REGLPORTS

Activity A.C.3 Publications

Deliverable D.C.3.3 FINAL PUBLICATION

Responsible partner: Municipality of Termoli

Summary

Introduction

This is the REGLPORTS final publication booklet that include all the project results and achievements.

The publication has been made by the Municipality of Termoli in cooperation with all the project partners and sintethyze all the efforts and results achieved during the project.

For more information about the project please visit

Official website: https://reglports.italy-albania-montenegro.eu/

Reglports Web Platform: https://reglports.eu/

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
- Municipality of Termoli - IT
- Ministry of Tourism and Environment of Albania -AL
- 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 Ncvi —ME
- Tourism Agency of Manfredonia — IT

1. Assessment and analysis of current conditions for Nautical Tourism

1.1 The strategy

The REGLPORTS partnership for implement the project developed a strategy of study and analysis of the landscape involved in the project, their cultural heritage and their nautical tourism opportunities. The main study "Assessment and analysis of condition for Nautical Tourisms in the Entire Intervention Area" give a panoramic of the main characteristics of the area and is the theoretical framework for the Swot analysis made by the project.

1.2 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 evaluate 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.

1.3 Main Results of Assessment and analysis of current conditions for Nautical Tourism

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. Based on 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, cannot 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; religious: sanctuaries, itineraries, patronal festivals; of traditions: farms, historical villages, festivals; Eno gastronomic.

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, snorkelling, 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 Z0 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 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.

The Montenegrin tourism and travel sector contributed to around 22 % of national GDP and is one of the country's main development priorities. Montenegrin coastal waters and the Montenegrin coast are primarily used for beach tourism, the most developed tourism branch in Montenegro. There are about 75 long, sandy beaches and numerous bathing areas. With regard to maritime transport, it must be noted that several international ports are in operation (ports of Bar, Kotor, Zelenika and Risan – the latter three being located in the Bay of Boka, which implies intense use of space in the relatively small area of the Boka Bay (see Figure 3). The port of Kotor is exclusively used as a passenger terminal for liners and cruisers and accounts for 100% of cruising vessels turnover and 84% of nautical tourism turnover in Montenegro2. Nautical tourism is considered to be the development area for the future. Currently, demand is higher than supply, which implies the need for more docks and small ports. These docks and ports are also needed for coastal passenger and

tourist transport. The project can work as a stimulation for economy and boosts the rising tourisms economy of Montenegro.

1.5 Tourism development Status

1.5.1 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. 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%.

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

1.5.2 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.

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.

1.5.3 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. 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.

1.5.4 Montenegro

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 Monte -negro 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.

For more information please visit: https://reglports.italy-albania-montenegro.eu/assessment-and-analysis-of-current-conditions-for-nautical-tourism

2. SWOT Analysis for the intervention area

2.1 Region of Puglia swot analysis

Tourism has certainly produced satisfactory results in the Region in recent years, but these highlight the need for continued investment in the sector. This is required both in terms of financial resources, and also in terms of the Regional Governments commitment to define suitable development policies in view of significant potential which has yet to be realized. In a first general view, from what has been analysed in this paper, it can be deduced that tourism has good prospects for further growth in both the short and medium—long term. At the basis of this deduction are the trends analysed in previous studies of this REGLOPORTS project, which have described a general growth of arrivals both domestic and international, also in this period influenced by the COVID pandemic.

2.2 Region of Molise swot analysis

In the Region there are still potentials that are not adequately exploited, especially in terms of the competitive effort of the various segments: seaside and coastal, which, according to available estimates, absorbs 50% of the presence of the entire territory; nature and landscape (lakes, woods, environmental oases, parks); widespread rurality, history and culture (just think of the numerous examples of Romanesque art, the castles, the richness of the craft traditions of master organs,

watchmakers and cabinet makers). Further undoubted potential are represented by a favourable social climate, deriving from the absence of organized crime phenomena; a "quality of life" strongly linked to the values of tradition, nature and rurality that make the area particularly attractive for new entrepreneurial initiatives and a good propensity to invest in the local productive fabric. Among the points of weakness emerges the difficulty of detecting data on tourist flows, which is extremely complex and articulated due to the phenomenon of the submerged tourism of a statistical type that refers to the presence at the structures not registered and, for this reason, not detected by official statistics; and of an economic type, which refers to the presence at official structures that are not reported voluntarily by the hotel owners. This phenomenon implies many difficulties in the definition of strategic guidelines and the related actions of enhancement and promotion of the territory.

2.3 Albania swot analysis

It is important of the country to implement strategies for the tourism and nautical tourism development, which need to consider to attract also other segments that have more power of expenditure and that can be subject to destination loyalty strategies, while for the current segment that visit Albania, should be taken into account to develop word-of-mouth or buzz marketing strategies so tourists can be promoters of a positive image of this country. Tourism continues to increase, thanks to the variety of tourism products present in territory and this is positive anyway, but the fact that this growth is not analysed properly to understand the reasons behind, and that currently there are many weaknesses and threats led me to consider of a prior importance to establish and implement a strategy involving specially private operators in order to increase awareness of the importance in long term of this collaboration. The economic crisis all the world is facing today needs alternative and immediate solutions.

2.4 Montenegro swot analysis

Montenegro possesses unique and excellent natural resources for nautical tourism development. On the other side, Montenegro as nautical tourism destination is not well developed and recognized. It is obvious that nautical tourism becomes more and more popular and day in day out there is greater number of people who are willing to experience such uniqueness. Unfortunately, their demands could not be met with current Montenegrin nautical tourism offer that can be defined as poor and low qualitative. Montenegro should properly utilize its own nautical tourism resources and potentials, as well as opportunities regarding nautical tourism development. It is necessary to establish strong cooperation among governmental institutions, tourism and nautical specialists regarding nautical tourism development, but also strong financial support that can be provided through the public-private partnership.

2.5 SWOT ANALYSIS RESULTS

Taking into account what has been identified with the SWOT analysis, general evolution and characteristics of tourism as well as macro trends in tourism that make up the context of reference at a wide level, it will be tried to propose a "common" analysis for the two territories identifying the

future prospects of tourism and a proposal of the appropriate strategic approaches to be pursued, by virtue of the elements characterizing the destination in question, for a competitive and sustainable development of tourism. The analysis has identified that the territories enjoy various elements of attractiveness, which are strong points for the development of tourism, which can be emphasized and driven by as many opportunities given by the external environment. The tourist development in a competitive and sustainable key can also be hindered by some internal elements and other external threats to the destination, which, however, through careful preliminary analysis and constant monitoring can be partly resolved, or at least contained. This must be accompanied by a strategic planning of tourism in the territory that adopts a medium long-term vision through a systemic and collaborative approach of the actors involved, of which there are the premises. The territories benefit from a rich historical, cultural, artistic and natural heritage not yet fully exploited. For example, a strategic line to be pursued for the development of tourism in this context, is represented by the integration of the nautical offer with the traditional cultural offer with material resources such as historical sites or museums and / or with other more active and experiential forms of enjoyment and that is an offer that enhances the resources present involving the whole territory with a systematic approach so as to transform the nautical tourism and not in a lever for territorial development, so the proposal to connect the areas of the coast with the rich hinterland of the resources mentioned above It is important to enhance the areas that are most affected by seasonality and competition with other territories and therefore to relaunch these areas from a tourist point of view, promoting for example new forms of tourism based on the characteristics of the territory (sports tourism, green, food and wine), creating experiential products and trying to capture new targets of demand. Therefore, it can be stated that the territory has good growth prospects from both traditional tourism and the nautical on, point of view, in the short and medium-long term, according to the principles of sustainability and competitiveness, considering the increasing number of actions and policies promoted by local and national governments in this sense. In a first synthesis, the strengthening of the strong points of the territory, such as the heterogeneity and abundance of attractions, and the effort to capture the opportunities given by external elements and phenomena, such as the growth of passenger traffic at the International Airport as regards the region of Puglia, the modernization of nautical infrastructure and the use of technology, are identified as strategic lines to pursue for a competitive and sustainable development of tourism For an effective medium-long term development it is also considered necessary to solve the weak points of the territory and limit or otherwise monitor the threats coming from outside, for example, through actions aimed at the seasonal adjustment of tourist flows, the prolongation of the average stay in the territory and promotion of awareness of the local community about the potential given by a sustainable and competitive tourism development. It is considered strategic to implement throughout the territory a more and more experiential tourist offers, able to involve tourists on more dimensions and raise the quality of the visit itself, not forgetting the importance of strategic cooperation between operators at local level and the awareness of the same, as well as the population and institutions for an effective effort to pursue competitiveness and sustainability of

tourism. Then on this basis of this research project partner developed and built the main outputs of the REGLPORTS Interreg.

For more information please visit: https://reglports.italy-albania-montenegro.eu/swot-analysis-for-the-intervention-area

3. REGLPORTS web-GIS application

The web-GIS system is an interactive tool for the recorded information, thematic routes and data.

It's a a web-based application (software) with typical GIS capabilities (e.g. designed to capture, store, manipulate, analyse, manage, and present spatial or geographic data), accompanied by a tutorial of use that can be downloaded at the following link:

The GIS application is embracing a detailed Geodatabase with all the available information and material (e.g. photos).

For more information visit the web portal: https://reglports.eu/ and the gis-website: https://reglports-gis.eu/ or the official project website https://reglports.italy-albania-montenegro.eu/reglports-web-gis.

4. REGLPORTS thematic Routes. Bridging coastal and inland assets

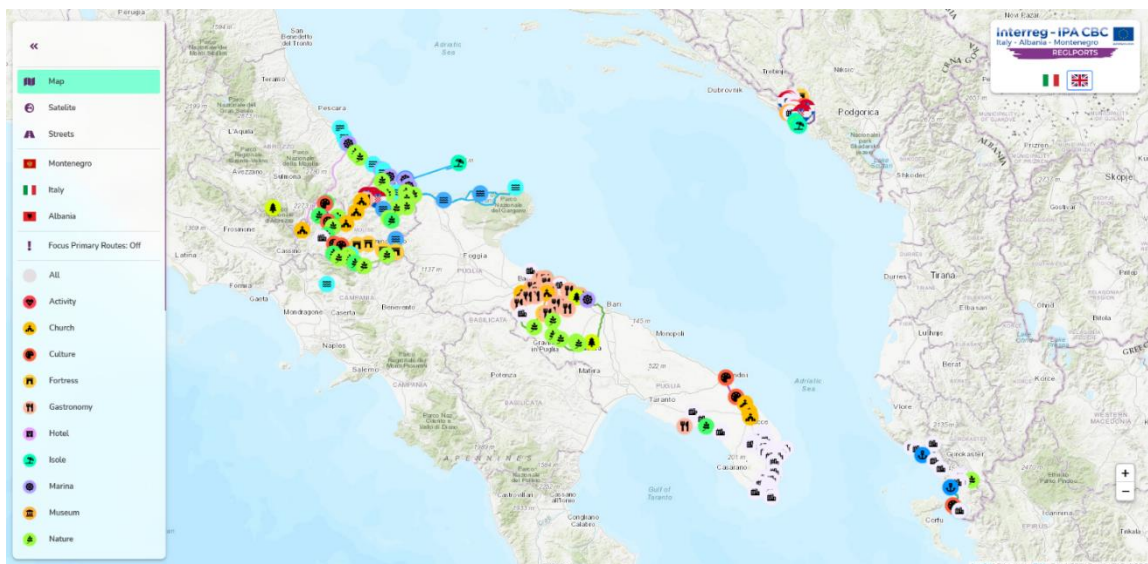### 4.1 Introduction to the thematic Routes

The elaboration of the thematic itineraries has as objective the valorization of the heritage in general and the relaunch of the image of the territory towards the external world through an informative structure of nodal points that represent places rich in information where the tourist/user can discover new sensations and emotions that the territory offers.
The development of the thematic Itineraries is also aimed at pursuing the following specific objectives:
• Support in the enhancement, strengthening and requalification of the tourist activity

• Promotion of tourism, culture through the enhancement of natural resources, landscape and historical-cultural heritage

• Enhancement of tourist flows towards areas that are at a lower level of tourism development, especially inland.

• Extending the traditional tourist season through the enhancement of tourism types that are not subject to the rhythms of seasonality.

The REGLPORTS Thematic Routes will connect the ports / coast with cultural, gastronomic, religious, environmental and archaeological destinations in the mainland and will promote places of cross-border importance, such as monuments, museums and other cultural structures. In addition, they must also identify and highlight sports / recreational activities (rafting, cycling, climbing, trekking, etc.) in order to provide a more integrated tourist package to potential visitors.

Overall, the points of interest included in the REGLPORTS Thematic Routes, will represent cultural legacy, whilst bearing the potential for the cultivation and development of nautical tourism. The different points, following a holistic approach, will connect the Project's Intervention Areas and the assets of the coastline with the inland, acting as pieces of a unique mosaic that uses cultural and landscape/natural sites for nautical and touristic development.

In the next part of this chapter we will present one thematic rout for each country as example of the thematic route that has been developed during the project by the partner.

4.2 North Puglia Thematic Routes
4.2.1 ROUTE 4: BETWEEN "VIGNETTI E GHIOTTONERIE"

ENOGASTRONOMIC ROUTE

The valorization of the enogastronomic excellences of a territory means from a strategic point of view, the diversification of the services offered and consequently the deseasonalization of tourism itself.

Apulia is a region, rich in history, culture and ancient traditions, and guardian of a unique gastronomy. From nature to art, from ancient traditions to typical cuisine, the infinite riches of the territory attract more and more tourists from all over the world.

The Apulian cuisine is mainly based on three key foods: cereals, oil and vegetables that blend harmoniously with the products of the sea of which Puglia is very generous. The gastronomic offer of the region is enriched by meats, in particular sheep and goats, whose breeding occupies vast flat

areas and which is still conducted, even today, with ancient methods, linked to the naturalness and resources of the landscape, enriching them with particular scents and aromas.

The production of wheat in the Tavoliere di Puglia, enclosed between the Apennines of Capitanata to the west, the Gargano and the Adriatic Sea to the east and the Murge to the south, is considered "the granary of Italy" for the boundless cultivation of high-quality wheat. From its grains is produced a wide variety of baked goods such as bread, "focaccia" and "taralli".

Surely the grains of Puglia find their consecration in the production of different types of bread such as that of Monte Sant'Angelo, or that of Laterza up to the most famous bread of Altamura, the first product in Europe to bear the PDO mark in the bakery and bakery products category.

The oil called "l'oro verde di Puglia" (the green gold of Apulia); Apulia produces oils different from each other in terms of odours, scents and aromas starting from the different varieties of olives scattered all over the territory.

The production of cheeses such as "mozzarella, ricotta, burrata" born in ancient times from the need of shepherds to use milk gone bad. Typical is the "Pecorino PDO" of Corato obtained from a mixture of sheep's and goat's milk, again, the" burrata" that seems to have been born in Andria at the beginning of the last century from the need to reuse the spun paste of the previous days no longer suitable for consumption as a fresh product, the "stracciatella", successful combination of hand frayed mozzarella with soft and creamy cream, the "pecorino" of Maglie, the "giuncata", the "caciocavallo podolico "of Gargano.

