lively small town and offers the possibility of private accommodation. The village Meljine is close to Zelenika and offers a timehonoured Venetian military hospital and a small hotel on the beach. The region of Zelenika and Meljine is the quiet alternative to Herceg Novi, which is frequented by many tourists.

Nautical Information

Zelenika is one of several places for customs clearance. In adverse weather conditions, a special arrangement is possible for clearance from Zelenika due to exceptional circumstances. Making fast at the customs pier at Zelenika, which is open to the southwest, is not possible in south and southwesterly winds. It is possible to obtain permission to continue to Herceg Novi, Kotor or Porto Montenegro after conferring with the customs office at Zelenika by phone.

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Clearance Station at the Customs

Office in Zelenika

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Mobile: +382 69 086220



Figure 35 Marina of Zelenika



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➤ Porto Montenegro

Porto Montenegro is located at the forefront to Europe's "southernmost fjord" - within the Bay of Kotor, near the town of Tivat and is easily accessible by air from anywhere in Europe. This development is spearheaded by Canadian gold-mining entrepreneur Peter Munk in partnership with a consortium of international entrepreneurs (and yachting enthusiasts) that includes Lord Jacob Rothschild, Nathaniel Rothschild, Bernard Arnault, Oleg Deripaska and Sandor Demjan. The development is on the eastern shore of the bay and runs almost one kilometre along the coast. It occupies a site that from the 1880's until 2006 was used as a base and shipyard for the Austro-Hungarian, and then Yugoslav navies. That it has been used as a naval base for more than a century is testimony to its ability to provide a safe haven for vessels of all types and sizes. The project will transform a defunct naval dockyard into a state-of-the-art marina and residential community centred on nautical lifestyle.

The vision for the development is grand indeed: to rival Antibes, Monaco and Porto Cervo as the premier port for luxury yachts. As an official port of entry, Porto Montenegro will represent the pivotal point of maritime leisure and living in Montenegro and The Adriatic. Central to the rest of the Mediterranean, it will also be a major focal point for yachting. The amenities on offer comprise the most extensive range conceivable. From lodging to shopping to entertainment and culture, Porto Montenegro has been designed to provide an unique and prestigious lifestyle based on proximity to the sea. This marina will transform Tivat into an international centre of nautical tourism and put Montenegro on the map for all aspiring travellers.

Located between Venice and Corfu, in the heart of the Mediterranean and in the centre of one of the most compelling cruising destinations in the world, Porto Montenegro is expected to be a must-visit destination for yachts during its soft opening in the summer of 2009 and is sure to be home to some of the most magnificent yachts afloat in years to come. To date, the refurbishment of two massive jetties has been completed, and 85 berths are available. Ground has already been broken on the first residential building, „Teuta“, scheduled for completion in the summer of 2010.

Perhaps the most significant of Porto Montenegro's offerings are its berths. With the first phase of construction completed, the port is well on the way to providing over 650 berths on 20 metre-wide jetties, for yachts ranging from megayachts (150m) to production yachts. Over 130 of these berths will be home to yachts greater than 24-metres in length, the most coveted in Europe. Depths vary from 4.5 to 16 metres. The harbour is very large with a wellprotected entrance and is completely sheltered from wave action by breakwaters. Its



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position within the Bay of Kotor means that yacht owners can be assured their asset is perfectly protected from the elements, year-round.

Facilities include fuel berths, marina berths, a marina club, megayacht berths, superyacht harbour. Electricity and water to cater for the largest yachts to smaller boats, complete wifi access and all communication needs are on hand. Porto Montenegro is located ten minutes by boat from the state-of-the-art Azalea Maritime Training Centre, which offers basic and advanced STCW95 courses year-round, including those on safety, medical response, engineering and the English language.

The services planned within the port are truly second to none and this level of service will be reflected in the amenities delivered at the marina residences. Adding weight to the Porto Montenegro offering will be a branded five-star hotel with 150 rooms on Porto Montenegro's waterfront and is sure to bring an additional level of sophistication to the development. These will include residential townhouses and villas accommodation, an international school, nautical museum, shopping centre, fresh food markets, restaurants, bars, cafés and a casino. Luxury retail stores and designer boutiques are planned around Venice square. A superyacht refit and repair facility are in close vicinity to the yacht harbour. Porto Montenegro will have a vibrant and exciting nightlife along the quayside next to the marina, in its town squares and along its main street. Residents will have also access to a planned private yacht club, tennis courts and planned championship 18-hole golf course nearby. The village's master plan also includes. This is the vision of creating a nautical community complete with every imaginable necessity and desire for yacht owners.

Designed in a style that is sympathetic to the architecture of the historic villages that line the Bay of Kotor, Porto Montenegro promises to maintain a distinctly local aesthetic, reflecting the charm of the neighbouring towns of Perast and Kotor, with their small piazzas, enchanting alleys and winding cobblestone streets. Porto Montenegro will also feature a contemporary promenade of seaside restaurants, cafes, bars and boutiques.

The nearby town of Kotor is well known for its youthful energy and packed bars, and the Budva Riviera, 13 kilometres to the south is home to several nightclubs. For more of a nightclub experience, Maximus, in Kotor, is quickly earning a reputation as one of the best clubs in the Adriatic and features well-known international DJs and southern Europe's most popular bands. With a capacity of 3,000 patrons, it is invariably full each night during the summer season and on weekends throughout the year.

Porto Montenegro can be reached by plane within a two hour flight from most European capitals to one of the three international airports (Tivat, Podgorica and Dubrovnik). Tivat's airport is only a few kilometres away from the yacht harbour.



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Figure 36 Porto Montenegro

➤ **Marina Prcanj**

Nautical Information

The private Marina Prcanj is located approximately two nautical miles north of Kotor on the west shore of the fjord. The marina provides a newly built concrete jetty for 35 yachts. Middle sized yachts up to 15 metres can moor here with electricity and fresh water supply provided. Three-phase power is available for a limited number of berths. Behind the pier is a small basin in which only small yachts can berth. The water depth is 4 m quickly decreasing towards the inner basin, although some outer berths have depths up to 6 m. The marina provides an 18-ton travel lift. Sanitary facilities are in the marina building. Winter berthing for 6 – 8 yachts up to 30 m is also available. Two excellent hotels with quality restaurants are close to the marina.



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Figure 37 Marina Prcanj

➤ Port of Kotor

Tourist Information

The 2,000-year-old town of Kotor is the pearl of the Kotor bay and one of many beautiful coastal towns along the foot of the majestic mountain ranges of Mount Orien and Mount Lovcen. The origins of Kotor date back to the 7th century. Over the centuries Saracens, Turks, Venetians and Italians have left their footprints. Kotor has been a cultural centre as well as a centre of seafaring since time immemorial. Under the influence of the Republic of Venice important trade routes crossed here for centuries. The town is protected by the mountainous hinterland. A mighty defence wall juts from the cliffs, built during the Byzantine period. Many historical buildings, affected by an earthquake in the 1970s, can be found in the town. The maritime museum in the old town harbours many important artefacts from ancient seafaring times. Here documented evidence of the importance of harbour towns such as the neighbouring town of Perast, the most important Mediterranean harbour town of the 18th century are displayed.



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Nautical Information

The harbour is located at the end of the Kotor bay and provides berthing on the south side of the main pier. The harbour of Kotor is a popular travel destination for tourists. The harbour is operated all year-round and provides electricity and fresh water. The main pier provides good facilities for large cruise ships.

In the southeast of the harbour, behind the floating jetty of the Montenegro Charter Company, berthing exists for 30 yachts in a maximum depth of 3m of water. *Figure 38 Port of Kotor*



The annual Kotor Boat Show underscores the claim of the harbour town as a nautical centre for tourism. The northern pier is designated as customs pier. It also serves for commercial shipping and cruise ships. The southern part is the yacht pier. Mooring lines are available as well as pillars for electricity and fresh water supply. Opposite the entrance to the old town the Montenegro Charter Company runs a floating jetty with fresh water and electricity supply. Visitors can berth here for a harbour fee after consultation with the company. Despite autumn or fall winds from the mountains berthing at the pier is safe and calm. A filling station is located in the northern part of the pier. Good shopping facilities as well as numerous restaurants can be found in the town. In the early morning hours the eclectic town wall market is held, primarily with fresh fruit, vegetables, eggs and meats including fresh poultry and fish. A supermarket is situated about 300 metres south of the market. Many further small piers or harbours suitable for yachts are situated on the southern shore of the bay.

