



**Interreg - IPA CBC**  
Italy - Albania - Montenegro  
REGLPORTS



## REGLPORTS

FINAL REPORT BOOKLET



## Index

Introduction.....	
<b>1.REGLPORTS.....</b>	
1.1 The Project .....	p
1.2 The strategy .....	p
1.2.1 Methodological Framework.....	
1.2.2 Main Results Of The Study.....	
1.3 The swot analysis .....	p
1.3.1 Region of Puglia swot analysis.....	
1.3.2 Region of Molise swot analysis.....	
1.3.3 Albania swot analysis.....	
1.3.4 Montenegro swot analysis.....	
1.3.5 SWOT ANALYSIS RESULTS.....	
<b>2 Deliverable .....</b>	
<b>2.1ENVIRONMENTAL IMPACT ASSESSMENT and SEA POLLUTION DETECTION zone.....</b>	
2.1.1 The product REGLPORTS PMS .....	
2.1.2 The studies on the pollution .....	
<b>2.2 NAUTIAL TOURISM MAPS OF INTEREST – GIS PORTAL Strengthening the nautical tourism</b>	
2.2.1 The product REGLPORTS GIS .....	
2.2.2 REGLPORTS IDS The Informative Destination System (IDS).....	
2.2.3 REGLPORTS iTourist Guide.....	
<b>2.3REGLPORTS E – LEARNING course .....</b>	
2.3.1 The Training Material for Tourism Professionals .....	
2.3.2 The Training Material for Tour Guides structures .....	
2.3.3 The Training Material for Tourism Professionals – Nautical Tourism .....	
<b>2.4 TERMOLI Wheatear Station POWER UP!.....</b>	
<b>Conclusion.....</b>	
<b>Link To REGLPORTS PORTAL, WEBSITE and VIDEO.....</b>	





## Introduction

The Overall objective of the REGLPORTS Project is to develop a common model for the smart and sustainable Nautical Tourism management through integrated development plans.

ReglPorts Interreg is meant to strengthen the transitional cooperation between

## 1. REGLPORTS

### 1.1 The project

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

Nautical Tourism (NT) is a dynamically expanded form of tourism, consisting an industry of high added value with strong clientele growth tendencies in the Adriatic Sea. In general, NT is seasonal, however, if combined properly with other mild tourism activities it may be prolonged with profound positive impact to local economies. Despite its high potential, NT is not sufficiently developed in the intervention area and its connection with the assets of the hinterland is insufficient. Hence, the overall objective of the REGLPORTS Project is to develop a common model for the smart and sustainable NT management through integrated development plans.

More specifically, the Project aims to provide a holistic approach by (a) connecting the coastal areas with the rich inland's assets, (b) emerging and promoting the interconnected areas (Area Brand, Thematic Routes), and (c) upgrading tourism supporting services and products. The envisaged plan will constitute an innovative approach in tourism industry, which cannot be successfully tackled by individual national strategies. The Project will increase tourism population, regional economic growth and therefore contribute significantly to the accomplishment of Program's result indicators.

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

The Partners participating in the Project are:

> National Coastline Agency (LP) - AL

> Municipality of Molfetta - IT 'P Union of the Provinces of Puglia - IT > Ministry of Tourism and Environment of Albania -AL '> Agency for the management of the town harbor Herceg Novi Ltd. — ME



The Associated Partners of the Project are: ' > Municipality of Vlora — AL > Region of Molise — IT P Municipality of Herceg Ncvi —ME Tourism Agency of Manfredonia — IT

## 1.2 The strategy

The REGLPORTS partnership for implement the project develop a strategy of study and analysis of the landscape involved in the project their cultural heritage and their nautical tourism opportunities. The main study “Assessment and analysis of condition for Nautical Tourisms in the Entire Intervention Area” give a panoramic of the main characteristic of MOLISE PUGLI ALBANIA E MONTENEGRO and on the base of this data set up the theoretical framework for the Swot analysis.

