

Regional report on small ports phenomenon in the Molise Region

Final version of 05/05/2021

D.4.2.1

Project Full Title	Framework initiative fostering the sustainable development of Adriatic small ports
Project Acronym	FRAMESPORT
Project ID	10253074
Project Website	https://www.italy-croatia.eu/web/framesport
Priority Axis	4 – Maritime Transport
Specific Objective	4.1
Work Package	4
Work Package title	CONVEYING KNOWLEDGE OF MACRO-THEMES INTO ACTIONS
Deliverable Nr.	4.2.1
Status	Draft/Revised /Final
Partner in charge	AAST
Dissemination Level	Public/ Partnership

ACKNOWLEDGEMENT

The work described in this document was supported by the INTERREG V-A IT-HR CBC Programme - “Strategic” Subsidy Contract - Project: “Framework initiative fostering the sustainable development of Adriatic small ports, FRAMESPORT” (Project ID: 10253074).

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1. Introduction

The **ERDF** (The European Regional Development Fund) aims at supporting programmes in shared responsibility between the European Commission and national and regional authorities in Member States. The **Italy-Croatia Interreg CBC Programme** is one of its financial tools, which supports the cooperation among the two European Members States territories overlooking the Adriatic Sea. The Programme enables regional and local stakeholders to exchange knowledge and experiences, to develop and implement pilot action products and services, to support investments by creation of new business models, to test the feasibility of new policies, having as the final aim the improvement of the life quality and conditions of more than 12,4 MIO citizens living in the Area.

Among its main initiatives lies the **FRAMESPORT project**. Its main purpose is to foster the **sustainable development** of the **Adriatic small ports**. These entities are currently facing tough times, since it can be observed an excess in the number of berths in the area, compared to demand levels. Moreover, the relationship between the Italian and the Croatian systems in the Adriatic turn out to be unbalanced, since Croatia is apparently able to attract more users. A new business model, such as that one that FRAMESPORT tries to carry out, could foster overall efficiency and therefore competitiveness and attractiveness.

Its specific objective is described as follows:

Improve the quality, safety and environmental sustainability of marine and coastal transport services and nodes by promoting multimodality in the Programme area.

This particular project will perform a coordinated initiative supporting an integrated and sustainable development of small ports in a **strategic perspective**, thus allowing them to become pro-active socio-economic drivers of the development in the Adriatic coasts. Such a strategic objective calls for a **multifaceted approach**, including both the adoption of concrete pilot actions as well as the identification of priority themes to be promoted within the overall strategy.

Priorities will be individuated by means of a **bottom-up approach**, involving local and national stakeholders since the project inception phase. Partners, who have been chosen in order to guarantee a wide territorial approach, will address planning and management topics, business models implementation, enhancement of training and competence, as well as develop ICT tools and services, thus supporting an effective development of small ports in the whole IT-HR area.

Furthermore, 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 will be 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 favour their development and growth.

1.1. Purpose of the document

One of the first steps of the FRAMESPORT project is the Work Package 4 “*Conveying knowledge of macro-themes into actions*” which aims at framing the existing situation of the small ports of the Adriatic Sea. Each county is expected to provide a regional report on small ports phenomenon, realized by collecting baseline information and data, in order to finally realize a common database which will feed the FRAMESPORT platform.

This document will, therefore, provide an overview of the current state of the ports and harbors within a given territory, by presenting relevant information on the existing facilities and single port characteristics and services, on the basis of the data collected through desk research and the questionnaire aimed at the ports’ authorities.

The present report will be divided in chapters, each of which focuses on a specific topic. After having introduced the overall purpose of FRAMESPORT project in the previous paragraph, the 2nd Chapter will provide an overview of the regional situation. It includes: a description of the socio-economic situation of the region; an overview and the main features of the regional transports and mobility; the overall governance and transport planning initiatives.

The 3rd Chapter focuses on the analysis of small ports phenomenon. The data and information result from the questionnaire, desk research and data directly provided from the studies of Risposte Turismo. They include an overall description of available infrastructures (position, visualization, berth details and capacities, hinterland connection), services for users (technical services, nautical services, waste collection, touristic services) and data on annual maritime traffic.

The 4th Chapter provides an overview of the county’s situation, using a research tool known as SWOT analysis: an intuitive method of examining and evaluating the internal (strengths and weaknesses) and the external (opportunities and threats) of the environment in order to forecast possible development of a particular phenomenon, in this case small port phenomenon.

2. The region in a nutshell

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

2.1.1. Geographical and social context

Molise is the youngest Italian region (until 1963 it was part of Abruzzo) and the second-smallest region by extension, after only Valle D'Aosta, with an area of 4.460,60 km². It is situated in central-southeast of Italy. It stretches from Appennino Mountains to the Adriatic coast, and it is included by River Trigno in the northern part and River Fortone in the southern zone. It is bordered by Abruzzo to the north, Apulia to the east, Lazio to the west, and Campania to the south. Molise has also 35 kilometres (22 miles) of sandy coastline lapped by the Adriatic Sea.

The surface of Molise is mainly characterized by mountainous and hilly areas, which represent the largest part of the territory. About 55% of the region is composed of mountains and most of the rest by hills that go down to the sea. On the other hand, the coast is characterized by the presence of beaches, generally sandy and large.



Figure 2 Credits: regione.molise.it



Figure 1 Credits: regione.molise.it

Specifically, the territory is divided into two Provinces:

1. The Province of **Campobasso**: with an area of 2,925.41 km² it extends from the coast to the central area: it includes the homonymous regional capital, the towns of Termoli and Boiano and some coastal villages.

2. The province of **Isernia**: with an area of 1.535,24 km², it includes the mountain area of Molise (known as Alto Molise).

In the Region, there is a total of 136 municipalities, 84 in the province of Campobasso and 52 in the province of Isernia. 123 of the region's 136 communities are located in mountainous areas.

The principal rivers are all torrential and flow into the Adriatic Sea: Trigno River which originates in the Apennine Mountains, in the province of Isernia and flows into the sea near Vasto Town; Biferno River that flows from the Matese mountains and runs through several municipalities in the province of Campobasso, forming the Lake of Guardialfiera; and Fortore River that flows through the provinces of Benevento, Campobasso.

According to Eurostat (2020), the population of Molise is of 305,617 inhabitants with a decrease of 3274 inhabitants compared to the previous year, distributed through its two provinces and it represents the 0,5% of the entire population residing in Italy. The most populous city is Campobasso, with 48,337 inhabitants. The population density of the region is low, 69 inhabitants per sq. Km, compared to the national average of 200 inhabitants per sq. Km. The result is that Molise is one of the least densely populated regions in Italy; in southern Italy, only Basilicata has a lower density.

In addition, the resident population, compared to the national average, is characterized by a high rate of old age and a low birth rate (Figure 3). As a result, Molise has a demographic growth rate lower than the other regions and compared to the national average and an increase of old people rate.

Indicator	Resident population until 4 years years (% of resident population)	Resident population 75 years and over (% of resident population)	Resident population 85 years and over (% of resident population)	Women 85 years and over (% of the resident population 85 years and over)	Sex ratio
Gender	Total	Total	Total	Females	Total
Age class	Until 4 years	75 years and over	85 years and over	85 years and over	Total
Year					
2018	3,4	12,8	4,5	67,2	97,2
2019	3,3	12,9	4,6	66,7	96,0

Figure 3 Credits: ISTAT (2020)

The average age of the population is about 46,7 years old and there is a balance between males and females, with a slight majority of the latter, representing the 50,8% of the population (Figure 4).

