

Transport and Accessibility

Circeo scale, Italy





Co-Evolve4BG

Analysis of Threats and Enabling Factors for Sustainable Tourism at Pilot Scale

Transport and accessibility

Circeo scale, Italy



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OVERVIEW

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REVIEW

Contributors

Serena MUCCITELLI, PhD

📍 U-Space, Italy

Stefano MAGAUDDA, PhD

📍 U-Space, Italy

Carolina POZZI, Architect

📍 U-Space, Italy

Reviewers

Leila AYOUB, PhD

📍 Hokkaido University, Urban & Environmental Engineering, Japan

Erica PERONI, Engineer

📍 Lazio Region, Regional Tourism Agency, Italy

Nahed MSAYLEB, PhD

📍 Lebanese University, Faculty of Agriculture and Veterinary Sciences, Lebanon

Supervisors

Bechir BEJAOU, PhD

📍 National Institute of Marine Sciences and Technologies, Tunisia

Giuliano TALLONE, PhD

📍 Lazio Region, Regional Tourism Agency, Italy

LAYOUT

Khouloud ATHIMEN, Engineer, Technical Coordinator

📍 National Institute of Marine Sciences and Technologies, Tunisia

Houaida BOUALI, Engineer

📍 National Institute of Marine Sciences and Technologies, Tunisia

Mohamed ALI BRIKI, Engineer

📍 Coastal Protection and Planning Agency, Tunisia

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Abstract

The Circeo MAB Reserve is in the coastal belt of southern Lazio within the Circeo National Park. In fact, it lies throughout 100 km south of Rome, in the stretch of coast between Anzio and Terracina in Latina municipalities province: Sabaudia, San Felice Circeo and Terracina. The road network is the main access not only to the provincial area but also to the Circeo MAB Reserve and its coastal area. The province is connected to Rome by the railway system, and the Circeo MAB Reserve is connected by a bus to the two railway stations of the area (Latina-Scalo and Priverno-Fossanova). Therefore, this dependence on private transport usually generates, especially in summer, several problems such as car traffic on the coastal area further worsened by only one access road parallel to the coast (Strada Lungomare) as well as inadequate parking. The Provincial General Territorial Plan requires public transport services restructuring not only to facilitate tourists' accessibility to the reserve but also to reduce private vehicle use. The Strategic Document of the AgroPontino Coast Contract has already foreseen the accessibility development specific objectives as well as the coastal area sustainable use along with human pressure reduction. From this perspective, the 2022-2025 Action Program identifies several actions related to bike mobility. The Pontine coast is an important area for tourism activities related to recreational boating that focuses mainly on links with the Archipelago Ponziano, given the proximity, and generally it focuses as well on the possibility to maintain boats throughout the yearly cycle. The port of Terracina connects the area to the Archipelago Ponziano (Terracina-Ponza) and the San Felice Circeo is connected to Ponza too. Therefore, the Blue Economy related to transport sectors can be an opportunity to effectively implement the sustainable tourism strategies and to increase the accessibility of the Circeo MAB Reserve, by promoting touristic harbors and marina conversions into "eco-ports". This can strengthen the connections with the Archipelago Ponziano through sustainable mobility systems (*e.g.*, electric ferries), and it can promote the area easy accessibility to reduce environmental impact and to promote sustainable tourism in the area. Besides, it is crucial to promote both inland canals and Lake Paola navigation to access the area through canoes, kayaks, and electric boats. Hence, promoting sustainable tourism.

I. Transport and accessibility in the Circeo MAB reserve

I.1. Main issues and impacts of the transport system on the coastal tourism sector in Circeo MAB Reserve

The Circeo MAB Reserve is in the coastal belt of southern Lazio within the Circeo National Park. In fact, it lies throughout 100 km south of Rome, in the stretch of coast between Anzio and Terracina in Latina municipalities province: Sabaudia, San Felice Circeo and Terracina.

I.1.1. Road system

The road system is the main access network to the provincial area.