### 1.2.1 Methodological Framework

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

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

### 1.2.2 Main Results Of The Study

The study that was developed led to important conclusions concerning the current state and future potentials of nautical tourism development in the context of the REGLPORTS Project for the Italian Intervention Area. On the basis of a thorough theoretical framework and through the data analysis, it became evident that both Puglia and Molise, are regions rich in natural, cultural and nautical assets, creating a suitable environment for nautical touristic development. The results of such analysis will contribute to the provision of further studies in the context Project, as well as to the long-term, holistic nautical touristic development of the Intervention Area.



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

More specifically, the Puglia Region is among the Italian regions that has recorded the best tourist performance with a good positioning also at European level. In terms of arrivals and departures, in the last five years, has had an increase in international presence of +60% (for overnight stays +44%; complex arrivals (Italian + foreigners) have instead increased by +23% (+15% overnight stays). In 2019, the sector recorded 6.4 billion on final consumption (12.3% of the total), 8.9 billion in terms of added value (13.6% of the total) and an induced employment in terms of employees equal to 135,000 units (15.4%) involved in the tourism sector composed of about 52 thousand companies.

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

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

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

However, despite its rich patrimony, it is still backward in several sectors, with structural weaknesses and historical backwardness from many points of view (lack of relational dynamism, weak productive structure, limited propensity for innovation, low level of specialized skills, insufficient quality of tangible and intangible infrastructures and demographic decline). This condition is confirmed, moreover, by the performance indexes of the region that, according to the preliminary acts concerning the 2021-2027 programming by the



European Union, have led to a downgrading of the territory including it among the less developed regions. As far as the tourism sector is concerned, the region registers, in terms of overall attractiveness, little significant results. Regarding the other part of Adriatic, The development of tourism and especially Maritime Tourism and its components, such as NT, has taken on a special importance today in Albania as well as in the countries of the region due to the positive effects it brings to regional and local economic development, employment growth. And the well-being of communities. But this development must apply the principles of sustainability as it is based on the use of important resources not only for the present population but also for future generations well-being.

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

### 1.3 REGLPORTS Swot Analysis

#### 1.3.1 Region of Puglia swot analysis

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

#### 1.3.2 Region of Molise swot analysis

In the Region there are still potentials that are not adequately exploited, especially in terms of the competitive effort of the various segments: seaside and coastal, which, according to available estimates, absorbs 50% of the presence of the entire territory; nature and landscape (lakes, woods, environmental oases, parks); widespread rurality, history and culture (just think of the numerous examples of Romanesque art, the castles, the richness of the craft traditions of master organs, watchmakers and cabinet makers). Further undoubted potential are represented by a favourable social climate, deriving from the absence of organized crime phenomena; a "quality of life" strongly linked to the values of tradition, nature and rurality that make the area particularly attractive for new entrepreneurial initiatives and a good propensity to invest in the local productive fabric. Among the points of weakness emerges the difficulty of detecting data on tourist flows, which is extremely complex and articulated due to the phenomenon of the submerged tourism of a statistical type that refers to the presence at the structures not registered and, for this reason, not detected by official statistics; and of an economic type, which refers to the presence at official structures that are not reported voluntarily by the hotel owners. This phenomenon implies many difficulties in the definition of strategic guidelines and the related actions of enhancement and promotion of the territory.