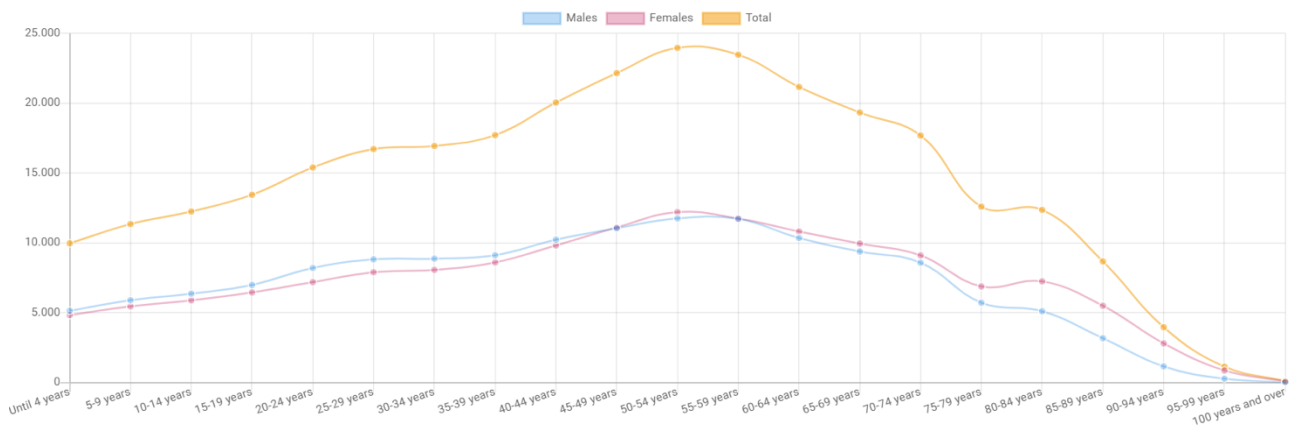


Figure 4 Credits: ISTAT (2020)

2.1.2. Economic context

According to Eurostat online section Internal Market, Industry, Entrepreneurship and SMEs (2020), Molise is characterised by a prevalence of SMEs and a few large enterprises located on the coast.

The main areas of specialisation include automotive, mechanics, textiles and clothing, and agri-food. Industries are localised in the industrial clusters of Termoli, Campobasso-Bojano, Campobasso-Ripalimosani and Venafro-Pozzilli. The greatest share of employment is absorbed by commerce and other services.

Since 2008, the crisis has strongly affected the regional economy with a greater impact on sectors that are already structurally weak. The fall in foreign demand has intensified the difficulties of the fashion industry that have spread to the entire regional production chain. Construction activity has declined, with the number of hours worked staying low for the last period. Even the service sector has suffered from economic difficulties. The fiscal consolidation measures taken at the national and regional level have reduced the public resources available for regional development, which has led to negative impacts on disadvantaged territories and social groups (e.g., youths).

Overall, the real GDP growth declined by -0.4% (one of the worst regions in Italy) during the period 2009-2018 (Eurostat, 2020). In 2018 GDP registered the first signs of a slight recovery with a +2.2.

GDP per capita was equal to €21,400 in 2018, below the Italian (€29,700) and the European average (€31,000). However, compared to 2017, in 2018 has been revealed an increase of +3.4% of GDP per capita (Eurostat, 2020).

In 2019, the employment rate is lower (54.5%) compared to the national level (59%), and far from the one for Europe (69.2%) (Eurostat, 2020). Also, the unemployment rate decreased in recent years, from 14.4% in 2015 to 12.2% in 2019, far above the National (from 11.9% to 10%) and the European trends (from 9.4% to 6.3%) (Eurostat, 2020).

On the base of the studies elaborated by the European Commission on the competitiveness of the regions and with specific reference to Molise, the region lies in the range between -1 and - 0.5, among the less developed regions (215/268)¹.

Examining in detail the indicators (figure below), the region unfortunately registers rather low performance, for example in the limited dimension of innovation and insufficiency of the relational system, in particular among institutions. Both elements contribute to define a very limited degree of openness in the field of internationalization.

¹ European Commission, *European Regional Competitiveness Index*,
https://ec.europa.eu/regional_policy/en/information/maps/regional_competitiveness/#map

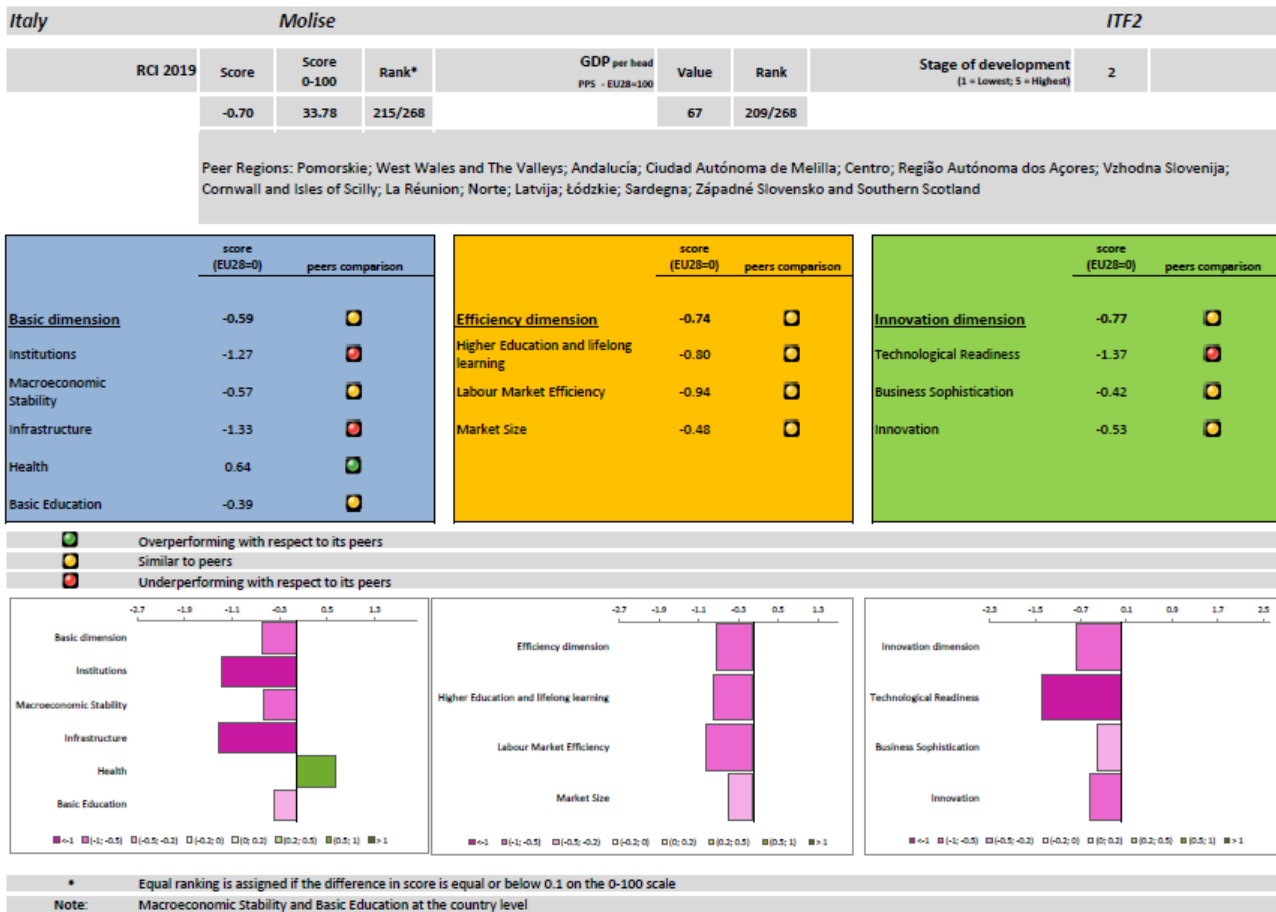


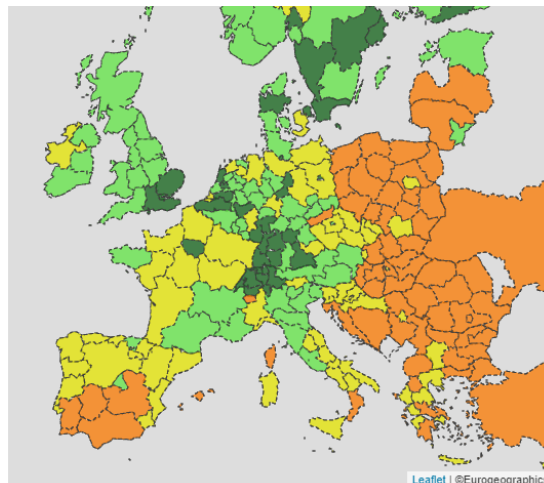
Figure 5 European Commission, European Regional Competitiveness Index (2019)

Concerning innovation, the European Commission creates *The regional innovation scoreboard (RIS)*, a regional extension of the European innovation scoreboard (EIS), assessing the innovation performance of European regions on a limited number of indicators.

Innovation performance has improved in the recent years (26.4%), showing one of the best performances among the Italian regions. However, in terms of the actual progress, Molise is still far away from majority of other EU regions.

