

Regional report on small ports phenomenon in Abruzzo Region

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1. The region in a nutshell

1.1. Geographical context and socio-economic description of the region/county

General information about Abruzzo Region

The FVG economy slowed by 8.9% in 2020, on a par with the Italian average. At current values, regional GDP is estimated, at the end of last year, at 35.8 billion euros, with a loss of 2.9 billion compared to a year earlier.

Abruzzo is a region of Southern Italy. Its western border lies 80 km east of Rome. The region is divided into the four provinces of L'Aquila, Teramo, Pescara, and Chieti and occupies an area of 10,862 km² and has a population of 1,332,689 inhabitants. Abruzzo is known as "the greenest region in Europe" as one third of its territory, the largest in Europe, is set aside as national parks and protected nature reserves: there are three national parks, one regional park, and 38 protected nature reserves. The territory of Abruzzo is characterized by internal mountain areas belonging to the category of "areas subject to natural disadvantages", whose environmental characteristics make social and economic development difficult, especially in the agricultural sector.

Much of the surface is protected and valued for its naturalistic importance. If on the one hand this creates opportunities for tourism development and the offer of typical quality products, on the other hand it highlights structural characteristics that require integrated actions to promote the homogeneous development of the territory.

Demographic impoverishment, aging of agricultural entrepreneurship, organizational and structural weakness of farms, inadequate infrastructure of the territory, lack of services offered to businesses and the population, low diffusion of broadband which creates a condition of significant infrastructural digital divide, are all elements which make the growth of these areas more difficult, and which impose a common effort on the part of institutions and individuals. The mountain areas are affected by homogeneous critical issues with regard to economic development, i.e., the critical aspects attributable to internal and mountain areas, often difficult to reach or poorly connected with multimodal transport solutions.



	Characteristics	Number	Average surface	Characterization
00	Regional Coast	1	127 km	Social and economic
01	Macro-areas	4	20/40 km	Phisic-Social and
02	Municipalities	19	3/10 km	Social and economic
03	Type of coastal	25	5/10 km	Phisic
04	Micro-areas	50	2/4 km	Social and economic

05	Micro-areas	56	1/4 km	Phisic-Social and
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1.2. Regional transport and mobility overview and main features

Current transport situation: public transport in Abruzzo

Mobility offer

In Abruzzo there is one bus for 1000 inhabitants, for a total of 1375 vehicles. The total number of those that make the urban local public transport service (TPL) is 500. Of these, 14.6% have an environmental classification of Euro 0 or Euro 1, more than double the average of the South and Islands and over five times that of Italy as a whole³. Furthermore, the Region shows a considerable delay compared to the other areas in the circulation of Euro 5 and Euro 6 vehicles, which is 19.7 percentage points less than the Italian average and 7.2 compared to that of the South and the islands. The total number of cars that operate suburban LPG is equal to 875.

The Region's railway network equipment is instead of 676 km, of which 18.2% is equipped with a double track and 69.5% with electrified tracks.

Demand for mobility

According to ISTAT and ACI data (2017), in Abruzzo 20.1% of the population uses the means of public transport for study and work reasons. The number of cars and motorcycles out of the total population, considered as an indicator of the use of private vehicles instead of public transport, is instead equal to 771 per 1000 inhabitants. The first figure is in line with that for the entire Peninsula and is above the average of the South and Islands of 1.4 percentage points. As for cars and motorcycles, on the contrary, Abruzzo exceeds both the South and Italy, respectively by 57 and 24 units.

In Abruzzo the low degree of urbanization is particularly high, since it involves 89.5% of the municipalities, exceeding the Southern and Islands area and Italy by more than 15 and 20 percentage points, respectively. The low population density is also significantly higher than in other areas, amounting to 46.2%, compared to 32.7% in the South and 27.6% in Italy. Furthermore, the regional territory is mainly mountainous, with more than half of the municipalities located at over 600 meters above sea level, that is almost double the number of South and Islands and over 20 percentage points more than the Italian average.