### 1.3.3 Albania swot analysis

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

### 1.3.4 Montenegro swot analysis

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

### 1.3.5 SWOT ANALYSIS RESULTS

Taking into account what has been identified with the SWOT analysis, general evolution and characteristics of tourism as well as macro trends in tourism that make up the context of reference at a wide level, it will be tried to propose a "common" analysis for the two territories identifying the future prospects of tourism and a proposal of the appropriate strategic approaches to be pursued, by virtue of the elements characterizing the destination in question, for a competitive and sustainable development of tourism. The analysis has identified that the territories enjoy various elements of attractiveness, which are strong points for the development of tourism, which can be emphasized and driven by as many opportunities given by the external environment. The tourist development in a competitive and sustainable key can also be hindered by some internal elements and other external threats to the destination, which, however, through careful preliminary analysis and constant monitoring can be partly resolved, or at least contained. This must be accompanied by a strategic planning of tourism in the territory that adopts a medium long-term vision through a systemic and collaborative approach of the actors involved, of which there are the premises. The territories benefit from a rich historical, cultural, artistic and natural heritage not yet fully exploited. For example, a strategic line to be pursued for the development of tourism in this context, is represented by the integration of the nautical offer with the traditional cultural offer with material resources such as historical sites or museums and / or with other more active and experiential forms of enjoyment and that is an offer that enhances the resources present involving the whole territory with a systematic approach so as to transform the nautical tourism and not in a lever for territorial development, so the proposal to connect the areas of the coast with the rich hinterland of the resources mentioned above It is important to enhance the areas that are most affected by





seasonality and competition with other territories and therefore to relaunch these areas from a tourist point of view, promoting for example new forms of tourism based on the characteristics of the territory (sports tourism, green, food and wine), creating experiential products and trying to capture new targets of demand. Therefore, it can be stated that the territory has good growth prospects from both traditional tourism and the nautical on, point of view, in the short and medium-long term, according to the principles of sustainability and competitiveness, considering the increasing number of actions and policies promoted by local and national governments in this sense. In a first synthesis, the strengthening of the strong points of the territory, such as the heterogeneity and abundance of attractions, and the effort to capture the opportunities given by external elements and phenomena, such as the growth of passenger traffic at the International Airport as regards the region of Puglia, the modernization of nautical infrastructure and the use of technology, are identified as strategic lines to pursue for a competitive and sustainable development of tourism. For an effective medium-long term development it is also considered necessary to solve the weak points of the territory and limit or otherwise monitor the threats coming from outside, for example, through actions aimed at the seasonal adjustment of tourist flows, the prolongation of the average stay in the territory and promotion of awareness of the local community about the potential given by a sustainable and competitive tourism development. It is considered strategic to implement throughout the territory a more and more experiential tourist offers, able to involve tourists on more dimensions and raise the quality of the visit itself, not forgetting the importance of strategic cooperation between operators at local level and the awareness of the same, as well as the population and institutions for an effective effort to pursue competitiveness and sustainability of tourism.

Then on this basis of this research project partner develop and build the tree main output of the REGLPORTS Interreg

The eLearning portal and the web portal that contain: *REGLPORTS PMS*, *REGLPORTS GIS*, *REGLPORTS IDS* The Informative Destination System, *REGLPORTS iTourist Guide*.

The screenshot displays the REGLPORTS web portal interface. At the top, there is a navigation bar with the Interreg - IPA CBC logo, the text 'Italy - Albania - Montenegro', and the REGLPORTS logo. The main content area is divided into four columns, each representing a different system:

- REGLPORTS IDS**: The Informative Destination System (IDS) is a versatile tool for planning and management of trips by yachts to REGLPORTS ports/marinas. Features include DESTINATION, INFO, PORTS, WEATHER, FORECAST, and BOOKING.
- REGLPORTS GIS**: The web-GIS system is an interactive tool for the recorded information, thematic routes and data. The GIS application is embracing a detailed Geodatabase with all the available information and material (e.g. photos). Features include GEOLOCATION, INFO, DATA, DATABASE, THEMATIC ROUTES, PHOTOS, and INTERACTIVE.
- REGLPORTS PMS**: The Port Monitoring System (PMS) is an advanced Information and Communication Technology (ICT) system, supported by a real-time environmental water quality sensor and a meteorological station. Features include WATER, QUALITY, SENSOR, METEOROLOGICAL, and STATION.
- REGLPORTS iTourist Guide**: The REGLPORTS i-Tourist Guide is an intelligent mobile app (i-Tourist Guide) for trip planning within the REGLPORTS thematic routes (ports and inland) based on user-defined criteria. The REGLPORTS i-Tourist Guide, a smart mobile application for trip planning within the REGLPORTS Thematic Routes (e.g. cultural, archaeological, religious, gastronomical, ecological, sport/leisure activities, etc.). Features include SMART, MOBILE, APPLICATION, TRIP, PLANNING, and THEMATIC ROUTES.