The main weaknesses concern:

- R&D Expenditures
- Design Applications
- Employed ICT specialists
- Product innovators



Legend:
■ Innovation leader
■ Strong innovator
■ Moderate innovator
■ Emerging innovator

Figure 6 European Commission, European and Regional Innovation Scoreboards 2021

Focusing on the **tourist sector**, according to the Italian National Institute of Statistics (ISTAT), Molise is the Italian region with the lowest percentage of tourism and the last for arrivals. Compared to the large flows of cultural tourism that affect some regions of central-northern Italy, Molise territory has a peripheral position just as it is marginal for southern Italian tourism that relies on the climate and the beauty of the sea and the coasts².

Caratteristiche territoriali e principali dimensioni turistiche delle destinazioni del MOLISE										
	Caratteri territoriali		Servizi turistici 2019				Presenze turistiche 2019			
	Popolazione all'1 gennaio 2020	Superficie (kmq)	Alberghieri	Letti (alberghieri)	Extralberghieri	Letti (extralberghieri)	Ristoranti	Residenti	Non residenti	Totale
ALTO MOLISE	9.630	348,8	6	222	41	332	17	11.447	2	11.449
COSTA DEL MOLISE	51.283	261,0	30	2.007	94	2.836	18	197.867	17.483	215.350
Destinazioni Molise	60.913	609,8	36	2.229	135	3.168	35	209.314	17.485	226.799
Regione Molise	302.265	4438	101	5850	453	5513		404.901	34.744	439.645

Fonte: Elaborazioni Isnart su dati Istat

Figure 7 Camera di Commercio del Molise, La Valorizzazione Del Patrimonio Culturale e Del Turismo (2019)

² Context Analysis, EURelations Geie

In Molise, tourism is mainly composed of domestic flows and in particular tourists coming from neighbouring regions. Even if the most visited regions from domestic tourists remain Puglia, Campania, Sicilia, Calabria, three new regions Umbria, Abruzzo and Molise registered a relevant percentage variation in the number of domestic tourists between 2019 and 2020 (in Molise +147,7%).



Figure 6 Camera di Commercio del Molise, Le strutture ricettive e il mercato alternativo Le scelte del turista nella prima estate del Coronavirus (2020).

It should be taken into account, that this situation is in part due to the Pandemic of Covid-19. Many people preferred to spend their holidays in their home country, in order to avoid inconveniences caused by the health emergency situation.

Concerning the tourism industry in Molise, more than 3,000 enterprises are present on the territory, with 9,000 workers. The catering and hospitality sector on their own represent the 78,4% of the offer of Molise tourism industry.

The historical series relating to the number of companies in the tourism sector in the last decade shows, with the exception of 2015, a constantly increasing trend (with an overall increase of 31.36 % recorded between 2005 and 2016).

The weight of private operators in the cultural sector in Molise stands at 0.5% of cultural enterprises nationwide, with a contained level of sector employees, whose percentage share of total employment stands at 1.3% compared to the average for Mezzogiorno (1.6%) and Italy (1.7%). In urban areas (business register 2014) about 50% of operators are concentrated (415 companies in

the Campobasso area, 320 in the Termoli area and 160 in Isernia, for a total of 895). The largest number of active enterprises are the sectors related to agriculture, forestry and fishing (24%), trade (23%), construction (12%) and accommodation and catering (8 %); then all others follow. In this sense, the indicator represents an economic varied reality in which the enterprises linked to tourism show good values.

If however we deepen the study, crossing this data with the analysis of turnover, it is evident that the "accommodation and catering" sector, a key driver for tourism development, loses several positions in relation to other sectors, more productive in general terms. Moreover, if the per capita turnover of the individual economic initiatives is calculated, the sector is even in the penultimate position, with a value of 17,873 Euro of average revenues per active company.

The offer of tourist services and hospitality is mainly concentrated along the coast. In urban areas (enterprises's register 2014) are present 44 of receptivity enterprises (22% of total), 19 of which in Campobasso, 17 in Termoli and 7 in Isernia. On 11,435 beds in total, equal to 0.2% of national ones, almost 80% is located in the province of Campobasso and in the coastal municipalities.

The accommodation offer is not adequately developed, with a presence, in 2012, of 36.4 beds per 1,000 inhabitants, compared to an average South Italy area of 58.9 and to an Italy's value equal to 80; the region is on the penultimate place at the national level.

The tourism sector, therefore, presents a limited employment impact; in 2012 only 4.2% of employed persons worked in the tourism sector, in line with the European data, but lagging behind the nationally registered impact of 5.3%.

2.2. Regional transport and mobility overview and main features

It is widely recognized that the two sectors of transports and tourism are closely connected and dependent on one another. Transport infrastructure not only is the essential precondition, since it permits to concretely connect receiving and generating destinations, but it is also an essential component of successful development in that it induces the creation of new attractions and the growth of existing ones³.

It is precisely for this reason that the main investments made by countries on transports arise from tourism development initiatives. Some destinations, indeed, undergo major changes in terms of transports precisely for tourist purposes, which then obviously have a positive spillover also on whole local economy and quality of life.

As the document Context Analysis EuRelations Geie highlights, Molise Region, located in the central-southern part of the Italian peninsula, is located in a typical interstitial space, outside the major communication axes that define the quadrangle formed by the Italian urban centres of Rome and Naples (on the west façade) and of Bari and Pescara (on the eastern one), having for this reason a peripheral position.

Nevertheless, except for airports, the Region can count on all the other transport systems, namely railroads, highways and maritime routes, but not equally allocated. There is, indeed, a strong imbalance in the quality and quantity of transport services between the inland and the coastline. This applies not only to the inland inefficiency and disuse of roads and rails, but also to public transports. This situation persists despite major public investments made by the region between 1991 and 2004.

AIR TRAFFIC

Despite not having a regional airport, international tourists of the region tend to land in the nearest airports and then use another type of transport to reach the region, namely:

- Pescara Airport: 104 km
- Bari Airport: 204 km
- Naples Airport: 212 km

³ R. Kaul (Ed.), Dynamics of Tourism: A Trilogy, Transportation and Marketing, Vol. 3, Sterling Publishers, New Delhi (1985)

- Ancona Airport: 272 km
- Ciampino Airport: 305 km
- Fiumicino Airport: 332 km

ROAD TRAFFIC

In Molise Region there is only one single motorway, the Adriatic Highway (A14, Bologna-Taranto), which is well-connected with the SS 16 (state road), which covers 6 different regions: Veneto, Emilia Romagna, Marche, Abruzzo, Molise and Puglia. In Molise Region it connects the major coastal cities of the Region in its 35 km-length: Montenero di Bisaccia, Marina di Montenero, Termoli and Campomarino. The motorway has always been a good connection between Apulia Region, and therefore with its airport, and some of the main coastal cities of Molise Region, namely Termoli and Montenero di Bisaccia.

The rest of the road system consists in provincial and state roads managed by the Region, which manages and coordinates the system in terms of construction, maintenance, classification and declassification. Two of the most important are the SS 647 *Fondo Valle Biferno*, which connects Campobasso with the Coast and the A14, and the and the SS 650 *Fondo Valle Trigno*, which crosses Abruzzo and Molise in the hinterland.

Another important road is the SS87 Sannitica which is a connection among Molise and Campania Regions. It is, indeed, considered an infrastructural resource of significant regional interest from a tourist point of view, since the archaeological site of Altilia is located along the way and it also connects with other cultural attractions. In Molise Region this road extends for 115 km.

Molise Region has also a bus transport line that connects Termoli with other cities. The bus station of Termoli, managed by G.T.M. srl, is the main hub for departures and arrivals.

RAIL TRAFFIC

Also the railroad of the Region is located on the coastline. It is known as the Bologna-Bari railway line and it is part of the National Lines, managed by RFI. The railway connects the coastal cities with a train station present in the biggest ones, such as Campomarino, Montenero di Bisaccia and Termoli. Termoli railway station is the biggest one and is considered an important resource for the whole region, not only in terms of tourism but also of goods and trade.

The other important railroad of the Region connects Campobasso, in the inland, with Termoli, on the coast.

MARITIME TRAFFIC

The coast of Molise is 35 m-long, and it is included between the Trigno River's mouth, next to Abruzzo Region, and the Saccione River's mouth, in Puglia. It has mainly low sandy beaches and its main seaside resorts are Montenero, Petacciato, Termoli e Campomarino.