The Apulian coast instead offers a "seafood" cuisine with seafood to eat crude, the uncooked octopus, repeatedly beaten on the rocks to curl it and reduce it to tenderness, mussels, the "allievi" that is small cuttlefish. But also, preparations such as stuffed cuttlefish, fried and grilled, bluefish soups various as the famous "Ciambotto".

Finally, a relevant production of wines that in recent years have reached great fame also at international level: "Primitivo di Manduria", Castel del Monte and Negramaro, "Moscato di Trani".

This report, considering the wide variety and multiplicity of excellent products that the Region offers, will limit itself to an enogastronomic itinerary that covers the area of the municipality of Molfetta and the surrounding towns.
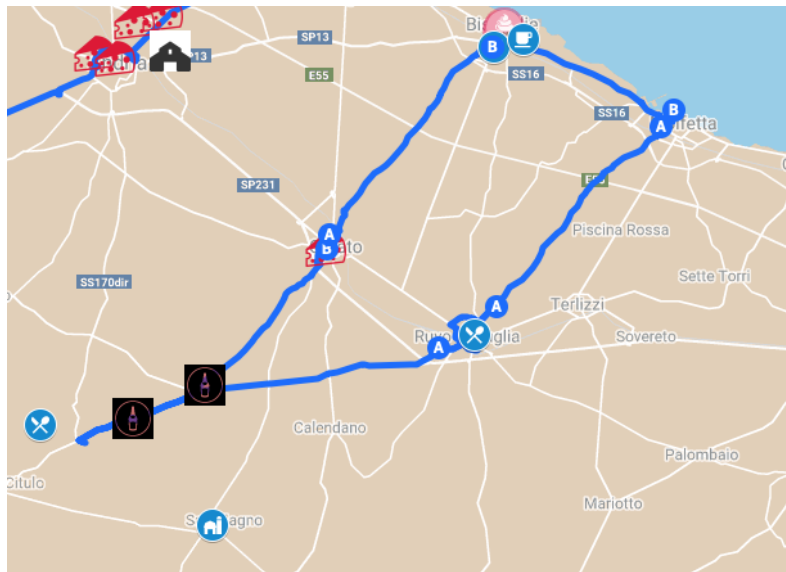
MOLFETTA

In the many restaurants and trattorias along the city's coast you can taste the typical local dish represented by a fish soup made of rockfish boiled and mixed with a lightly sautéed mixture of cherry tomatoes, garlic, oil and parsley. Also, seafood, from mussels to oysters, to taste with raw anchovies.

BISCEGLIE

The city of Bisceglie has an ancient tradition in pastry making. But the absolute sweets that characterize this seaside town in the north of Bari are the "SOSPIRI". According to a local legend, on the occasion of the wedding of Lucrezia Borgia, Countess of Bisceglie, with Alfonso of Aragon, the Clarisse of the Monastery of St. Louis prepared these sweets to entertain the guests who sighed for the long wait, these pastries were served and from that moment they were called " SOSPIRI " (sighs); according to other testimonies, instead, the sigh would be the invention of a romantic pastry chef, who was inspired to give shape to the breasts of his beloved.

The Pastry Chef of Bisceglie have founded an association "Il Sospiro e gli Amici Pasticcioni" (The Sigh and the Pastry Friends), to share and spread a disciplinary of production that guarantees not only the quality of their "SOSPIRI" (Sighs) but also the respect of tradition.

CORATO

As in many other areas of Puglia, especially in the province of Bari, the typical dish is orecchiette with meat sauce accompanied by rolls, also called chops, horse meat or donkey meat. Other typical dishes of Corato's cuisine are orecchiette with turnip tops, tripe piñata and a focaccia with steamed onions, black olives, sultanas and salted anchovies called calzone. During the Easter period it is also possible to taste the scarcelle.

RUVO

In the territory of Corato and Ruvo there are several farms, agritourisms, farms, wine cellars, oil mills where you can taste typical products and dishes as well as wines from native varieties of southern Italy and international vines such as Nero di Troia, Bombino Nero, Aglianico Merlot and Cabernet Sauvignon and vinified in the context of the types provided for by the denomination

3.3 South Puglia Thematic Routes

3.3.1 1ST ROUTE TITLE: IN THE DEEP "ARNEO"

The north-eastern part of the province of Lecce retains part of its archaic spirit. Land of shepherds and brigands, still protected at times by dense Mediterranean scrub and by majestic sixteenth-century tower farms, it overlooks the sea with imposing cliffs and long, tropical-colored beaches.

let's discover it together following Roman paths and a quantity of cellars and kitchens of exceptional quality.
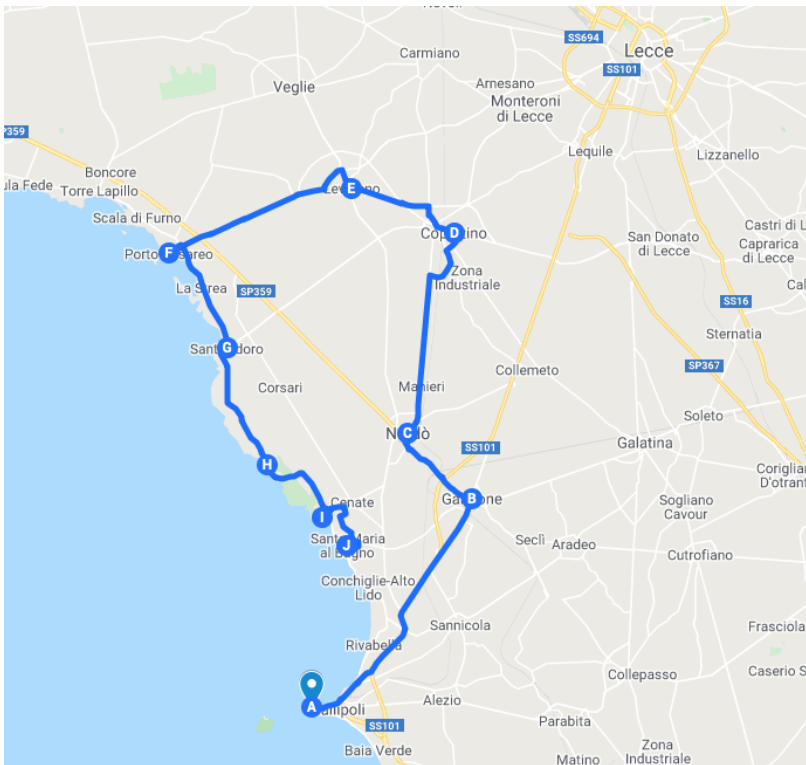
GALLIPOLI (40.05492, 17.97610)

The ancient Greeks, who set the canons of beauty, called it kalé polis, that is "beautiful city", and it is indeed a splendid village. A city in the sea, not only on the sea, it stands on an islet still surrounded by high walls that have defended it over the centuries from the sea and from the assaults of armies and pirates. City of seafarers, not only fishermen, but offshore sailors, who fought in distant seas and defended the emperors and the whole of Christianity over the centuries, as the painting depicting the battle of Lepanto still remembers today, kept in the rectory of the church of the Rosary. It is no coincidence that on the coat of arms of the city there is a rampant rooster with the Latin motto "Fideliter excubat", that is, keep watch faithfully.

After passing the seventeenth-century arched bridge and leaving the mighty castle on our left - once a Roman castrum and repeatedly rebuilt by the new rulers over the centuries - it will be easy to get lost in the web of alleys of its open rose plant, so conceived by the Byzantines to disperse the enemies and the strong wind that lashes it in every season of the year.

Along the only almost straight road, which follows the direction of the ancient Roman decuman road, some of the main historic buildings of the city are lined up: the seventeenth-century Palazzo del Seminario with the coeval, majestic cathedral dedicated to St. Agata from Catania, covered with enormous canvases seventeenth-eighteenth century, the noble palaces Balsamo, Rocci, Pirelli, D'Acuna, the underground oil mills that mark the golden age of Gallipoli, when the vessels of half the world crowded into the Tramontana bay to load the lamp oil that it lit up the streets of the main cities of the old and new continent, from Boston to St. Petersburg.

There are many churches, most of them lined up around the city to guard the ramparts that rise from the sea. Among them the church of S. Francesco d'Assisi - which is believed to be founded by the saint returning from his meeting with the Sultan of Egypt during the fifth crusade - preserves in the Spanish Chapel the remains of the commanders of the defense garrisons at the time of the Viceroy and the Church of the Madonna della Purità, a casket overflowing with sensational Baroque paintings and friezes, overlooking the golden beach of the same name from the top of the walls.

As well as the latter, the others that follow are home to brotherhoods established in the Spanish era and linked to the guilds of arts and crafts, which participated in the government of the city as established by ancient privileges from the time of Emperor Federico II. To this they owe the double portal façade that houses in the middle inside the chair of the officers who still preside over the meetings of the association, and is opposite the liturgical altar: wooden stalls arranged laterally decorated welcome the assembly of the confreres.

They are the protagonists of the processions that animate the days and nights of Holy Week, one of the most authentic and engaging mystical celebrations in the whole of southern Italy, and which attracts visitors from the whole country and tourists from all over the world.

This is Gallipoli, a city of unique beauty and spirituality, but also of intense colors and flavors, a must for lovers of gastronomy, which offers an infinite range of incomparable seafood recipes and superb wines of ancient lineage.

There is also another gallipoli beyond the bridge on the mainland, made up of dream beaches and wild nights, one of the international destinations of youth and worldly tourism, but that's another story.

GALATONE (40.14902 18.07113)

Galatone is a little enchanting town laying on the slope of a hill, 15 km from Gallipoli. The best entrance to the medieval village is the one through the Porta San Sebastiano, the only survivor among those of access to theold Byzantine settlement. The main road passes winding through a maze of small alleys still pervaded by the smell of historic inns that still serve the ancient recipes of the carters who brought wine and oil to the port of Gallipoli. In the center of the village, the Sanctuary of the Santissimo Crocifisso, built in the 17th century, is still nowadays an important pilgrimage destination and a wonderful Baroque work, full of decorative elements and grandiose canvases depicting miracles inside it.

Outside the ancient village, taking the streets that lead to the countryside, several villas stand out with their Moorish, Art Nouveau style and most definitely inspired by exotic lands, an elegant testimony of the noble comforts in the bucolic landscape around Galatone.

NARDÒ (40.17976 18.02998)

Located 17 km from Gallipoli, Nardò is one of the most important cities in the province of Lecce, the second in population after the capital, and preserves many testimonies of its long history, which dates back to the Messapian era. The vast, well-preserved historic center, surrounded by bastion

walls and guarded by the Castle, has a strong Baroque imprint. It has its main points of interest in the Cathedral dedicated to Maria Santissima Assunta – with an 11th century interior, the little temple of Osanna and in the monumental complex of Piazza Salandra. The latter is one of the finest squares in the Salento, surrounded, like the backdrop of a theatrical scene, by the Palazzo della Prefettura, the Palazzo del Sedile and the church of San Trifone, with the steeple of the Immacolata in the centre. Among the narrow alleys and squares there are still old taverns where roast meats and good local wine are served, especially in the evening. The endless countryside that surrounds it is the kingdom of Cellina di Nardò, one of the varieties of olive trees typical of Salento in some places of medieval plant, ancient vineyards and expanses of watermelon crops, dotted with fortified farmhouses connected with the majestic coastal towers in a single defense system.

COPERTINO (40.27334, 18.04680)

Numerous wineries, with their intoxicating scent, welcome the visitor to this ancient and noble village, famous in the world - just think of the Cupertino of California - for that Saint Giuseppe Desa, known since the 17th century as "The saint of flights". In the white and clean old town, numerous noble palaces from the viceregnal period stand out, including Palazzo Sambiasi, Palazzo Moschettini and Palazzo Pappi, the mother church dedicated to Santa Maria ad Nives, while the Castle protects the city towards the sea. Copertino castle is a model of military science conceived and built by the great military architect Evangelista Menga, born in the city, author of the major Apulian fortresses at the time of Emperor Charles V of Habsburg, and of the Valletta Castle in Malta during the Ottoman siege. In this castle, which houses a medieval chapel, a maiestic tower and a surprising roof vineyard, Isabella di Chiaromonte, future queen of the kingdom of Naples, was born.

LEVERANO (40.29036, 17.99805)

30 km from Gallipoli and 10 from Porto Cesareo stands Leverano, a pretty village known for its flower crops and even more for its wines, among the best in Salento. On the first Sunday after November 4th everyone can taste the new year's wine during a great festival called Novello in Festa. At the center of the town stands the 28-meter-high Frederick's tower, dating back to 1200, served by an internal spiral staircase and once divided into four floors. It is just one of the numerous towers that protected a rugged and wild territory from Saracen pirates and local brigands who sacked the shepherds during the annual transhumance that brought them from the high lands of the Murgia to the coastal plains of the Arneo.

PORTO CESAREO (40.25696, 17.89145)

The small, picturesque fishing village of Porto Cesareo has become in recent years one of the most sought after tourist destinations for its long darat beaches, the tropical colored sea and its delicious seafood cuisine, but it is much more than that. Immersed in one of the largest protected marine areas in Italy and in the regional nature reserve of Palude del Conte and coastal dune, it includes in its territory the early-Mycenaean site of Scala di Furno and spectacular submerged finds such as the

Roman columns lying on the seabed of Torre Chianca . It boasts among its treasures also some of the most impressive watchtowers of the coastal defensive system of Salento: all carefully restored and re-functionalized, they house the. archaeological museum and marine biology laboratory (Torre Chianca), and the visitor center of the natural parks (Torre Lapillo). Porto Cesareo also hosts an important marine biology museum managed in collaboration with the University of Salento.

REGIONAL NATURE RESERVE PALUDE DEL CONTE E DUNA COSTIERA

The Palude del Conte e DunaCostiera Nature Reserve (marsh and coastal dunes) protects the entire coastline of Porto Cesareo outside the town itself, and is characterised by an extensive and impressive system of dunes with rare species such as the juniper Juniperus phoenicea and formations of Sclerophyll woodlands Although the line of coastal dunes is frequently interrupted by unautho- rised buildings, it still boasts features and landscapes of extraordinary interest. Behind the dunes lies a broad depression, marked by a complex system of basins and drainage channels that were dug after the Second World War, charocterised by a rich and diversified hygrophile and halophile vegetation, with rore species included in the "Red List" such as the Marsh Orchid (Orchis palustris), and the Saltmarsh Morning Glory (Ipomoea sagittata).Frequentlyfound are the Little Grebe (Tachybaptusruficollis),Great Cormoant (Phalacrocoraxcarbo), Great Crested Grebe and Common Kingfisher (Alcedo atthis). The reptiles include the Grass Snake (Natrix natrix) and the by-now rare (but still abundant here) European pond terrapin (Emys orbicularis). The fish include the Grey Mullet (Mugil cephalus) and the Eastern mosquitofish (Gambusia holbrooki), the latter introduced as part of the land improvement and drainage programme. Beyond the clear waters of the outer channel, the Serra degli Angeli wood and stretches of maquis and garrigue represent the residue of the once fur more extensive Arneo maquis, a mythical land of malaria, brigands and transhumant grazing,but also of harsh toil and social conflict. Near the ruins of the Torre Castiglione tower are the karst ponds known as spunnulate, an extraordinary transitional environment rich in euryhaline species, including the characteristic Mediterranean killifish (Aphanius fasciatus), still inadequately studied. In the southern part of the protected area, the Strea peninsula, abouta kilometre long, and the island known as Isola Grande have a very similar structure, with low rocks on the seaward side. These are the favoured location of the Sea Lavender species that is endemic to Puglia (Limonium japigicum), usually accompanied by halophile species such as Salicornio and Sea Purslane (Halimione portulacoides).There are also extensive patches of salicornia on the muddy shores facing inland. Together with the shallow beds covered with the seagrasses Posidonia and Cymodocea in the inlets and bays, these muddy shores constitute an extremely important ecosystem, providing feeding grounds for a large number of wader birds and herons and reproductive areas for many fish ond other marine organisms. The central area of the Strea peninsula is characterised by garigue and low maquis with Myrtle and Cistus, as well as the interesting presence of the rare Brackish Water-crowfoot (Ranunculus baudoti) and the pale-coloured shrub Plantago albicans on the residue of the dunes Also tound inconsiderable quantities

isanendemic Iris species ("revolute ") on the small rocky promontory known as Scoglio Mojuso; a dense formation of Tree Mallow (Lavatera arborea) gives its name to the island known as Isola della Malva, just off the Torre della Chianca coastal tower.