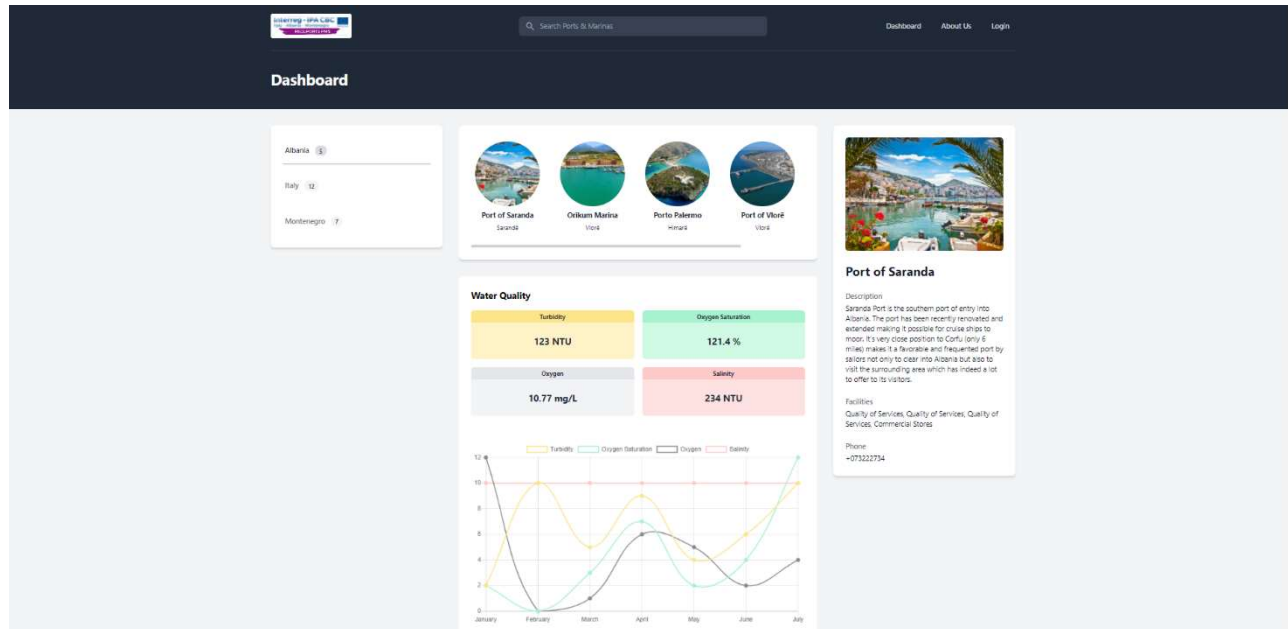
At the bottom of the page, there is a footer with the European Union logo and text: 'This project is co-financed by the European Union under the Instrument for Pre-Accession Assistance (IPA II)'. Below this, there are logos for the Interreg - IPA CBC project, the upipuglia logo, and the logo of the Agjencia Kombëtare e Bregdetit.



## 2 Deliverable

### 2.1 ENVIRONMENTAL IMPACT ASSESSMENT and SEA POLLUTION DETECTION zone (change title)

#### 2.1.1 The product REGLPORTS PMS The Port Monitoring System



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

Two selected pilot ports will be equipped with a Port Monitoring System (PMS) that will monitor in real-time the quality status of seawater, thus securing environmental sustainability. The Port Monitoring System (PMS) as a sub-system of the web-portal or stand-alone application, includes real data processing, monitoring and alert flagging, definition of trend, etc.