The three main ports are those of Termoli, Campomarino and Montenero di Bisaccia.

The Port of Termoli is important not only for tourist routes, but it is also a fishing, passenger, industrial and commercial port. It is, indeed, divided into two main parts: the northern dock dedicated to commercial and fishing ships, and the southern dock called *Marina di San Pietro*, a welcoming and elegant infrastructure, characterized by 4 jetties and two docks, which permits the mooring up to 300 boats, from 8 to 30 meters- length and which is dedicated to the tourism sector. The port of Termoli has an annual passenger flow of about 240,000 people. The main tourist routes from Termoli are that of the hydrofoils and ferries to the Tremiti Islands and since a few years ago it is also possible to reach Ploče in Croatia. Other connections by sea, are for example those which connects the region to the nearest ports are in Pescara, Ancona and Bari. These last sea routes mainly concern domestic passengers.

The second most important port of the Region is *Marina Sveva* in Montenero di Bisaccia, which is located half a mile north of the Trigno river's mouth, in *Località Costa Verde*, near the seaside of Montenero di Bisaccia and it is nested in the heart of a fascinating gulf that brings together the splendid towns of Vasto and Termoli. From this technological and innovative port, which hosts up to 446 boats, it is possible to reach the Tremiti Islands, Punta Aderici in Abruzzo Region, Costa dei Trabocchi near Vasto and Termoli. Inside the port there are two main companies of boat renting: *Lighthouse Charter* and *Nautica Rent*.

The third port is *Marina di Santa Cristina* in Campomarino, recently restored and reopened in 2012. The port is mainly a destination of domestic routes and there is not the possibility to rent a boat in it.

2.3. Overall governance and transport planning references

Molise is a region of Southern Italy. Until 1963, it formed part of the region of Abruzzo and Molise, alongside the region of Abruzzo. The split, which did not become effective until 1970, makes Molise the newest region in Italy.

The region is split into two provinces, named after their respective capitals Campobasso and Isernia. Campobasso also serves as the regional capital.

The main bodies of the government are:

- The President who oversees the main functions, since it holds fast all the mandates of the region's functions.
- The Board, which includes 5 council members, a vice president and an undersecretary.
- The Council, composed by 20 members, is the legislative body and therefore in charge to represent the whole community of Molise Region. It determines its political direction exercising its political power, adopting regulations and general measures. The council is summoned and managed by the president

Molise Region is in charge of scheduling e coordinating regional mobility and traffic. Its main tasks are:

- Planning
- Coordination
- Technical guidelines and regulations of the actions necessary for the realization, maintenance, management, classification and declassification of the regional road network and of the provincial roads.
- Concerning highways, the Region determines tolls and gives concessions to the realization of new business buildings.
- The region promotes the strengthening of the road network also thank to the project finance.

3. Analysis of regional small ports phenomenon

The Adriatic Sea has always been an area of interest for economic, occupational and social development of the countries that border this Sea. Its cultural richness, due to the multiplicity of different communities which inhabit its coasts, and the overall wide and various tourist offer, given by the heterogeneity of the landscapes, contribute to make this Sea a great economic resource.

Nevertheless, the Adriatic Sea is a closed sea which can be reached only from the south. Its peculiar form has always represented a potential limit to its overall development, compared to other more accessible seas. Nowadays, its future necessarily depends on the attention and commitment that subjects such as the European Union devote to it. In fact, it is a case of designing strategic



Figure 7 Source: *Risposte Turismo, Adriatic Sea Tourism Report (2019)*

interventions capable of having an effect on various issues and measures such as infrastructure, mobility, attracting investments, access to credit, which should not rely solely on the choices and possibilities of individual cities or countries as they risk being uncoordinated and therefore not necessarily cohesive and functional for the benefit of the development of the whole region.⁴

Concerning small ports, the updated map of marinas and small ports located in the Adriatic Sea shows the existence of more than 330 structures (332) with around 75,000 moorings (75,052). Italy with its 186 marinas and Croatia with its 125 ones count for almost 90% of the total Adriatic offer.

The majority of the structures located in the Adriatic Sea has less than 400 berths.

On average, the mapped structures have 226 berths per structure. The three areas of the Adriatic (North, Centre, South) have approximately the same average

⁴ Source: *Risposte Turismo (2019), Adriatic Sea Tourism Report.*

	Berths		Structures		Avg. berths* by structure
	value	% share	value	% share	
North	43,327	57.7%	195	58.7%	222
Centre	14,627	19.5%	64	19.3%	229
South	17,098	22.8%	73	22.0%	234
TOTAL	75,052	100%	332	100%	226

Figure 8 Source: Risposte Turismo, Adriatic Sea Tourism Report (2019)

Italy can count on more than 49,000 berths in its small ports, with an average of 264 berths per structure.

	Berths		Structures		Avg. berths per structure**
	value	% share	value	% share	
ITALY*	49,186	65.5%	186	56.0%	264

Figure 9 Source: Risposte Turismo, Adriatic Sea Tourism Report (2019)

Talking about density of boat structures and berths per kilometer of coastline, in its 35 km of coast, Molise region has a density of 21 berths/km

Regarding the types of maritime tourism of the Adriatic Sea, three main sectors can be observed:

- Cruise tourism
- Ferry Tourism
- Sail and Yachting tourism

In 2018, 5 million cruises passenger movements were recorded in more than 30 Adriatic cruise ports and more than 19 million passengers travelled on a ferry, hydrofoil or fast catamaran in the Adriatic, with additional travelers crossing domestic channels and reaching islands by sea. The latest update on nautical tourism reveals more than 330 structures with around 75,000 moorings for boats

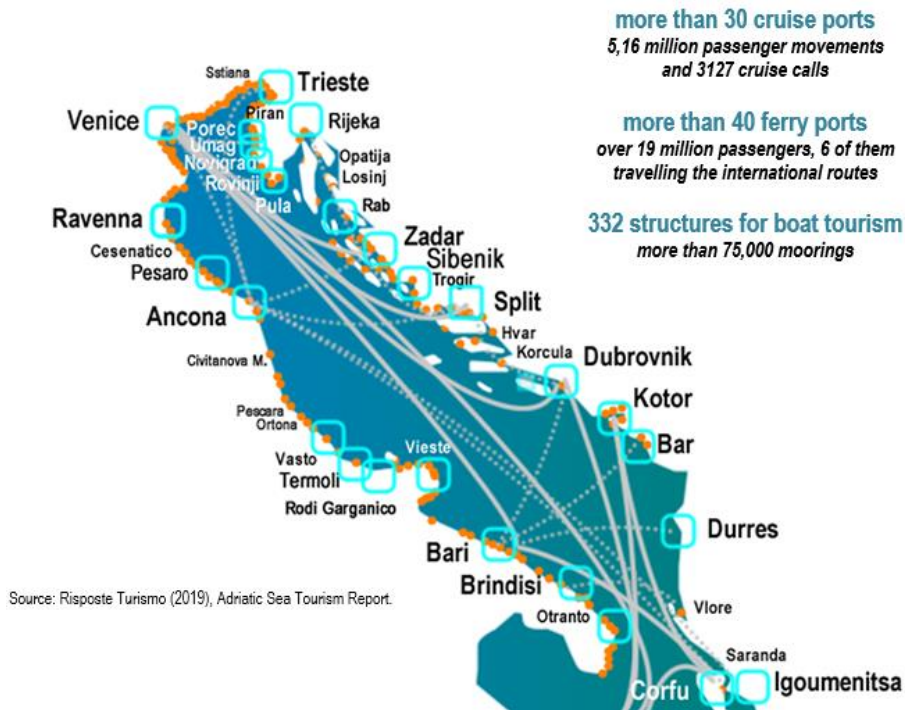


Figure 10 Source: Risposte Turismo, Adriatic Sea Tourism Report (2019)

Ferry, hydrofoil and fast catamaran are the main types of maritime traffic which concern this project for the development of small ports, but also the niche of large yachts represent a good opportunity for the sector.

Many ferry, hydrofoil and fast catamaran routes connect the Adriatic ports in both horizontal and vertical axis: the major connections are highlighted on the next map. It is important to remember that the Adriatic Sea is favoured by the presence of commercial routes, used all year long and available for tourists too. These routes benefit from the presence of many production facilities located in Central Europe.