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➤ Marina Budva

Tourist Information

Budva is the unequivocal tourist center of Montenegro. Over the centuries the former diocese of Budva

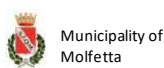
was under the rule of the Byzantine Empire and under Roman, Turkish, Venetian, and Austrian rule. Stari Grad - the old town of Budva - is beaming with boutiques, cafes and restaurants. A defence wall has surrounded the town since the end of the 15th century. It has had a landside gate as well as a seaward gate. The Cathedral St. John Baptist treasures Italian-Cretan icons and paintings of the Venetian school. The other churches and abbeys also keep numerous art treasures safe.

Nautical Information

Budva is a safe, well equipped and video monitored marina which is well frequented during the summer months. Berths for yachts up to 65 meters are located on the north part of Stari Grad of Budva.

Also, on the north part of the old town, a three piers and mooring buoys equipped with electric and water service for smaller boats. A filling station with gasoline and diesel, a nautical shop are located within the Marina – and all other services are available in the adjacent

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➤ Marina Bar

Tourist Information

Bar is also called the Montenegrin Pompeii and accommodates approximately 600 interesting historical and cultural sites and objects from all periods. Furthermore, Bar is a fashion city with many music, theatre and literary events. The palace of King Nikola in Topolica, the former summer residence of the Petrovic royal family, now accommodates the museum of local history. In the palace hall exhibitions, receptions and concerts are also held.

One of the world oldest olive trees, more than 2,000 years old, can be visited in Bar. The market offers the

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most diverse range of the country's products with friendly farmers happy to barter. The largest underwater cave on the Montenegrin Rivera, the Mikoljic Cave, is in Volujica and attracts scuba divers.

Nautical Information

Marina Bar, at present Montenegro's only full-service marina, is a year-round Port of Entry. It offers safe mooring to yachts. The harbour is divided into two areas. The larger southerly area, which is the industrial

harbour of Bar, services general cargo, bulk cargo and containers. Ferries especially from Italy, regularly access the industrial harbour.

Part of the southerly harbour area is used for storing yachts (storage halls and open space with approximately 250 storing places). The harbour area that borders to the north is used as a marina and offers approximately 410 berths. It is equipped with a mobile: 250-ton travel lift and a 50-ton crane. The marina is open all year-round and has 8 jetties with the 5 furthest east offering moorings, electricity and water. Local boats (some of them fishing boats) occupy the eastern part of the marina. Customs and police offices are located in the ferry terminal that separates the industrial harbour from the marina. Apart from the marina reception, the toilet and shower facilities are also located in the ferry terminal. The harbourmaster's office is located in a residential house east of the harbour. The filling station is on the head of the northern breakwater. The Port Authority is located approximately 500-metres from the harbour.



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Figure 40 Marina of Bar



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5 SWOT Analysis Guidelines

Based on the general presentation for the Intervention Area and the sub-elements of the current situation of Nautical Tourism, in this section the directions and proposals for SWOT Analysis, will be developed.

Specifically, the SWOT Analysis will emphasis on the comparative advantages per sector of activity in the Intervention Area, problems / barriers per sector of activity, opportunities, trends and threats regarding nautical tourism development in the Italian Intervention Area.

The following should be taken into consideration for the successful research implementation and analysis, on a SWOT level:

➤ **Strengths:**

- Natural Features: e.g. natural beauty, clean sea, indented coastline, etc.
- Favorable climate characteristics: e.g. no extreme temperatures, no extreme tides, etc.
- Maritime tradition: e.g. long tradition of boat building and boat maintenance, etc.
- Population characteristics: e.g. friendly, qualified, speaking foreign languages, etc.
- Cultural Heritage: e.g. monuments protected by UNESCO, churches, etc.
- Local gastronomy: e.g. local specialties such as fish, sea food, smoked ham, cheese, wines, etc.

➤ **Weaknesses:**

- Infrastructure and capacity: e.g. inadequate connections (i.e. airlines, etc.), increased traffic, etc.
- Lack of quality: e.g. low quality of accommodation facilities
- Lack of services: e.g. repairs & maintenance, recreation facilities (fitness, sauna, scuba diving, riding, trips...) kindergartens, entertainment facilities (events, workshops, night life...), etc.
- Seasonality: e.g. lack of service / experience / value out of the "season"
- Administrative obstacles: e.g. complicated paperwork, too much time required for obtaining permits, inconsistency of legislation, etc.

➤ **Opportunities:**

- Enhancement of touristic attractions: e.g. increasingly popular tourist destinations, prospects for alternative touristic activities, etc.
- Improvement of transport facilities and infrastructure: e.g. investing in roads and airports, extending and re-designing the existing marinas and ports, etc.



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- Development strategy of the nautical tourism: e.g. development programs directed towards modern and ecological marinas; revitalization of small ports, creating jobs on the coastline, etc.
- Product differentiation: e.g. qualitative improvement of the services, development of brands (destinations, food, eco-tourism...), etc.
- Investing in new forms of tourism: e.g. sports, congress, health, "dental", hunting, diving tourism, etc. and mixing these forms with nautical tourism.
- Extending seasonality: e.g. extending the "season" to at least 9 months

➤ **Threats:**

- Environmental threats: e.g. mass tourism, crowded ports, lack of awareness, urbanization, overfishing, etc.
- Uncontrolled development of nautical tourism due to the lack of strategy: e.g. concessions, occupation of the sea and the coastline, etc.
- Lack of Framework: e.g. inadequate legislation, planning and other regulations, possible lack of close cooperation at all political, administrative, economic and social levels, political instability in the region, etc.
- Decrease in demand: due to fluctuations of nautical preference, global crisis, decrease in purchasing power, demographic and overall economic development in Western Europe



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6 Conclusions

The study that was developed led to important conclusions concerning the current state and future potentials of nautical tourism development in the context of the REGLPORTS Project for the Italian Intervention Area.

On the basis of a thorough theoretical framework and through the data analysis, it became evident that both Puglia and Molise, are regions rich in natural, cultural and nautical assets, creating a suitable environment for nautical touristic development.

The results of such analysis will contribute to the provision of further studies in the context Project, as well as to the long-term, holistic nautical touristic development of the Intervention Area.

In a context widely characterized by globalization, tourist destinations, traditional and emerging, can not avoid to "measure themselves continuously" with the various competitors and to implement actions aimed at improving, in a short time, their performance. In each destination, the constant objective is to try to optimise the resources available, now increasingly scarce and valuable, and identify the tourism segments with greater potential for growth and value creation. Nautical tourism represents one of these segments: it has a capacity to generate income for the territory decidedly higher if compared to other forms of tourism; it is characterised by a strong experiential content (and is one of those forms of active tourism that according to the modern theory of the economy of experiences have a greater potential for growth than other forms of consumption).

More specifically, the Puglia Region is among the Italian regions that has recorded the best tourist performance with a good positioning also at European level. In terms of arrivals and departures, in the last five years, has had an increase in international presence of +60% (for overnight stays +44%; complex arrivals (Italian + foreigners) have instead increased by +23% (+15% overnight stays).

In 2019, the sector recorded 6.4 billion on final consumption (12.3% of the total), 8.9 billion in terms of added value (13.6% of the total) and an induced employment in terms of employees equal to 135,000 units (15.4%) involved in the tourism sector composed of about 52 thousand companies.

The Region today offers a multi-product destination that can be enjoyed all year round, such as tourism of the territory: natural environment, parks, rurality, identity; of the sea: traditional marine, nautical and charter, fishing tourism etc.; of the wellness: spas, wellness, thermal wellness; mice: meetings, congresses, events;



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religious: sanctuaries, itineraries, patronal festivals; of traditions: farms, historical villages, festivals; Enogastronomic

As far as the sea sector is concerned, however, the services offered will have to be strengthened to ensure an offer that is attentive to different motivations of purchase, such as fun, sports, vacations with children. When we talk about sea tourism today we mean various aspects such as boating, cruises, fishing tourism, snorkeling, diving, etc.. The region has developed in recent years the nautical sector, but still with ample potential for improvement. In fact the Apulian ports currently satisfy a short range demand constituted by users coming mostly from the same region.