The governance model of the public transport service in Abruzzo is to be considered centralized, as it essentially hinges on the Region (which works in agreement with local authorities). The functions of a government body are carried out by the Region, in agreement with local authorities. The regional territory is divided into 2 mobility basins - respectively the TELA basin (coinciding with the territories of the Provinces of Teramo and L'Aquila) and the CHEPA basin (coinciding with the territories of the Provinces of Pescara and Chieti)

Infrastructure network

Abruzzo's infrastructure network is made up, for the railway mode, of the "Adriatic Route", a fundamental railway line of national and international importance and of the regional and interregional railway lines, that is the Pescara - Rome line, the Avezzano - Roccasecca line, the Sulmona - Terni line, Sulmona - Carpinone line, Giulianova - Teramo line and S. Vito Lanciano - Castel di Sangro railway. The port system is made up of the ports of Ortona, Pescara, Vasto and Giulianova. The airport nodes are the Abruzzo International Airport, also belonging to the global network of the Ten-T2 network, and the Parks airport.

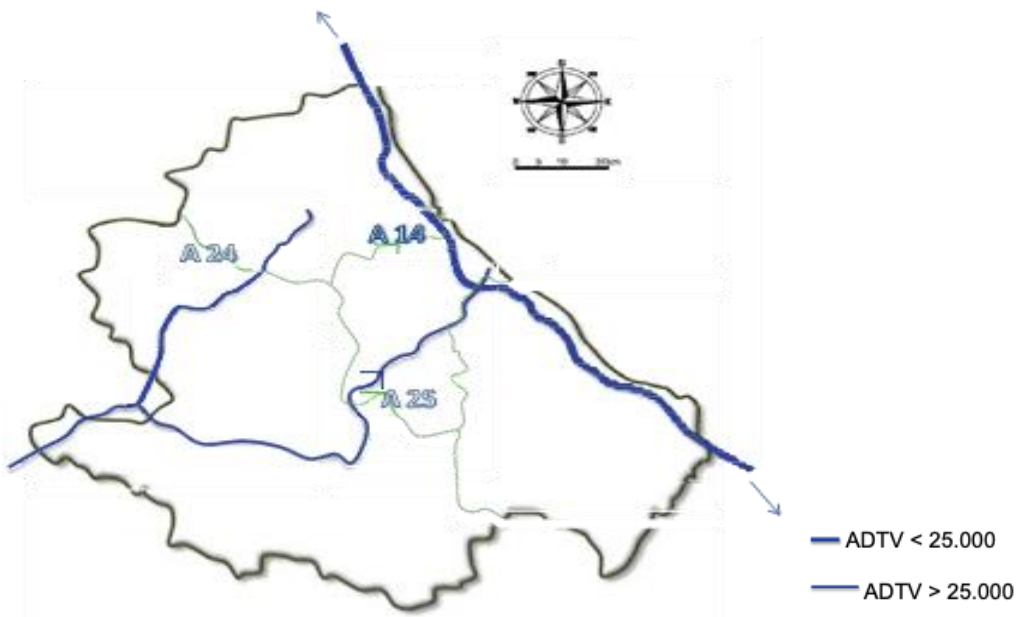
Abruzzo is crossed from the European Route E80 which, in the Italian territory, is identified in the itineraries of Parks Road (A24 / A25) and the equipped axis of the Port of Pescara. The Friuli-Venezia Giulia railway network has 466 km of lines with 17 main stations. The region is crossed by two important international routes: the Adriatic route (Austria – Southern Italy) and the East-west route (Barcelona – Po Valley – Trieste – Ljubljana – Budapest – Kiev).

The road network

The road network of the Abruzzo region covers 12,879 km, including motorways, other roads of national, regional, provincial and municipal interest. Tables 1 and 2 show the distribution of the road extension of highways, other roads of national, regional, provincial and municipal interest for the Abruzzo region, southern and insular Italy and Italy. From a preliminary analysis, the main structure of the Abruzzo road system consists of the motorway network which, with the A14 on the Adriatic side (north - south connection) and the A24 and A25 highways (east - west connection) in the hinterland, allows the connectivity with all the main residential and production centers of the Region and outside it. Regional and local accessibility is guaranteed by state and provincial road infrastructures.