Many ports in the Adriatic can count on catamaran and hydrofoil connections all year round, in particular regarding the domestic routes. In 2018, Split local ferry service, for example, carried more than 3.6 million passengers and catamaran lines registered 985,000 passengers; international ferry traffic didn't reach 500,000 passenger movements.

Figure 11 Source: Risposte Turismo, Adriatic Sea Tourism Report (2019)



Figure 12 Source: *Risposte Turismo, Adriatic Sea Tourism Report (2019)*

As it can be seen in the map, small ports of Molise Region, especially Termoli, are part of the main Adriatic ferry, hydrofoil and fast catamaran routes.

Regarding ferry, hydrofoils and catamaran traffic, Molise is in the top chart of the 20 ports in the Adriatic for the number of passengers carried in 2018.

The Adriatic counted almost 20 million passengers and more than 91,000 calls, Termoli counted 190,327 passengers and 737 calls, ranking itself in the 15th position among all the Adriatic ports.

August is the month with the highest number of passenger movements and calls, in the whole Adriatic and in Molise, followed by July and September. Actually, these months are favored by routes activated only in the summer period. It is interesting to notice that, even if with a strong seasonality, ferry, hydrofoil and fast catamaran traffic is registered during every month of the year.

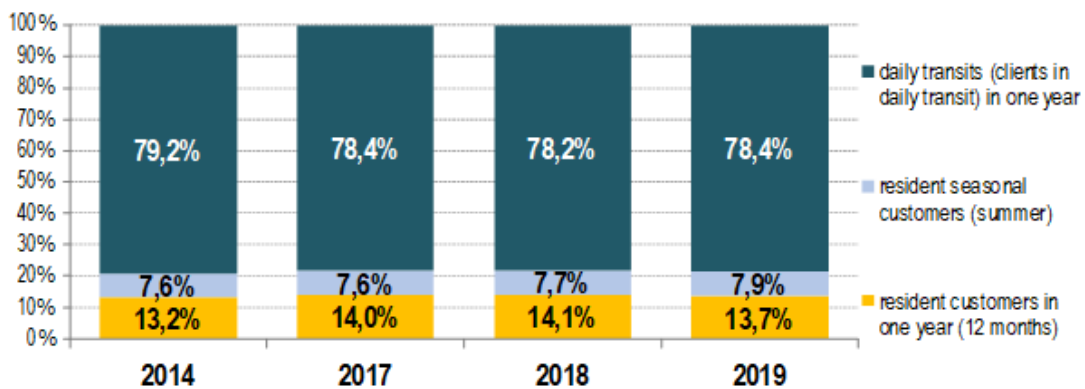


Figure 13 Source: *Risposte Turismo, Adriatic Sea Tourism Report (2019)*

Talking about the type of customers in many of the Adriatic Marinas, daily transits, which correspond to clients that use the boat structure facilities once or more times – but not constantly – during the season, represent the majority of demand. Followed by annual resident customers and then by resident seasonal customers.

Talking about client’s main origin countries, the main markets of the small ports of the Adriatic come from near the Adriatic area, but few marinas also cited more faraway countries (Russia, the Netherlands and the US), demonstrating as it would be possible to promote services in, and to attract clientele from, other countries. The countries that account for almost two thirds of the total are Germany, Austria and Italy (in order, 31%, 21% and 20%).

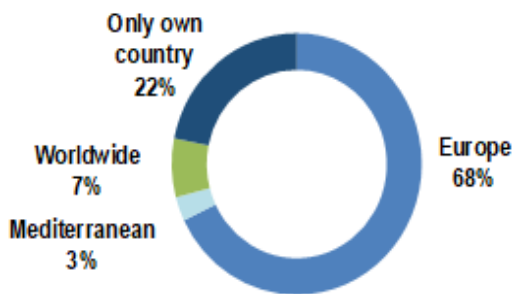


Figure 14 Source: *Risposte Turismo, Adriatic Sea Tourism Report (2019)*

According to the interviewed marinas that cited these three countries as their main markets of origin, these nationalities have an average weight on the total clientele around 21% (Germany), 23% (Austria) and 50% (Italy).

The same situation applies for the theme of promotion. The European area is the most cited, with almost 70% of the promotion concentrated on this area. One quarter of the sample presents its services only in its own country. 7% take into consideration a worldwide promotion, citing in particular China, the US and the Middle East.

Concerning investments, the current situation of the sector in Italy is almost stable, meaning that no structure has ended its activities and no new marina has opened in the Adriatic. In Molise Region investments were made to reopen the *Marina di Santa Cristina* (Campomarino) in 2012, to add 100 more berths in *Marina di San Pietro* (Termoli) and a new port was opened in 2014, *Marina Sveva* in Montenero di Bisaccia.

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

The three main tourist ports of Molise Region are:

- Marina di San Pietro – Termoli
- Marina Sveva – Montenero di Bisaccia
- Marina di Santa Cristina – Campomarino

Beyond these three ports, there is also a small one in Petacciato with only a few essential facilities. They are distributed in the 35 km of coastline and have in total more that a 1200 berths. The three ports together with the town of Petacciato are part of a marketing project known as Costa dei Delfini (Dolphin’s Coastline), which tries to promote the regional coastal offer as a single product, similar to a destination. It is an attempt to create a network of different stakeholders operating in the area. The name comes from the opportunity to sail with dolphins in the marine area in front of the coastline.



Figure 15 Fonte: Molisian Regional Policy Analysis, Project Land-Sea INTERREG, Regione Molise.

Beside this project, FRAMESPORT will be a good opportunity for these three ports to enhance coordination, collaboration and networking, thus creating new opportunities for the territory and fostering long-term sustainability and competitiveness.

3.1.1. Termoli: Marina di San Pietro

Marina di San Pietro - TERMOLI			
Latitude	42° 0' 12" N	Longitude	15° 0' 7" E
VHF	13	Website	https://www.myc.it/
FEATURES			
Berths	300	Boat length	8 – 30 m
Minimum draught	3.5 m	Maximum draught	4.5 m
Jetties	5	Piers	2
Sea bottom	Muddy	Winds	Libeccio – Mistral Grecale – Sirocco
Timetable	24h	Dangers	-
Mooring types	Stern-to-pier, catway, catapult		
Stretch of water	60.000 mq	Built area	500 mq
Banchina di sottoflutto	200 m	Banchina di sopraflutto	450 m
Floating jetties	400 m	Assistance and Maintenance yard	600 mq

Figure 16 Source: Questionnaire filled out by the port.

Termoli is an important historic city founded around an ancient fishing village. Situated along the Adriatic Coast, the harbour of Termoli in Molise County is a fishing and tourist port for recreational boating, with a pivotal role in the coastal and nautical tourism.

It consists of:

- The **northern dock** of the port: it hosts the famous shipyards of Termoli. It is about 1,200 metres long and includes four different jetties equipped with quays and a smaller dock (90x 40 m) called "Molo Martello", signalled by a green light. It is divided into two parts: the fishing port together with a part reserved for Coastal Guards' and Financial Police's boats. The other is reserved for passenger ships sailing to Tremiti Islands.

- The **southern dock** of the port: managed by "Marina di San Pietro", it's a small marina, partially equipped with quays. A wooden 70-metre pier has been recently added together with two other jetties.
- The **south-eastern dock** of the port: this area is reserved for transiting fishing boats and decommissioned ships.

The Marina of San Pietro is the tourist port of Termoli managed by the Marinucci Yachting Club S.r.l society. The society fostered and funded the new port, at the feet of the old town, inaugurated in September 2009, with an investment of more than 8 million euros.

Nowadays, the Marina of San Pietro is open all year round and offers 300 comfortable berths equipped with mooring piles and fingers for vessels ranging from 8 to 30 meters in length. From 2009 the Marina has been undergoing several renovations. In 2020 a new jetty has been realized and now even 50-m boats can dock in the port. Moreover, some services are being restored, such as the recreation area of the café and restaurant.

The occupation rate is around 60%, composed by a majority of resident customers (60%) and a minority of daily tourists (40%). The latter usually come from Belgium and Croatia and are daily transits headed to Tremiti Islands or to Greece. According to the port staff some of these sometimes decide to stay longer on the port thanks to its many services and the beauty of the city and landscape.

Today the port is the ideal departure point to reach the main leisure boating destinations of the Central-Southern Adriatic Sea: The Tremiti Islands, the Gargano Promontory, the Trabocchi Coast, Lastovo, Vis. Tourists can embark on cruises through an ancient route leading to Dubrovnik, passing through the most beautiful islands of the Adriatic Sea.