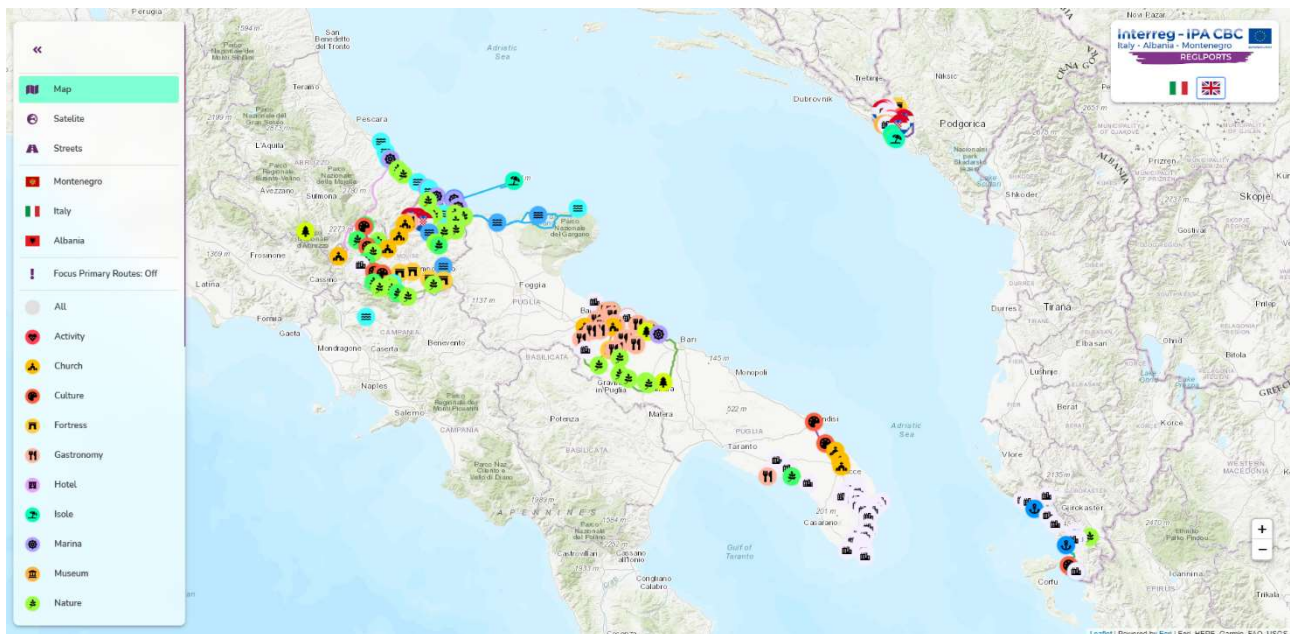
#### 2.1.2 The studies on the pollution ENVIRONMENTAL IMPACT ASSESSMENT AND SUSTAINABILITY IN COASTAL AREA AND MAIN PORTS, ALBANIA

An overview of the environmental situation in Albania, including the use of bio-capacities shows that our country is overusing bio-capacities twice as its capacities. This trend has changed over the years, sometimes increasing and sometimes decreasing, but in recent years efforts are being made to improve this indicator, based on some of its components. Data at the global level show a bad situation of Albania in terms of carbon emissions, as the main indicator of Environmental footprint. Even though the country is still in a positive situation in terms of some environmental components, while facing challenges in some the other. Thus it appears from a descriptive analysis and secondary data collected from previous reports that there is a relatively good condition of MPAs and there is also an increase in interest in expanding the areas, which means increased care over tourism activities to be developed in MPAs. There is still a not bad situation of flora and fauna, although illegal fishing and other activities must be kept under constant and strict control, as they are the main challenges in MPAs. The study also provided an overview of the environmental impacts of tourism activities in general, and NT in particular. Of course, these influences are both negative and

positive. It was seen that activities such as recreational boating, or cruise sector have negative impacts such as solid waste, air pollution, etc. But the development of NT activities also has positive effects, which are mainly related to the positive economic effects as well as awareness of the values of nature, wildlife, endangered species, beauties, natural, historical and cultural values in addition to marine resources along the coast.