ADTV traffic data (average daily theoretical vehicles) for the motorway network in the Abruzzo region.

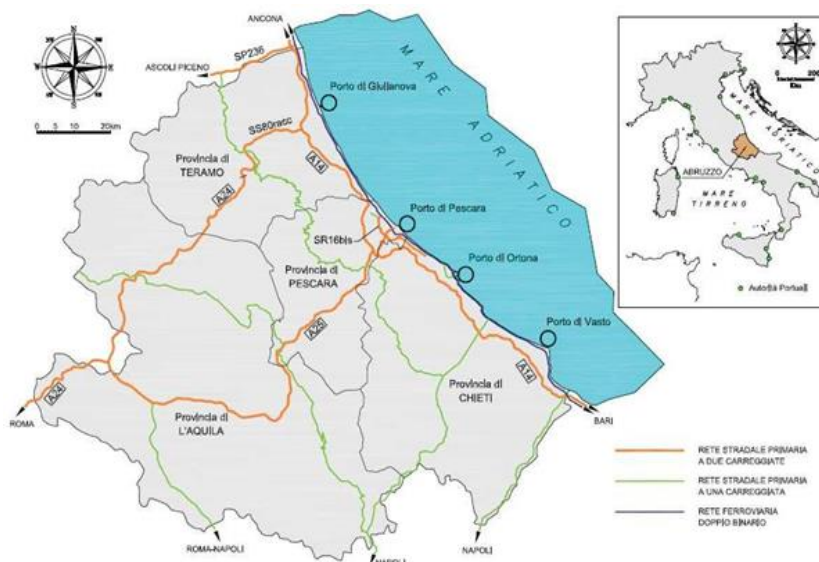


Average daily theoretical vehicles (ADTV.): Is the number of vehicles that theoretically every day (of the month, year or period considered) travel the entire network or highway or motorway section considered; that is, the number of times per kilometer of the route considered on average per day. They are obtained as a ratio between the kilometers traveled on the stretch in question (in a month, year or period of reference) and the length in kilometers of the stretch itself multiplied by the

number of days; therefore, they are a measure of the degree of use of the network, motorway or section considered.

The port system

The Abruzzo region, with about 123 km of development of the coastal strip, is described by the presence, starting from the south, of the port systems of Vasto, Ortona, Pescara and Giulianova (see fig. below). According to the classification of the fundamental law on ports (law n.84 of 1994), the ports of Ortona and Pescara fall in categories II, class II (ports of national economic importance) and in class III (ports of regional and interregional economic importance) the ports of Vasto and Giulianova. It is certain that none of the Abruzzo ports fall into category II, class I, which includes ports of international economic importance and which are the seat, as a result of the aforementioned law, of a Port Authority.



The port system is affected by the flows of goods and passengers traffic shown in table below, as a whole of navigation in the year 2014 of a Port Authority.

Abruzzo Port system	Total
Freight Unit	732
Freight	1.524.805
Passengers	19.244

As regards the development programs of the port system, harmoniously with the proposed branch of the Mediterranean corridor, Abruzzo is reorganizing its port facilities; it is necessary to acquire, on the one hand, market quotation in international maritime transport and to be able to use a range of relations with the ports of Croatia - Bosnia Herzegovina, Albania and Greece; on the other side it's necessary to also intervene on cabotage.

In addition to infrastructure interventions, the Abruzzo Region is working to conceive new intermodal transport scenarios with the EU strategy countries of the Adriatic and Ionian region.

The Abruzzo port system can have a role of bank for direct connections with the Balkan regions and feeder connections for some ports that overlook the Italian Adriatic - Ionian coast.

The Abruzzo Region can become capable of creating a new intermodal transversal corridor, as part of the axis of penetration in Eastern Europe, also within a possible branch of the Mediterranean corridor towards central Italy and Balkans. Therefore, with the aim of developing intermodality and promoting integration with the areas of the macro-region, the Abruzzo Region is speeding up the procedures relating to the strengthening of Abruzzo ports to become a reference for Ro - Ro, Ro - routes. Pax, cruises and attract traffic.

