

Regional report on small ports phenomenon in the Marche Region

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1. Introduction

The FRAMESPORT project has the aim to create a coordinated initiative to support the sustainable development of the small ports of the Adriatic basin in a strategic perspective. Therefore, the objective is to turn small ports into a proactive driver of the socio-economic development of this coastal area. This strategic goal requires a multifaced and interdisciplinary approach, including both the adoption of concrete pilot projects as well as identification of priority themes to be promoted within the overall strategy. These actions are going to be performed by adopting a bottom-up approach, involving local and national stakeholders since the beginning of the project. Also, the various project partners have been selected to guarantee a wide territorial cover. Their aim is to address the planning and management topics, the business models implementation, the enhancement of training and competence, as well as the development of Information and Communication Technologies (ICT) tools and services. In addition, the project aims at developing an ICT platform that collects and systematizes the key data on small ports in order to use this information to drive sustainable development. The portal is going to work as a bridge between the two sides of the Adriatic basin, the Italian and Croatian one. In this way, it is possible to create a more consistent and united network of small ports, businesses and institutions, and promote their sustainable performance, infrastructure and policies in order to favor their development and growth.

The current report is organized as follow:

- A synthetic description of the Marche Region geography, socio-economic context, and an overview on transport asset and mobility.
- the following chapter presents an analysis of the ports within the Marche region, starting from the classification in terms of national and regional competences, with focus on infrastructures and services related to tourism – leisure sailing sector.
- a SWOT analysis resumes the external and internal elements that Marche region ports have to face.

1.1. Purpose of the document

This document is region-based and has the aim to report overall picture of the current state of the ports in Marche Region, integrating the desk analysis with the data collected through the questionnaire provided by Framesport project.

The collection of all regional reports will compose the overall picture of the two coastlines of the Adriatic Sea, as well as representing a first source of information for the FRAMESPORT platform.

2. The region in a nutshell

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


Marche Region (NUTS classification ITI3) is situated in Italy central area, with the Adriatic Sea as eastern boundary, and it is divided into five provinces: Ancona, Ascoli Piceno, Fermo, Macerata, Pesaro e Urbino.

Most of the region is mountainous or hilly, the Apennine runs longitudinally along the region and descends through a hilly landscape towards the Adriatic sea. The hilly area is intersected by wide gullies with numerous short rivers and by alluvial plains perpendicular to the Appennini range.

The coastline is 172 kilometres long and is relatively flat and straight except for the hilly area of San Bartolo between Gabicce and Pesaro in the north, and the eastern slopes of Monte Conero near Ancona.

Figure 1 Map of Marche Region



Flag	
Area	9.401 km ²
County seat:	Ancona
Settlements	5 provinces and 227 municipalities
Population	1.517.672
Population density (per km²)	162

The population of Marche Region in 2019 respect to 2011 (national census data) is decreased around 2%, and the density in the region is below the national average (199/km²). The aged population is increasing in the last decades more than the national mean: 23,2% of population is

over 65 years old. Due to this trend, the forecasts by National Statistic Institute shows a possible decrease of population in the future.