## 2.2 NAUTIAL TOURISM / MAPS OF INTEREST – GIS PORTAL Strengthening the nautical tourism

### 2.2.1 The product REGLPORTS GIS



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

- (a) an interactive Geodatabase with all the available information (characteristics, photos, etc.)
- (b) the REGLPORTS Thematic Routes. The REGLPORTS GIS application is accessible through the REGLPORTS Web Portal and the i-Tourist Guide.

A web-based application with all the expected and typical GIS capabilities:

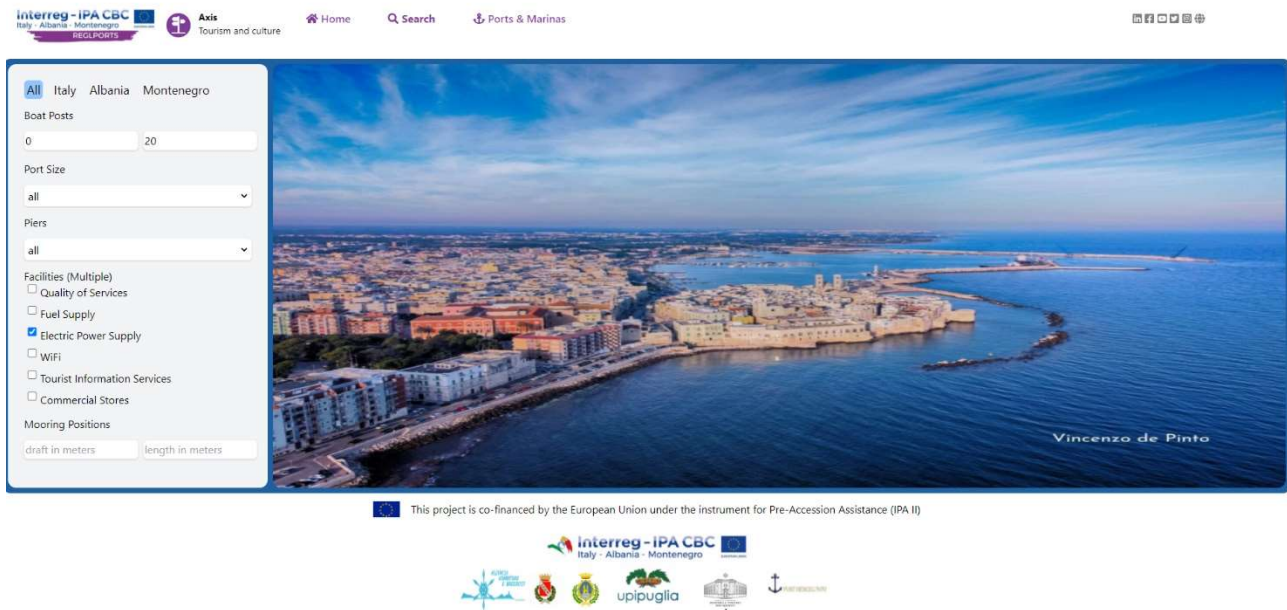
- User friendly interface
- Analysis and distance calculation
- Manage and present spatial or geographic data
- Itinerary creation

The platform hosts a comprehensive user tutorial and help function Works in tantum with the IDS, PMS and i-Tourist Guides Hosts the Projects Thematic Routes