Figure 1. Road system (Piano Mobilità Trasporti e Logistica Regione Lazio)

The road infrastructures network in the province of Latina is divided into two system in the south-east and north-west direction and a system of transversal arteries that descend from the mountain towards the coast. The main system, which connects the province of Latina to the provinces of Caserta, towards the south of Rome proceeding from the inside towards the coast using both the Statale 7 “Appia” and the Statale 148 “Pontina” joining the state road 213 “Flacca” to the south. This longitudinal direction is considered as Rome and Naples main attractions. In the transversal direction, there is



Figure 3. Connection from the Latina-Scalo railway station to the area by bus



Figure 4. Connection from the Priverno-Fossanova railway station to the area by bus

I.1.3. Airports

The area is connected by the two main international and regional territory airports of “Roma Fiumicino” and “Roma Ciampino”. In fact, they enjoy an important aircraft volume, large number of passengers, and important cargo movements. Hence, representing a hub for the airport system at the national level. The area is about 70 km from the “Roma Fiumicino” airport and 50 km from the “Roma Ciampino” airport.

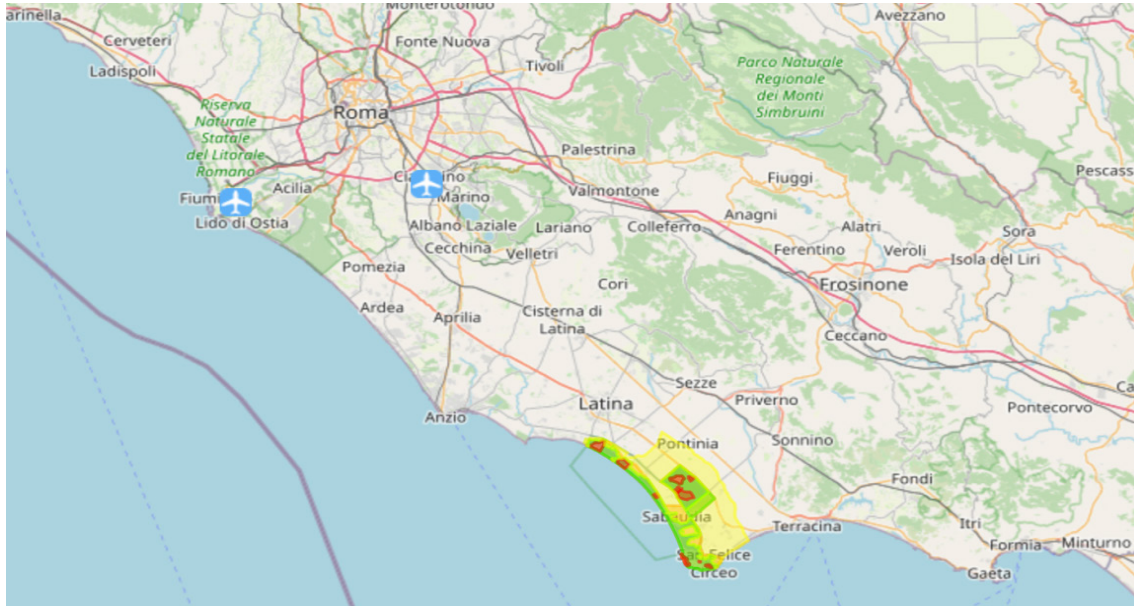


Figure 5. Airport's location in relation to MAB Circeo (Parco Nazionale del Circeo Website)

Both airports are connected to the area mainly via the road system. Besides, the area can be reached from Fiumicino Airport using the railway system for 3 hours but not with a direct connection. In fact, it is necessary to reach Rome first. It is possible then to reach the closest station to the area (Priverno-Fossanova) from which a bus connects to the Circeo MAB Reserve.