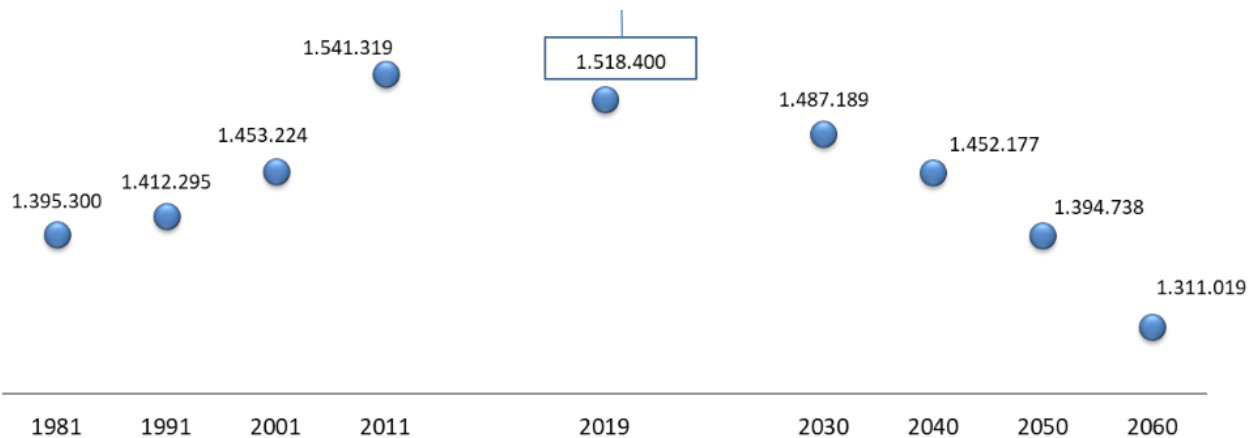


Figure 2 trend population forecast

Since the 1980s The Marche Region economy has been radically transformed. Many of the small craft workshops scattered throughout the rural settlements have modernized and become small businesses. This evolution led to the emergence of 'specialised' industrial areas, which are still profitable:

- footwear and leather goods in a large area straddling the provinces of Macerata and Fermo;
- furniture in the Pesaro area in particular;
- household appliances and textile industry in the province of Ancona, in which the main engineering companies are also to be found (including ship building, petrochemicals and paper, as well as consumer durables).

The region continues to draw tourists, whose increasing numbers have been attracted by the rich and broadly distributed heritage of history and monuments, as well as by the traditional seaside resorts.

2.2. Regional transport and mobility overview and main features

Taking into account the physical morphology of Marche Region, the road network is mainly developed along the coastline, crossing the main cities: Ancona (with about 100,000 inhabitants), Pesaro (with about 90,000 inhabitants) and the other main towns Fano, Senigallia, Civitanova Marche, San Benedetto del Tronto (all with more than 40,000 inhabitants).

Coastline could be considered a continuous conurbation including other minor towns and commercial settlements rising along the main transportation infrastructures connecting the Adriatic border from north to south: highway A14, motorway SS 16 and railway Bologna – Bari).

The length of road infrastructures in Marche region:

- highway: 168 km
- regional and local roads: 5.163 km
- railway network: 386 km, with 62% electrified.

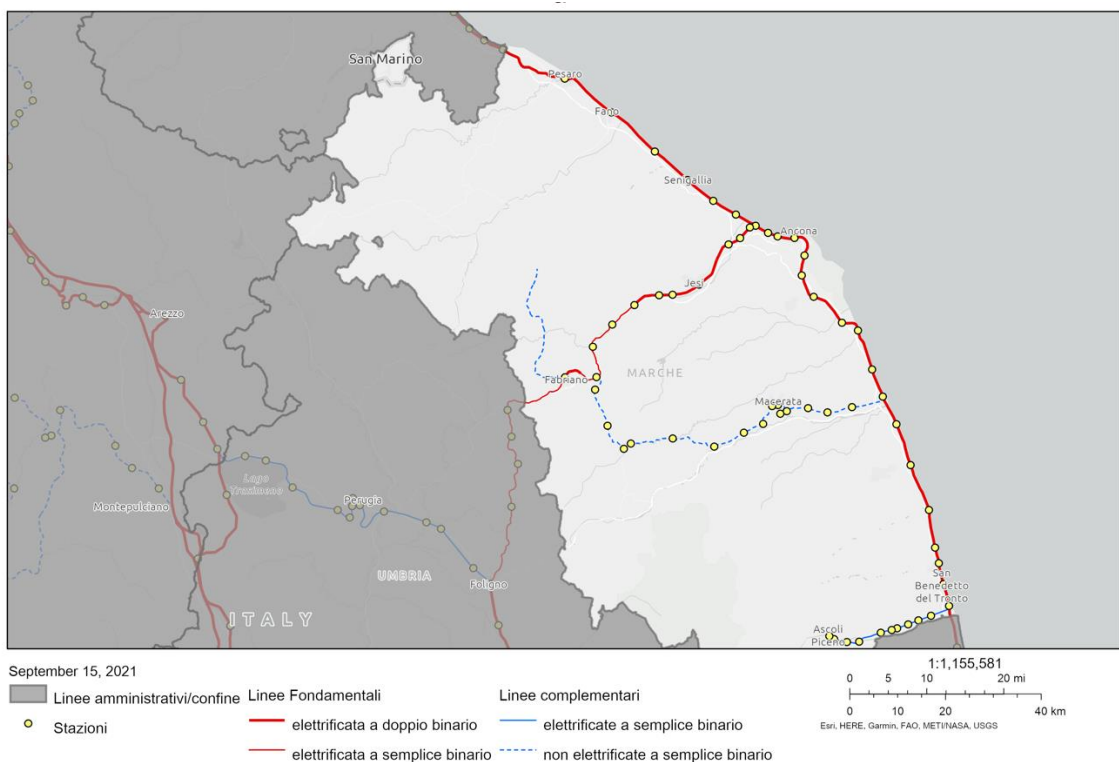


Figure 3 railway network

Marche Region has one main **Airport** at Falconara, located at 18 km westward from the city of Ancona, with which is connected through a bus service and an airbus service, while by road there is a connection between the airport with the A14 highway through the State Road 76.