## 2.2.2 REGLPORTS IDS The Informative Destination System (IDS)



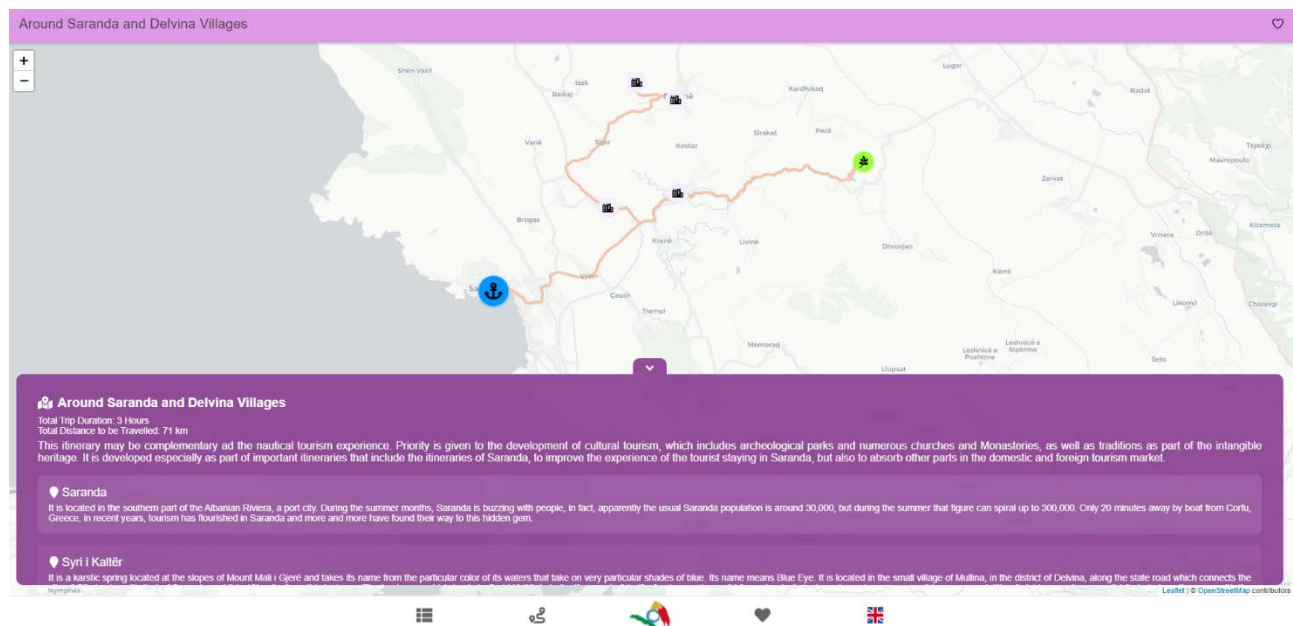
The Informative Destination System (IDS) is a versatile tool for planning and management of trips by yachts to REGLPORTS ports/marinas.