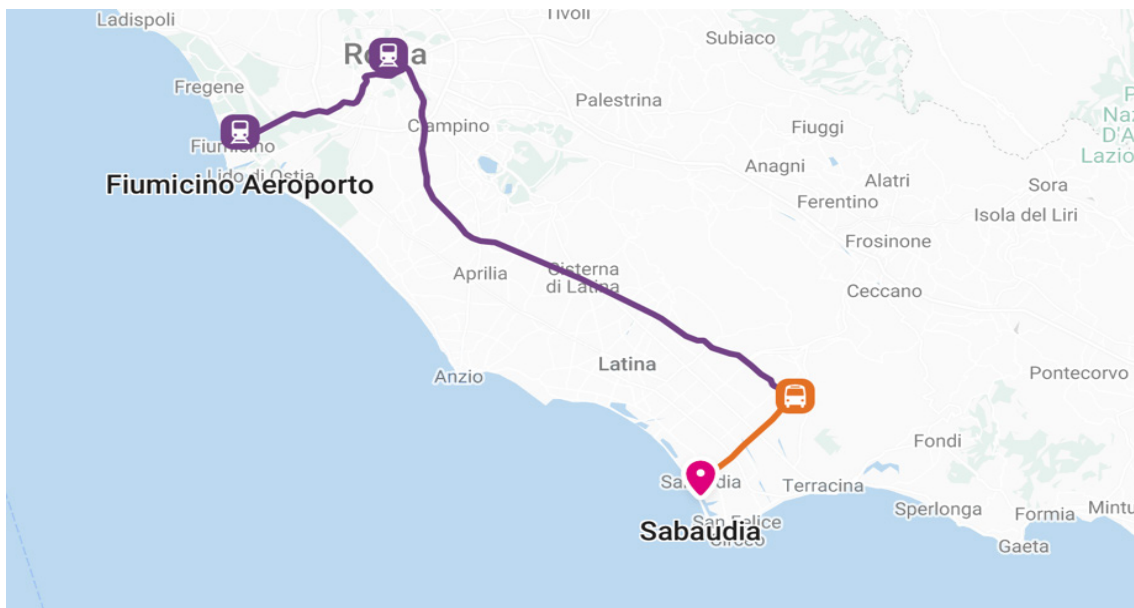


Figure 6. Connection from Fiumicino Airport to MAB Circeo

A map of the region around Rome, Italy, showing a route from Sabaudia to Ciampino Airport. The route is highlighted with an orange line and bus icons. The route starts in Sabaudia, goes north through Terracina, Fondi, and Anagni, then west through Frosinone and Ceccano, and finally reaches Ciampino Airport. The map also shows the Tyrrhenian Sea to the south and west, and various other towns like Fregene, Fiumicino, Lido di Ostia, Palestrina, and Formia.

I.1.4 Maritime transport

The area can be reached from the Port of Civitavecchia using the railway system for 4 hours and 20 minutes but not with a direct connection, it is necessary to reach Rome first. It is, therefore, possible to reach the nearest station to the area (Priverno-Fossanova) then it is necessary to take a bus.



Figure 8. Connection from the Port of Civitavecchia to MAB Circeo

I.1.5 Harbors and tourist marina

The Pontine coast is an important area for tourism activities related to recreational boating, focused mainly on links with the Archipelago Ponziانو, given the proximity, and generally the possibility of maintaining boats throughout the annual cycle. The main existing harbor facilities are those of San Felice Circeo (360 berths), Marina di Sabaudia (500 berths), and Terracina (200 berths); in the area, there are also the canal-harbor of Rio Martino (200 berths), FoceSisto (1000 berths), Porto Badino in Terracina (800 berths), as well as the harbor of Terracina itself. There are also some private docks.

Table 1. Touristic harbors and marina (Linee guida per la redazione del Piano dei Porti e delle Coste della Regione Lazio)

Municipality	Marina Name	The capacity of the Port: Number of the BERTHS (Quais)
Latina	Porto di Rio Martino	200
Sabaudia	Torre Paola	N/A
San Felice Circeo	Darsena Soc. Neanderthal Beach s.a.s.	30
	Darsena "Circeo Park Hotel" - La Stiva	30
	Darsena "Stabilimento Il Cormorano"	20
	Darsena Soc. Lido del Circeo s.n.c	30
	Porto di San Felice Circeo	250
Terracina	Darsena Traianea/Foce Sisto	1,000
	Porto Badino/Canale Portatore	800
	Darsena Quattro Stelle	200