2.3. Overall governance and transport planning references

Regard to the European policy for trans-European transport, energy and networks (TENs), **Marche Region is included in the TEN-T network** with the Port of Ancona considered an intermodal node (ports, airports, terminals) of the Scandinavian-Mediterranean (ScanMed) Corridor, a crucial north-south axis for the European economy linking the major urban centres and ports of Scandinavia and Northern Germany to continue to the industrialised high production centres of Southern Germany, Austria and Northern Italy further to the Italian ports and Valletta.



Figure 4 ten-T network

The EU macro-regional strategy for the Adriatic and Ionian Region (EUSAIR) with the pillar 2 “CONNECTING THE REGION” set the objective to “*strengthen maritime safety and security and develop a competitive regional intermodal port system*” covered by the topic TOPIC 1 “MARITIME TRANSPORT”, that aims at developing maritime transport, in particular motorways of the sea as navigation corridors as well as at creating modern and efficient intermodal ports to integrate maritime transport with rail and road.

In June 2020, the EUSAIR Governing Board proposed the “FLAGSHIPS 2021-2027”. The Flagship “The Adriatic-Ionian Multi-modal Corridors”, related to pillar 2 “CONNECTING THE REGION”, addresses the challenge to develop an interconnected and integrated transportation system by means of the identification of multi-modal corridors alongside the TEN-T network including, in particular maritime connections between the coasts of the Adriatic and Ionian Seas and intermodal connections between the seaports and the hinterland of the region.

According to regional law 24 December 1998 n. 45, the transport planning of Marche Region is divided in: the local public transport plan, the freight, sea and air transport plan and the infrastructure plan, which define the interventions of regional interest.

In 2007, a consultation process on the transport planning started and it was concluded in 2012 with the approval of the “Regional Infrastructure, Goods Transportation and Logistics Plan” (DACR n. 51 of 3 July 2012). According to this plan, the regional ports are part of the wider logistic transport infrastructures network of Marche Region, which the port of Ancona is the main pole.

In the meantime, Marche Region approved **the Regional Ports Plan** (DACR n. 149 of 02/02/2010). The Marche Region Ports Plan supports the redevelopment of existing structures avoiding the creation of new port structures.

The plan is a planning tool, which sets objectives to be implemented with specific urban planning tools (Port Regulatory Plans) and a reference framework for the construction of public works or works of public interest.

The Plan has the following objectives and sets out the criteria for implementing them:

- harmonize spatial planning, to ensure the sustainable development of the various sectors such as: commercial activities, passenger service, shipbuilding, fishing, tourism and pleasure;
- identify the most suitable infrastructural and organizational configurations of the ports;

- improve local livability and mobility of people and economic flows, with particular reference to tourism;
- plan the strengthening and modernization of port infrastructures.

The provision of the Plan is to increase in the existing ports the numbers of berths from 5.500 to 9.450, considering (at the time of plan elaboration) the increasing request of nautical tourism.

3. Analysis of regional small ports phenomenon

According to the Regional Ports Plan, the ports are classified as follows:

- The **Port of Ancona** is seat of the Central Adriatic Ports Authority, which also includes the ports of Pesaro, Falconara Marittima, Ortona, San Benedetto del Tronto and Pescara. The Authority has competence on a 215 km long shore. Central Adriatic Ports Authority has been instituted following the publication of the national legislative decree D.Lgs.169/2016, i.e. the reform of the national port systems. It's classified Category I (military defense and State security) and part as Category II, Class I (international economic relevance).
- The **Port of Pesaro** is classified Category II, Class I; under state authority, with a presence of a touristic dock.
- The **Port of S. Benedetto del Tronto** is classified Category II, Class I for commercial purposes, under state authority; the Region is only responsible for the touristic dock.
- **The Port of Senigallia** is classified Category II, Class II (national economic relevance); under regional authority.
- **The Port of Fano** is classified Category II, Class III (regional - interregional economic relevance); under regional authority.
- **The Port of Numana** is classified Category II, Class IV (Touristic port); under regional authority.
- **The Port of Civitanova** is classified Category II, Class IV (Touristic port); under regional authority.
- **The Port of Porto S.Giorgio** is classified Category II, Class IV (Touristic port); under regional authority.
- **The Port of Vallugola** (Gabicce Mare Municipality) is classified Category II, Class IV (Touristic port); under regional authority.