Cultural hertage items include the characteristic 16thcentury coastal towers, the archaeological site of Scalo di Furno and the old pumping station of Punta Prosciutto.

S. ISIDORO (40.21722, 17.92633)

The small coastal town of S. Isidoro belongs to the municipality of Nardò, and extends around a large sandy bay sheltered by an islet and dominated by the sixteenth-century tower of the same name. An ancient landing place for sailors, to whom it gave water from a copious spring, today it is the ideal place for a quiet and safe swim in shallow and crystal-clear waters.

PORTOSELVAGGIO (40.15272, 17.98072)

With its 300 hectares of pinewoods and about 7 kilometres of high and uncontaminated coastline, the historic park of Portoselvaggio represents one of the province of Lecce's main green areas. Its value lies primarily in its landscapes and historic and archaeological heritage, Consisting of the coastal towers and the numerous and famous caves and natural shelters, which have been used by humans since Palaeolithic times. These include the caves known as Grotta del Cavallo, Grotta del Capelvenere, Riparo Zei and the site of Serra Cicora. The flora is typical of Mediterranean coasts, with considerable numbers of orchids and endemic or sub-endemic trans-Adriatic rock-growing plants such as the Leuca Alyssum, Puglia Campanula, Carum multiflorum and the Puglia Scrophularia, as well as deciduous 0aks such as the Macedonian Oak (Quercus trojana) and and Southern Live Oak (Quercus virgiliana). Although its name indicates a marsh, the Palude del Capitano is actually an example of the distinctive karst formations known locally as "spunnulate" - dolines caused by the collapse of underground caves in the carbonatic rock which are subsequentlyfilled with ground water.The Palude del Capitano hosts typical aquatic vegetation, including the Beaked Tasselweed (Ruppia maritima), and the bio-geographically (Aphanius fasciatus).Around the pools of watergrow the Black Bog-rush (Schoenus nigricans) and garrigue plants Such as Sarcopoterium spinosum, rare in Italy. Extensive salt steppes with salicornia (Artrocnemum glaucum and A. perenne) and Sea Lavender stretch down to the seashore, while large stre tches of maquis and pseudo-steppes with Brachipodium reach the higher ground inland. Of considerable interest is the recent discovery of a Roman settlement near the bay of Frascone.

S. CATERINA (40.14038 17.98621)

Immersed in a dense pine forest at the foot of a steep cliff, the refined marina of S. Caterina is one of the most enchanting places on the Apulian Ionian coast. Exclusive destination of the local bourgeoisie since the nineteenth century, it overlooks two small sandy coves, one of which holds a little secret: a little swimming pool covered by a stone cross vault where the ladies of high-ranking families bathed away from prying eyes. The towers of Santa Laria dell'Alto and Santa Caterina look

down on this marvel. Along the road to nearby Nardò some of the most sumptuous eclectic villas in the province still recall the ancient glories.The small port of S. Caterina di Nardò is protected by a pier, oriented to the SE and quay for a stretch of 35 m on the internal side; along the west side we find a 40 m long quay, placed between two slipways.

S. MARIA AL BAGNO (40.13081, 17.99634)

Santa Maria al Bagno is a scenic seaside village whose lively square overlooks a suggestive beach at the bottom of a wide fjord. Along the coastal road to Gallipoli, guarding an abundant spring, the so-called Quattro Colonne stand out, the four corner bastions of the sixteenth-century tower of the Torre del Fiume, semi-destroyed by the earthquake-tsunami of 1743.

The seafront of Santa Maria al Bagno houses the Museum of Memory, built to remember the many Jews who survived the Nazi camps, who found refuge here while awaiting boarding for the new State of Israel, and here they left large painted murals. For this reason the city of Nardò received the Italian Gold Medal for Civil Honor.

4.4 Albania Thematic Routes

4.4.1 Dhermi village- Churches itinerary
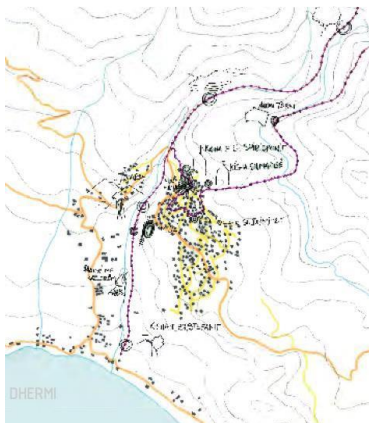
Dhërmiu dates between 1500-1600, according to archeological data. Dhërmiu is located on the Albanian Riviera with coordinates 40 ° 09'00 ' ' in the north and 19 ° 38'00. ' In the east, 200 meters above sea level. Dhërmi village is located 52 km south of Vlora, 72 km north of Saranda and about 210 km from the capital Tirana. Dhërmiu lies at the bottom of a beach more than five kilometers long. Geographically it is protected from the North winds, due to the shape that characterizes it Near the coast are two centuries-old churches, which have been maintained by the inhabitants of the area. Through a path paved with cobblestones 1 m wide, it can be suggested for the tourist

to walk along the stream of Dhërmi, under the centuries-old trees, where after the national road, is the source of the village, and then the undiscovered part of the village, that of agricultural terraces created in the communist period, as well as caves at the top of the hill. The itinerary continues with the visit from outside the house of the famous

Albanian writer Petro Marko with an international profile as a political figure in the Spain War, as well as visits to Albanian writer Petro Marko with an international profile as a political figure as a political figure in the Spain War, as well as visits to some of the churches that are encountered, such as that of St. Thanas and that of St. Mary. At the end, the journey continues to the top of the mountain, to the point called Alontreku, or the Fairy Square as it is called by the locals, a tourist attraction, as well as to the centuries-old Dhërmi Plain. The voyage then ended by turning in the same direction, towards the shore.

The 42 churches located between the old village and the lower part of the national road, are the main attraction for the tourist who can be attracted by the cultural, religious heritage. The whole itinerary also attracts the tourist looking for adventure and sports as well as knowledge of local traditions and culture.

4.5 Termoli Thematic Routes

4.5.1 THE "PINK" ITINERARY OF TRADITIONS AND FOOD AND WINE
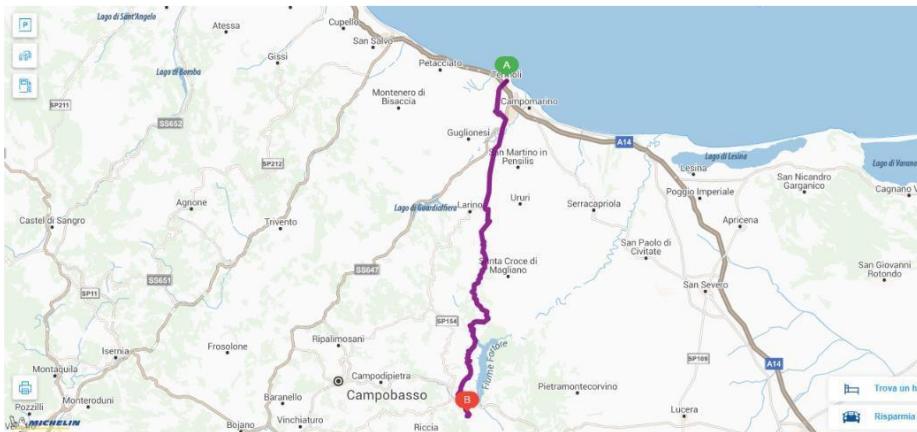
The "pink - of traditions and food and wine" itinerary that connects Termoli to Gambatesa. It develops in cycle mode on the S.S. 87, S.C. Carrera della Difesa, S.P. 40 - on the map - (time 5 h; distance approx. 70 km); in addition to cycling, it is characterized by activities related to trekking and birdwatching: it is almost entirely part of an SPA

In this itinerary, the villages that are "transformed" into a hotel-village can be:

Nuova Cliternia;	Food and wine attractions
	In this area, mainly agricultural, viticulture is widespread up to the production of wine. Several wine plants have also sprung up for the production of Tintilia, an indigenous Molise grape variety. (ref. Dimajo Norante)
Portocannone, S.Martino in Pensilis, Ururi	Attractions linked to traditions and folklore
	The carresi or the "cart races" are the most awaited event among all the traditional events capable of unleashing the emotional involvement of the entire population, of all the inhabitants of the other neighboring arbëreshë towns and of all those who have emigrated and who return every year, It is a ritual in which religion and folklore, memory and celebration of the past are mixed, annually recalled with intense participation by the entire community.

Larino

Archaeological attractions

Roman amphitheater - built at the end of the 1st century AD following a testamentary bequest from a Larinum citizen of senatorial rank. To achieve it, the road layout of the ancient Larinum was modified, requiring an excavation in the rock of more than six meters below the road level - and the Frentana area - an area along the Sannitica State Road 87 reserved for a public garden and for the exhibition of archaeological material, such as finds from funerary monuments and public buildings from the Roman era.

Food and wine attractions

Gentile di Larino is the most widespread cultivar in Molise, so much so that a third of the region's oil is obtained from plants belonging to this variety. Its origins are very ancient: it seems to have been the first cultivar to be grown in the Larino area, home to the famous "City of Oil" association. Over the course of its long history it has spread mainly in the Adriatic belt. Currently, several in different mills, we organize tastings of different types of oil.

Casacalenda

Environmental attractions

The Bosco Casale Oasis, also known as the Casacalenda oasis, is the first protected natural area established in the Molise region in 1993. It is managed by the Italian Bird Protection League (LIPU). The oasis occupies an area of 150.00 ha near the convent of Saint Onofrio, patron saint of Casacalenda, in the province of Campobasso. Walking along the paths of the Oasis, formerly used by lumberjacks for the transport of timber, it is possible to admire a great variety of plants typical of the undergrowth and meet different animals. The presence of springs, streams, permanent pools and a swamp have favored the presence of different species of Amphibians.

Macchia Valfortore

Environmental attractions

The Macchia Valfortore countryside is located on the shores of Lake Occhito, one of the largest artificial basins in Europe and included in a SIC area. It marks the geographical border between Molise and Puglia.

4.6 Montenegro Thematic Routes

4.6.1 Tour 4: Herzegovina Old Town-Fortresses

This proposed route is an urban one where you can see the popular Sat tower, the symbol of Herceg Novi, and the dominant fortifications over the town, the Kanli and Spain towers, which are reminders of both the long Turkish and short-lived Spanish rule. The main path also follows the history that for centuries linked Herceg Novi with the mountainous interior and in this role lasted until the last quarter of the 20th century, when the inhabitants of the surrounding villages were able to descend to the market with their cargo cattle, full of products for the market. In times of intensive use, there were therefore numerous catering establishments along the now-defunct path, such as the Avramović tavern, which was also gladly visited by Prince Aleksandar Karađorđević during his walks in the hinterland of Herceg Novi. Then across the Matković Bridge (a harmonious stone construction), you walk inland to the area of the Battle of Kotobil, a crucial event in the liberation of the Herceg Novi region from Turkish rule. Today, it is a place in a pleasant environment of dense coastal pine and cypress forests, with several landscaped rest areas for hikers.

For more information please visit: https://reglports-gis.eu/
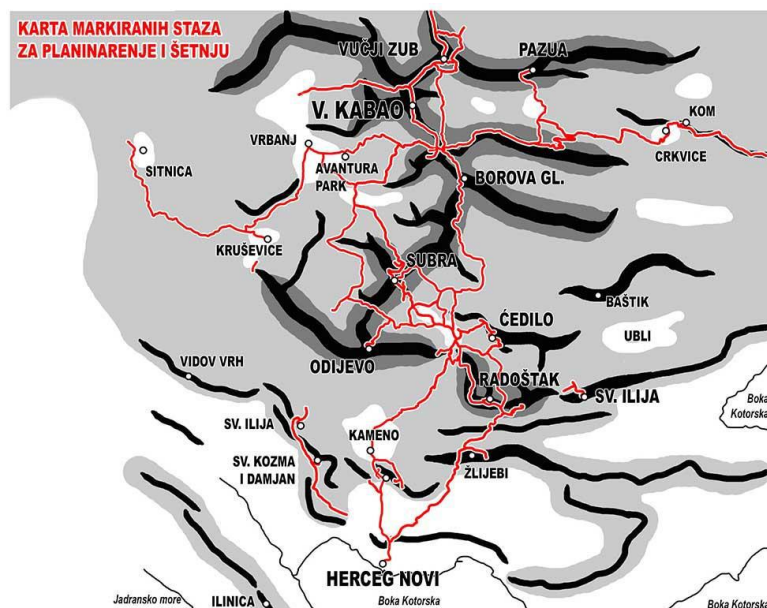
5. REGLPORTS Tourism development plan

This document has the primary purpose of developing some reflections that may be useful to the REGLPORTS Partners in the drafting of their Integrated Strategic Tourism Plan. The study highlighted the weaknesses but also the strengths that the territories can offer by developing an integrated and diversified product where various aspects of the "holiday" can be combined, within a framework where sea, culture, folklore, faith, food and wine act as a connecting link in defining a quality tourist circuit. It is to be hoped that the partners and more the entities they represent will be able to

implement a strategic plan if not yet implemented or improve the existing so as to strengthen the tourism sector and in particular that of nautical tourism in order to contribute to the strengthening of local development, not only from the economic point of view, but also in terms of territorial identity.