The Abruzzo international airport

Pescara airport, identified with the commercial name of Abruzzo International Airport "Pasquale Liberi", is located about 3 km from the center of Pescara and is connected with the main road and railway arteries of the region. Due to the strategic position it occupies, it serves a catchment area that goes beyond the regional borders, also serving the provinces of Molise, Marche, Lazio and northern Puglia.

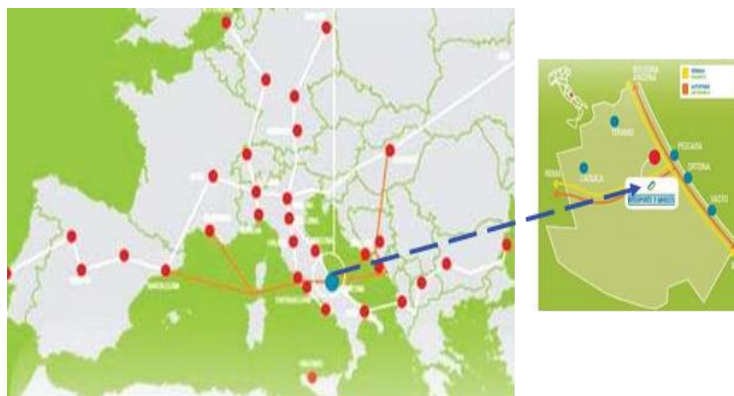
The airport is affected by both passenger and freight traffic. The table below shows the traffic flow values for 2014.

Abruzzo Port system	Total
Freight Unit	44
Freight	6.738
Passengers	556.079

The Region is implementing actions to upgrade the Abruzzo airport, which is part of the global network (so-called comprehensive), expanding connections with Eastern Europe and within the national territory.

The Abruzzo rail-road terminal

The Abruzzo Interporto for its size and for its great operational capacity, represents the main inland terminal present in the Abruzzo region. It is located at the intersection of the main north - south and east - west national road and rail axes. The Abruzzo rail-road terminal, located in the Chieti - Pescara urban system area, is made up of an organic set of structures and services aimed at the exchange of goods between different modes of transport. This area represents the main pole of the Region's exchange and marketing activities. The terminal is placed in connection with ports, airports and roads of great communication. For the connection to the road network, the Manoppello Scalo exit on the A25 is located at 1.5 km from the terminal entrance gate. Inside the terminal there is the railway terminal suitable for forming and receiving freight trains. The ports of Ortona, Vasto and Pescara fall within the catchment area.



1.3. Overall governance and transport planning references

The main planning act of the LPT service is the Regional Transport Plan (PRT) adopted by the Region (art. 9 LR n. 152/1998) which defines the regional plan of mobility and related structures on the basis of the Regional Program of Development. The Regional Transport Plan was adopted with D.G.R. n. 370/2016.

In compliance with the provisions of the PRT, the Region adopts the Triennial Service Program (art.10 L.R.n.152/1998) which takes into account the provincial basin plans.

The three-year program of services provided for the network of minimum services in each basin, subject to agreement with the local authorities concerned (articles 13 and 14 of Law no. 152/1998). The last three-year program was adopted with D.G.R. n.203/2011.

The Provinces prepare the Mobility Basin Plans (art.16 L.R.n.152 / 1998), with a procedure that ensures the widest participation of local authorities, trade unions, consumer associations and business enterprises in the sector.

Finally, the Municipalities are responsible for preparing urban traffic plans on the basis of regional guidelines and in compliance with the basin plans (art. 7 L.R. 152/1998). Although not explicitly provided for in the regional regulations, the competent bodies should also ensure consistency between the TPL Implementation Plan and the respective Urban Sustainable Mobility Plans (PUMS).