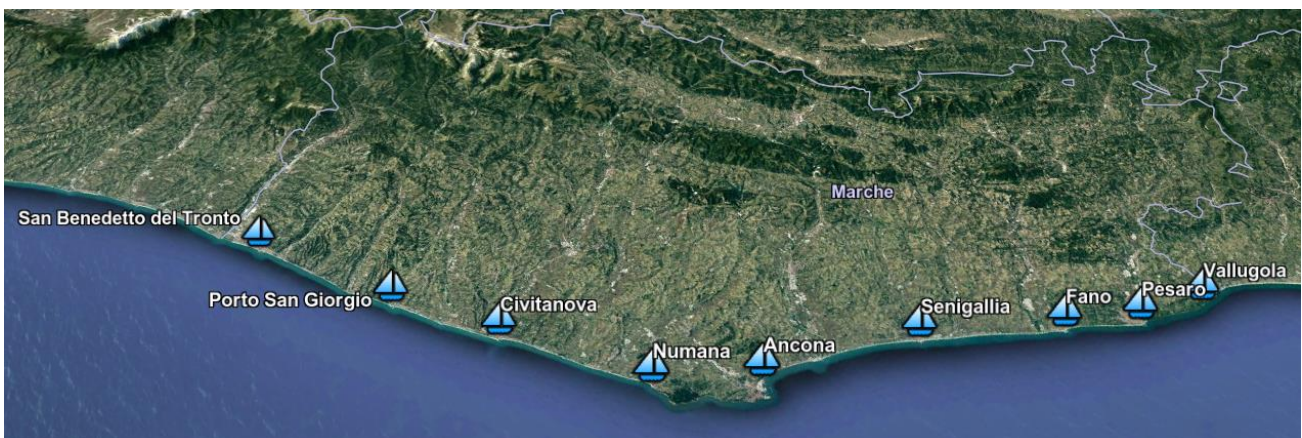


Figure 5 Map of Marche Region Ports



Vallugola



Pesaro



Fano



Senigallia



Ancona



Numana



Civitanova



Porto San Giorgio



San Benedetto del Tronto

Figure 6 photos of Marche Region Ports

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

Looking specific aspects for tourist – recreational availability of infrastructure, Marche Region host 5300 berths in total, around 3,2% of total availability in Italy.

Regions	Years													
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018*	2019*
Liguria	24.658	23.514	24.492	24.306	26.230	23.196	22.400	24.177	24.327	23.068	25.374	23.775	25.127	24.462
Toscana	20.155	17.125	15.925	16.890	17.668	17.922	19.066	19.382	15.608	18.770	18.770	19.194	17.550	18.092
Lazio	7.665	7.773	6.268	8.472	6.362	9.291	7.476	7.491	7.514	8.025	8.618	8.952	8.356	8.567
Campania	15.004	17.160	17.312	15.405	14.681	13.933	14.646	11.927	14.525	14.639	14.739	15.055	16.190	15.998
Calabria	3.119	4.120	4.312	5.415	5.919	5.963	6.022	5.987	5.422	6.052	5.901	5.681	5.490	5.490
Puglia	10.857	11.509	10.829	12.195	12.298	12.254	12.703	13.356	13.994	13.755	14.196	14.068	13.750	13.656
Molise	288	288	288	542	583	583	588	588	588	587	587	587	587	587
Abruzzo	2.703	2.695	2.269	2.453	2.440	2.883	3.405	3.049	2.719	2.679	2.699	2.699	2.751	2.699
Marche	5.145	5.558	4.720	5.627	5.527	4.516	5.393	5.393	5.405	5.862	5.319	5.306	5.302	5.312
Emilia Romagna	5.354	5.284	4.432	5.329	5.604	4.631	5.464	4.625	5.302	5.367	5.366	5.353	5.360	5.405
Veneto	3.639	3.639	9.990	5.933	6.110	6.164	6.402	6.058	6.720	7.527	6.539	6.620	6.887	5.852
Friuli Venezia Giulia	15.969	13.031	11.197	13.629	15.931	17.480	16.476	15.904	16.436	16.835	16.712	16.609	17.001	17.530
Sardegna	13.151	15.517	15.817	17.119	18.909	18.975	15.122	17.140	17.105	19.574	17.576	19.482	19.948	20.028
Sicilia	13.849	14.263	12.124	12.851	11.343	13.841	13.521	12.727	13.164	14.827	15.692	15.167	17.344	18.777
Totale	141.556	141.476	139.975	146.166	149.605	151.632	148.684	147.804	148.829	157.567	158.088	158.548	161.643	162.455