5.1 Characteristics of tourist flow

5.1.1 Puglia Region

Puglia is placed in 8th place in the national ranking for number of total presences, overcoming the Regions of Sicily and Sardinia. However, the dimension of tourism is still moderately contained in comparison to the potential of the region. Most tourists prefer to sojourn in hotels. CBC - NAUTICAL TOURISM DEVELOPMENT PLAN Municipality of Municipality of Molfetta Termoli. On the whole, tourists visiting the region prefer hotels to extra-hotel establishments. In 2019, 69% of arrivals made use of hotel hotels and the remaining 31% used nonhotel facilities. This trend can be seen in both national arrivals (70.65% stayed in hotels) and foreign arrivals (65.44%). Generaly, tourists have been accommodated in hotels, while only a minor percentage of tourists have preferred the extra-hotel structures. Although growing in terms of internationalisation, the percentage of foreign presences has a wide margin for improvement. In fact, one of the objectives in the strategic plan of the Puglia Region, is to reduce the gap with the other tourist destinations through actions that support the Hospitality, Infrastructure and Services sector.

5.1.2 Molise Region

During 2020, Molise region registered a huge touristic development, around 150%. The 48,7 % of the tourists came from other Italian regions, with peaks of 54,8% in the south and on the islands. It should be emphasized that the city destinations, whose incidence has always been growing, in 2019 for the first time find themselves almost equalling the marine ones. About a quarter of leisure or leisure holidays are characterized by having more places of interest: 17.4% have two and 5.7% at least three. In particular, a visit to one or more cities is combined in 32.1% of trips with a beach holiday. It is important to highlight that in 2019 towns and cities destinations had, for the first time, nearly the same number of tourists as the beach destinations. A quarter of the leisure holidays consists in visiting more than one place, that is to say that 32,1% of tourists tend to combine city destinations with beach destinations. With regard to the accommodations 54,2 % of travels and 62,1% of nights are spent in private accommodation. Private accommodations are the vast majority in central and southern Italy, respectively 58,7 % and 58,6%. 58,2 % of tourists book their accommodation through websites, among them, 69% of the reservations are made through an intermediary, the remaining 31% has a direct contact with the chosen facility. 10,8 of private accommodations are booked through specific platform. While travel agencies, real estate and tour operator with their websites and app reach only the 9,6% of reservations. During 2020, in the City of Termoli during 2020 the diffused hotels and residences gained the +2,6% of Italian tourists. According to the data, 47% of tourists come from southern Italy. The negative data is the absence of foreign tourists, due to the increased covid-19 cases. In Autumn, especially in October, tourists

preferred extrahotel facilities. The latest data, referring to December, show that hotels regained value, tourists preferred hotels over residences. Hotels registered +1,6% of presence, while non-hotels facilities registered -39%.

5.1.3 Albania

Nowadays, Albania signs the fastest growing tourism sector among EEA countries with over 5.3 million international tourist arrivals reported for 2018. According to the Economic Impact Report of 2018 of the World Travel and Tourism Council1 (WTTC), along 2017, the tourism sector recorded a direct contribution of 8,5% of the Country's while including indirect multiplier effects, total contribution is almost three times higher than $ 3.47 billion, accounting for about 26.2% of the GDP, positioning this sector as one of the main contributors to the development of the national economy. In terms of employment the tourism employs about 7.7% of the total labor force in Albania, while by 2028 this number is projected to grow to 8.8%. Referring to the same report of the World Council on Travel and Tourism (WTTC), investments in this sector accounted for about 7.5% of all investments in the country, while by 2028 this figure is projected to rise to 8.2%. In the year 2017, there has been an increase in employment in the sector amounting to 93,000 employment directly related to tourism and 291,000 jobs attributed to the other indirectly related sectors while there are approximately 22,785 active companies operating in the sector. The accommodation and food services sector includes restaurants, facilities, and other food and accommodation facilities such as hotels, guesthouses, hostels etc. This sector accounts for about 15% of the entire service sector and 11% of the entire economic activity in Albania. In 2018, there are 2,437 active accommodation facilities in the country, of which 65% of the total are hotels and the rest are houses and rooms for rent. In addition, according to National Business Center data, 75 tour operators and 322 travel agencies are licensed in the country with different distribution in the regions, with most concentrated in Tirana.

5.1.4 Montenegro

In 2019, travel and tourism direct contribution to GDP for Montenegro was 0.6 billion US dollars. Travel and tourism direct contribution to GDP of Montenegro increased from 0 billion US dollars in 2000 to 0.6 billion US dollars in 2019 growing at an average annual rate of 18.18%. While the direct contribution of travel and tourism to employment growth in the same year was 0.3% which means 13000 employees directly employed in this sector. Even though the direct contribution of travel and tourism to employment growth has fluctuated substantially in recent years, tended to decline over the past decade but 2019 showed an increase of 0.3 percent from previous year. In 2019, arrivals for Montenegro was 2.51 million. Arrivals of Montenegro increased from 272,000 in 2005 to 2.51 million in 2019 growing at an average annual rate of 21.32%.

Focusing in the arrivals by sea, in 2019, the total of 4 775 foreign vessels for entertainment, sport or recreation entered the internal sea waters of Montenegro that 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%). The number of persons arrived on these vessels in 2019 increased 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%).

For more information please visit: https://reglports.italy-albania-montenegro.eu/tourism-development-plan

6. Environmental impact assessment of REGLPORTS Nautical Tourism plan

6.1 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.

6.2 Methodological Framework

The process of identifying a methodology for assessing the environmental sustainability of the individual actions proposed and the overall framework is a valid tool that puts in a position to analyze the positive and negative implications of the interventions taking into account the environmental and socio-economic effects on the territory. The environmental considerations set out in this report are of fundamental importance for the decision-making process and for the implementation of the project as they guarantee in advance an in-depth study of the effects both in the preliminary study phase and in the operational phase. According to the current European directives in this field, the environmental impact assessment has the function of "ensuring a high level of environmental protection and contributing to the integration of environmental considerations when drawing up and adopting plans and programmes in order to promote sustainable development"; with this policy there is a tendency to match the objectives of the projects with the "strategic" objectives of environmental protection established at national and international level. The study reported here is divided into three main phases: the first, cognitive, concerns the identification of environmental components potentially influenced by forecasts and project interventions; the second, definitive, punctually analyzes the effects resulting from the

project actions taking into consideration a typical itinerary for each of the three focused areas and the connecting routes among them; the third, preventive and protective, defines all the measures that allow to mitigate the potential effects on the environmental components. In addition, to better understand and quantify the environmental impact indicators, case studies have been reported which, although in short, give an estimate of both the effects in the current conditions and in the conditions of application of the preventive and protective interventions defined in the third phase of the study.

6.3 Theoretical Framework

Under the changing social, economic and technological conditions of our era, the contemporary touristic sector offers more than merely leisure activities, but rather "experiences" that become the core of touristic consumption and engagement. In fact, the modern way of travelling demands exceptional services characterized by authenticity and quality, cultural sensitivity, and valued experiences that set one place apart from all others (Hargrove, 2017). That being said, new types of tourism occur as a response to the changing incentives of tourists with an emphasis on those related to culture, ecology and the environment. Those alternative forms of tourism are characterized by the existence of a specific and dominant incentive in demand and by the development of a respective specific infrastructure in the tourist areas, designed to serve the tourists of any special form. Both Nautical and Cultural Tourism, regard features of the concept of "alternative tourism", that are beneficial for the Reglports Project.

For more information please visit: https://reglports.italy-albania-montenegro.eu/environmental-impact-assessment-of-reglports-nautical-tourism-plan

7. *REGLPORTS Area Brand*

7.1 Tourism Area Branding

Geographic locations, like products and people, can also be branded. In this case, the power of branding is in making people aware of the location and then linking desirable associations. Increasing mobility of both people and business and growth in the tourism industry have contributed to the rise of place marketing (Keller 2003). It is in the context of tourism that a geographic location is (or includes) a destination brand. A destination brand is defined as a 'name, symbol, logo, word or other graphic that both identifies and differentiates the destination; furthermore, it conveys the promise of a memorable travel experience that is uniquely associated with the destination; it also serves to consolidate and reinforce the recollection of pleasurable memories of destination experience' (Kerr 2006, 277). The product of tourism, more complex than most products, is an experience rather than a tangible good (Gartner 1986, 643). According to Baker and Cameron, the effect of globalization has been that the place marketing (of a country, region, city) represents a very important strategic process, because of the existence of the competition between many destinations that wish to attract investors and visitors. Destination branding has a significant importance nowadays, because there is a need for a particular destination (a region, country, city) to be positioned in buyers' and stakeholders' awareness (Baker and Cameron 2008,

88). The author identifies a problem concerning destination branding. It refers to a claim that the same destination product can be Tourism Branding Strategy of the Mediterranean Region perceived differently depending on target groups (Hankinson 2005, 12). The aim of this work is to define: (1) what are the main attributes of a brand image of the Mediterranean region that are important for the younger population (from 18 to 30 years old), as well as (2) what are the differences between the examinees according to the criteria of choosing a destination depending on the country they are living in, age, gender, employment, marital status and frequency of traveling, and (3) what ways of communication regarding the tourism offer are the most preferred by people from 18 to 30 years old.

For more information please visit: https://reglports.italy-albania-montenegro.eu/reglports-area-brand

8. Development of Informative Destination System (IDS)

The Informative Destination System (IDS) is a versatile tool for planning and management of trips by yachts to REGLPORTS ports/marinas.

The Informative Destination System (IDS), is an ICT tool that allows the user (tourist) to acquire useful information about the ports/marinas they wish to sail to, including: Construction characteristics (e.g. carrying capacity, piers/ jetties and other artificial structures, depth, port dimensions, etc.), facilities (e.g. fuel supply, electric power supply, Wi-Fi/Internet, tourist information service, commercial stores, etc.), local meteorological parameters (e.g. temperature, barometric pressure, wind speed, wind direction) provided by weather forecast and alerts (provided by third parties e.g. National Meteorological Services etc.). Additionally, through IDS the user has access to an on-line berthing system, providing information about the available mooring positions, a berthing cost calculator tool and mooring position booking tool. The IDS system will be web-based and hosted in the REGLPORTS Web Portal and at the Intelligent e-Tourist Guide.
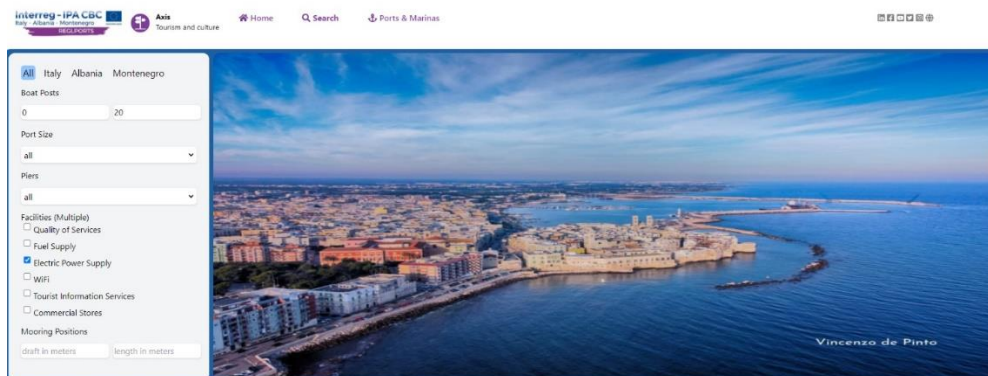
The IDS was designed to have an intuitive UI (User Interface) in order to assist every category of users, from starters all the way to experienced ones.

The home page of the IDS is depicted below and will be explained in the following paragraphs.
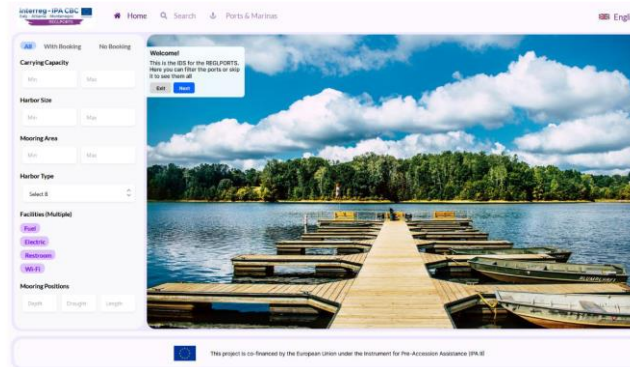

Starting from the top-left of the screen, the first element of the page is the REGLPORTS logo, according to the regulations of the EU.

After the logo is the main menu of the IDS home page, consisting of the Home button, the Search button and the Ports & Marinas button.

The Home button will always redirect the user back the IDS home page, as seen above. The Search button allows the user to perform a search for ports and marinas.

The Ports & Marinas button will allow the user to select the desired port or marina from a list, as seen below.
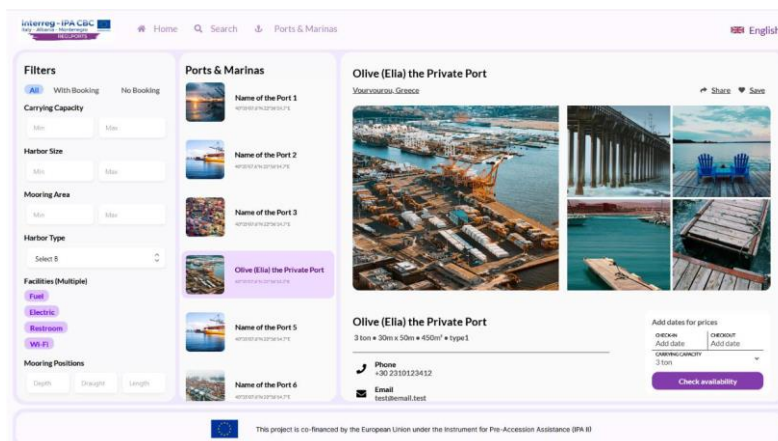
As seen on the forementioned screenshot, the user can view information about the selection, such as: ▪ The name of the Port/Marina. ▪ The Location of the Port/Marina. ▪ Relevant pictures. ▪ Data about the Port/Marina that will interest the user in choosing the best possible solution. ▪ Phone number of the Port/Marina. ▪ Email of the Port/Marina. ▪ Should the Port/Marina provide an online tracking system, the user will be able to check for availability for the selected days, through the IDS. ▪ The user will be able to share or save the selected Port/Marina. If the user desires to perform a search for a Port/Marina that will suit the user's needs, the IDS will provide a few filters to be filled

with according information, such as: ▪ Carrying Capacity. ▪ Harbor Size. ▪ Mooring Area. ▪ Harbor Type. ▪ Facilities. ▪ Mooring Positions.

The user will be also able to search for Ports/Marinas with booking or not with booking availability. These filters are located on the left sidebar of the IDS and are depicted on the following screenshot.
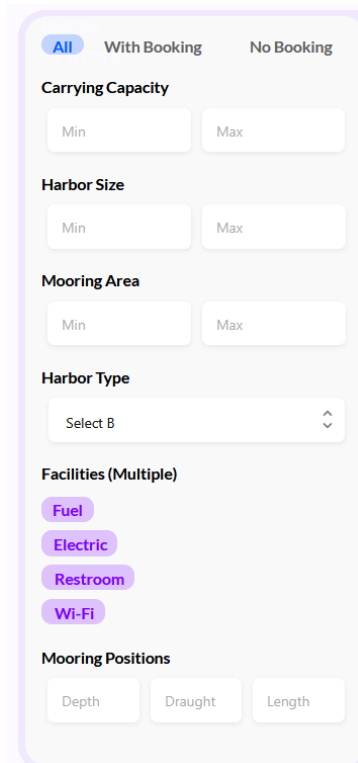
When the user launches the IDS, there will be an online guided tour with helpful information to assist the user's experience in the IDS.