Acts and Reference Documents:

- i. Regional Law of 23 December 1998, n. 152, Rules for local public transport;
- ii. Regional Law of 5 August 2004, n. 23, Rules on local public services of economic importance;
- iii. Regional Law 4 August 2017, n. 43, Provisions relating to local public transport;
- iv. Regional Law of 21 December 2017, no. 64, Provisions relating to local public transport;
- v. Regional law 24 July 2019, n. 22, Provisions relating to local public transport;
- vi. Regional law 9 June 2016, n. 13, Provisions on minimum services in local public transport and amendments to regional laws 29 May 2007, n. 11 (Discipline of commercial automotive public transport services of people of regional competence) and 10 January 2011, n. 1 (Regional Financial Law 2011);
- vii. Regional Council Resolution 28 December 2017 n. 848 and DGR 24 May 2018 n. 347 on the definition of mobility basins;
- viii. Regional Council Resolution of 6 June 2016, n. 370 of approval of the regional transport plan;
- ix. Regional Council Resolution of 21 March 2011 n. 203 of approval of the Triennial Program of services.

2. Analysis of regional ports phenomenon

2.1. Overall description of available infrastructures (position, visualization, berth details and capacities, hinterland connection)

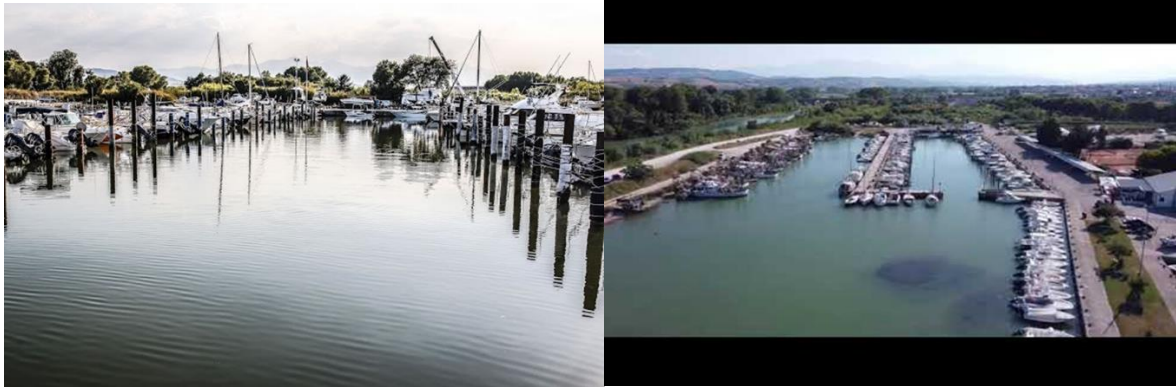
The port of S. Salvo

The port is made up of a dock dug inland with the entrance facing north / north-east, with a sandy seabed ranging from 2 to 2.5 m deep in the quay area. It has 4 internal piers arranged perpendicular to the west quay.



The small port of Roseto degli Abruzzi

The beauty of Roseto degli Abruzzi is beyond question and the possibility of finding a marina less than a kilometer from the city center makes organizing a holiday in this location even more attractive. The port is that of Portorož, a small enchantment located in a unique position, completely surrounded by greenery. This area is very abundant in fish, which is why it is often a destination for fishing lovers. It is also an exceptional starting point for various itineraries to admire the beauty of the Abruzzo coast.



The port of Vasto

The sight of the white lighthouse that dominates the area clearly indicates that you have arrived near the beach of Punta Penna. The related port, managed by the Vasto Nautical Club, is well connected to the city center and, even if it is intended for commercial activities, it is a base for pleasure activities and for enjoying pleasant excursions by sea.



The modern port of Giulianova

Giulianova is the most modern and best equipped port of those present in Abruzzo, so much so that it is perfectly accessible both by public transport by road and rail. The area surrounding the port, located in the center of the city of Giulianova, offers numerous beaches on which to relax and sunbathe. Walking on the piers, especially the oldest ones (those to the south), it is possible to immerse yourself in a beauty that is not only visual, but also auditory, listening to the tales of local sailors.



The port of Marina di Pescara, the largest on the Adriatic

In the port of Marina di Pescara it is possible to follow regattas and sailing courses, thus learning to experience boating firsthand. In addition to these events, cultural and tourist events are often organized here, ideal for getting to know the particularities of the place. Like any port, Marina di Pescara is also an important hub for navigating the Adriatic with suggestive and exciting itineraries.