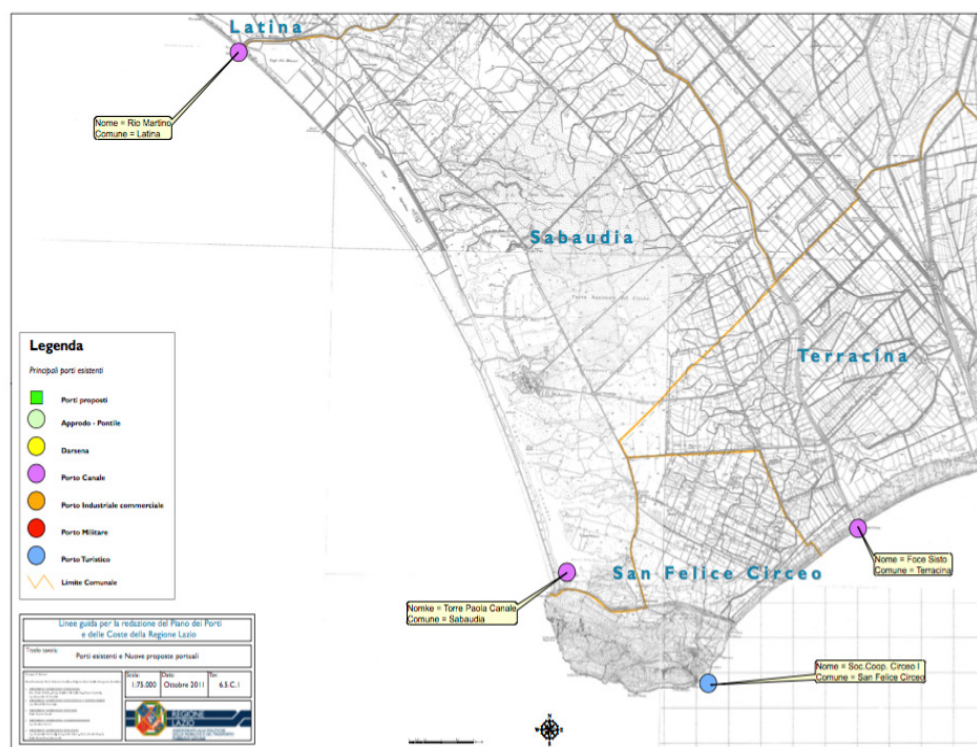


Figure 9. Location of marina and touristic ports in the area (Linee guida per la redazione del Piano dei Porti e delle Coste della Regione Lazio)

The Terracina port connects the area to the Archipelago Ponziato (Terracina-Ponza for 1 hour and 15 by a ferry operated by Laziomar) and the San Felice Circeo is connected to Ponza too (for 1 hour).



Figure 10. Connection to the Arcipelago Ponziato

1.1.6 Accessibility to the coastal area

As highlighted in the previous paragraphs, the road network is the main access to both the Circeo MAB Reserve and its coastal area. Therefore, there are significant problems, particularly in the summer period, related to the impact of car traffic on the coastal area.

In particular, the following problems are illustrated below:

- Presence of a single access road parallel to the coast (Strada Lungomare)
- Inadequate public and private parking facilities
- Presence of private properties that block access to the coastal area (mainly in Sabaudia and San Felice Circeo)
- Presence of only one connecting bus line.

Table2. Accessibility to the coastal area (PUAR)