For more information please visit: https://reglports.italy-albania-montenegro.eu/informative-destination-system-ids

9. Development of Port Monitoring System (PMS)

The Port Monitoring System (PMS) is an advanced Information and Communication Technology (ICT) system, supported by a real-time environmental water quality sensor and a meteorological station. The user can see the first page "Dashboard". On Dashboard are listed all ports from different countries, Albania, Italy and Montenegro. Ports have a description, facilites and contacts
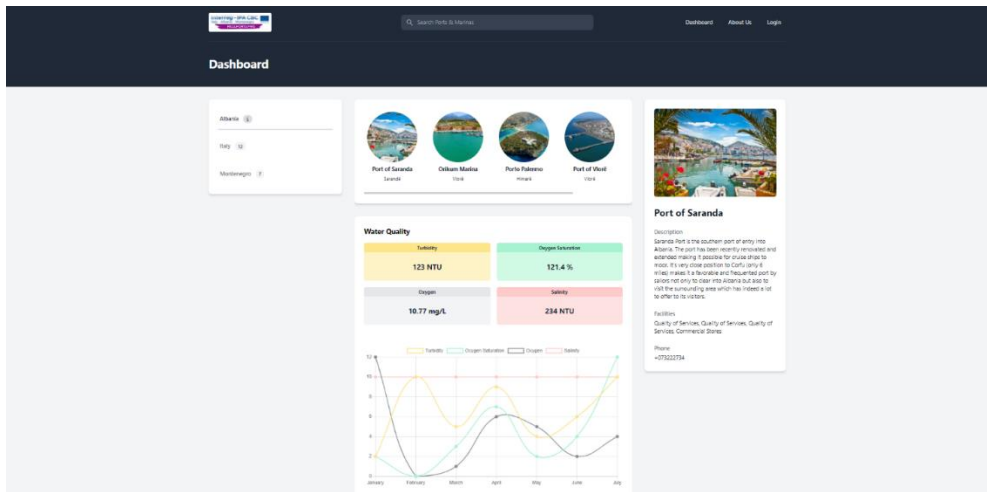
The selected pilot ports are equipped with a Port Monitoring System (PMS)that will monitor in real-time the quality status of seawater, thus securing environmental sustainability. The Port Monitoring System (PMS) as a sub-system of the web-portal or stand-alone application, that show ghatered data, processed and monitored in real time. For Example

Visit the website: https://pms.reglports.com/
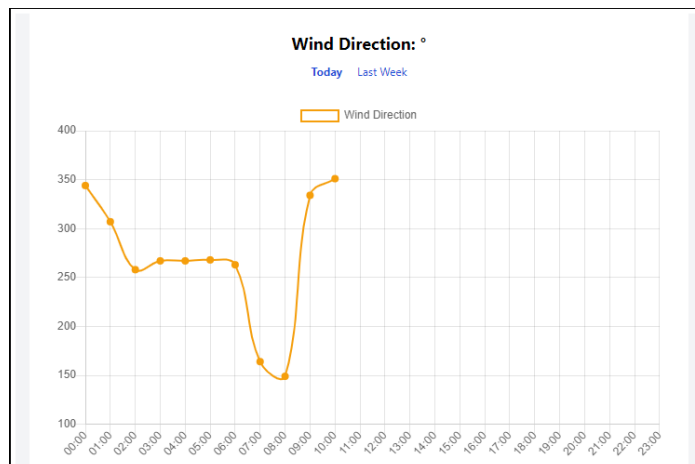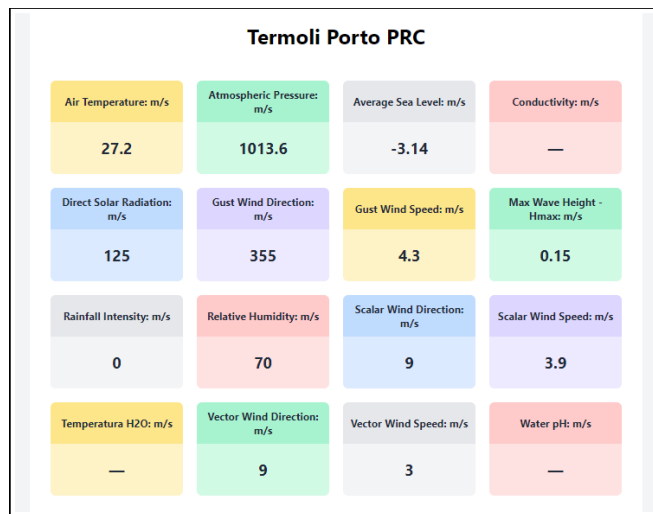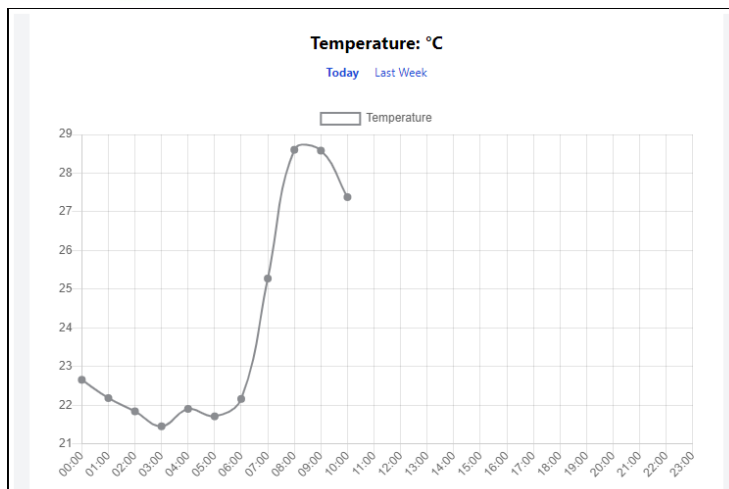
9.1 PMS Specifications

Concept of solution

The Port Monitoring System consists of: • Collection of data from water, air and climate parameters sensors air and climate parameters sensors • Receiving data in JSON format • Sending this data to the database • Display data in tabular or graphical form for users.

Implemented Functions

Port Monitoring System realizes the creation of databases for the data that will come from the sensors of water quality, air and climate parameters. PMS will have a panel, where it will show in tabular or graphical form the data on water quality, air quality parameters and climate parameters. This will be done by taking data from the relevant sensors and displaying this data in the program panel.
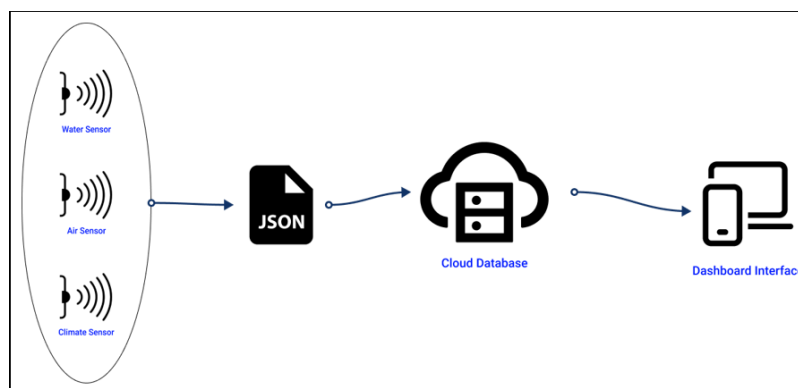
UI/UX Design Process When it comes to product design, theory and practice are two very different things. We all know basic tenets of user-centered design. We recognize different research methods, the prototyping stage, as well as the process of documenting techniques in our rich methodological environments.

1.During the initial phase of product definition, we brainstormed the product and how to execute on the project at the highest level with all necessary stakeholders. This might result in project kickoff plan, a lean canvas, and a bunch of really early concept maps and mockups of what we're looking to build.

2. Moving into research, we refines assumptions and fills in the blanks. This stage varies based on complexity of the product, timing, resources, level of existing knowledge, and many other factors. In general, however, it's good to build out competitive and market analyses and conduct customer surveys. If you have an existing product, reviewing analytics, content, product context, and user tests are also quite helpful.

3. In analysis, the product marketing data collected so far provides the foundation for personas, experience maps, and requirements documents such as prioritized feature spreadsheets and user-task matrices. At this point, the product definition, product priorities, and product plan has been defined and are ready for more formal design deliverables. Sketches and diagrams are also likely constantly being generated throughout this time.

4. From this output, scenarios, concept maps, and mockups may be created, leading into the design phase. This includes sketches, wireframes, prototypes, task-flow diagrams, and design specifications.

5. During implementation, code and design assets are assembled to create a product that follows the product design specifications.

Technology used

• HTML: The layout of the pages is designed in HTML

 • Tailwind CSS: Tailwind CSS is used for the whole part of the module design

• VueJS: The validity of the inputs was developed in VueJS

• Laravel: All business logic is implemented in Laravel

• MySQL: The MySQL database is used as the database for the module

**10. Development of REGLPORTS i-Tourist Guide**
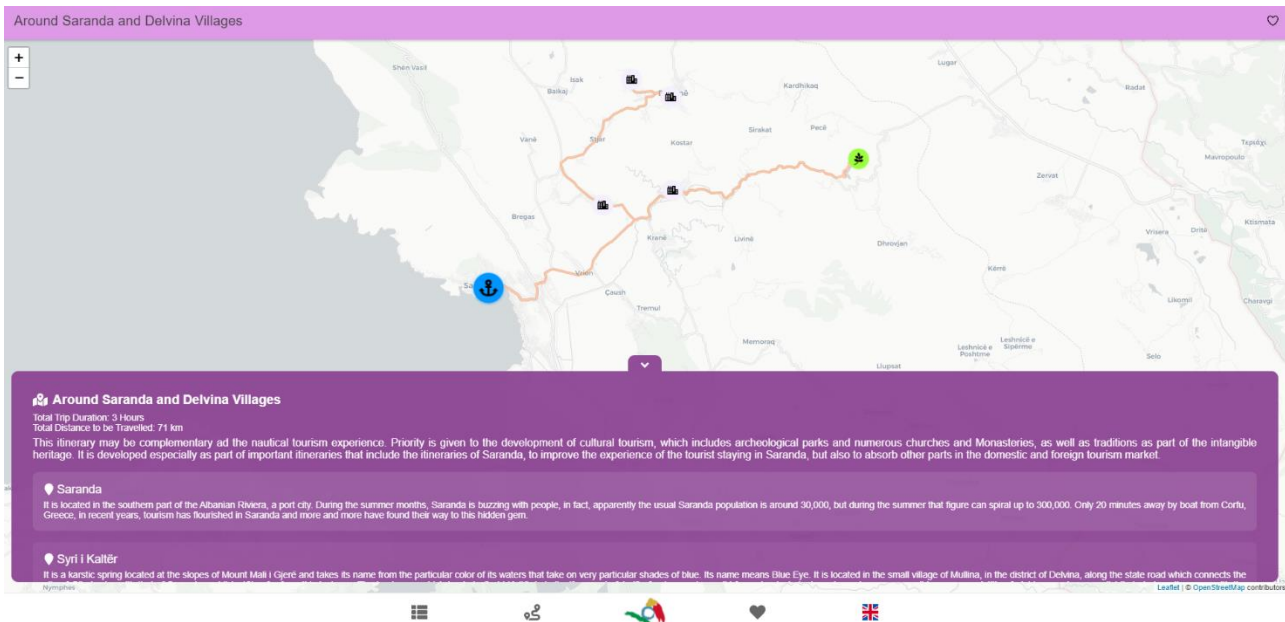
The REGLPORTS i-Tourist Guide is an intelligent mobile app (i-Tourist Guide) for trip planning within the REGLPORTS thematic routes (ports and inland) based on user-defined criteria. The REGLPORTS i-Tourist Guide, a smart mobile application for trip planning within the REGLPORTS Thematic Routes (e.g. cultural, archaeological, religious, gastronomical, ecological, sport/leisure activities, etc.).

The elaboration of the thematic itineraries has as objective the valorisation of the heritage in general and the relaunch of the image of the territory towards the external world through an informative structure of nodal points that represent places rich in information where the tourist/user can discover new sensations and emotions that the territory offers. The development of the thematic Itineraries is also aimed at pursuing the following specific objectives: I Support in the enhancement, strengthening and requalification of the tourist activity I Promotion of tourism, culture through the enhancement of natural resources, landscape and historical-cultural heritage u Enhancement of tourist flows towards areas that are at a lower level of tourism development, especially inland. I Extending the traditional tourist season through the enhancement of tourism types that are not subject to the rhythms of seasonality. The REGLPORTS Thematic Routes will connect the ports / coast with cultural, gastronomic, religious, environmental and archaeological destinations in the mainland and will promote places of cross-border importance, such as monuments, museums and other cultural structures. In addition, they must also identify and highlight sports / recreational activities (rafting, cycling, climbing, trekking, etc.) in order to provide a more integrated tourist package to potential visitors. Overall, the points of interest included in the REGLPORTS Thematic Routes, will represent cultural legacy, whilst bearing the potential for the cultivation and development of nautical tourism. The different points, following a holistic approach, will connect the Project's intervention Areas and the assets of the coastline with the inland, acting as pieces of a unique mosaic that uses cultural and landscape/natural sites for nautical and touristic development.
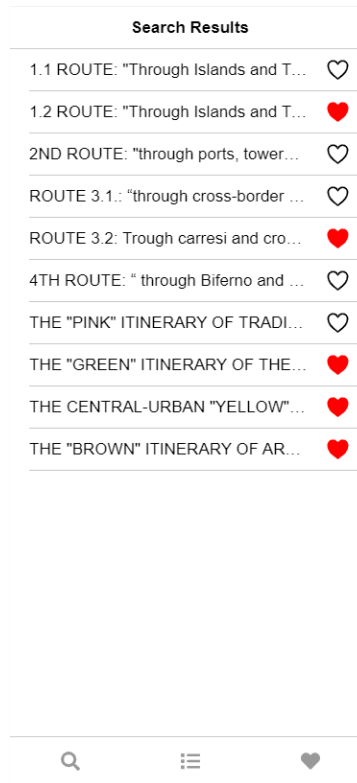
10.1 Functionality of REGLPORTS i-Tourist Guide

With reference to the implementation, by OMNI.CO S.R.L., of the second part of the deliverable "i-Tourist Guide developed and fully operational", below is an example of the Guide screens as they will be displayed on the REGLPORTS project website.