The port of Ortona

In addition to the castle of the same name, the town of Ortona is also known for its port, one of the most strategic in all of Abruzzo. The southern part of the port is intended for recreational activities, as it can count on thirty berths at which to dock. The port of Ortona is well connected with the text of the city and is a must for those who are nearby and discover one of the most delicate manifestations of Abruzzo's coastal beauty.



Ports	N berths
The port of S. Salvo	243
The port of Roseto degli Abruzzi	150
The port of Vasto	104
The port of Giulianova	208
The port of Marina di Pescara	1.000
The port of Ortona	210

The questionnaires focused on 3 small ports of Abruzzo: S. Salvo, Giulianova and Vasto.

2.2. Overall description of available services for users (technical services, nautical services, waste collection, touristic services)

From the 2011 Report on the economy of the sea by Censis, it is clear that Italy still holds the first place in Europe for imports by sea, with 185.4 million tons of goods, and the third for exports, with 47 million - within easy reach of Germany and Holland. In passenger traffic, Italy is in first place with 6.7 million people as a base and destination for cruises. Above all, the maritime cluster currently carried out at 2.6% of the national GDP, at 11% for the production of the transport sector and uses almost 1% of the units surveyed in the country, a share that reaches 2% also considering the impact upstream and downstream.

In the context of the Adriatic macro area analyzed, the Abruzzo ports play a strategic role both in the Adriatic Corridor, and in the communication network system, in particular with the Tyrrhenian backbone and in the metropolitan area of Rome, and from a production point of view with the reality and specializations present in different areas of the region.

2.2.1. Nautical technical services

The technical nautical services, in addition to guaranteeing the proper functioning of the ports, the arrival and departure of the ship within the port waters, have the main purpose of protecting the community.

The situation of essential services is very heterogeneous: if all essential services are guaranteed in the port of Giulianova (launching and hauling, hull washing, grounding, boat storage areas, wagon for moving boats, crane service), in the port of Vasto the wagon for the movement of boats and the hull washing service is absent, while in the port of S. salvo only the launching and hauling are currently guaranteed.

Furthermore, only within the Port of Giulianova is there a shipyard, equipped with all the ancillary technical services.

With the exception of the port of Giulianova, in the other two ports there are moorers who, although they do not work 24 hours a day, guarantee a prompt service; the port of S. Salvo, at least in the summer period, ensures night guard service. All ports offer night lighting services. Only the port of Giulianova has facilities for the distribution of fuel inside.

Services for primary needs, such as bathrooms, showers and car parking are guaranteed in all three ports. Only the port of Vasto does not provide a security service and a radio service.

All three ports are equipped with facilities and services for the disabled, while only the port of S. Salvo guarantees pet-friendly facilities and services.

2.2.2. Ecological aspect

The Abruzzo port system represents one of the cornerstones on which the economic and social development of the Region is based because it is capable of producing wealth and employment and of catalyzing investments and resources on a local and national scale. It is important that the logistical and economic development process and the growing use of the sea as a means of communication and transport are accompanied by both the protection of the environment of the port areas and the minimization of the environmental impact of the port infrastructures on the surrounding area.

The need to combine environmental protection with the constant growth of the port in line with the logic of sustainable development has already been stated both in the United Nations conference (UNCED, 1992) and in an opinion of the European Economic and Social Committee on politics. community port (2007 / C 168/12).

The services for the mitigation of the environmental impact of the three ports can be summarized as follows: only Vasto boasts an environmental monitoring system of wastewater, classified according to standard regulations. While all ports guarantee separate waste collection, waste oil collection and battery disposal, only in Giulianova and Vasto are there water purifiers.

While most ports promote sustainable means of transport and environmental education activities for users and staff, charging columns are available within the port areas for boats only and energy supply is based very little on renewable energy.