The Molise region has an important potential to offer. It possesses the richness of a preserved natural landscape, a consistent museum heritage: museums, galleries, archaeological areas and parks, monuments and historical buildings; a large number of archaeological sites unfortunately little known, the heritage of sheep-tracks, an abundance of festivals and food and wine, cultural and musical events and, in general, a varied and uncontaminated territory. Alongside the richness of the sites, however, is often counterbalanced by a poor usability of the places, especially those located in the inner areas, the fragmentation of a non-unitary promotional and commercial management and in general a poor exploitation of the territory. In the territory, moreover, there are a total of 20 products, classified as traditional or protected by quality brands, which however only partially represent the local potential for the enhancement of food and wine.

However, despite its rich patrimony, it is still backward in several sectors, with structural weaknesses and historical backwardness from many points of view (lack of relational dynamism, weak productive structure, limited propensity for innovation, low level of specialized skills, insufficient quality of tangible and intangible infrastructures and demographic decline). This condition is confirmed, moreover, by the performance indexes of the region that, according to the preliminary acts concerning the 2021-2027 programming by the European Union, have led to a downgrading of the territory including it among the less developed regions. As far as the tourism sector is concerned, the region registers, in terms of overall attractiveness, little significant results.

Regarding the other part of Adriatic, The development of tourism and especially Maritime Tourism and its components, such as NT, has taken on a special importance today in Albania as well as in the countries of the region due to the positive effects it brings to regional and local economic development, employment growth. And the well-being of communities. But this development must apply the principles of sustainability as it is



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based on the use of important resources not only for the present population but also for future generations well-being.

In recent years, Albania has based its development and economic growth on the development of tourism as a priority sector. Despite the abundance of resources of our country, for the tourism development as a priority sector, MT has been mainly developed, based on private initiatives rather than well-implemented strategic plans. There are still unexploited resources, while the country faces significant challenges, including the impact that this industry has on the environment.



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10 APPENDIX: TOURISTIC PORTS AND MARINAS

PORTS AND MARINAS OF BARI PROVINCE

1. Darsena A Vele Spiegata

Marina managed by a private company (Lorusso & F) It offers a solution for every need of training, assistance and nautical maintenance (sailing school, organization of boat holidays, etc.). www.avelespiegate.com

info@avelespiegate.com

Address: Porto di Bari darsena Marisabella

DOCK SERVICES			
FUEL	✗	SHOWERS	✓
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✗
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✓
TOILETS	✓	SCUBA DIVERS	✗

2. Bari porto vecchio

The **Old Port of Bari** raises south-east of the old town and it is essentially a commercial port. It is made up of the northern dock of *S. Antonio* (St. Anthony) and the southern one of *S. Nicol* (St. Nicholas), in addition to two quays (350 and 180 m respectively) specifically reserved for fishing boats.

The port offers 230 berths for boats up to 12 m.

Since the port is often subject to shallows and sandbanks, dredging works are frequent in the area.

Access to the port



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When entering the port, please keep your right and leave the red light on the left to avoid the cliff.

Winds

Sirocco and all winds from the 1st and 4th quadrant can blow 3 days a week with northerly and north-eastern wind and sea.

Address: Molo San Nicola 5

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✓
TOILETS	✗	SCUBA DIVERS	✓

Further services: Dock lighting ; Repairs of fiberglass and wooden hulls ; Pay phone; Waste collection

3. The Port of Barletta

The **port of Barletta** is one among the oldest and most particular Italian harbours. It has a very various history. Its birth, dating back to the early 4th century, is closely linked to the settlement of some Illyrian and Indo-European communities which had started to use the territory as a **commercial place**.

At first, that stretch of coast didn't seem to be favourable for boats and ships but, later, a first dock was built.

Used as a simple anchorage point and a commercial seaport for many years, the structure was subject to some interesting restoration works starting from the 15th century. King Ferdinand of Aragon (Ferdinand I of Naples) built a **safer structure** and started a long series of renovation and restoration works which finally resulted in the current port of Barletta.



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Today, the port is not accessible by ships longer than 165 m and with a draft of over 6 m.

Together with the harbours of **Manfredonia and Monopoli**, the port of Barletta is also known as *Port Authority of East Coast*. This reputation, together with the capacity of its surface and the constant restoration works, make it one among the **safest harbours** existing in Puglia.

The port is, in fact, often subject to works aimed to reduce many potential risks and it is equipped with safe western docks, quays, an eastern barrier and a western pier hosting a wet dock, in addition to another dry dock equipped with a 230-metre pier.

The **Port of Barletta** is an important naval port with a prestigious history which has conquered great reliability amongst the port facilities of Puglia thanks to human investments. It offers a complete range of services.

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗



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4. Port of Bisceglie

The port of Bisceglie can receive many pleasure boats, along the floating docks specially built on the side of the beach and along the new pier. While the old Bourbon pier is used for the fishing fleet of Bisceglie. The headquarters of the harbormaster's office is located in the municipal building of the former fish market, east of the port basin.

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

5. Port of Giovinazzo

The small port of Giovinazzo, mainly fishing, is protected by the west pier and the east pier. To the east of the port there is also a small pier that can be used by small boats.

One must be careful in the access to the port that results dangerous with winds from the I and IV quadrant.

The depth in the quay varies from 0,50 to 2,30 m.



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TEL 080-5542048

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

6. Port of Monopoli

Together with that of Barletta, the **port of Monopoli** is one among the most popular and ancient harbours of the eastern coast in Puglia. It's a very ancient structure which has attracted several archaeological studies over the years because of the many traces testifying the passage of ancient people.

The port has been subject to a difficult reputation over the years because of the very few docking possibilities it could offer. This is the result of a particularly insidious coast which makes any mooring manoeuvre very difficult and risky, even in case of commercial boats.

Fortunately, the port was also involved in some important improvement works which allowed to make sailors forget its ancient name: **Porto Aspro** (*Harsh Port*), especially after World War II.

It is a fact that the port of Monopoli has been always highly respected, especially by the locals who usually have a boat or live on sailors' activities.

The current port is protected by **two main docks** called *Molo Margherita* and *Diga di Tramontana*. The latter, however, is not accessible because of the presence of a rocky cliff. The port always offers some dangers, such as a shoal near *Punta del Trave*, especially in case of low tide.



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The port can receive **ships** up to 110 m. They're generally **tourist ships** and there is no more than one docking at the same moment for safety reasons and in order to host at least **80 boats** in the basin.

The sea bottom is **muddy** and partially rocky, which makes manoeuvres and landing difficult in some zones. Yachtsmen have to be careful also when entering the port, especially in case of strong **eastern wind and sirocco**.

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

7. Port of Mola di Bari

The port of **Mola di Bari** consists of a three-arm pier of about 700 metres on the North and a two-arm dock enclosing the old harbour of the city on the East. Within the port area, a zone is specifically reserved for fishing motorboats while some floating piers can host recreational boats. More specifically,

350 berths are reserved for recreational boats

115 berths are reserved for fishing boats.

The fishing port of Mola di Bari is one among the most important harbours in Puglia.

Address Molo San Nicola 5



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Coordinates 41°03',60 N 17°05',88 E				Port Authority	
Boat Posts	465	Max Boat Length m	18		
Tel 080-4741573					
DOCK SERVICES					
FUEL	✓	SHOWERS		✓	
WATER	✓	FIRE SERVICES		✓	
ENERGY	✓	ENGINE REPARATIONS		✓	
SLIDE	✓	ELECTRIC REPARATIONS		✓	
SLIPWAY	✓	WEATHER FORECAST SERVICE		✓	
CRANE	✓	ANCHORAGE STAFF		✓	
TRAVEL LIFT	✓	SECURITY STAFF		✓	
TOILETS	✓	SCUBA DIVERS		✓	

8. Cala Ponte Marina Polignano

Polignano a Mare is one among the most beautiful places of Puglia, particularly appreciated by tourists, recreational boaters and scuba divers thanks to the particular conformation of its marine landscape, its cliffs and the surrounding crystal-blue waters.

The Cala Ponte Marina is situated about 2 km north of Polignano a Mare. It offers 318 berths at 5 quays and 8 floating piers.