Latina	Road system access: The main longitudinal access roads are represented by the State Road 148 “Pontina” and by the “Mediana Road”, while the orthogonal ones are, starting from the north: the Provincial Roads “Borgo Sabotino-Foceverde”, “Latina-Capoportiere” and “Borgo Grappa-Rio Martino”. The whole beach is then served by the “Lungomare” road that runs along with it from the Astura River to the Rio Martino River. Overall, there are no problems with access. Parking: In the area between Foceverde and Capoportiere there are public parking lots of considerable size and parking spaces on the side of the promenade. More problematic is the situation between Capoportiere and Rio Martino where, due to the presence of the dune and the lake immediately behind the beach and the National Park, there are no public parking lots except for the parking spaces on the sides of the “Lungomare” which, moreover, often cause damage to the dune vegetation. Access to the sea: Given the presence of the road “Lungomare” and the almost total absence of private property between it and the beach, there are no problems with access throughout the municipal area.
Sabaudia	Road system access: The main access road system is constituted by the “Lungomare” road, which distributes the traffic and guarantees access to the beach. This is reachable from the city center through the bridge Giovanni XXIII, towards which converge directly Via Principe di Piemonte, Via Principe Eugenio, and Via Conte Rosso, which connect to the main access roads to the city: Via Principe Biancamano and Via Carlo Alberto, up to the S.P. “Litoranea”, and then continue the Migliare roads n. 53, n. 54 and n. 56 and reach the S.S. 148 “Pontina”. Moreover, some perpendicular links are grafted on the “Lungomare” that reach the coastal hinterland. The access road network to the sea is configured as follows: the entire coastline can be reached by branches of the parallel S.P. 39 “Litoranea”, S.S. 148 “Pontina” and the farther S.S. 7 “Appia”. The state-owned section is served by the “Lungomare” road that overlooks the dune belt and allows access to the coastal strip except for the section between the mouth of the Rio Martino canal and the “Bufalara” locality. The mouth of Rio Martino can be reached through a crossroad inside the “Lungomare” road with access from Borgo Grappa in the Municipality of Latina. Parking: There is a system of parking along the coast of public and private types that currently appears to be undersized compared to the general demand. Access to the sea: The access to the beach, through pedestrian walkways, although guaranteed by the seafront road, for long stretches is problematic for the morphological characteristics of the dune, for the existing difference in height between the road and the beach, for the presence of houses along with the first band of the beach in the stretch between the bridge John XXIII and the locality “Torre Paola” and for the erosion phenomena in the stretch between the mouth of the canal Rio Martino and the locality “Bufalara”.

San Felice Circeo	Road system access: The main access road network is the S.P. 87 “Terracina” and the S.P. “Monte Circeo” coming from the S.S. 148 Pontina. The circulation and the access to the beaches are guaranteed by Via Terracina and Viale Europa, which serve the sandy stretch of the coast up to the tourist port. The urban road system of access to the sea is configured as follows: the entire coastline can be reached from the “Litoranea” S.P. “Via Monte Circeo” road coming from the S.S. 148 “Pontina”; the southern section of the state property is served by the “Terracina” S.P. which runs along the beach and allows access to the coastal strip. The stretch of the promontory is difficult to access if not from the only existing road along the coast. Parking: The available parking lots are located along the “Lungomare” road. Access to the sea: The accesses to the sea are adequate in the stretches where the “Lungomare” road runs along the beach, while they are inadequate in the areas where there are private properties between the road and the beach.
Terracina	Road system access: the main road network is the “Lungomare” road. Parking: The municipal coastal strip is extremely lacking in parking, due to the substantial lack of available areas throughout the stretch towards S. Felice Circeo and the presence of problems typical of urban centers in the other stretch. Access to the sea: In the stretch of the “Lungomare Circe” that runs along the beach, there are no problems with access to the sea, while for the whole area between the border with the municipality of S. Felice Circeo and the urban center the lots present prevents access.



Figure 11. Access to the coastal area



Figure 12. Strada Lungomare

II. Managing Transport Issues in Circeo MAB Reserve: Policies and Programs Impacting Coastal Tourism Sector

II.1. Regional Transport and Logistics Mobility Plan

The Regional Plan for Mobility, Transport, and Logistics (PRMTL) consists of several integrated documents and aims to achieve sustainable mobility, integration of the various modes of transport, a coordinated system of transport services and logistics functional to the forecasts of socio-economic development and territorial rebalancing of the Lazio Region. The plan was adopted with D.G.R. n. 1050 of December 30, 2020.