The Marina of San Pietro is also a member of the network "Assomarinas" which brings together the most important Italian Marinas.

Beyond general services, the port also offers the opportunity to book the following activities:

- Sea excursions
- Ferry services to the Tremiti Islands
- Sailboats and rafts rental
- Luxury yacht chartering

- Sailing, paddle and wind surfing courses
- Recreational fishing trips
- Cruises on caique
- Onboard cocktails
- Diving activities

The port is well-connected to the city since it is located 300-m away from the city centre. The port can be easily reached by car, and there is an available car park with 250 parking lots, or by train, thanks to the Termoli train station, located 1-km far from the port. International visitors tend to come also by plane, landing in Pescara Airport.

3.1.2. Campomarino: marina di Santa Cristina

Porto Turistico Marina di Santa Cristina – CAMPOMARINO			
Latitude	41° 56.73' N	Longitude	15° 4.10' E
VHF	16	Website	Not available
FEATURES			
Berths	105	Boats length	10 - 50 m
Minimum draught	3 m	Maximum draught	3.5 m
Jetties	-	Piers	-
Sea bottom	Sandy	Winds	I and IV quadrant II and III quadrant
Timetable	-	Dangers	Entrance cover-up
Mooring types	-		
Stretch of water	- mq	Built area	- mq
Banchina di sottoflutto	- m	Banchina di sopraflutto	- m
Floating jetties	- m	Assistance and Maintenance yard	- mq

Figure 17 Source: Desk research, to be validated with the port

The tourist port Marina di Santa Cristina is located in Campomarino Lido. Recently restored, it reopened after two years of closure in 2012.

The tourist port of Marina di Santa Cristina is the third port in Molise region, and it was realized to create a synergy among the single structures of Molise coast. A few years ago, it came back in full activity available to all yachtsman, with price lists and current disciplinary.

The structure today brings a new name in honour of the patron St. Christina. Thanks to the interventions financed by the Municipality of Campomarino, the structure is fully operational. In fact, such interventions have solved the problem of sand cover up due the low level of the sea.

The tourist port Marina di Santa Cristina has a total of 105 berths. Currently, the outer structure arms have been completed, traps were set to catch the sand and to dredge, all the services necessary for navigation are guaranteed.

The port can be easily reached on foot from the town center (1 km) or by train, either from Campomarino train station (3 km) or Termoli Train Station (7 km)

3.1.3. Montenero di Bisaccia: Porto Turistico Marina Sveva

Porto Turistico Marina Sveva – MONTENERO DI BISACCIA			
Latitude	42° 4' 10" N	Longitude	14° 47' 20" E
VHF	10	Website	www.marinasveva.com
FEATURES			
Berths	446	Boats length	30 m
Minimum draught	2 m	Maximum draught	3 m
Jetties	7 (with finger)	Piers	1
Sea bottom	Sandy	Winds	Mistral - Levanter
Timetable	24h	Dangers	-
Mooring types	Dead weight, docking rope		
Stretch of water	60.350 mq	Built area	33700 mq
Banchina di sottoflutto	250 m	Banchina di sopraflutto	400 m
Floating jetties	854 m	Assistance and Maintenance yard	3100 mq

Figure 18 Source: Questionnaire filled out by the port

The Marina Sveva Port is located half a mile north of the Trigno river's mouth, near the seaside of Montenero di Bisaccia and is nestled in the heart of a fascinating gulf that brings together the towns of Vasto and Termoli.

The Marina Sveva' Port, recently built in 2014, consists of 7 floating docks, which can accommodate up to 446 pleasure boats of a maximum length of 30 meters. There are many services available both to boats and yachtsmen. In order to satisfy the requirements of every ship owner, and while ensuring a level of excellence in the services, Marina Sveva has put together a uniquely broad and varied offer enhanced by an avant-garde structure from both an architectural and functional point of view.

The occupation rate is around 70% in summer. 80% of the customers come from a radius of 100km, many come from Roma and Rimini, while only the 20% are international customers. This situation is probably due to the promotion the port makes, which is narrow and aimed only at Italian costumers.

In close proximity there are also hotels with SPA, bars, restaurants, self-service restaurants, pizzerias, ice-cream parlours and fashionable clubs.

The Marina Sveva Port is characterized by technology, innovation, waste reduction and active **green systems**: a sustainable last-generation water treatment plant that collects and recycles rainwater, a system for pumping, treating, and disposing of wastewater and bilge water, self-sufficient hot water systems fed by solar panels, anti-pollution treatments for the bunkering area and for the water used to wash boats, thus saving drinking water. The entire construction contributes to the marina's environmental friendliness and is tied to an extraordinary natural heritage protected in the interest of the community.

In order to maintain its sustainable vocation, the marina is foreseeing to cover the parking area with solar panels.

The port can be easily reached by train, either from Termoli train station (20km) or San Salvo train station (5 km). It is also well-connected to some important highways and it has an available car park with 300 parking lots. Some international visitors reach the port from Pescara Airport, which is one hour apart from the port.

The port is also present in some app for berth reservation, namely Ormeggi.it and Navily.

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

The three ports of Molise are all recently restored or realized. *Marina Sveva* of Montenero di Bisaccia was newly realized in 2014, *Marina di Santa Cristina* of Campomarino was restored in 2012 and *Marina di San Pietro* of Termoli was recently restored and 100 berths were added.

While *Marina Sveva* and *San Pietro* have all the main services and facilities of a common small port, *Marina di Santa Cristina* has only the essential nautical services and no side or tourism service. The tables below summarize the main services the three ports dispose of.

Marina di San Pietro - TERMOLI							
SERVICES							
Fuel at the dock	YES	Sanitary facilities	YES	Slipway	YES	Underwater services	-
Water at the dock	YES	Travel-lift	YES	Crane	YES	Info Point	YES
Electricity at the dock	YES	Repair	YES	Video surveillance	-	Shuttle service	YES
Wi-fi	YES	Green-area	YES	Laundry	-	Fire-fighting system	YES
Restaurant	YES	Weather Forecast	YES	Linesmen	YES	Bunkerin	YES
Assistance of sea motors	YES	Car Park	YES	Water disposal	-		
Ramp	YES	Solarium	-	Water and docks cleaning	-		
CONTACTS							
Radio		13		Tel. Marina		0875 705398	
E-mail		marinadisani Pietro@myc.it		Tel. Mooring		345 4751783	
IN THE SORROUNDINGS							
Restaurant	YES	Hospital	YES	Hotel	YES	Post-office	YES
Banks	YES	Pharmacy	YES	Green-areas	YES	City centre	YES

Grocer's shop	YES	Equipped beaches	YES	Train station	YES	Shopping center	-
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Figure 19 Source: Questionnaire filled out by the port

Porto Turistico Marina di Santa Cristina – CAMPOMARINO							
SERVICES							
Fuel at the dock	YES	Sanitary facilities	YES	Slipway	YES	Underwater services	-
Water at the dock	YES	Travel-lift	-	Crane	-	Info Point	-
Electricity at the dock	YES	Repair	-	Video surveillance	-	Shuttle service	-
Wi-fi	YES	Green-area	YES	Laundry	-	Fire-fighting system	YES
Restaurant	-	Weather Forecast	-	Linesmen	-	Bunkerin	-
Assistance of sea motors	-	Car Park	YES 100	Water disposal	-		
Ramp	YES	Solarium	-	Water and docks cleaning	-		
CONTACTS							
Radio		16		Tel. Marina		0875-5311	
E-mail		urp@comunecampomarino.it		Tel. Mooring		-	
IN THE SORROUNDINGS							
Restaurants	YES	Hospital	-	Hotel	YES	Post-office	-
Banks	-	Pharmacy	-	Green-areas	YES	City centre	-
Grocer's shop	-	Equipped beaches	-	Train station	-	Shopping center	-

Figure 20 Source: Desk research, to be validated with the port

Porto Turistico Marina Sveva – MONTENERO DI BISACCIA							
SERVICES							
Fuel at the dock	YES	Sanitary facilities	YES	Slipway	YES	Underwater services	YES
Water at the dock	YES	Travel-lift	YES	Crane	YES	Info Point	YES
Electricity at the dock	YES	Repair	YES	Video surveillance	YES	Shuttle service	YES
Wi-fi	YES	Green-area	-	Laundry	YES	Fire-fighting system	YES
Restaurant	YES	Weather Forecast	YES	Linesmen	YES	Bunkerin	YES
Assistance of sea motors	YES	Car Park	YES	Water disposal	YES		
Ramp	YES	Solarium	-	Water and docks cleaning	YES		
CONTACTS							
Radio		10		Tel. Marina		0875 631900	
E-mail		commerciale@smmspa.com		Tel. Mooring		339 6085696	
IN THE SORROUNDINGS							
Restaurants	YES	Hospital	YES	Hotel	YES	Post-office	YES
Banks	YES	Pharmacy	YES	Green-areas	YES	City centre	-
Grocer's shop	YES	Equipped beaches	YES	Train station	YES	Shopping center	YES

Figure 21 Source: Questionnaire filled out by the port

The three main categories of customers of these three ports are transit users, land-based tourists and domestic users. Each of them has different needs and every port is more or less able to satisfy them according to the services they dispose of.