Table 1 Berths availability in Italian region, data by MIT (Ministry of Infrastructure and Transport)

At national level there's been an increase from 2006 to 2019 of around 14%, mainly related to the growths of berths in some regions like Sardinia or Sicily.

This situation of stationarity for Marche Region signs the non-achievement of one target of the Regional Port Plan, that in 2010 foreseen in ten / fifteen years to reach over 9000 berths.

In the table listed below, general information on Marche Region's touristic ports can be found¹.

Ports are mainly developed inside urban areas of coastal towns and cities hosting also fleets of fishing vessels, with the exception of the little port of Vallugola embed inside the San Bartolo Park.

¹ The data reported in this chapter has been collected:

- through the questionnaire provided by Framesport project for the Ports of Vallugola and Numana.
- through desk analysis, specific website of the local ports and other website of nautical service providers for the other Ports.

Ports	Berths (number)	Max vessel length (meters)	Minimal seabed depth (meters)
Vallugola	117	18	1,3
Pesaro	326	24	1,5
Fano (Marina dei Cesari)	420	21	2,5
Senigallia	260	18	0,5
Ancona (Marina Dorica)	1280	21	2,5
Numana	802	24	0,57
Civitanova Marche	600	18	1
Porto San Giorgio	824	50	3
San Benedetto del Tronto	580	24	2

Table 2 basic dimensioning information of Marche Region ports

Starting from the north of Marche Region:

- the **port of Vallugola** is located at the foot of San Bartolo Park; it belongs to the Gabicce Mare Municipality;
- the **port of Pesaro** lies on the right of the mouth of the Foglia River and host an important recently renovated shipyard;
- "**Marina dei Cesari**" is the touristic infrastructure inside the port of Fano (mainly operating for fishing sector) and offers a total capacity of 420 berths;
- the **port of Senigallia**, with its 260 berths, lies to the left of the mouth of the Misa River;
- the main port of Marche Region, in terms of availability of berths for sailing vessels and yacht, is the **port of Ancona**. The southwest area of the port hosts the "Marina Dorica", capable of 1280 berths and 23 piers;
- the **port of Numana**, inside the Monte Conero Park, is protected by two piers and a long cliff parallel to the beach; it hosts 800 berths managed by three associations.
- the **port of Civitanova Marche** is protected by three piers and has several floating quays with 600 berths;
- the **port of Porto San Giorgio** is one of the modern marinas, also equipped for bigger yacht up to 50 meters, for a total 824 berths along 12 quays;

- the **port of San Benedetto del Tronto**, an important fishing port in adriatic, hosts also a dedicated area for tourism with several floating quays.

Information related to the profile of Vallugola and Numana ports

Tourist ports such as Vallugola and Numana operate in the summer season, with a share of around 10% dedicated to daily mooring.

The dimension of berths are the following:

	2,5 x 7,0	3,0 x 8,5	3,5 x 10,0	4,0 x 11,5	4,5 x 13,0	5,5 x 18,0	6,0 x 21,0	6,5 x 24,0
Numana Port	400	250	60	40	30	20	1	1
Vallugola Port	41	20	34	-	13	9	-	-

Table 3 dimensioning of berths

About connection with hinterland and, more in general proximity to transport facilities, the main infrastructures like highways and railroad are developed along the coastline, mainly nearest the ports.

The situation is different for the ports of Numana and Vallugola, which are located close to the two natural cliffs of Monte Conero and Monte San Bartolo.