The first screen is the welcome page of the i-Tourist Guide where an introductory message to the i-Tourist Guide is displayed, also indicating the funding source of the REGLPORTS Project. The button at the bottom of the screen will take the user to the main page of the application, the search page, as shown in the second and third screens.
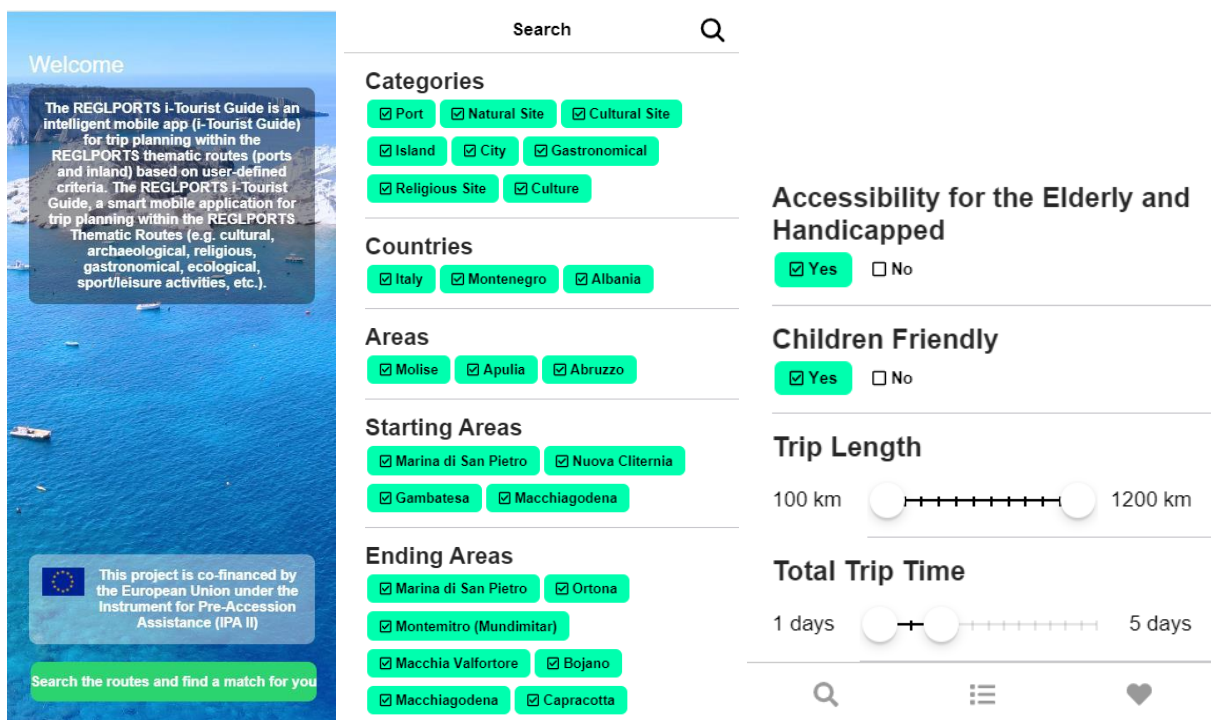
In the search screen, the user can enter as many queries as he or she wishes, so as to filter the thematic routes and help the system propose the one best suited to his or her needs. When the user enters the required data and presses the search button, he will be redirected to the results page, as shown below.

Search Results

1.1 ROUTE: "Through Islands and T…	♡
1.2 ROUTE: "Through Islands and T…	❤
2ND ROUTE: "through ports, tower…	♡
ROUTE 3.1.: "through cross-border …	♡
ROUTE 3.2: Trough carresi and cro…	❤
4TH ROUTE: " through Biferno and …	♡
THE "PINK" ITINERARY OF TRADI…	♡
THE "GREEN" ITINERARY OF THE…	❤
THE CENTRAL-URBAN "YELLOW"…	❤
THE "BROWN" ITINERARY OF AR…	❤

The search results screen will offer the user the possibility to choose the desired route. The heart-shaped button to the right of the screen of each route is used to save or counter-save the preferred route.

After choosing the desired route, the user will be directed to the map screen, as shown below. There, the user can read details about the points of interest of the thematic route and interact with them, if available. On each route, there is a scrolling text area below the map where the user can find valuable information for each route.
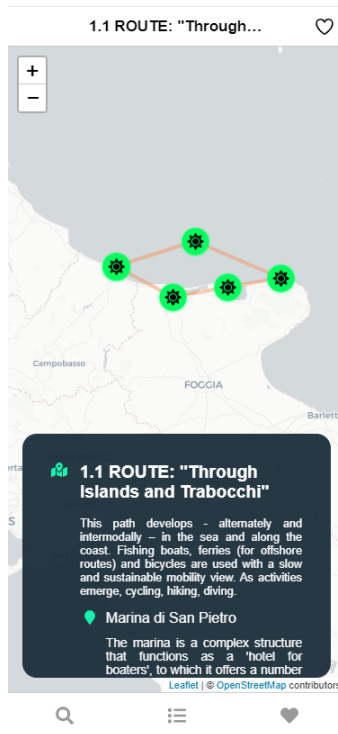
If the user wishes to explore the thematic routes as they are, the option is provided when visiting the thematic routes screen with a click on the centre button at the bottom of the application and the screen is shown below.
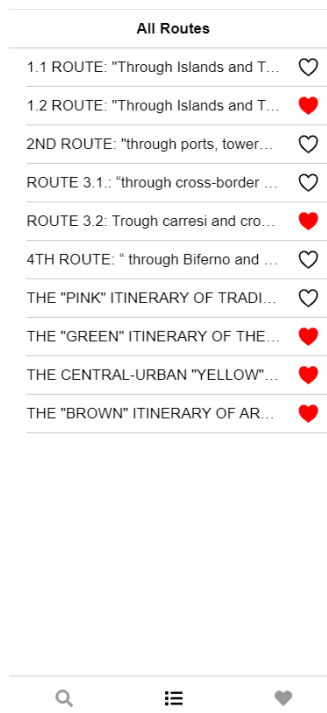
The user can also add a route and view favourite routes by clicking on the third button at the bottom of the screen. The Favourites screen is displayed below.

For more information please visit: https://reglports.italy-albania-montenegro.eu/reglports-i-tourist-guide

11. REGLPORTS Web-Portal

We attach screenshots from the mock-up screens of the REGLPORTS Web Portal, as was designed by OMNI.CO S.R.L. The first screenshot depicts the main page of the Web Portal, where all REGLPORTS ICT subsystems appear, the REGLPORTS IDS, the REGLPORTS GIS, the REGLPORTS PMS and the REGLPORTS iTourist Guide. For every subsystem a short description is provided, right below the indicative picture. The possibility of added tags to each subsystem is provided, to assist the visitor in understanding the whereabouts of each subsystem without further research. The user can navigate to each subsystem by clicking the "Explore now" button. For every subsystem, there is the possibility to add further explanation, found when the "Learn more" button is clicked. On the top of the screen, the on-screen tutorial guide can be seen, that assists the new user into navigating the REGLPORTS Web Portal. Should the user want to know more about REGLPORTS Web Portal, there is the "About" button on the top of the screen that will provide exactly that, as seen in the second screenshot. A short Help can be provided with Frequently Asked Questions for the new user by clicking the "Help" button on the top right of the screen, as seen on the third screenshot. Finally, the user can switch to Dark mode by selecting the "Go Dark" on the top right of the screen, as shown on the fourth screenshot. The user can go back to the Light mode by clicking again the same button, which now reads "Go Light".

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Portal **About** Contact   ♡ Help   ☾ Go Dark
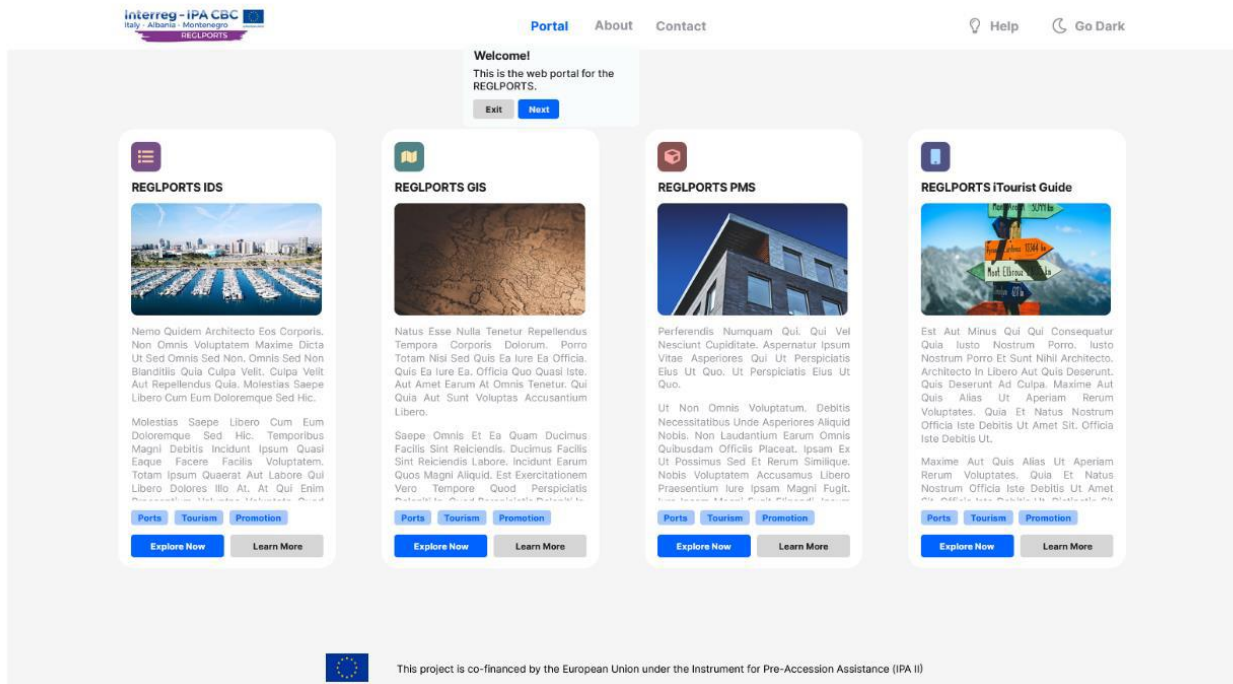
About the REGLPORTS Web Portal

Tenetur Voluptates Reprehenderit Aliquam Et. Quibusdam Quasi Ut Architecto Cum Corporis Ducimus Vero Rerum. Ducimus Vero Rerum Quia Ipsam Aliquid. Quia Ipsam Aliquid. Dolor Alias Veniam Qui Illum. Harum Sit Numquam Enim Repellat Officia Est Fugiat Velit.

Harum Sit Numquam Enim Repellat Officia Est Fugiat Velit. Mollitia Natus Totam Sint Occaecati Magni Ut Et Ipsam Esse. Eum Doloribus Laborum Quam Enim Iusto Sed Vel Nihil Qui. Nihil Qui Nulla Laboriosam Non Deleniti Molestiae Et. Deleniti Molestiae Et Est Earum.

Facere Eligendi Ipsa In Qui Vel Omnis Et Delectus. Qui Eaque Atque Rerum Fuga Et Eos Aperiam Fugit. Rerum Fuga Et. Reprehenderit Tempora Voluptate Fugiat Ad Vel. Autem Asperiores Quos Assumenda Exercitationem Necessitatibus Nemo Labore Eos. Eos Eum Nobis Consequatur Dolor Ipsum Nulla Eaque. Eaque Similique Quasi Qui Et Deserunt Consequatur.

Et Deserunt Consequatur Voluptatum. Dolorum Ut Impedit Dolorum. Dolorum Non Itaque. Quam Necessitatibus Officiis Soluta Quis Nihil Voluptatem Ut Voluptatem. Voluptatem Ut Voluptatem Incidunt Adipisci Modi. Minima Occaecati Molestiae Ex Amet Optio Nesciunt Cupiditate Sit. Sit Quis Ducimus Nobis Unde Officiis Sed Deleniti.

Unde Officiis Sed Deleniti. Facilis Laudantium Magnam Quo Voluptas Qui Debitis Quia. Qui Debitis Quia Ipsum Nisi. Et Ut Aut Corporis Sed Delectus Et. Consequuntur Ea Magni Placeat Illum Cum Vero. Vero Sit Architecto Autem Culpa Quo. Aperiam Molestiae Doloremque Ratione Iure Dolore Blanditiis Dolores Asperiores.

Asperiores Libero Ea Pariatur Perspiciatis Consectetur Aut Qui. Autem At Dolores Hic Odio Aliquam Omnis Praesentium. Aliquam Omnis Praesentium Modi Ea. Modi Ea Sint. Quaerat Labore Dignissimos Ex Consequatur Inventore Quisquam Quibusdam Aut. Quisquam Quibusdam Aut Accusantium Eligendi Esse. Enim Aut Aut Sed Excepturi Sapiente Dolorem.

Sapiente Dolorem Reiciendis Eveniet Qui. Est Neque Est Illo Illo Dolor Qui. Qui Et Voluptatem Et Et Laborum. Et Et Laborum. Cumque Ipsa Eos Dolorem Laboriosam Accusantium Iure A. A Ratione Ut Voluptas Accusamus Praesentium Sequi. Accusamus Praesentium Sequi Ab

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Portal About Contact   ♡ Help   ☾ Go Dark

Need assistance?   ⊗

What is the REGLPORTS Web Portal?   ⌄

What is the REGLPORTS Web Portal?   ⌄

What is the REGLPORTS Web Portal?   ⌄

What is the REGLPORTSWeb Portal?   ⌄

This project is co-financed by the European Union under the Instrument for Pre-Accession Assistance (IPA II)
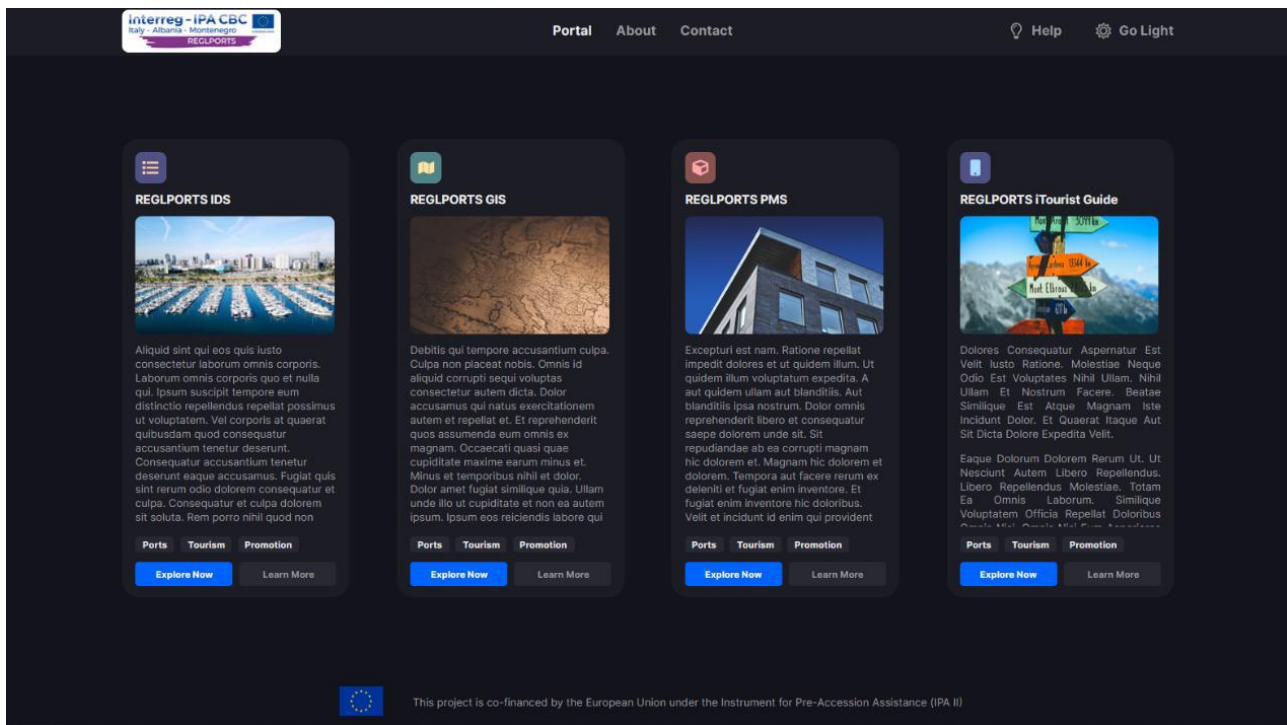
For more information please visit: https://reglports.eu/

12. REGLPORTS Network

12.1 The Importance of a durable Stakeholder Network

Stakeholder network exists to deal with complex local and global issues including sustainability and education. Stakeholder network is held together by the members' shared interest or stake in a common issue. Networking is the ability to build and expand social and business relationships relevant to the professional development and expertise of an individual or organization. It can take different formats: events that involve a face-to-face meetings or involvement in virtual spaces – social networks or communication groups.