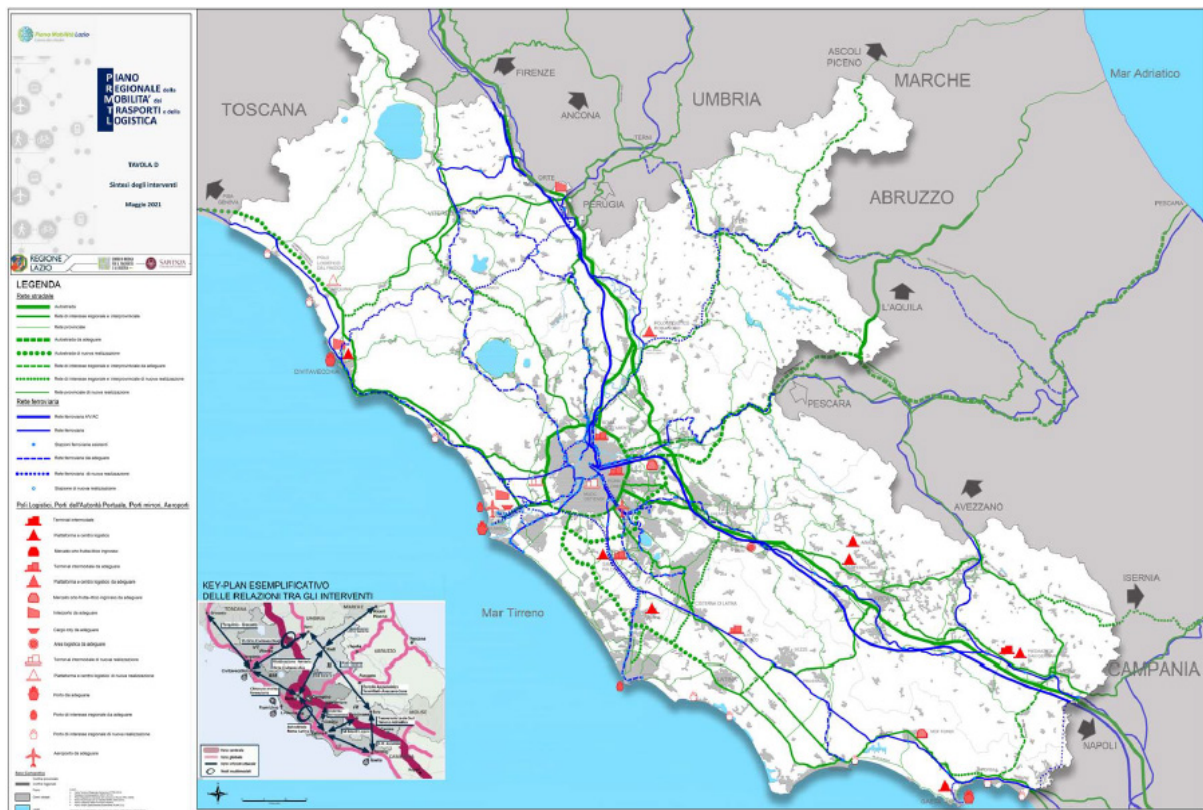


Figure 13. Transport systems (Piano Mobilità Trasporti e Logistica Regione Lazio)

Below are the main objectives and planned interventions for the main transport systems.

Railway system

In the last two decades, the Italian railway network has developed following the EU policies inspired by efficiency, sustainability, and the objective of developing a community railway system. These needs have significantly increased the interest in rail transport and have pushed toward implementing or planning interventions to improve its performance. Indeed, rail transport offers many advantages in terms of energy efficiency and other externalities.

The interventions currently underway involve the adaptation and upgrading of existing lines with limited impacts in a partial and localized way. Therefore, the configuration of the regional railway network in a short-term reference scenario remains very similar to the current one, with characteristics of efficiency and integration not always optimal. Even in the long-term scenario of maximum efficiency in the implementation of planned interventions, there are no relevant interventions for the area under consideration.

Road system

Among the interventions planned or already in the construction phase, there are no interventions directly insisting on the area under analysis. However, the realization of a freeway section of about 35 km is foreseen, which is grafted onto the Rome-Latina axis in the locality of “Campoverde” (Aprilia) and ends on the A1 freeway “Rome-Naples” through a junction at Labico, which would indirectly affect the provincial traffic flows.

Bicycle path system

To reorganize mobility according to a sustainable model, cycle paths play a crucial role in the regional transport system. However, there are no plans for interventions on the network of cycle paths that would directly affect the road system serving the Circeo MAB Reserve.

II.2. Provincial General Territorial Plan

The Outline of the Provincial General Territorial Plan of the Province of Latina (PTPG) was adopted by Resolution of the Provincial Council n.25 of 27/09/2016.