Domestic users are the users that need the fewer quantity of services and are not interested in tourism or side services. This category can be satisfied basically by all three ports, since nautical (Ramp, fuel/electricity/water at the docks, linesmen) are always guaranteed.

Land-based tourists basically come to the ports to rent a boat to reach the nearby destinations. They usually need tourism and side services, and they also can be interested in having a city centre nearby, where to find some facilities and to spend a daytrip. This type of users cannot be satisfied by *Marina di Santa Cristina*, since it has no tourism or side services, while they can be satisfied by both *Marina Sveva* and *Marina di San Pietro*. Both of them, indeed, have the possibility to rent a boat or to book a guided boat trip. Furthermore, both ports have facilities and services such as restaurants, hotels, banks, pharmacies, shopping centres. Finally, *Marina di San Pietro* has the city centre of Termoli right next to the port.

Finally, transit users are those that come from the sea with their own boat. These users are naturally not interested in renting boats or guided boat trips, but, beside basic nautical services, they need side services such as restaurants, hospitals, banks, pharmacies and so on. Even in this case *Marina Sveva* and *Marina di San Pietro* can widely satisfy their needs.

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

The European Marine Observation and Data Network (EMODnet) releases Traffic Density Maps for a better understanding of maritime traffic. The maps show the types of maritime traffic that interest a particular area. Concerning Molise and its three small ports, the area is mainly interested by the following types of traffic:

- High Speed Craft
- Fishing
- Passenger
- Pleasure Craft
- Sailing
- Tug and towing

The highest density can be observed in the two categories of high-speed craft (Figure 17) and passenger traffic (Figure 18) both with more than 100 hours per square km per month.

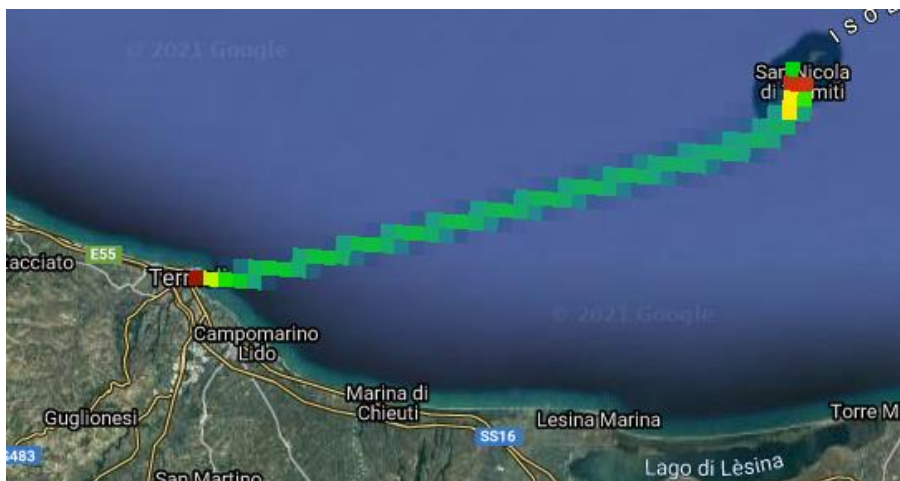


Figure 22 European Marine Observation and Data Network, Traffic Density Maps (2020)



Figure 23 European Marine Observation and Data Network, Traffic Density Maps (2020)

There is no relevant cargo traffic, or Ro-ro traffic.

Finally, as Risposte Turismo in its Adriatic Sea Tourism Report (2019) states that the area of Termoli is interested by ferry, hydrofoil and fast catamaran routes, counting more than 190,000 passengers' movements and 737 calls.



Figure 24 Source: Risposte Turismo, Adriatic Sea Tourism Report (2019)

4. SWOT analysis on small ports phenomenon

<p>Strengths</p> <ul style="list-style-type: none"> • Proximity to Tremiti Islands and other islands of Central Adriatic (crossing to/from the other shore) • Already existent connection among all relevant local stakeholders • Better weather conditions in low seasons compared to northernmost areas • The three marinas are all recently restored/ they are ongoing small restoration works 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Less variety and heterogeneity of navigation proposals on the central western shore • Weak reputation of Molise Region as a tourist destination • Small scale ports have a reduced possibility to enter in economies of scale • Reduced users' number • Higher competition in surrounding Adriatic ports • Maximum boats length is a limit which could hinder big yachts traffic
<p>Opportunities</p> <ul style="list-style-type: none"> • Greater potential on the market compared to other better-known destinations • Possibility to overcome the limits in the field of technological innovation • Small scale ports may position themselves as boutique marinas • Possibility to take advantage of available berths and already made investments 	<p>Threats</p> <ul style="list-style-type: none"> • Strong competition • Mismatch between expectations and results • Possible cover-up in absence of regular maintenance and dredging

The SWOT analysis presents a series of questions and answers related to factors that could affect the development and business result of ports. Strengths and weaknesses are related to key internal factors, while opportunities and threats are related to key external factors. The whole pilot action must be based on this analysis in order to take any corrective action useful to mitigate possible threats and weaknesses, and, on the other hand, to bet on possible opportunities and strengths.

Molise Region and its three small ports must make use of its **strengths**. The ports are located in proximity to the Tremiti Islands, towards which a maritime connection already exists. Its position may also be strategic to connect the ports with the Croatian shore. Termoli, for example, already has a connection with the islands of Lastovo and Vis. This project could, therefore, be an opportunity

to create new maritime routes and foster the already existing ones. Another strength of the ports is the already existing network among stakeholders. This project and other previous initiatives have fostered collaboration and cooperation among stakeholders, thus creating a network among them. Successively, the all-year-round favorable weather conditions are also a strength, on which other northern regions cannot rely. Finally, the ports are all of recent restoration or are undergoing small restoration works.

Weaknesses must also be taken into account. The central-western shore of the Adriatic has a narrower maritime offer compared to the central-eastern part of the sea. The target group of this area is that of transit and of domestic passengers, while the eastern part can rely on a wider tourist offer. Moreover, Molise Region is not a well-known tourist destination whose overall regional offer generally relies on domestic tourism.

A further weakness is the difficulty small scale ports face in entering in economies of scale. This situation is balanced out by the presence of *Marina di San Pietro* in international circuits.

As a consequence, the catchment area is narrow and mostly composed by domestic population.

Furthermore, there is a higher competition in surrounding Adriatic ports, which could possibly reduce the possibility of the three small ports to increase the volume of a target group made of a maritime tourist demand which could use the ports of Molise as home base.

Finally, the structural limits of the ports, namely the maximum boats length could represent an obstacle to the development of a new type of traffic, the big yachts one. It is a sector which is growing, and which could represent an opportunity for such small marinas.

External **opportunities** are represented by a greater potential on the market compared to other better-known destinations, since Molise can represent a new destination to be discovered while sailing the Adriatic. Furthermore, small ports such as those of Molise can try to position themselves as boutique marinas: since they cannot rely on large numbers, they could become niche realities which offer a customized experience.

Furthermore, FRAMESPORT-Project could be a strong opportunity for these small ports to overcome the limits, tied to being small scale realities, in the field of technological innovation. Such an opportunity, if well promoted, could enhance and foster the use of ICTs and new technological tools.

Finally, according to data about occupancy rate of the three marinas, even in peak season some berths are still available. This gives the opportunity the marinas to take advantage of already made investments, without having to make new infrastructural ones.