The following table shows the distance of the ports to the transport facilities:

	Distance (km)	
	Numana Port	Vallugola Port
Railway station	13	5,6
Railway stop	10	5,6
Airport	32	20
Bus Stop	0.5	2
Highway	12	8

Table 4 distance to transport facilities

Port of Numana is attended by families and mainly by adults. Vallugola, famous for its charm, it is very popular by couples of all age groups.

	Families	As a couple	Alone	With friends
Numana Port	50	20	10	20
Vallugola Port	30	60	0	10

Table 5 Type of users (%)

	14-19 years	20-29 years	30-39 years	40-49 years	50-59 years	60-69 years	70 years and over
Numana Port	-	-	10	60	20	10	-
Vallugola Port		10	20	20	25	25	-

Table 6 Age users (%)

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

The ports in Marche Region show relevant differences in terms of dimension, functions (commercial, fishing, touristic), managements models (national – regional level).

Even if all ports present berths dedicated to recreational uses, someone are more dedicated to tourists, others to local ship owners. This reflects the type and level of services, even if all ports present the basic as car parking, assistance for mooring, electric and water distributions.

Looking information on the level of technical services, it can be assumed that – despite the dimension of the port – the ones more specialized for tourism offer more detailed level of services then the one's specialized to freight commerce or fishing (as the Port of Pesaro and the Port of Fano).

Ports	Berths (number)	Services available: percentage respect to the total berths									
		mooring	water	electric	fuel	Vigilance	Tourist information	Toilet	Parking	hauling	waste
Vallugola	117	100%	100%	100%	-	100%	100%	100%	100%	100%	100%
Pesaro	326	100%	89%	89%	85%	4%	-	4%	100%	4%	4%
Fano (Marina dei Cesari)	420	100%	69%	69%	69%	69%	69%	69%	69%	69%	69%
Senigallia	260	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ancona (Marina Dorica)	1280	100%	100%	100%	96%	96%	96%	100%	96%	100%	100%
Numana	802	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Civitanova Marche	600	100%	100%	100%	100%	-	-	100%	100%	100%	100%
Porto San	824	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Services available: percentage respect to the total berths											
Ports	Berths (number)	mooring	water	electric	fuel	Vigilance	Tourist information	Toilet	Parking	hauling	waste
Giorgio					%			%	%		
San Benedetto del Tronto	580	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 7 Services available, data by MIT (Ministry of Infrastructure and Transport)

Mooring services are available in the ports of Vallugola and Numana, but not along the 24 hours. Considering the Vallugola Port dimension, it is the only one that doesn't offer fuel distribution system and mechanical repair service, but there is a technical diver service available by call.

Both ports of Numana and Vallugola show fire protection system on the berths, night lighting, toilets and showers. The tourist character of small ports is noted by the presence of bar and restaurants:

- Numana has 1 restaurant and 3 bars;
- Vallugola has 4 restaurants and 2 bars.

With regard to environmental services, as shown in table 9, both ports present basic ecological services like separate waste collections, including oils, batteries. In the last year, the port of Vallugola also added an electric charged hub for electric vehicles to promote sustainable modes of transport. The adoption of integrated environmental management systems, as well as advanced monitoring system are absent.

	Numana Port	Vallugola Port
Presence of a port wastewater monitoring system	No	No
Presence of a separate waste collection system in the port	Yes	Yes
Presence of a sewage treatment plant in the port	Yes	No
Presence of ecological tanks for collecting waste oils and wastewater	Yes	Yes
Presence of a proper battery disposal service	Yes	Yes

Existence of Environmental Management System Certification (renewable annually)	No	No
Presence of desalination equipment	No	No
Presence of air purification system in the shipyard	No	(no Shipyard)
Presence of water purification plant inside the shipyard	No	(no Shipyard)
environmental education and activities promoted for users and staff	No	
promotion of sustainable modes of transport	No	Yes
energy supply from renewable sources	No	No

Table 8 Environmental Services available

A final observation on the environmental performance of the Marche ports. The six ports (Marina Dorica of Ancona, Numana, Senigallia, San Benedetto, Porto San Giorgio, Marina dei Cesari of Fano) have been awarded in 2021, and the previous two years ahead too, with the “Blue Flag Marina”², the initiative promoted by the non-governmental organisation FEE (Foundation for Environmental Education).