The mouth of the port is 40 metres wide.

Address Via San Vito

Website <http://www.calaponte.com>



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DOCK SERVICES			
FUEL	✓	SHOWERS	✓
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✗	WEATHER FORECAST SERVICE	✓
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✓

Further Services: Car park; repairs of wooden and fiberglass hulls

9. Port of Molfetta

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✓
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✓



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Further Services: Sailing school; Diving school; Nautical licenses course; Waste Collection; Car parking

10. Port of Santo Spirito

The small port of Santo Spirito is protected by the west pier and the east pier, both of which are docked. Internally are located several floating docks managed by some nautical clubs.

The sea bottom is sandy at the entrance and mud and rock at the east pier. The depths in the quay range from 1 to 4m

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✓
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗



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11. Port of Torre a mare

The marina-refuge of Torre a Mare is made up of a three-armed breakwater, the first two of which are docked, and a small docked breakwater. The seabed is rocky and muddy and varies from 0 to 2.5 m and attention must be paid to the shoal near Punta Penna, near the coast at about 800 m from the mouth of the port.

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✗
SLIDE	✓	ELECTRIC REPARATIONS	✗
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✓
TOILETS	✗	SCUBA DIVERS	✗

Further Services: Waste Collection; parking car

12. Port of Trani

The port of Trani is a natural bay enclosed between two docks: *Santa Lucia* to the West and *Sant' Antonio* to the East, the latter being the seat of the summer pier of the municipal **Darsena** consisting of **5 piers in total**, 4 of which are permanent and situated in the port. The port of Trani extends over a body of water of 137,000 square metres, where sea bottoms are sandy and about 4-5 m deep, and a coast of 1,850 m, 900 of which are occupied by operative quays. On the ground, the port surface extends over 24,880 square metres.

The port includes some floating piers managed by the City Council and *Lega Navale Italiana*. The council of Trani, in fact, has set, equipped and currently manages its own port **Darsena** (wet dock) in order to promote



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the social and economical development of the port. The municipal dock represents a great tourist attraction for the city of Trani: many Italian and foreign transiting boats are usually docked here in summer, in addition to hundreds of boats moored over the year.

A great resource of this port is the presence of quays along all the inner shores: the quay of *S. Lucia* Dock, with a length of 48 m and a surface of 1,400 square metres, is reserved for cargo ships; the area near the *S. Teresa* Quay (215 m long) is reserved for fishing boats: the *Seminario* Quay and a portion of the *La Conca* Quay (109 m) are dedicated to fishing vessels; the quays of *Piazza Quercia* and *Piazza Tiepolo* (450 m) are reserved for recreational boats. Here, floating piers (618 m in total) host up to **550 boats** up to 25 m; 350 berths are specifically reserved for boats ranging from 4 up to 25 m. Finally, the dock of *San Nicola* contributes to make sea bottom, generally low in the port, stable enough.

The port of Trani, together with the namesake city, is one among the most beautiful spots of the Adriatic Coast. Thanks to the beauty of its landscape and tourist services, it is a very popular and appreciated tourist place. Moreover, it often hosts off-shore national and international sailing races. The port area is rich of pizzerias, pubs and restaurants and offers a wonderful frame to many local events: in summer, for example, at the festivities in honour of the saint patron of the city, St. Nicholas, the port becomes a crossing point for religious processions as well as the ideal place from which to admire fireworks.

Website www.comune.trani.bt.it/settori/uffici/scheda0da9.aspx

Address Via Tenente Luigi Morricco 2



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DOCK SERVICES			
FUEL	✓	SHOWERS	✓
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✓
TRAVEL LIFT	✗	SECURITY STAFF	✓
TOILETS	✓	SCUBA DIVERS	✗

Further Services

Port facilities include the local seat of Leva Navale Italiana, a municipal wet dock, a shipyard, some shipchandlers, a fixed crane (up to 34 t), a mobile crane (up to 12 t) an open and a covered boat storage area and other services, such as repairs of sails, waste collection, food supply, car park and a pay phone.



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Province of Brindisi

13. Marina of Brindisi

The *Marina di Brindisi* is a new marina situated within the large harbour of Brindisi, well-sheltered by the peninsula of the so-called *Forte al Mare*, a large monumental structure of the 15th century.

Thanks to its strategic location at the gates of the *Grande Salento* in Puglia, it represents an excellent starting point to explore the amazing coasts of Croatia, Greece, Montenegro, Albania, Otranto, Santa Marina di Leuca, Gallipoli and the whole Ionian Puglia by crossing both the Ionian and the Adriatic Sea.

In addition to the seaside places, visitors can enjoy short and long-range itineraries and admire picturesque places rich of architecture.

Thanks to its proximity to the International airport of Brindisi, it is easily reachable from Europe and the rest of the Mediterranean.

The Marina di Brindisi consists of **638 berths** for boats from 6 to 35 metres in length.

The whole port facility is equipped with a 24/7 videosurveillance system and watchmen cover the area both during the day and at night.

The little square and the amphitheatre are the main places where stores and commercial services are concentrated and they often hosts interesting events and competitions.



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Tel 0831-411510

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✓
TOILETS	✓	SCUBA DIVERS	✗

Yacht Clubs: Circolo della Vela Brindisi (FIV)

Via Dardanelli, 2

Tel. +39 0831.411.479

Email: posta@circolovelabrindisi.it

Web: www.circolovelabrindisi.it

Boat rental: La rotte di Portolano

Via M.R. Imbriani 24 Lecce

Tel. +39.0832.314.800

E-mail: info@rottediportolano.com

Web: www.rottediportolano.com

14. Port of Brindisi: Internal Port



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DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✗	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

15. Port of Brindisi Lega Navale

The Italian Naval League of Brindisi has in concession a quay, from which some floating docks depart, located in the inner north part of the Seno di Ponente, in the locality of Cristo del Passo, and can give hospitality to yachtsmen in transit. The seafloor is sandy and muddy and the depth ranges from 3.50 to 7.0 m.



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TCP0831412114

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

16. Port of Villanova di Ostuni

It is a marina protected by two piers: the eastern pier is 70 m long and is equipped with bollards and the western pier is 280 m long. Inside the dock there are some piers reserved for pleasure boats. It has a muddy seabed and a depth

In the quay it varies from 2 to 2,2 m.



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DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

17. Port of Torre Canne

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✗	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✗
SLIDE	✓	ELECTRIC REPARATIONS	✗
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

18. Port of Savelletri



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DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✗	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✗
SLIDE	✓	ELECTRIC REPARATIONS	✗
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

Province of Foggia

19. Port of Foce di Varano Porto Canale

The river mouth of Varano

The mooring is located in the connecting channel between the sea and the lake of Varano. There are 3 moorage managers. There is availability of water, electricity, gas (on request) and mechanical (on request), crane. Suitable for motorboats of a size not exceeding 38 feet. At the exit of the channel, keep on the left side to avoid sandbank. Since it is a canal harbor there is presence of current that leads to the drift.



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Tel 0884-917591

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

20. Porto di Margherita di Savoia

The port of **Margherita di Savoia** is actually a marina since it doesn't have the typical functions and intentions of a normal tourist, bathing or industrial port. Featuring a nice appearance, the port facility is rather a fishing port which gives the surrounding coastal territory a marine profile.

The port is made up of two long docks where, however, boats can't dock. They are allowed to use the other two smaller docks which shelter the entrance of the **wet dock**, specifically reserved for fishing boats.

The port can receive **200 boats** up to 10 m. Its services are all dedicated to fishing boats and include water, electricity, a slipway, a crane, toilets, engine and electric repairs.

The port also offers a wet dock for **recreational boats**, some nautical facilities and a fuel tanker, managed by the Nautical Centre "Margherita di Savoia" and **Sport Nautica Blemme**.

Among the port facilities available in Puglia, the marina is considered an excellent reference point for professional sailors and fishermen. In fact, many boats coming from the port of Gargano often find here an alternative place where to dock. Moreover, the municipality of Margherita di Savoia has **Marina Cala delle Sirene**, equipped with excellent services.