2.2.3. Touristic services

The Abruzzo port system represents one of the cornerstones on which the economic and social development of the Region is based because it is capable of producing wealth and employment and of catalyzing investments and resources on a local and national scale. It is important that the logistical and economic development process and the growing use of the sea as a means of communication and transport are accompanied by both the protection of the environment of the port areas and the minimization of the environmental impact of the port infrastructures on the surrounding area.

An aspect that should certainly be encouraged concerns accessory services for consumers. If basic services such as a restaurant and a bar are present in all ports, personal services and sports facilities of any kind are absent everywhere. Near the port of S. Salvo, however, the presence of tennis courts, swimming pool, soccer field and gym are to be reported. A riding school is near the port of Vasto.

In the ports of Vasto and Giulianova there are sports activities organized as a sailing school and a diving school, but all three have an association or a sports club inside.

There is a lack of transport rental services. Only the port of Vasto hosts technical and / or sporting shops.

Although all three ports boast proximity to major tourist itineraries, only inside the port of Giulianova is there a tourist guide and no port provides paper / digital documentation for tourist

visits. An important deficiency to report is the absence of services in a foreign language: only S. Salvo boasts an answering service in English and German.

As for connections to infrastructures (highways, airport, train and bus stations), the distance is much shorter in the port of Giulianova and later in the port of Vasto.

	Distance from the port of S. Salvo - Km	Distance from the port of Vasto - Km	Distance from the port of Giulianova - Km
Railway station	7	2	0,8
Railroad stop	7	2	0,8
Airport	80	50	59
Bus station	0,1	10	0,8
Bus stop	0,1	0,5	-
Highway	3	5	5

S. Salvo port boasts the presence of green areas, even if equal to only 5% of the total surface. The distance from the hospital is respectively 10 km (Vasto port), 7 km (port of S. Salvo), 2 (Giulianova), while the first useful emergency point is far from the port as specified below:

	Time from the port of S. Salvo to emergency point – minutes	Time from the port of Vasto to emergency point - minutes	Time from the port of Giulianova to emergency point - minutes
By car	2	11	5
On foot	20	86	30

Defibrillators are present only inside the port of Vasto.

2.3. Overall information on annual traffic data (cargo/ro-ro/passengers/locals)

The ports of Vasto, S. Salvo and Giulianova for their geographical location and the potential of interconnection with terrestrial link networks may be able to do so needs of the Motorways of the Sea. It is therefore a question of working towards the development of an axis longitudinal able to weld the markets of central Italy to the Adriatic port system - northern. In this case, the ports of Abruzzo can be placed not only at the service of the catchment area regional, but catalyze the traffic of Lazio, Molise, Campania and upper Puglia having as destination the Veneto and Friuli port system.

Distances in kilometers seem to suggest the existence of a market space for a connection of Autostrada del Mare capable of draining heavy traffic along the Adriatic road.

Likewise, especially Vasto, it seems able to support relations with more regional markets southern and in particular with the southern shore of the Mediterranean. Such relationships develop along a longitudinal axis which is a natural continuation of the Adriatic route, inside of which the ports of Abruzzo can play a central exchange role.

Overall picture

The considerations on the evolution of maritime traffic in the ports of the Abruzzo Region based on the data collected by the Port Authorities.

With regard to passenger transport, there are over 22,000 passenger arrivals, of which 16.929 to Pescara. A significantly smaller number of departures (15.443) suggests that the regional territory is a transit space for visitors who extend their visits to areas outside the regional borders using alternative modes of transport seafarers.

As regards goods and, in particular, solid and liquid bulk, from the data collected a large gap emerges between the volumes of goods unloaded and loaded: the latter it tends to assume rather low values. As regards the bulk landed, the product category that mostly arrives in Abruzzo is made up of minerals, for which Vasto shows considerable specialization. The port of Vasto also holds the "Monopoly" for Abruzzo of liquid food bulk and also has an excellent competitiveness on various goods. The coal that until 2002 was imported to Pescara is instead it has now disappeared, both in and out of the port. For its part, the port of Ortona is the undisputed leader in the solid food bulk sector, but of great importance minerals and various goods are also important for this port. The port of Ortona holds also the primacy of energy landed, counting more than 820.000 tons, which they allow him to far exceed both Pescara and Vasto.