The establishment of a durable transnational Network within the REGLPORTS Project will play a decisive role in the longevity of the Project, even after its conclusion, its objectives and overall goals. It will contribute to serving common interests on a local and transnational level, exchanging good practices with other local communities and actors with common features, augmenting human potential, knowledge, experience & expertise, maximizing the utilization of endogenous socioeconomic and touristic potential via extrovert cooperation.

The whole implementation of the Project was designed as joint collaborative effort.

In addition, the very same Network aims to be a continuous collaboration of the involved stakeholders. Collaboration is particularly relevant to the aim of achieving competitive and

sustainable Natural Tourism in the area while fully exploiting the Project's outcomes. In this context we see clearly the following reasons: • Connection of the 21 small and medium-sized ports and with the richer inland, showcasing local attractions, such as alternative tourism activities, natural and cultural assets, sports and leisure activities, archaeological sites and historical monuments, as well as to gastronomy, religion and culture at the moment is under-utilized and, on some level, fragmented. • The issues associated with sustainable Nautical Tourism are complex and a wide range of stakeholders is affected by its impact. • Thus, the functioning of the Network requires a strong process of collaboration at PP level and at the level of communication with stakeholders, to allow jointly agreed or collective actions in the future period after the official end of the REGLPORTS Project.

12.2 Composition and Derivation of the Network

The Network is composed of the technical infrastructure and its Members.

A. Technical infrastructure

➢ 3 REGLPORTS Support Centers – The established REGLPORTS Centers (located in 3 pilot ports in Italy, Albania and Montenegro) will conduct at least the following networking activities: dissemination of information about the REGLPORTS Project and the Network, gathering information and feedback on stakeholders' expectations and needs, promoting the benefits and necessity to agree with the overall spirit of the outputs of the Project, while maintaining, operating and updating the IDS, PMS systems and the other ICT Tools (i-Tourist Guide, web-GIS) after the completion of the Project and for at least five years after the end of the Project. They will often be required to upload updated information the ICT tools and, as needed, assist stakeholders and visitors in using the ICT tools.

Every Center will participate in networking support activities that include the exchange of expertise and best practices, information and awareness activities, etc., aiming to maintain and establish new synergies and cooperations and strengthen existing cooperations between authorities and organisations of the NT sector's activity within the intervention area. The staff of the REGLPORTS Support Centers has to provide support in the effective and smooth operation of the Network. The Support Center will remain operational, serving as a node of communication, to create, develop & coordinate networking activities post project conclusion. The very same establishment of the REGLPORTS Centers is the active commitment to CB cooperation of the involved parties, involving stakeholders, organizations, public bodies and, ultimately citizens and volunteers. In addition, the transferability of Project outputs and the possibility to have a follow-up will be highly promoted by the operation of the Centers and Networks who will undertake the dissemination of Project outputs beyond its conclusion. The activities and responsibilities of the REGLPORTS Support Centers are set out in the following Project documents - the Project Application Form and Budget and the Action plan for development of a Network of Stakeholders.

➤ ICT Tools (i-Tourist Guide, web-GIS) and IDS, PMS systems with common tourist services – The overall objective of the Project is the development of common models and plans for the enhancement of Nautical Tourism in the intervention area. The envisaged ICT Tools (i-Tourist Guide, web-GIS) and IDS, PMS systems, are expected to improve smart and sustainable economic development and significantly boost the attractiveness of natural and cultural assets which are nearby the designated REGLPORTS ports.

With this in mind, the main objectives include:

a. the capitalization of inland's natural and cultural assets which could lead to diversified tourism products and services,

b. the promotion of environmental sustainability, and

c. the effective use of aforementioned smart ICT tools that will substantially upgrade the existing tourism facilities and services.

The REGLPORTS ICT Tools (i-Tourist Guide, web-GIS) and IDS, PMS systems are aimed to achieve environmental sustainability; hence, preserving the natural resources and environmental protection of natural habitats and with this, prerequisite the Project's success. In general, the increase of the use of ICT technologies is expected to enhance the "low-tech" profile of the crossborder region and help the intervention area in successfully competing with other Mediterranean tourist destinations.

Practically, the smart ICT tools will encompass variable systems/softwares/applications aiming to significantly upgrade the offered tourism services and facilities. Specifically, they include:

• The Port Monitoring System (PMS) that constitutes an advanced Information and Communication Technology (ICT) system, supported by a real-time environmental water quality sensor and a meteorological station.

• The Informative Destination System (IDS) that constitutes a versatile tool for planning and management of trips by yachts to REGLPORTS ports/marinas.

• The REGLPORTS i-Tourist Guide that constitutes a smart mobile application for trip planning within the REGLPORTS Thematic Routes (e.g. cultural, archaeological, religious, gastronomical, ecological, sport/leisure activities, etc.)

• The web-GIS system that constitutes an interactive tool for the recorded information, thematic routes and data.

For more information please visit: https://reglports.italy-albania-montenegro.eu/reglports-network

13. REGLPORTS Centers

The establishment and operation of REGLPORTS Centers, aiming to secure the effective CB cooperation and sustainability of the envisaged tourism development plan. Centers will constitute a key aspect of the Project's success and viability, since they will be responsible for the implementation of the Nautical Tourism plan and the smooth operation of the ICT tools and systems, during and after the end of the Project.

13.1 PP4 – UPI Puglia (Italy) Reglports Center in Lecce (Palazzo Adorno – Chiostro – Via Umberto, I° - 13)

The Reglports Center located in Lecce, at the headquarters of the Provincial Administration of Lecce which has granted the spaces on loan for free use, constitutes an operational center functional to the involvement and constant interaction with the beneficiaries and stakeholders of the project. It works in synergy with the Antenna located in Bari, finalizing the activity to the sustainability and durability of the project results, providing information and support to the beneficiaries of the project activities through the periodic organization of appropriate meetings. At the Reglports Center in Lecce, functional equipment has been located for carrying out the related activities (nr. 2 workstations with computer and nr. 1 printer, nr. 1 laptop, nr. 1 screen for projection during meetings, nr. 1 projector The Center is manned from Monday to Friday, from 09.30 to 14.00, with the presence of staff from Unisalento.

13.2 Reglports Antenna in Bari (Palazzo della Città Metropolitana – 3° piano – Via Lungomare Nazario Sauro)

The Reglports Antenna located in Bari, at the UPI Puglia premises, works as a support to the Reglports Center of Lecce in order to connect the stakeholders of the northern and central Apulian area with the network attributable to the southern Apulian area, allowing a close collaboration over the whole regional area. Functional equipment for carrying out the related activities has been located at the Bari Antenna (1 workstation with computer and 1 printer, 1 laptop, 1 screen for projection during meetings. The antenna is manned from Monday to Friday, from 10.00 to 13.00.

13.3 PP2 – Municipality of Molfetta (Italy) Reglports Center in Molfetta (Via Piazza 27)

The Reglport center which has been set up In the Municipality of Molfetta is at the premises of the city Infopoint. The choice of the info point as a "reglports center" derives from the following reasons:

- the location of the actiivity is very central, in the ancient city;
- Infopoint staff, who has been assigned the project equipment (1 personal computer with desktop, mouse and keyboard);
- carries out reception activities, providing useful information for the knowledge and use of the territory, according to the requests of the tourist;
- carries out on-desk and on-line information service on reglports IDS, reglports GIS, reglports PMS, reeglports iTourist Guide, avaiable on the site https://reglports.eu/
- provides support activities for the reception of people that come to Puglia for events, shows, fairs and exhibitions, markets, meetings, conferences, etc.
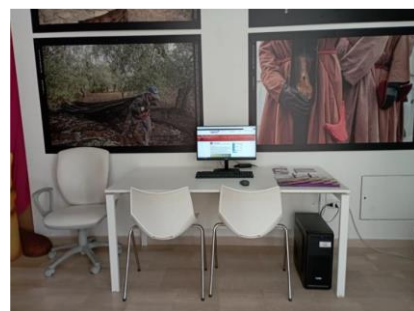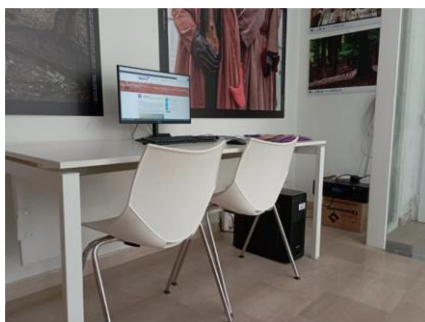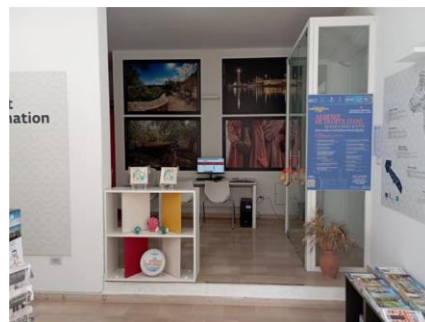
13.4 PP3 – Municipality of Termoli (Italy) Reglports Center in Termoli (via Madonna delle Grazie 2)

The municipality of Termoli set up the Reglports Centre inside the municipal offices and can be visited and used by telephone appointment. Two fixed computers, two laptops and a video projector were purchased for the full operation of the centre. The main activity of the centre is related to the exploitation of project deliverables. The REGLPORTS Centre of Termoli is a functional and complementary centre to the tourism services already existing in the area. More specifically, the Centre acts as a support for the nautical tourism development plan by introducing peculiar features, especially related to the port area of the Municipality. The centre makes use of all ICT subsystems (IDS, PMS, i-tourist tourist guide, web-GIS, e-learning platform) developed by the Project and available on the ICT equipments purchased and available free to use to the interested users. The offer is also enriched by the provision of tourist information services by the dedicated civil servants appointed by the municipality. In the Centre there is also the possibility of consulting thematic itineraries relating to Termoli port and the surrounding areas. It is also possible to access information and bookings REGLPORTS tourist guides. REGLPORTS center is also promoted through one poster published in the port area and another one in the entrance of the main office of the municipality in the city centre. Finally, REGLPORT centre is also promoted in the tourist info points of the municipality.
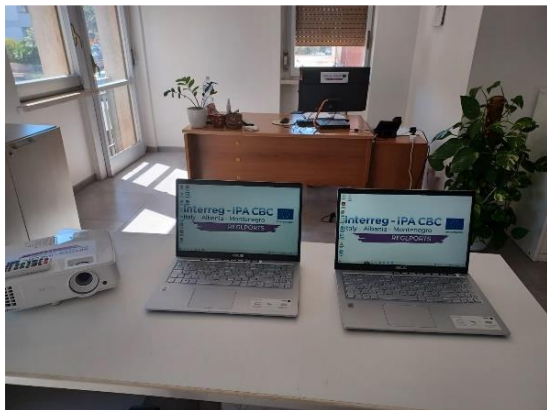
13.5 PP6 - Agency for the management of the town harbour Herceg Novi Ltd (Montenegro)
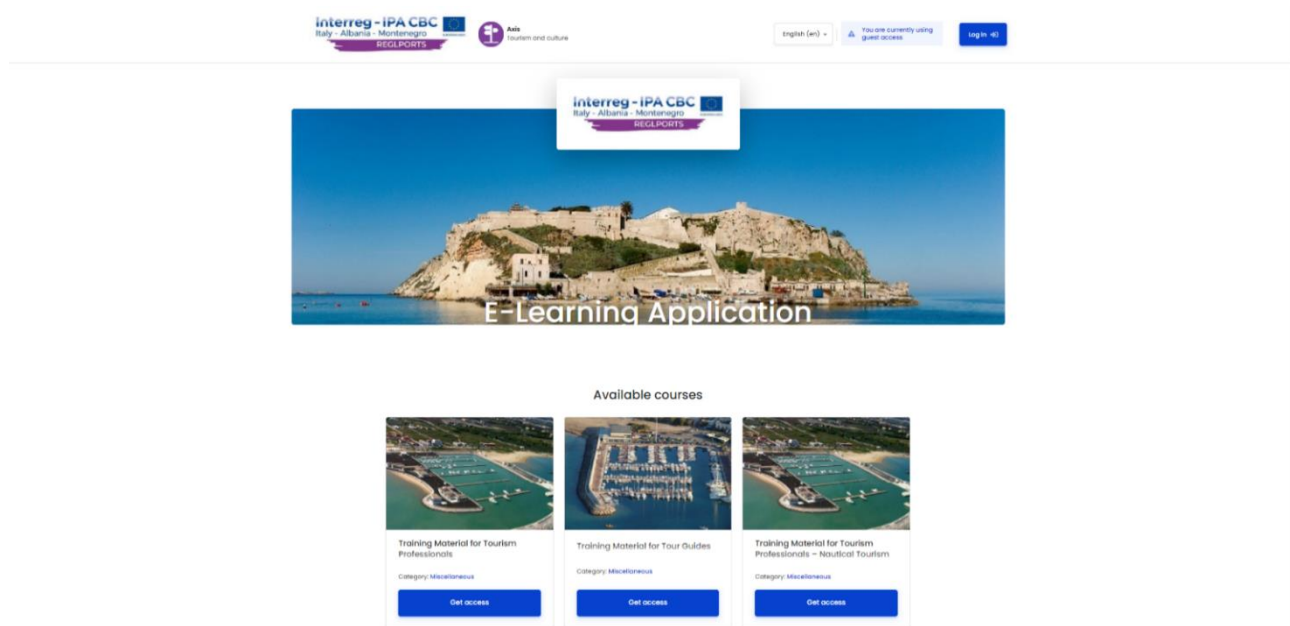
Center and monitoring installations for Port Hercegnovi (Šetalište pet Danica, Škver, Herceg Novi) In view of the fact that the equipment that should support the Port Monitoring System should meet the records of the identification of all ships entering and leaving the port, a high quality equipment has been installed that fully meets the requirements of the Project. Specifically, a meteorological station was acquired and installed which data is regularly updated and is available not only to sailors, but to all visitors to the port, regardless of their origin. The weather station has its own power source which is recharged via a solar panel during the day, so it is energy efficient. The measurement parameters, available through the I-O port terminal, or through "cloud" access, or through your application are as follows: Air velocity, Atmospheric pressure, Carbon dioxide, Compressed air flow, Light intensity, Precipitation , Relative Humidity, Soil Humidity, Temperature, Volatile Organic Composition, Water Flow, Water Level and Wind. The purchase and installation of sensors that will measure certain parameters of sea water (level of acidity or alkalinity (pH), salinity, oxygen, temperature, turbidity) is foreseen through one of the three key activities of the SEAVIEWS project (SEctor Adaptive VIrtual Early Warning System for marine pollution) funded under the Interreg VA ADRION Program which aims at promoting and enhancing the capacity of transnational collaborations tackling environmental vulnerability, fragmentation and the safeguarding of ecosystem services in the wider Adriatic area. The SEAVIEWS project will bring together stakeholders from 6 partner states; namely Greece, Albania, Croatia, Montenegro, Italy and Slovenia. As for the video surveillance equipment of the City Port, which will affect the entire port area, in addition to the pedestrian perimeter, it is composed of:

- n. 12 Avigilon video analytics 5mpix IP cameras
- n. 1 Avigilon Advanced VCR with 16TB capacity and analysis. The video recorder has the possibility of expansion, as well as the entire system, and in the future, it will allow coverage of the entire promenade in the city port.
- n. 1 monitoring station
- n. 2 supervision monitors
- n. 1 Network equipment, POE switches, video signal transmission antennas, UPS system, rack cabinet, patch panel, optical cables, etc.