The port facility of Margherita di Savoia is suited for experts. While entering the port, sandy bottom, low tides and northerly winds can be, in fact, very insidious, especially between the two docks. Moreover, it can be also



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considered as a marina even if it hides a very functional strong identity and offers an excellent reference point for both recreational and fishing boats sailing between Manfredonia and Foggia.

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

21. Marina of Gargano

The **Marina of Gargano** is a modern marina situated in the **Gulf of Manfredonia**, in the Adriatic Sea. The port facility offers **700 berths** for boats up to 8 metres in length and superyachts up to 60 metres.

Its strategic and privileged location makes it an ideal starting point for all recreational boaters sailing the area around the promontory of Gargano or to Greece, Croatia and the Adriatic coast.

The marina was inaugurated on July 18th 2013. It is open 24 hours a day. The seabed is sandy and rocky.

Website: <http://www.marinadelgargano.it>

Address: Lungomare del Sole c/o Porto turistico snc



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Tel 0884 552522

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

Further Services: Restaurant, coffee bar, pizzeria; stores; car rental and golf car.

22. Old Port of Manfredonia

The Old Port of Manfredonia is one of the two ports reserved for recreational boats in the city and one among the most important harbours in northern Puglia. It is made up of two docks, one located on the West, the other on the East, a trapezoidal dock and a northern quay. These spaces are, however, reserved for commercial vessels, fishing boats and passenger ships.

Recreational docks can dock at **Cala Spuntone**, near the western dock and inside the Gargano Sailing Club area. As an alternative, they can also use **Cala Diomede**, located north of the northern dock and within the *Lega Navale Italiana* area.

In case of emergencies, the local Port Authority can authorize mooring along the western dock.

The port is **well-sheltered** from many winds, even if hardship winds often generate undertow. In case of southern and south-eastern winds, landing in this port is not recommended. Sandbanks, too, can be insidious.

The port offers a wide range of **services**: in addition to technical assistance, repairs, fuel and even a shipyard for repairs of fiberglass or wooden hulls, the structure also offers a coffee bar and a covered boat storage area.



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In the surroundings there are also some shipyards and a fish market. The lighthouse of the port raises on the eastern dock. The port enjoys a very **central position** in the city, so bars, restaurants, post offices, banks and shops are all within reach.

Just behind the old port, visitors can admire the beautiful **medieval castle**, built by Swabians but later subject to the influence of both Aragonese and Angevins. The **promenade** is spacious and offers the opportunity to have a nice walk.

The **Old Port of Manfredonia** represents a good starting point to discover Gargano and Puglia in general.

Website: www.comune.manfredonia.fg.it/aast/porto.htm

Address : Lungomare Sauro

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✓
TOILETS		SCUBA DIVERS	

23. Marina Cala delle Sirene

The *Marina Cala delle Sirene* is situated near the mouth of the Industrial Port of Manfredonia, in the municipality of Acqua di Cristo. Well-protected by an inner breakwater, the marina consists of 3 floating piers and a long dock. The marina is exclusively devoted to recreational boating and is open 365 days a year.

Floating piers can host 200 boats simultaneously, ranging from 4 up to 24 metres in length. All piers are equipped with drinkable water and electric charging columns.



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The surveillance service is active 24 hours a day and boaters can even benefit from mooring assistance.

The marina offers a wide range of services, such as a covered boat storage area, technical assistance, haulage and launch services, a bathing establishment equipped with beach equipment, beach umbrellas, chaises longues and dressing rooms, a restaurant/pizzeria, a coffee bar and a large swimming pool. The latter is heated and covered in winter, when it is used for sporting events and swimming courses. There is also another, smaller swimming pool, a jacuzzi and a yachting club.

Website: <http://www.caladellesirene.com>

Address: Località Acqua di Cristo snc

Coordinates 41° 38' 9" N 15° 56' 3" E				Port Authority
Boat Posts	200	Max Boat Length m	24	
Tel 0884 583871				
DOCK SERVICES				
FUEL	✓	SHOWERS		✓
WATER	✓	FIRE SERVICES		✓
ENERGY	✓	ENGINE REPARATIONS		✓
SLIDE	✓	ELECTRIC REPARATIONS		✓
SLIPWAY	✓	WEATHER FORECAST SERVICE		✓
CRANE	✓	ANCHORAGE STAFF		✓
TRAVEL LIFT	✓	SECURITY STAFF		✓
TOILETS		SCUBA DIVERS		

Further Services: Bar, restaurant/pizzeria, bathing establishment with swimming pool, jacuzzi, Yacht Club. Free Wi-Fi for guests throughout the lido and the marina.

Near Anchorages :Port of Manfredonia (about 500 metres away)



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24. Porto of Manfredonia

Tel 0884 585871

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✓
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

25. Port of Mattinata

The port of Mattinata raises along the coast of Gargano, Puglia, between Manfredonia on the South and Vieste on the North, in the province of Foggia. The marina is situated near **Punta Agnuli**, about 2 km far from the city centre and it includes an inner breakwater, completely equipped with a quay, and some **floating piers** which can receive boats up to 10 m.

At the quay, on the contrary, the maximum length allowed is 15 m.

The inner breakwater is almost totally reserved for recreational boats, together with some **seasonal piers**, managed by the *Punta Grugno Club* and *Mazzone Centre*, generally added in summer. The marina of Mattinata provides its guests with a complete range of services: illuminated quays, electric charging columns, water, a mobile crane and different open and covered boat storage areas, in addition to watchmen, technical assistance and a filling station located at about 2 km from the structure.

Mattinata is one among the most popular destinations in Gargano, declared "Blue Flag" many times over the last few years thanks to its clean crystal-blue waters. In 2013, it also received three "sails" by Legambiente. The whole coast developing from Mattinata to Vieste is famous for its **white cliffs** and stacks, rich of grottos and coves, many of which are still unexplored.



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These coasts are particularly crowded and appreciated by both **scuba divers** and underwater fishermen because the sea is really transparent and rich of any kind of flora and fauna. On the stacks, vegetation is luxuriant and the **silent** landscape, exclusively dominated by wind noise, sea and sea birds, offers wonderful views.

Near the port of Mattinata raises a beach called **Mattinatella Bay**, nestled into a rocky stretch of coast and surrounded by high rocks covered with pine trees. The beach is made of sand and gravel and it is partially free, partially **equipped**. A lot of restaurants, coffee bars, shops and many other services are available in the surroundings.

The area is part of the **National Gargano Park** which almost completely covers the Italian spur. In the so-called "Umbrian forest", there's also a protected marine reserve which includes Tremiti Islands.

Tel 0884 585871

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✓
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

26. Porto di Peschici

Situated along the northern coast of the Italian spur, in Puglia and in the province of Foggia, the port of Peschici is one among the most important harbours of **Gargano** since it is the main starting point to reach Tremiti Islands.

The structure, generally used by ferries and fishing boats, is rather small. The main danger of the port of Peschici is represented by the **absence of light signals** at its mouth; consequently, reaching it at night is not



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recommended. The port is sheltered by a dock, equipped with a quay, on the West and an inner breakwater on the East.

Even though it is rather small, the port offers all essential nautical services, included a crane. In addition to the above-mentioned absence of signals at the entrance, the port also features some **insidious sandbanks** and very low bottoms.

The port already existed in the 13th century, when it was very active in the construction of ships with the wood coming from Gargano forests. It was one among the few harbours equipped with a lighthouse and a 1254 pilot book mentions it with the name of **Pesquicium**.

The town of Gargano has had this name since 1570, when Peschici was the starting point of many trade traffics to Dalmatia. Gargano remained isolated until 1893, when main road no.89 was built. From 1933 on, the current port was rebuilt, first as a shelter to fishermen. But in '80s it finally became a tourist port.

Peschici was founded by Slavs in **970 AD** and it is perched into an about 100-metre-high rock overlooking the port. The port is linked to the historic centre and the castle by a narrow uphill road.

The first human settlements in Peschici are reported since the Stone Age and some remains, dating back to 12,000 years ago, have been found near Madonna of Loreto's Church. The town is famous since it is the **only place in Italy** where sunrise and sunset can be admired over the sea in the same day from the top of the castle.

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✗
SLIDE	✗	ELECTRIC REPARATIONS	✗
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗



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27. Marina Rodi Garganico

In one among the most charming gulfs of the Gargano Coast, opposite Tremiti Islands and about 30 nautical miles away from Lagosta Island and 60 miles from Curzola, raises the **Marina di Rodi Garganico**, a safe landing port inside the namesake Gargano National Park.