Freights transport

With regard to unloaded bulk goods, the product category that most arrives in Abruzzo is made up of minerals for which Vasto shows a considerable specialization (275.426t), without renouncing the "monopoly" on bulk liquid food products (equal to about 96% of the total tons handled in the region) and one excellent competitiveness on various goods (160,000t).

The growth in the volume of liquid food bulk landed is confirmed, in particular a Vasto, while those embarked completely disappear.

The coal that was imported to Pescara until 2002 has now disappeared, both in entry and exit from the regional territory.

A slight contraction is recorded in the landings of the mineral sector, in which Ortona goes against the trend (+ 36%). The reverse is true for the volume loaded for which the only movement is the expansion of Vasto (+ 70%).

Passengers transport

There are arrivals of passengers for over 22.000 units, of which 16.929 in Pescara. A number of departures significantly lower (15.433) suggests that the regional territory is a space of transit for visitors who extend their visits to areas outside the regional borders using alternative modes of transport to maritime means.

Except for the port of Ortona (-67%) which underlines the commercial specialization, the ports regions confirmed the positive trend of the tourism sector, both in terms of arrivals (+49%) and with regard to departures (+12%).

In particular, Pescara, which confirms its excellence in the sector, shows an essay by +157% on arrivals and +50% on departures. Less significant are the increases in the Vastese area with percentages of +13% in entry and +5% output.

3. SWOT analysis on small ports phenomenon

<p>Strengths</p> <ul style="list-style-type: none"> • Natural beauty, historical and cultural nearby sites • Favorable climatic characteristics • Equipped coasts • Strategic position • Collaboration with associations and local authorities • Expansion plans approved 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Traffic data not updated • Inadequate tourist services, especially in foreign languages • Inadequate level of technical service in marinas • Seasonality of demand • Insufficient attention to the environmental sustainability of services
<p>Opportunities</p> <ul style="list-style-type: none"> • Potential capture of traffic now carried out in other ways and / or having a fulcrum in other port structures. • Potential growth of tourism • Climatic conditions favorable for season extension • Possibility of expanding existing small ports 	<p>Threats</p> <ul style="list-style-type: none"> • Onerousness of the initiatives aimed at increasing the capacity and potential of the port structures. • Marine pollution • Poor adoption of innovative organizational structures. • World pandemic

4. Summary and conclusions

Abruzzo constitutes the hinge region between the "Direttrice Adriatica" and the "Trasversale Tirreno - Adriatico" and the Abruzzo ports represent the gateway to the Adriatic towards the Balkans and the Middle East, also for the connection with the regional infrastructural network with the Adriatic Corridor on one side and with the Tyrrhenian direction (ie the "Corridor European 1: Helsinki - Valletta ") on the other. The marinas in Abruzzo can therefore play an important role in promoting, welding and integrating with dynamic areas to encourage greater integration of the various territories and more rapid development.

The prospect of a Europe that is able to look together at the well-being of its cities and the growth of their ability to challenge the economy lies, inevitably, in the possibility of connecting regions and places, in the integration and coordination of EU countries.

The construction of a single European space with advanced and functional infrastructures, interconnected internally and even beyond its borders, for the free movement of people and goods, is one of the conditions for achieving an idea of the future and of prosperous and happy cohesion.

In light of these premises, the infrastructural redevelopment, a priority in Abruzzo, cannot fail to start from the ports. Their infrastructural development would, in fact, lead to an improvement in logistical connections and would lay the favorable foundations for also improving those cultural and relational ties that can make Abruzzo a place of great commercial and tourist potential.

The ports of Abruzzo therefore require careful attention from politics and local institutions, as it is strategic for the development of the whole region. The strategic nature emerges under several aspects:

1. can be considered an important element of logistics;
2. they can play an important distributive and positioning role of the regional production system;
3. they can make it possible to establish and maintain interconnections and links between territories and countries;
4. they can become points of aggregation and cultural promotion also for the local community.