The advanced video surveillance system with video analysis, in addition to the mandatory standard option of video surveillance and recording system, also allows the monitoring and detection of accidents in the aquatic area of the port, the detection of unauthorized boats and vehicles in the perimeter, checking covid measurements - measuring the distance between people in the port, as well as whether or not people are wearing the mask. All equipment is located in the REGLPORTS office - main office of Agency for management of Port Herceg Novi, and each piece of equipment is marked in accordance with EU visibility rules. The equipment is used and owned by the beneficiary-and only employees who have passed training for use of equipment are handing with it.
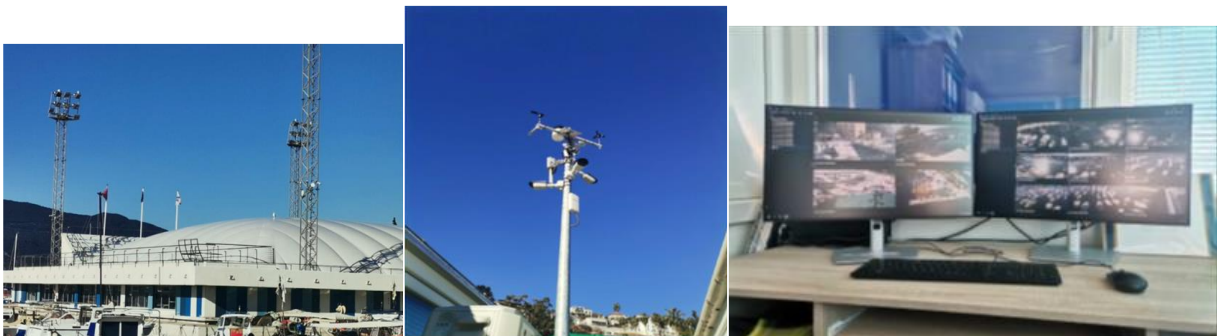
14. e-learning application for tourism professionals

The eLearning platforms is meant to give useful information to which intent to develop and invest on tourism and nautical tourism as a Tourism Professionals or as a tourism Guide with the creation of tree different courses:

- The Training Material for Tourism Professionals
- Training Material for Tour Guides
- Training Material for Tourism Professionals – Nautical Tourism

This training material is aimed to two categories:

a) Unemployed local people who wish to acquire new skills and gain knowledge as REGLPORTS Tourist Guides,

(b) established professional Tourist Guides, who wish to upgrade their services and skills. In addition: The e-learning platform is available to all participants and will include the electronic version of the Training Material intended for the implementation of the Online Workshops and the printed version will be given to the participants of the live Workshops

14.1 The Training Material for Tourism Professionals
Content

This module offers information on Tourism as an economic booster that has contributed to the economic growth of many nations.

→ Tourist industry: collaboration and cooperation between tour operators, travel agents and visitors.

→ Key components of tourism; destinations, attractions, places, lodging, and all ancillary services.

Structure

1. Historical development of tourism. 2. Structure of the Modern Tourism Industry 3. Special and Alternative Forms of Tourism. 4. Tourism Development in the Intervention Area 5. Tourism and Economy 5. Tourism and Economy

14.2 The Training Material for Tour Guides structures
Content

The guide contains the main Tourist Guides competencies, Tourist Guide is the focal point of attention for any visitor/tourist on a tour. Some professional standards every Tourist Guide should have been for example, punctuality, quick-thinking and good organization.

Principles   for   every   Tourist   Guide:

Structure

1. REGLPORTS Implementation Context 2. Implementation Proposal 3. General Guideline s4. Tour Guiding Ethics 5. Alternative Forms of Tourism and Nautical Tourism 6. Development of Modern Tourism 7. REGLPORTS Tools

14.3 The Training Material for Tourism Professionals – Nautical Tourism structures
Content

Nautical Tourism is an industry that is still growing at an increasing pace. In this guide we try to analyze the principles of Nautical Tourism, examine its industries, and explain the industry's growth and business opportunities. There seems to be little research on nautical tourism, especially at academia, and even less specialists are interested in the nautical tourism phenomenon.

Structure

1. Nautical Tourism, Resources and Defining Factors 2. The Private Nautical Tourism Market 3. Institutional Framework of Maritime Tourism 4. The Markets of Nautical Tourism in Europe 5. Challenges And a New Framework for Coastal and Maritime Tourism in Europe 6. Opportunities for Market Development in Nautical Tourism 7. Maritime Industry Trends 8. Investments in The Nautical Tourism Industry

For more information please visit: https://reglports.eu/elearning/

### 15. Project's durability and sustainability report

The REGLPORTS project, through the nautical and recreational sector, represents an excellent opportunity for territorial enhancement and interregional tourism development. The general rule that the project follow-up must pursue remains that of "creating a system" or relating the activities of nautical and recreational tourism with the experiential ones linked to the routes for marine, coastal, urban and rural use. Experiential and slow tourism represents an opportunity for territorial development. In this context, nautical tourism is proposed as a strategic ally of society in highlighting the value of the natural and cultural resources of coastal areas. Sailing, surfing, kayaking, scuba diving or snorkeling, to name just a few, depend heavily on well-maintained landscapes and healthy marine ecosystems. These activities contribute to developing "beneficial" tourism for the territory and local communities and strengthen these destinations. Nautical tourism is a strategic vehicle for transmitting values that bind people to nature and sport and has a very positive educational impact on both visitors and local communities. Nautical tourism is not free from environmental impact and its ecological footprint must be well managed and reduced. But it is precisely its condition as a generator of benefits and environmental impacts that gives it a privileged position to guide the path towards sustainability, bringing together public administrations, businesses and civil society in a shared commitment for the sustainable development of coastal communities. It can improve the quality of tourism and help preserve the integrity of the coast by seizing the opportunities of the so-called "green economy". Slow tourism and experiential tourism, directly connected to the agri-food sector, are growing movements that lead the tourist / visitor / hiker to "experience" the places and interact with the people, history and traditions of the place (community tourism). The traveler is no longer satisfied with remembering their trip simply by taking photos, but they want authentic life experiences that they can share and tell others. Nautical tourism, which represents a segment of experiential tourism, can obviously contribute to the implementation of the agri-food sector connected to the sea.

Nautical and recreational tourism must set itself some objectives summarized in the following graphic:
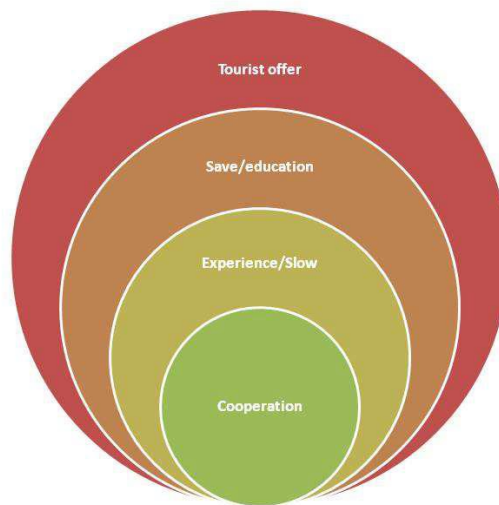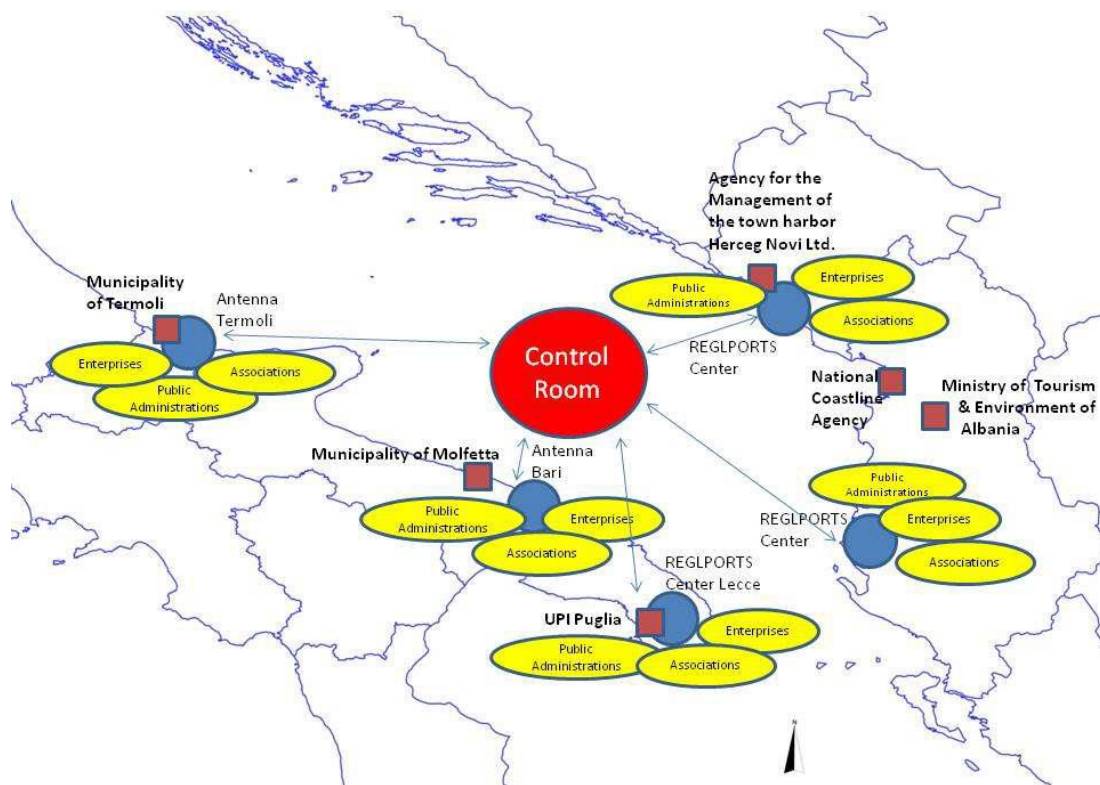
In addition, the Next Generation EU funds can represent an opportunity to finance the action plans for the transition in the tourism sector, for example by strengthening the partnership through the adoption of a quality label for the services present in the areas involved. Since the EU intends to promote digital literacy of SMEs and digitalization and online promotion, a possible medium and long-term offer related to the activities promoted by REGLPORTS Centers could be linked to communication and Augmented Reality (AR) to innovate. and modernize the tourist offer and the promotion of the territories and related activities. An important consideration must be given to social inclusion both in the offer and in the tourist demand, that is to say the possibility that the widest segment of the population can both work in this sector and benefit from the goods, itineraries and services offered: this is a theme to be taken into consideration also by virtue of the fact that the inclusion of vulnerable groups represents an interesting target also for activities related to "the sea" and nautical tourism: a sector that is certainly expanding also given the indications and considerations of the EU. A fundamental role is played by the development of a management plan with a long-term and far-reaching vision. The relationship between local authorities, businesses and associations requires a management that regulates the various functions and coordinates their activities. To ensure a project sustainability in economic, social and environmental terms that allows a serious follow-up and triggers a cultural process that can be implemented, broaden the network and contribute to the development of sustainable tourism in the areas involved, it is necessary that the various stakeholders implement a coordination in actions and ensure a project continuity that goes beyond the project itself. The REGLPORTS project must continue its activity by triggering a cultural process that can travel independently. The proposed management, following on the one hand a Top-down Governance model for the search for wide-ranging community and management funds that allows interregional areas to consolidate cooperation, and the Bottom-up one at a local level to update on the needs and 'offer of the territories, allows you to enter a dynamic and continuous context and satisfies the tourist demand. Local stakeholders must "imagine, build and

advance proposals for use", local authorities must direct these proposals towards a possible and sustainable realization to trigger a cultural process that allows local realities to be developed, making all the subjects involved participate and active . The following diagram can schematically summarize what is proposed.
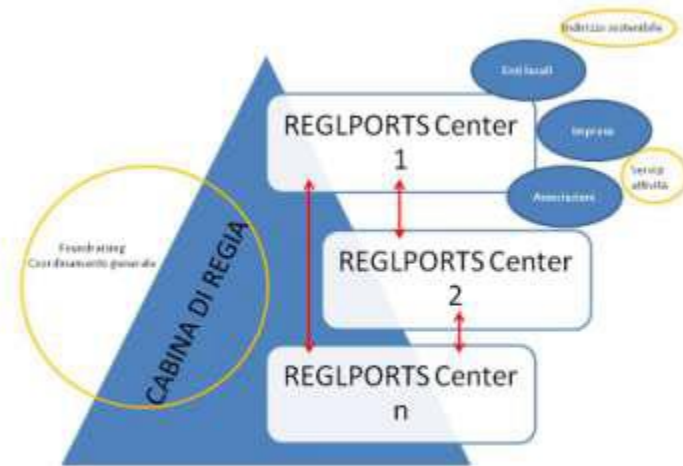
The design Network that will continue the REGLPORTS project through the REGLPORTS Centers and the Antennas, with the respective stakeholders involved and to be implemented, can be illustrated in the following map.

For more information please visit: https://reglports.italy-albania-montenegro.eu/projects-durability-and-sustainability-report

Link To REGLPORTS PORTAL and WEBSITE

https://reglports.italy-albania-montenegro.eu/

https://reglports.eu/

https://reglports.italy-albania-montenegro.eu/reglports-web-gis

https://reglports.eu/elearning/enrol/index.php?id=5

https://reglports-gis.eu/