Among all the ports in Puglia and, more generally, in Italy, this marina is the port facility with the greatest proximity to Croatian coasts.

The structure of the port includes:

- **An outer breakwater**, on the West. It's the main breakwater of the port. It reaches a distance of 300 metres from the coast, by extending over 700 metres. The result is an inner basin of 60,000 square metres, well-sheltered from north-western winds, mistral and northerly wind. Both sailing and motor boats (with a length from 8 up to 45 metres) can moor safely even in bad weather conditions.

- **An inner breakwater**: it's the secondary dock which develops to the East.

Services and Yacht Service

The *Marina di Rodi Garganico* is one among the most equipped marinas of Puglia.

Boats can dock at fixed and floating piers, all equipped with water and electric charging columns. The marina also hosts the Yacht Service, a well-equipped area offering complete nautical assistance. More specifically, services offered to both transiting and resident boats include:

- Dry dock interventions
- Technical assistance and repair of marine engines and electric on-board systems.
- Covered and open-air boat storage areas for small boats

Portus Garnae

Until the last century, in the area next to the current port facility, visitors could admire the ruins of the ancient Roman harbour. Although the new port was inaugurated in 2009, the request to build the tourist port facility was formally made in 1908.

Website <http://www.marinadirodigarganico.it>

Address Località Scalo Marittimo



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Tel 0884 965140

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

Further Services: Yacht Service, Yacht Club

28. Marina of Vieste

The **Marina di Vieste** raises on the westernmost edge of the peninsula, surrounded by picturesque marine grottos and wonderful white-sand beaches. The port facility can host over 750 boats up to 60 metres in length. More specifically, 65 berths are reserved for transiting vessels.

Thanks to its strategic location, the marina represents an excellent starting point for boaters sailing to the coasts of **Greece, Croatia and Tremiti Islands**.

Small boats, whose length doesn't exceed 7 metres, can benefit from a well-equipped **dry dock** situated south of the shipyard. The latter offers a covered boat storage area for boats ranging from 4 up to 7 metres in length. This way, the overall capacity of the port reaches 252 berths.

Website: <http://www.marinavieste.it>

Address: Località Porto Molo Sud snc



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TEL 0884 965140

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

Further services: Bar, restaurant, pizzeria; laundry; shipchandler; all services are available in the adjacent town



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Province of Lecce

29. Porto di Castro Marina

Tel 308-7878115

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✗
SLIDE	✓	ELECTRIC REPARATIONS	✗
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

30. Porto di Frigole Lega Navale

The coast of the marina of Frigole, on the Adriatic coast, is mainly sandy, with clean sea and clear water. A quiet and pretty resort ideal for a completely relaxing holiday. Here is the Acquatina basin, a coastal basin bordered by a series of dunes, where the fine white sand is entirely covered by vegetation, the water basin communicates with the sea through two channels.



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DOCK SERVICES			
FUEL	X	SHOWERS	X
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	X	WEATHER FORECAST SERVICE	✓
CRANE	X	ANCHORAGE STAFF	X
TRAVEL LIFT	X	SECURITY STAFF	X
TOILETS	✓	SCUBA DIVERS	X

Further services:Waste management; Car Parking

31. Port of Gallipoli Cala Fontanelle

DOCK SERVICES			
FUEL	✓	SHOWERS	X
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	X	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	X
CRANE	✓	ANCHORAGE STAFF	X
TRAVEL LIFT	X	SECURITY STAFF	X
TOILETS		SCUBA DIVERS	X



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32. Porto di Gallipoli Porto Gaio

Situated in the heart of the Ionian Sea, north-east of the port of Gallipoli, **Porto Gaio** is a **small safe landing port where to moor**. Well-equipped and exclusively devoted to recreational boats, the facility consists of an **outer harbour**, a 100-metre floating pier, an **inner brekwater** and a **dry dock**.

It offers 200 berths, 8 of which are reserved for transiting units.

When entering the marina, boaters are required to follow the specific passage marked by two orange buoys.

Website: <http://www.portogaio.it>

Address: Via Lecce 153

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

33. Port of Gallipoli Darsena Fontanelle

East of the commercial port of **Gallipoli**, raises the **Darsena di Fontanelle**. This port, whose quays extend over 500 metres, can host **130 boats** up to 18 metres in length simultaneously.

When entering the port, boaters are required to use caution and continue sailing in the middle of the entrance channel.



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Fontanelle is a private marina devoted to recreational boating which offers a wide range of **services**, such as a **filling station** (open from 09:00 am to 9:00 pm), a mobile crane (up to 25 tons) repairs of wooden and fiberglass hulls, waste collection, toilets and showers.

Within the port basin, fishing and bathing are not allowed.

At Darsena Fontanelle, visitors can enjoy a wonderful panorama of the old city of Gallipoli, one of the most charming "pearls" in the sea of Puglia.

Website: www.darsenafontanelle.it

Address: Lungomare Marconi 153

Tel 0833-263333

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

34. Gallipoli Porto Mercantile



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DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

35. Gallipoli Port San Giorgio

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✗	ENGINE REPARATIONS	✗
SLIDE	✓	ELECTRIC REPARATIONS	✗
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

36. Gallipoli Port of Seno del Canneto



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DOCK SERVICES			
FUEL	X	SHOWERS	X
WATER	✓	FIRE SERVICES	X
ENERGY	X	ENGINE REPARATIONS	X
SLIDE	✓	ELECTRIC REPARATIONS	X
SLIPWAY	✓	WEATHER FORECAST SERVICE	X
CRANE	X	ANCHORAGE STAFF	X
TRAVEL LIFT	X	SECURITY STAFF	X
TOILETS	X	SCUBA DIVERS	X

37. Port of Otranto

Thanks to the tourist function of the city, Port of Otranto has always represented an important place where to welcome tourists as well as the starting point of tourist ferries and hydrofoils.

Until 1999, a ferry service linked Otranto to some cities in Greece and Albania.

The **port of Otranto** is a small cove well-sheltered by St. Nicholas's dock, equipped with three wings and several piers. The port can receive **390 boats** up to 20 m. 10 berths are specifically reserved for transiting boats.

The port usually hosts many fishing boats as fishing activities represents one of the main economical sectors of the city of Otranto.

The port is currently an important hub for the trading of some building materials, such as cement, lime and plastic tanks. Until 1994, the port was an important reference point even for tobacco merchants.

In 2006, the port was awarded with Legambiente 5 Sails for the quality of its environmental protection: quality of bathing waters, separated waste collection, water resources management, creation of pedestrian areas, protection of the historic centre and so on. In other words, everything necessary for a sustainable development able to increase a quality tourist request, based on the research for a holiday lived in harmony with the surrounding environment.



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Tel 0838-801073

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✓
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✓

Further Services

pay phones, internet point, 45-ton fixed crane and mobile crane, repairs of wooden and fiberglass hulls, pilotage service, waste collection, food supply.

38. Marina of Port Cesareo

Marina di Porto Cesareo is a well-sheltered marina with 4 quays, all equipped with water and electric charging columns, and a slipway. The facility offers a wide range of nautical services along with 300 berths for medium-sized boats.

Overlooked by the beautiful *Torre Cesarea*, the marina is rather visible and easily recognisable from a distance. It offers a safe shelter to small ships up to 3 metres in draught. It is protected on the South from a narrow isthmus called "*Penisola della Strega*". Two black-and-white beacons situated on the north-eastern shore allow boats to enter through a 80-centimetre passage on the starboard side of an insidious shoal located south-east of the "*Scoglio di Testa*".

In the event of the so-called "Calabrian wind" (a south-west wind), waves violently crush onto the mouth of the port and the inner body of water becomes little safe. Sea bottoms are 2.4 metres deep, except for the south-eastern side where the cove is entirely covered with sand. The **marina** includes two 30-metre long quays, two 25-metre ones and a slipway. Northerly wind and sirocco are the main hardships there.

In front of Porto Cesareo, lies a series of islets which includes the popular *Isola Grande*, also known as *Isola dei Conigli* (Rabbit Island) which can be exclusively reached by foot from the port or by fishing boats.