Among the objectives for the provincial mobility system there is the promotion of tourism development, which the province intends to pursue through:

- realization of road and rail infrastructures of addition to the centers of tourist importance,
- realization and adaptation of infrastructures dedicated to the tourist port,
- realization of a civil airport or conversion to civil use of the military airport “Comani” (in the municipality of Latina),
- reorganization of public transport services by road or rail to facilitate accessibility to the centers of tourist importance and infrastructure nodes for tourism by reducing the share of private vehicle use.

Among the foreseen interventions, the most important one concerns the design of a system of metro lines that will constitute the Provincial Metro System (SMP) integrated with the Regional Railway Service (SFR), with the collective transport by road, currently being reorganized within the Provincial LPT Basin Plan, and with the maritime connections. In particular, the SMP has been conceived as a transport system with characteristics of capacity and commercial speed superior to those of buses, suitable for running along with reserved seating areas, possibly even underground, and intended to connect the localities with the greatest number of users both in winter and in summer. A total of 5 lines are foreseen, including the Terracina-San Felice-Sabaudia line for a total connection of about 20 km.

Among the specific interventions foreseen by the Plan, there are those on the nodes of the port infrastructure. Among these, the ones of interest for the Circeo MAB Reserve are:

- upgrading of the tourist ports of Rio Martino, Sabaudia, San Felice Circeo and Terracina-Foce Sisto,
- new construction of the Foceverde tourist landing-place,
- new realization of the tourist marina in Terracina.

II.3. AgroPontino Coast Contract

The start of the process of the Coastal Contract of AgroPontino is the result of the coordination activities between local stakeholders started in March 2019 within the European project Interreg Med Coasting “Coastal Integrated Governance for sustainable tourism” coordinated by Lazio Region (Directorate for Housing Policies and Territorial, Landscape and Urban Planning).

The organization of the project workshops led to the signing, by 20 stakeholders, of the Document of Intent of the Coast Contract of AgroPontino in July 2019, which formally entrusted the Province of Latina with the role of coordinating body (PHASE A). The results of the Coasting project were also the drafting of the Integrated Preliminary Knowledge Analysis (PHASE B) and the definition of the Strategic Document that identifies the medium-long term development scenario shared and approved by local stakeholders in October 2019 (PHASE C).

The process of involvement of local stakeholders and negotiation coordinated by the Province of Latina within the framework of regional funding led to the definition of the Action Program 2022-2025 and the signing of the Negotiated Programming Agreement on February 23, 2022.

Shared goals:

- Protection and improvement of surface and groundwater quality.
- Sustainable use of water resources
- Protection of the coastal and marine ecosystem
- Strengthening and enhancement of green and blue infrastructure of the Pontine Marshes

- Awareness and monitoring of the phenomenon of climate change
- Increasing resilience to climate change in urban, agricultural, and tourist areas
- Mitigation of the risk of landslides and flooding events
- Monitoring and mitigation of coastal erosion
- Improvement of accessibility and sustainable use of the coastal area, reducing human pressure
- Diversification and seasonal modification of the offer and promotion of the tourist destination “AgroPontino”.
- Preservation and enhancement of the landscape, historical and cultural heritage
- Improvement of governance and local cooperation for the sustainable development of the territory.
- Specifically, the Strategic Document identifies the following specific objectives and measures related to the strategic axis “Sustainable Tourism”:

Table3. Objectives and measures related to the strategic axis

Specific objective		Measure	
C.1.1	Improving accessibility and sustainable use of the coastal area, reducing anthropic pressure.	C.1.1.1	Limit vehicle access to the Strada Lungomare and enhance sustainable mobility systems connecting the coastal area.
		C.1.1.2	Evaluate the human load limit that the coastal area can support (carrying capacity of the environment) to develop strategies and actions to increase the sustainability of tourism loads.
		C.1.1.3	Promote communication campaigns and awareness of beach operators and users of Plastic Free beaches.
C.1.2	Diversifying tourism offers and promoting the tourist destination “AgroPontino”.	C.1.2.1	Draft regulation for the use of waterways for sports activities such as rowing and canoeing.
		C.1.2.2	Create and strengthen a mixed mobility network that can connect the inland areas with the coast in a sustainable way (cycle-pedestrian paths, walking paths, coordinated and sustainable public transport).
		C.1.2.3	Map and connect sites of interest in the AgroPontino (natural, cultural, historical, and architectural) promoting integrated tourist itineraries between the coastal and inland areas.
		C.1.2.4	Develop a common tourist brand for the whole province of Latina that unites the inland areas with the coastal ones.
		C.1.2.5	Capacity building of administrations, tour operators, environmental guides, and schools to prepare figures able to know and enhance the values and opportunities of the territory.
		C.1.2.6	Develop 4.0 technologies for low environmental impact tourism, promoting the management of the territory in terms of tourist flows, perception, and use, and analysis of the power of attraction of the sites of interest.