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





### 2.2.3 REGLPORTS iTourist Guide



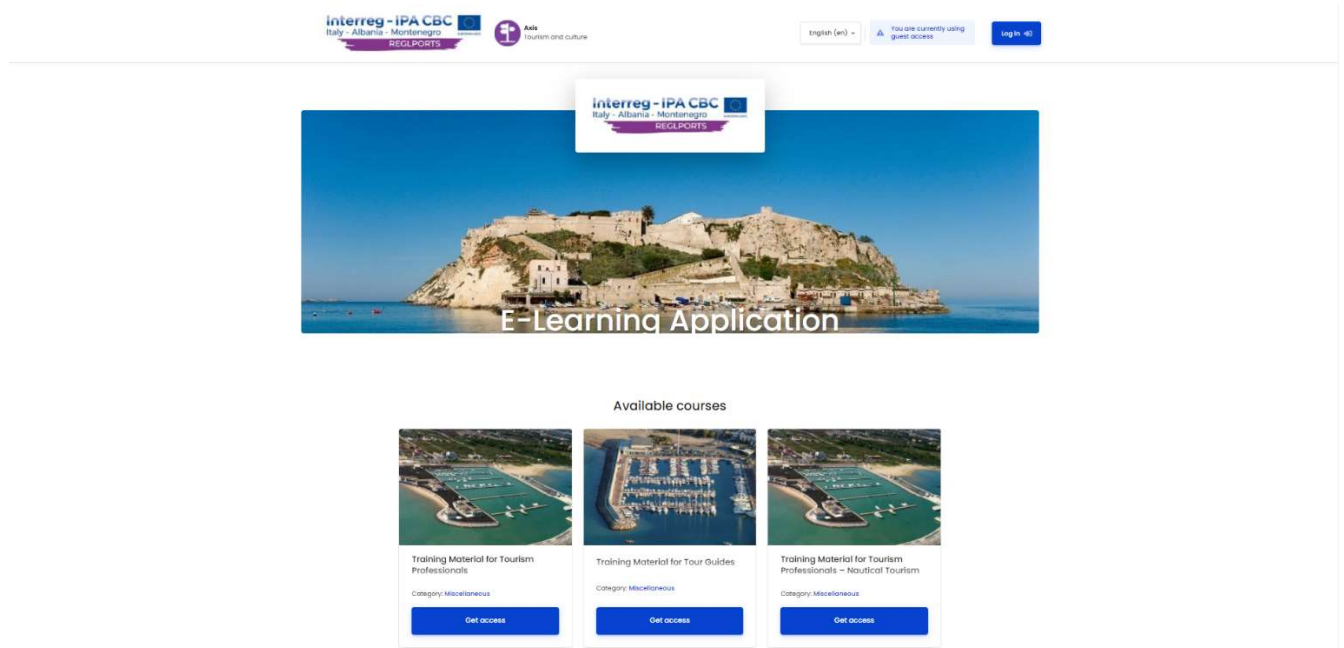
The REGLPORTS i-Tourist Guide is an intelligent mobile app (i-Tourist Guide) for trip planning within the REGLPORTS thematic routes (ports and inland) based on user-defined criteria. The REGLPORTS i-Tourist Guide, a smart mobile application for trip planning within the REGLPORTS Thematic Routes (e.g.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

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



as pieces of a unique mosaic that uses cultural and landscape/natural sites for nautical and touristic development. In the context of the above, this study will propose thematic tourist routes for the region of Puglia, focusing on the area around Molfetta.

## 2.3 REGLPORTS E – LEARNING course



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

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

This training material is aimed to two categories:

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

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

### 2.3.1 The Training Material for Tourism Professionals

Content

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

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

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

#### Structure

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

#### 2.3.2 The Training Material for Tour Guides structures

##### Content

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

Principles for every Tourist Guide:



#### Structure

1. REGLPORTS Implementation Context 2. Implementation Proposal 3. General Guideline 4. Tour Guiding Ethics 5. Alternative Forms of Tourism and Nautical Tourism 6. Development of Modern Tourism 7. REGLPORTS Tools

#### 2.3.3 The Training Material for Tourism Professionals – Nautical Tourism structures

##### Content

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

#### Structure



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

## 2.4 TERMOLI Wheatear Station POWER UP!

Termoli weather station has been equipped with an addition of ondametric sensor and including a water quality probe on the harbor dock, to be integrated into the primary network of civil protection of the Molise Region, thanks to the REGLPORTS project. The meteorological station has been



upgraded in order to be able to monitor also weather parameters (temperature, humidity, atmospheric pressure, wind speed and direction), water quality parameters (pH, conductivity, water temperature, dissolved oxygen, redox potential and turbidity) and sea state parameters, such as average sea height, average height of single waves, average height of the most significant waves, average period of the most significant waves, highest wave,

average period of the highest wave.

## Conclusion





## GENERAL INFORMATION

### Link To REGLPORTS PORTAL, WEBSITE and VIDEO

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

<https://reglports.eu/>

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

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

<https://reglports-gis.eu/>

[https://drive.google.com/file/d/1f3a\\_jW72PFxQMKEk09\\_sZ\\_-m7mkNCJ7I/view?usp=sharing](https://drive.google.com/file/d/1f3a_jW72PFxQMKEk09_sZ_-m7mkNCJ7I/view?usp=sharing)

Video Si può pensare di mettere su youtube o fb?