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Vegetation on these inslands, which counts over 200 different vegetal species, contributed to the institution of the protected marine reserve of Porto Cesareo in 1997, marked on the North by *Punta Prosciutto* and, on the South, by *Torre Inserraglio*. The seabed offers a wonderful subtropical environment with animals typical of warm seas. The marina fauna includes shellfish, crustaceans, colored fish and turtles. Corals can be found near the coast and at little depth.

Website: <http://www.portocesareo.org>

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

39. Port Miggiano



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TEL 0830-943004

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

40. Porto di S. Foca di Melendugno

The tourist port of San Foca is one among the most important marinas in the province of Lecce. Situated about 11 miles north of the port of Otranto, the marina consists of an outer breakwater on the North and a small inner breakwater on the South along with a series of fixed and floating piers. The marina was inaugurated in 2006 and it is currently equipped with 150 berths for boats up to 25 metres in length. All berths are equipped with water and electric charging columns.

Thanks to its strategic location, the port guarantees safe sailing experiences in any weather conditions and is one among the most visited and appreciated places in the Adriatic Sea.

Just 1 hour away from the international airport of Brindisi, it can be easily reached both by sea and by car. The marina offers a wide range of services.

Website: <http://www.portodisanfoca.it>

Address: via Lungomare Matteotti 6



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DOCK SERVICES			
FUEL	✓	SHOWERS	✓
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✓
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

Further Services :Parcheggio Auto;Internet Wi-Fi Free Equipped beach

41. Port of Santa Caterina of Nardò

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✗
ENERGY	✗	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✗	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

42. Porto di Santa Maria di Leuca



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Historically an important crossroads in the Mediterranean, the "sea port" raises along the coasts of Salento, in the beautiful cove situated between *Punta Ristola* and *Punta Meliso*, a real junction point between the Ionian and the Adriatic Sea.

The port consists of a **long outer breakwater** which presents, at about 200 metres off its head, a perpendicular panel, and an **inner breakwater**. Both the docks serve as protection of the basin.

Floating piers are situated in the northern side, at a 132-metre quay on the shore while, at the end of the port, an area, equipped with buoys, is specifically reserved for recreational boats.

The port also offers some berths for transiting boats, available at the buoy terminal managed by the local yachting club on the left of the port entrance.

The areas reserved for recreational boaters are mainly managed by the "**Porto Turistico Marina di Leuca Spa**" society, **Lega Navale Italiana** and the **Port Authority**.

All berths are equipped with water and electric charging columns. Services include **repairs of engines and fiberglass hulls**, electrical repairs and open-air boat storage area. The **filling station** is situated at the eastern quay. The marina is managed by the Porto **Turistico Marina di Leuca Sp**

Website: <http://www.portodileuca.it>

Address: Lungomare C. Colombo 26

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

43. Port of San Cataldo



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TEL 0832-650450

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗

44. Porto of Tricase Marina

In one among the most beautiful territories of Salento, amazing thanks to its crystal-blue waters and subtle sand, along a coastline of about 8 km and within a wonderful natural cove facing the Ionian Sea, raises the **port facility of Tricase**, an ideal starting point to explore the whole bay of Gallipoli.

The port consists of an outer breakwater, an inner dock and a quay. The new port is accessible from a passage in the old port facility. Berths are situated at the outer breakwater, the inner one and the quay on the shore. The port can host up to 211 recreational boats simultaneously.

Before entering the port, boaters are required to contact Vhf channel 3 to ask for mooring assistance and the attribution of the berth. The maximum speed allowed within the port basin is 2 knots.

Web site <http://www.marinatricase.it>

Address Lungomare Cristoforo Colombo snc



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DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✓	SECURITY STAFF	✗
TOILETS	✓	SCUBA DIVERS	✗



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Province of TARANTO

45. Port of Baia D'Argento Porto Saguerra

DOCK SERVICES			
FUEL	✗	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✗	ENGINE REPARATIONS	✓
SLIDE	✗	ELECTRIC REPARATIONS	✓
SLIPWAY	✗	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS	✗	SCUBA DIVERS	✗

46. Port of Maruggio Campomarino

Campomarino di Maruggio, generally known as *Marina di Maruggio* by locals, is a hamlet of the namesake municipality in the province of Taranto, particularly crowded in summer.

The port overlooking the Ionian- Salentine Coast represents the only port facility existing in the stretch of coast going from Porto Cesareo to Taranto.

The port of Campomarino di Maruggio is a harbour of refuge protected by an about 400-metre-long inner breakwater and a 230-metre outer dock. It includes a central dock which splits the basin into two different areas: a fishing basin in the East and a tourist one in the West.

Entering the port can be very dangerous in case of winds blowing from the 2nd and 3rd quadrant especially because of some rocks raising at the mouth of the port and some shallows located near the inner quay of the outer dock.

In the central zone of the mouth, the sea bottom is about 1,5 m deep while, on both sides, it is just 80 cm because of some sandbanks. Please be careful if your boat has a draft of over 1 m.

The port of Campomarino di Maruggio includes two zones: a fishing port on the left and a marina, on the right, with **300 berths** for boats up to 20 m. The two areas have the same sizes and are marked by a restaurant. The marina is the place where locals and tourists generally have walks, in addition to *Piazzale Italia*.



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Web site: <http://www.torremoline.it/it/home/>

Address: Giosuè Carducci street

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	

Further Services

General services: hotel and private beach - diving and sailing school - boat rental and guided excursions - WiFi on demand - toilets - bar, restaurant - cigarette store- car park - transfer services - catering - car/moto rental - lighthing - used oils collection - sewage waters collection - pier cleaning

47. Port of Taranto Yacht

Situated inside the commercial port of Taranto at the foot of the stone bridge leading to the old city, Taranto Yacht is 350-metre long pier. Safe and well-sheltered, it offers stable and safe jetties.

Website: <http://www.daddarioyacht.it>

Address: SS Avvia Km1 82/83



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Coordinates 40°28',72 N 17°13',45 E				Port Authority	
Boat Posts	160	Max Boat Length m	25		
Tel 099-4706846					
DOCK SERVICES					
FUEL	✓	SHOWERS		✓	
WATER	✓	FIRE SERVICES		✓	
ENERGY	✓	ENGINE REPARATIONS		✓	
SLIDE	✓	ELECTRIC REPARATIONS		✓	
SLIPWAY	✓	WEATHER FORECAST SERVICE		✓	
CRANE	✓	ANCHORAGE STAFF		✓	
TRAVEL LIFT	✓	SECURITY STAFF		✓	
TOILETS		SCUBA DIVERS			

Further Services: Bar, restaurant; Club house; Shopping center; shuttle service.

48. Marina Sant'eligio

DOCK SERVICES			
FUEL	✓	SHOWERS	✗
WATER	✓	FIRE SERVICES	✓
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✗
TRAVEL LIFT	✗	SECURITY STAFF	✗
TOILETS		SCUBA DIVERS	✗

TOURISTIC PORTS AND MARINAS MOLISE REGION



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49. Marina di San Pietro

Situated next to the southern dock of the harbour of Termoli, below the bastions of the historic centre, it's a perfect nautical base for all yachtsmen who want to sail to the most beautiful destinations in the Adriatic Sea, such as Tremiti Islands, Vis (Croatia), Gargano Promontory and Lastovo. **These are the closest and most comfortable destinations to reach via an ancient route that takes boats from Termoli to Dubrovnik through the most beautiful islands of the Adriatic. Open all year round, St. Peter's Marina, can accommodate up to a maximum of 300 boats from 8 to 30 metres. It has 4 piers and 2 quays.**

The structure has hosted private boats of considerable capacity (40 mt.) in relation to the size of the port itself and offers different types of services, including refreshments.

The marina is managed by the **Marinucci Yachting Club s.r.l** society.

E-mail: marinadisani Pietro@myc.it

www.myc.it/marinadisani Pietro

DOCK SERVICES			
FUEL	✗	SHOWERS	✓
WATER	✓	FIRE SERVICES	✗
ENERGY	✓	ENGINE REPARATIONS	✓
SLIDE	✓	ELECTRIC REPARATIONS	✓
SLIPWAY	✓	WEATHER FORECAST SERVICE	✗
CRANE	✓	ANCHORAGE STAFF	✓
TRAVEL LIFT	✗	SECURITY STAFF	✓
TOILETS	✓	SCUBA DIVERS	✗

Further Services Coffee bar, food court; motor fishing boat and car park

50. Porto Di Marina Sveva - Montenero

Situated in one of the most beautiful places of the Molise Coast, about half a mile north of the mouth of River Trigno, Marina di Sveva is the tourist port of Montenero di Bisaccia, in Costa Verde.