The **threats** the small ports of Molise could possibly face, consist firstly in a strong competition in the surrounding area of more relevant stakeholders which can provide a greater leverage and new investment opportunities. Secondly, a possible mismatch between results and expectations, which could be represented by an inadequate return on investments. Finally, the ports must ensure regular maintenance and dredging in order to avoid cover-up problems.

5. Summary and conclusions

The aim of this regional report was to provide an overview of the current state of the small ports of Molise Region.

First of all, a geographical and social context of the region was provided. It showed that Molise, even if it is not one of the most attractive tourist regions of Italy, it has a lot to offer, from the coast to the hills and mountains together with some small towns and its ancient traditions. Socially speaking the population is getting older and older, a situation which is probably due to the narrow job offer. Concerning the economic context, the main sectors are those of the automotive, mechanics, textiles and clothing, and agri-food. Tourism is important only on the coastline, registering a positive trend in 2020. An overview of the transport system is also provided, and it shows that Molise has all the main types of transports which could foster its tourist development, except for airports.

The 2nd Chapter focuses on the regional nautical offer. It shows that, even if not having big ports which could enter in the economies of scale, the region already has its own nautical offer, with a limited number of ports and berths in the Adriatic, but it is an offer which is coherent with the existing and potential users of the area.

The 3rd Chapter focuses on the SWOT Analysis of the regional small ports. It shows that even if not having the same reputation of nearby destinations, having a reduced users' number and not being as competitive as other Adriatic ports, the Region can count on already existing nautical connections with Tremiti Islands and Croatia, it has favourable weather conditions and a strong network of stakeholders. Concerning key external factors, the project can help the three small ports become a "destination to discover" in the Adriatic and it can also foster the use of ICTs and technological tools in these small realities. All in all, the analysis shows that Molise and its ports have all the possibilities to create a good offer, maybe a niche one, made of boutique ports. The three small ports are all recently restored or realized, they can keep on improving and such a project could foster their development in an informed and managed way.

Annex I: Porto Turistico Marina di San Pietro – Termoli

Marina di San Pietro - TERMOLI							
Latitude	42° 0' 12" N		Longitude		15° 0' 7" E		
VHF	13		Website		https://www.myc.it/		
FEATURES							
Berths	300		Boats length		8 – 30 m		
Minimum draught	3.5 m		Maximum draught		4.5 m		
Jetties	5		Piers		2		
Sea bottom	Muddy		Winds		Libeccio – Mistral Grecale – Sirocco		
Timetable	24h		Dangers		-		
Mooring types	Stern-to-pier, catway, catapult				-		
Stretch of water	60.000 mq		Built area		500 mq		
Banchina di sottoflutto	200 m		Banchina di sopraflutto		450 m		
Floating jetties	400 m		Assistance and Maintenance yard		600 mq		
SERVICES							
Fuel at the dock	YES	Sanitary facilities	YES	Slipway	YES 200T	Underwater services	-
Water at the dock	YES	Travel-lift	YES 45T	Crane	YES	Info Point	YES
Electricity at the dock	YES	Repair	YES	Video surveillance	-	Shuttle service	YES
Wi-fi	YES	Green-area	YES	Laundry	-	Fire-fighting system	YES
Restaurant	YES	Weather Forecast	YES	Linesmen	YES	Bunkerin	YES

Assistance of sea motors	YES	Car Park	YES	Water disposal	-		
Ramp	YES	Solarium	-	Water and docks cleaning	-		
CONTACTS							
Radio		13		Tel. Marina		0875 705398	
E-mail		marinadisanpietro@myc.it		Tel. Mooring		345 4751783	
IN THE SORROUNDINGS							
Restaurants	YES	Hospital	YES	Hotel	YES	Post-office	YES
Banks	YES	Pharmacy	YES	Green-areas	YES	City centre	YES
Grocer's shop	YES	Equipped beaches	YES	Train station	YES	Shopping center	-
CONNECTIONS by the Sea							
Tremiti Islands				Croatia (Lastovo, Vis)			
Gargano Promontory							
CONNECTIONS by Land							
Train	Termoli (1km)			Airplane	Pescara Airport (98km)		
Car	Connections with A16, A14, A25			Bus	Connections with regional lines and some national ones (Roma, Perugia/Siena)		

Figure 25 Source: Questionnaire filled out by the port

Annex II: Marina di Santa Cristina – Campomarino

Porto Turistico Marina di Santa Cristina – CAMPOMARINO							
Latitude	41° 56.73' N			Longitude	15° 4.10' E		
VHF	16			Website	-		
FEATURES							
Berths	105			Boats length	10 - 50 m		
Minimum draught	3 m			Maximum draught	3,5 m		
Jetties	-			Piers	-		
Sea bottom	Sandy			Winds	I - IV quadrant II - III quadrant		
Timetable	-						
Mooring types	-			Dangers	Cover-up		
Stretch of water	- mq			Built area	- mq		
Banchina di sottoflutto	- m			Banchina di sopraflutto	- m		
Floating jetties	- m			Assistance and Maintenance yard	- mq		
SERVICES							
Fuel at the dock	YES	Sanitary facilities	YES	Slipway	YES	Underwater services	-
Water at the dock	YES	Travel-lift	-	Crane	-	Info Point	-
Electricity at the dock	YES	Repair	-	Video surveillance	-	Shuttle service	-
Wi-fi	YES	Green-area	YES	Laundry	-	Fire-fighting system	YES
Restaurant	-	Weather Forecast	-	Linesmen	-	Bunkerin	-
Assistance of sea motors	-	Car Park	YES 100	Water disposal	-		
Ramp	YES	Solarium	-	Water and docks cleaning	-		
CONTACTS							
Radio	16			Tel. Marina	0875-5311		

E-mail	urp@comunecampomarino.it		Tel. Mooring	-		
IN THE SORROUNDINGS						
Restaurants	YES	Hospital	-	Hotel	YES	Post-office -
Banks	-	Pharmacy	-	Green-areas	YES	City centre -
Grocer's shop	-	Equipped beaches	-	Train station	-	Shopping center -
CONNECTIONS by the Sea						
-						
CONNECTIONS by Land						
Train	Termoli Train station (10 km), Campomarino (3 km)		Airplane	Pescara Airport (112 km)		
Car	Connections with A14					

Figure 26 Source: Desk research, to be validated with the port

Annex III: Porto Turistico Marina Sveva - Montenero di Bisaccia

Porto Turistico Marina Sveva – MONTENERO DI BISACCIA							
Latitude	42° 4' 10" N			Longitude	14° 47' 20" E		
VHF	10			Website	www.marinasveva.com		
FEATURES							
Berths	446			Boats length	30 m		
Minimum draught	2 m			Maximum draught	3 m		
Jetties	7 (with finger)			Piers	1		
Sea bottom	Sandy			Winds	Mistral – Levanter		
Timetable	24h			Dangers	-		
Mooring types	Dead weight, docking rope						
Stretch of water	60.350 mq			Built area	33700 mq		
Banchina di sottoflutto	250 m			Banchina di sopraflutto	400 m		
Floating jetties	854 m			Assistance and Maintenance yard	3100 mq		
SERVICES							
Fuel at the dock	YES	Sanitary facilities	YES	Slipway	YES	Underwater services	YES
Water at the dock	YES	Travel-lift	YES	Crane	YES	Info Point	YES
Electricity at the dock	YES	Repair	YES	Video surveillance	YES	Shuttle service	YES
Wi-fi	YES	Green-area	-	Laundry	YES	Fire-fighting system	YES
Restaurant	YES	Weather Forecast	YES	Linesmen	YES	Bunkerin	YES
Assistance of sea motors	YES	Car Park	YES	Water disposal	YES		

Ramp	YES	Solarium	-	Water and docks cleaning	YES		
CONTACTS							
Radio		10		Tel. Marina		0875 631900	
E-mail		commerciale@smmspa.com		Tel. Mooring		339 6085696	
IN THE SURROUNDINGS							
Restaurants	YES	Hospital	YES	Hotel	YES	Post-office	YES
Banks	YES	Pharmacy	YES	Green-areas	YES	City centre	-
Grocer's shop	YES	Equipped beaches	YES	Train station	YES	Shopping center	YES
CONNECTIONS by the Sea							
Tremiti Islands				Croatia			
CONNECTIONS by Land							
Train		Termoli (20km), San Salvo (5km)		Airplane		Pescara Airport (83 km)	
Car		Connections with A1, A14, A24, A25					

Figure 27 Source: Questionnaire filled out by the port