In addition, the 2022-2025 Action Program identifies the following actions related to the “Sustainable Tourism” strategic axis related to bike mobility:

Table 4. Action Program identified

Name	Coordinator	Budget	€,available	Funding source	€,to,be,found	Possible funding source
CICLOVIE DEL MARE Lotto A	Comune di Sabaudia	754,753.67€	754,753.67€	Ministero Per la Transazione Ecologica (Collab. PNC)		
CICLOVIE DEL MARE Lotto B	Comune di Sabaudia	743,246.33€	743,246.33€	Ministero Per la Transazione Ecologica (Collab. PNC)		
COMPLETAMENTO PERCORSO PEDONALI STRADA VIA DEL LIDO	Comune di Latina	1,456,000.00€	1,456,000.00€	Presidenza Consiglio dei Ministri - Bando Periferie		
CICLABIE S. ANDREA	Comune di Sabaudia	400,000.00€	400,000.00€	Fondi regionali e comunali		
BELLA FARNIA	Comune di Sabaudia	355,000.00€	355,000.00€	Fondi comunali		
BIKE LINE	Comune di Sabaudia	260,000.00€	260,000.00€	Finanz. DL 34/2020		
LUNGOMARE PONTINO	Comune di Sabaudia	2,627,067.00€	2,627,067.00€	Fondi regional		
PERCORSI CICLOPEDONALI CANALE ACQUE MEDIE E FIUME ASTURA	Comune di Latina	9,000,000.00€			9,000,000.00€	POR FESR LAZIO 2021-2027 (Mobilità sostenibile), Regione Lazio
Valorizzazione della Mobilità Sostenibile Studio per una “Mobilità Dolce” e della Micromobilità	Comune di Latina	883,000.00€	501,000.00€	MIT, Min Ambiente, Bilancio Comune	382,000.00€	Fondinazionali e regionali
Percorso ciclabile lungo la ferrovia pedemontana dismessa Velletri-Terracina da Cisterna di Latina (Ninfa) a Terracina (tratto 17 km)	Comunità Montana	913,557.00€			913,557.00€	ASTRAL, POR, FESR, PNRR
Total		18,796,620.00€	7,274,067.00€		11,522,057.00€	

III. Sustainable Coastal Tourism Development in Circeo MAB Reserve in the context of Blue Economy and Transport

The Blue Economy related to transport sectors can be an opportunity for the implementation of strategies for promoting sustainable tourism and increasing the accessibility of the Circeo MAB Reserve, by:

- Promoting the conversion of touristic harbors and marina into “eco-ports” by making port activities more compatible, reducing energy consumption, and increasing environmental sustainability by also using renewable energy.
- Strengthening the connections with the Archipelago Ponziانو through sustainable mobility systems (*e.g.*, electric ferries).
- Promoting the accessibility to the area through sustainable mobility to reduce environmental impact and promote sustainable tourism in the area: Sharing mobility, Pedestrian, and bicycle mobility, inter-modality, and sustainable public transport (*e.g.*, electric shuttle buses connecting FS stations).
- Promoting the navigability of inland canals and Lake Paola for access to the area through canoes, kayaks, and electric boats thus promoting sustainable tourism (Blue Plain Project).

Table 5. Transports and accessibility

Enabling Factors	Parameters	Fonte
Transports and accessibility	Cargo Port	Linee guida per la redazione del piano dei porti della Regione Lazio (2011)
	Marina	Linee guida per la redazione del piano dei porti della Regione Lazio (2011)
	Fishing Port	Linee guida per la redazione del piano dei porti della Regione Lazio (2011)
	Airport	ADR.IT
	Accessibility	/

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CRPM