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An ideal position to visit not only the beauties of the area, including the Tremiti islands, but also the nearby Gargano and the coasts of Croatia. The Sveva Marina is a project of great importance also for its eco-sustainable heart, deeply linked to that environment which it recognises as an extraordinary heritage to be protected always and in any case. Technology, innovation, reduction of waste and excesses, but above all heart and attention in everyday work: these are the guidelines of the structure.

<http://www.marinasveva.com/>

email: info@smmspa.com

Coordinates 42°04′,10 N 14°47′,20 EE				Port Authority	
Boat Posts	446	Max Boat Length m	30		
Tel 0544-538855					
DOCK SERVICES					
FUEL	✓	SHOWERS		✓	
WATER	✓	FIRE SERVICES		✓	
ENERGY	✓	ENGINE REPARATIONS		✓	
SLIDE	✓	ELECTRIC REPARATIONS		✓	
SLIPWAY	✓	WEATHER FORECAST SERVICE		✓	
CRANE	✓	ANCHORAGE STAFF		✓	
TRAVEL LIFT	✓	SECURITY STAFF		✓	
TOILETS		SCUBA DIVERS			

Further Services : Boat storage area; Filling station (diesel and petrol); Laundry; Restaurant and bar; Basin and quay cleaning

51. Marina di Santa Cristina

The Marina di Santa Cristina is located in Campomarino Lido. Recently renovated, it reopened after two years of closure with an inaugural party held in 2012.



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DOCK SERVICES			
FUEL	X	SHOWERS	X
WATER	✓	FIRE SERVICES	X
ENERGY	✓	ENGINE REPARATIONS	X
SLIDE	✓	ELECTRIC REPARATIONS	X
SLIPWAY	X	WEATHER FORECAST SERVICE	X
CRANE	X	ANCHORAGE STAFF	X
TRAVEL LIFT	X	SECURITY STAFF	X
TOILETS	X	SCUBA DIVERS	X



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ANNEX USUFULL INFORMATIONS MONTENEGRO



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Charter Companies in Montenegro

NAME	INFO/CONTACTS
Marina Bar OMC Marina "Sv. Nikola"	Boat types: Motor and sailing yachts Luka Bar Bar Phone: +382 30 313 911 Mobile: +382 30 311436 omc@cg.yu omcmarina.com
Marina Budva MC Marina	Boat types: Motor yachts Budva Phone: +382 33 451999 GSM: +382 33 453859 info@marinabudva.com www.marinabudva.com
Salona Yachts/ New Line Travel Agency	Boat types: Motor and sailing yachts, catamarans 13. jula, zgrada BSP Budva Phone: +382 69 090522 newline-travel@t-com.me www.newlinetravel.com
Mifis	Boat types: Motor yachts Jadranski put bb, apartment 2 Budva Phone: +382 33 459822 Mobile: +382 33 459822 dusan.mirkovic@mifisworld.com www.mifisworld.com
Port of Kotor BWA Yachting Montenegro	Boat types: Sailing and motor yachts Benovo Zagrada Lucke Phone :+382 32 304246 Fax: +382 32 304427 Mobile: +382 69 024327 info@bwayachting.com www.bwayachting.com
SouthSail Charter	Boat types: sailing yachts Marina Kotor and Prcanj Phone: +382 32 673418 Mobile: +382 67 250700 southsail@cg.yu www.southsail.cg.yu

NAME	INFO/CONTACTS
Monte Marine Yachting	Boat types: yachts and catamarans Benovo Port of Kotor Phone: +382 32 302736, +382 32 302739 Mobile: +382 67 314 987 yachtmm@cg.yu www.yachtmm.com
Montenegro Company	Charter Boat types: Motor and sailing yachts Bulevar Sv. Petra Cetinjskog 92 81000 Podgorica Phone: +382 20 229585 Mobile: +382 20 202471 info@montenegrocharter.com www.montenegrocharter.com
Port of Herceg Novi Yacht Club Herceg Novi	Boat types: Motor and sailingyachts, sailing boats and dinghies Herceg Novi Phone: +382 33 23981 Mobile: +382 69 406981, +382 67 846182 ychnm@hotmail.com
Ship Association "Jugole Grakalic"	Herceg Novi Phone: +382 31 321035 Mobile: +382 31 322205 jugolegrakalic@cg.yu
Black Mountain Holidays	Boat types: Motor and sailingyachts Skver, Herceg-Novi Phone: +382 67 268971 hayley@montenegroholiday.com www.montenegroholiday.com
Kayak Montenegro	Boat types: adventure & leisure kayaks Skver Herceg Novi Phone: +382 67 887436 matt@kayakmontenegro.com www.kayakmontenegro.com



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PORT AUTHORITIES	CONTACTS
Port of Zelenika	year-round port of clearance Phone: +382 31 678276 Fax: +382 31 678276 Mobile: +382 69 086220
Port of Kotor	year-round port of clearance Phone: +382 32 304312 Fax: +382 32 304313 Mobile: +382 69 681504
Marina Bar	year-round port of clearance Phone: +382 30 312733 Fax: +382 30 311384 Mobile: +382 69 290274
Marina Budva	port of clearance between 1st May and 1st November) Phone: + Fax: +382 33 451227 Mobile: +382 69 290257
Port of Herceg Novi	Phone: +382 31 678276 Mobile: +382 69 086220
Tivat	Phone: +382 32 671262 Mobile: +382 69 040063
Coastal Zone Management	Phone: +382 33 452709 Fax: +382 33 452685 jpmdcg@cg.yu www.morskodobro.com



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Important Phone Numbers and Addresses

Local Phone Codes

Bar: 030

Budva: 033

Herceg Novi: 031

Kotor: 032

Emergency Numbers

Police: 122

Fire brigade: 123

Medical Emergencies: 124

Information and Break-Down

Service: 1340



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Diving Organization of Montenegro

NAME	CONTACTS	NAME	CONTACTS
Diving Centre "Akvanaut" – Podgorica	Danilo Mijajlovic Mobile: +382 67 508 009 mdiving@t-com.me www.aquanaut.t-com.me	Diving Club "Jugole Grakalic" – Herceg Novi	Miso Kraljevic Mobile: +382 69 485 725
Diving Club "D Olcinium" – Ulcinj	Ibrahim Milla Mobile: +382 67 319 100 ibromilla@t-com.me www.uldiving.com	Diving Club "Juzno more" – Bar	Vladimir Milosevic Mobile: +382 69 030 448 vladimir@t-com.me
Diving club "Pro Dive Hydrotech" – Pržno	Radan Dragasevic Mobile: +382 69 013 985 rm2@t-com.me www.prodiver-cg.com	Diving Club "Kotor" – Kotor	Dragan Uljarevic Mobile: +382 69 086 762 rkkotor@t-com.me, dugi202@t-com.me
Diving Centre "Marina" – Herceg Novi	Dragan Gacevic Mobile: +382 69 637 915 gacevic@t-com.me	Club For Submarine Activities "Montenegro" – Canj	Mirosljub Bicanin Mobile: +382 69 022 993
Diving club "Arsenal" – Tivat	Radisa Glavcic Mobile: +382 67 554 906	Diving Club "Neptun MIMOZA" – Tivat	Dragisa Koprivica Mobile: +382 69 044 225 neptun@t-com.me
Diving Club "Gorica" – Podgorica	Misko Sekulovic Mobile: +382 67 246 643	Diving Club "Niksic" – Niksic	Dalibor Todorovic Mobile: +382 67 881 166 rknk@t-com.me www.rknk.cg.yu
Diving Club "Hobotnica" – Bar	Nikola Vukcevic Mobile: +382 69 020 660 dano@t-com.me	Diving Club "Diving Team R Montenegro" – Niksic	Bojan Rakojevic Mobile: +382 69 466 124 rakojevic@t-com.me



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