To obtain the Blue Flag, the Marinas³ must have the necessary facilities to comply with the Blue Flag 38 criteria, 23 of which are mandatory, and others recommended, that cover four main areas: 1) Environmental education and information; 2) Environmental management; 3) Safety and service facilities; 4) Water quality.

The Blue Flag is a worldwide initiative that, over the years, has become a highly respected and recognised award working to bring together the tourism and environmental sectors at local, regional and national levels.

² <https://www.blueflag.global/>

³ Marinas for the initiative are pontoons or piers for pleasure boats. It can be part of a larger harbour with other activities if the Blue Flag marina is clearly separated from other harbour activities. The marina can be located in marine or inland waters.



Please note that the Blue Flag standard is only guaranteed during the Blue Flag season (you find information window for each site). This way you can ensure the site is in season when you visit it.

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USE THE BUTTONS BELOW TO SEE THE BLUE FLAG SITES ON THEIR MAPS

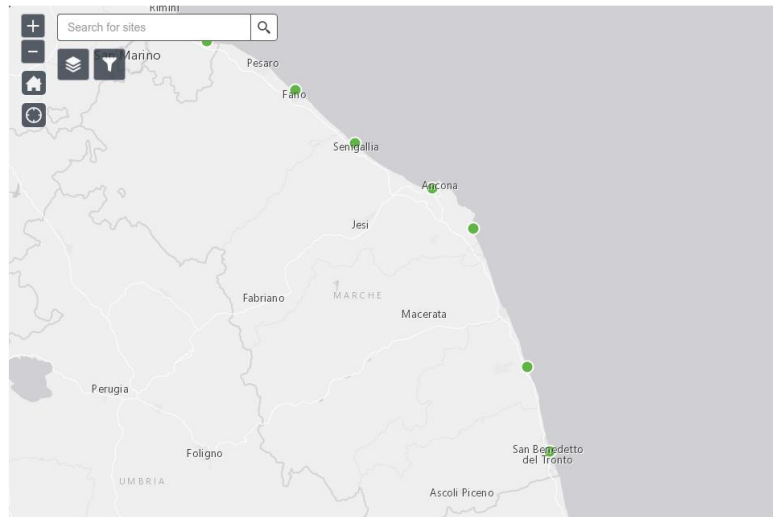


Figure 6 global website of Blue Flag initiative, sites in Marche Region

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

Looking other type of maritime passenger transport modality, in particular Ferry and Cruise, the port of Ancona holds almost the whole traffic in Marche Region, as showed in the next picture, regarding the density of traffic flows for passenger vessels in Adriatic.



Figure 7: density of traffic flows for passenger vessels in 2017, data by Marine Traffic

Regard to the general situation of passengers' movements in the Adriatic and Ionian Macro Region ports related to Ferry and Cruise transport modalities, Ancona has lost part of its role of connection with the Eastern coast respect to Venice and Bari. The port of Ancona is focused on ferry traffic and maintain a big role on traffic from Italy to Greece and Croatia.

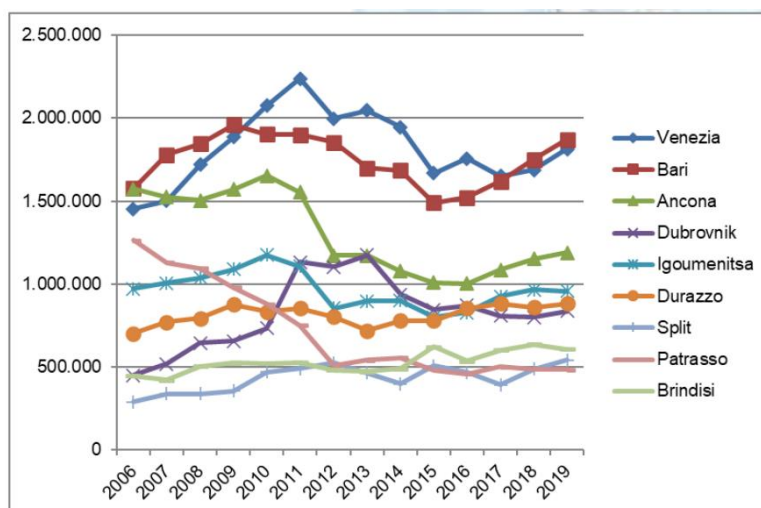


Figure 7: data on Ferry + Cruise passengers, data by Forum 2019 Adriatic and Ionian Chambers of Commerce

FERRY PASSENGERS in the Adriatic and Ionian Macro Region - 2019			
ITALY to GREECE		ITALY to CROATIA	
Port	share	Port	share
Ancona	50%	Ancona	58%
Brindisi	22%	Venice	25%
Bari	21%	Bari	17%

Table 9 data by Forum 2019 Adriatic and Ionian Chambers of Commerce

Looking to the current market of the Port of Ancona, Cruise passenger cover a small part compared to Ferry passenger transport, around 10 % in 2019, increasing compared 2018.

Ferry traffic remained stable in 2019 compared to 2018, also with regards to the main destination: Greece cover around 70% of the traffic. 2020 data shows a collapse of passenger traffic, due to the world pandemic crisis.

Number of passengers Port of Ancona Ferry and Cruise										
	2018			2019			2020			20 vs 19
	embarke d	disemba rked	TOT 2018	embark ed	disemba rked	TOT 2019	embark ed	disemb arked	TOT 2020	%
Ferry Greece	399.823	372.051	771.874	400.032	372.508	772.540	156.751	149.280	306.031	-60%
Ferry Croatia	106.927	114.519	221.446	104.087	114.412	218.499	14.818	16.251	31.069	-86%
Ferry Albania	44.855	45.977	90.832	47.821	50.334	98.155	20.863	17.597	38.460	-61%
Ferry Italy	0	83	83	74	64	138	0	65	65	-53%
TOT Ferry	551.605	532.630	1.084.235	552.014	537.318	1.089.332			375.625	-66%
Cruise	6.225	6.629	12.854	7.273	7.973	15.246	0	0	0	-100%

Cruise transit			54.177			84.863			1.364	-98%
TOT Cruise	6.225	6.629	67.031	7.273	7.973	100.109			1.364	-99%

Table 10 passenger traffic (ferry and cruise) of Port of Ancona (data by Central Adriatic Ports Authority)

4. SWOT analysis on small ports phenomenon

<p>Strengths</p> <ul style="list-style-type: none"> • Integration with urban areas • presence of attractiveness around the port (natural, arts, historic,) in particular protected areas • good basic level of nautical infrastructure (nautical ports tourism) • provision by Regional Port Plan to invest in existing port infrastructures 	<p>Weaknesses</p> <ul style="list-style-type: none"> • lack of investments for ports infrastructure • different level of technical service among the Marche Region Ports • not clearly identified management systems • seasonality of tourist demand • absence of integrated environmental management systems, as well-advanced monitoring system, in little touristic ports
<p>Opportunities</p> <ul style="list-style-type: none"> • potential accessibility to mobility services, increasing in the last years • positive trends in the last years of incoming tourism in Marche Region • increasing environmental awareness of local administration and civil society 	<p>Threats</p> <ul style="list-style-type: none"> • Marine pollution, risk of degradation of natural landscape and marine biodiversity • climate change effect on Adriatic coast (increasingly extreme weather events, rising sea level) • World pandemic effects on tourism

The SWOT analysis resume the information illustrated in the present report and the knowledge of regional territory derived by the experience of SVIM and Marche Region associated partner.

By the SWOT analysis, it's possible to identify key factors of the status (Strengths and Weaknesses) and the conditions (Opportunities and Threats) to tackle for the development of a strategic vision for the nautical tourism.

A remark: the high value and presence of natural, historical and cultural sites in Marche Region, associated with a positive trend in tourism incoming in the last years, could positively influence the port development, but in this perspective, it should be adequately supported by investments (currently lacking) and by a renovated port management system, which embeds environment and innovation as focal point of the action.

5. Summary and conclusions

The regional report on small ports phenomenon of Marche Region provides an overview of the current state of the ports in the region, related to the theme of maritime tourism.

The data have been collected through desk analysis, information retrieved by local Stakeholders, the questionnaires filled by the Associated Partners Municipalities of Numana and Gabicce Mare.

The report considers the 9 ports included in the Regional Port Plan, focusing on the available facilities for users, especially related to environmental and touristic services.

The SWOT analysis provides a summary of the elements to consider for the development of a strategy for little ports on Marche Region.

To implement the competitiveness of ports in the nautical tourism sector it is necessary to match several aspects: to improve the capacity of little ports management; to reach higher levels of environmental performance; to implement the attractiveness of the investments for the maintenance of existing infrastructures and qualifying the level of services.