

CO-EVOLVE

Promoting the co-evolution of human activities and natural
systems for the development of sustainable coastal and
maritime tourism

Deliverable 3.1.1

WP3 Inception Report

Activity 3.1
Coordinating the WP

WP3
CNR-ISMAR



Authors

Andrea Barbanti, Silvia Bellacicco

CNR-ISMAR, Arsenale-Tesa 104, Castello 2737/F, I-30122 Venice (IT)



Table of contents

1. Scope of the document	4
2. CO-EVOLVE and the objectives of WP3	4
3. Project output targets and their contribution to Programme output indicators.....	5
4. WP3 structure and activities	6
5. Main connections among activities	9
6. Roles and responsibilities	14
7. Timetable	15
8. Milestones and deliverables.....	17
9. Data and information required and data policy	19
10. Risk analysis	20
Appendix – Pilot area fiches.....	23



1. Scope of the document

This is the inception report of WP3 and corresponds to Deliverable 3.1.1.

It contains the detailed planning of WP3 activities: specific objectives, structure and activities, key connections among activities, roles and responsibilities, time plan, milestones and deliverables, data and information required, risk analysis.

2. CO-EVOLVE and the objectives of WP3

CO-EVOLVE aims at analysing and promoting the co-evolution of human activities and natural systems in touristic coastal areas, allowing sustainable development of touristic activities based on the principles of ICZM/MSP.

CO-EVOLVE couples a presently unavailable analysis at MED scale of threats and enabling factors for sustainable tourism with local studies on representative Pilot Areas, to demonstrate through pilot actions the feasibility and effectiveness of a ICZM/MSP-based planning process. The coherence and cross-fertilization between the two analysis should produce wide and long-lasting results. On one side, they will promote the development of policies and increase the coordination of strategies between territories at interregional and transnational level, addressing the sound use of national and EU funds. On the other end, they will produce concrete actions affecting the life of coastal communities living on tourism, promoting robust and transparent decision-making processes. Such actions will be systemic, ecosystem-based and dynamic, taking into account future scenarios of natural (i.e. climate change) and anthropogenic changes. CO-EVOLVE recognizes as a key challenge for sustainable coastal and maritime tourism development the strengthening of cooperation among regions and the joint development and transferring of approaches, tools, guidelines and best practices.

WP3 will have three main specific objectives:

- It will analyse key threats and enabling factors for co-evolution at MED and pilot scale using adequate conceptual frameworks, based on existing studies and analysis. (Output 3.1);
- It will complement this analysis estimating tourism sustainability in each Pilot Area and developing an operational Tourism Sustainability Toolkit to be applied at Mediterranean scale. (Output 3.2);

- On the basis of the previous outputs, tourism-driven or tourism-oriented strategic action plans will be developed in Pilot Areas. (Output 3.3).

These actions will be, on one side, the reference for the demonstration actions developed in WP4, so that each action is seen and evaluated in its overall relevance and benefit, and not per se. On the other end, results of WP3 will be the baseline for the transferability plan at local and Mediterranean scale developed in WP5, to assure the compliance of methods, results, actions with the overall objectives of the ICZM Protocol under the Barcelona Convention.

WP3 represents Module 1 of CO-EVOLVE, according to the modular structure of Interreg MED projects.

3. Project output targets and their contribution to Programme output indicators

Output 3.1 - Main project output: Integrated analysis of threats and enabling factors for sustainable tourism at MED scale. Description: Complete and integrated analysis, at Med and Pilot Area scale, of the principal threats and enabling factors for a sustainable and ecosystem-based coastal tourism development, allowing a positive co-evolution of human activities and natural systems. This original analysis will include compiling and organising information and data and will represent the necessary knowledge base to: address policies at Med scale; develop sound and sustainable action plans (WP4); develop transferability plans (WP5).

Quantify: 1. Ending month: 1-2018. Output indicator: Number of strategies applying sustainable tourism management criteria.

Output 3.2 - Main project output: Tourism sustainability analysis and toolkit. Description: WP3 activities will develop a sustainability analysis in order to quali-quantify the sustainability of tourism at Med scale and on pilot areas and address their strategic planning. The activity will build on previous efforts and ETIS indicators used to define level of sustainability of tourism (baseline and target values) within the Programme. It will develop an operational Tourism Sustainability Toolkit to be applied at Mediterranean scale.

Quantify: 1. Ending month: 1-2018. Output indicator: Number of instruments available to enhance the development of sustainable and responsible tourism.

Output 3.3 - Main project output: Development of tourism oriented action plans and evaluation of their benefits. Description: On the basis of the previous outputs, tourism-driven or tourism-oriented strategic action plans will be developed in Pilot Areas. Taking into account documents as a guidance - Protocol ICZM, 2014/89/UE Directive on Maritime Spatial Planning, COM(2014)86 final "A European Strategy for more Growth and Jobs in Coastal and Maritime Tourism", UNEP-MAP 2009 "Sustainable Coastal Tourism / an integrated planning and management approach" - planning priorities will be identified, and strategic planning proposals will be elaborated for each Pilot Area, including operative guidelines. Environmental and socio-economic benefits will be estimated.

Quantify: 7. Ending month: 1-2018. Output indicator: Number of tourist destinations covered by a sustainable tourism evaluation tool.

4. WP3 structure and activities

WP3 is structured in 18 activities/tasks (from 3.1 to 3.18). They are reported in table 1.

Table 1 – Activities / tasks of WP3, with participation and role of CO-EVOLVE partners (including contact persons).

	WP/Task leader	REMTH	RER	PO-DELTA	HERAULT	RERA SD	VALENCIAPORT FOUNDATION	DUNEA	PAP/RAC	CRPM	ISMAR	IUAV	UOT
		GR	IT	IT	FR	CR	SP	CR	CR	FR	IT	IT	GR
WP3	Studying	ISMAR: Andrea Barbanti											
3.1	Coordinating the WP	ISMAR: Andrea Barbanti	Maria Hamitidou	Roberto Montanari	Marco Gottardi	P. Carbonnel	Jelena Petrov	Andrea Muñoz	Iva Pozniak	Mark Prem	High	Francesco Musco and Elena Gissi	Harry Coccosis
3.2	Threats to co-evolution in touristic areas - Mediterranean scale: Climate changes and morphological stability (erosion, vulnerability to CC, etc.)	ISMAR: Federica Rizzetto	Maria Hamitidou	Christian Marasmi	Alex Richard	Jelena Petrov			Iva Pozniak		High	Francesco Musco and Elena Gissi	Harry Coccosis
3.3	Threats to co-evolution in touristic areas - Mediterranean scale: Littoralization and urbanization	UOT: Harry Coccosis	Maria Hamitidou		P. Carbonnel	Jelena Petrov			Veronique Evers			Francesco Musco and Elena Gissi	High
3.4	Threats to co-evolution in touristic areas - Mediterranean scale: Touristic fluxes and carrying capacity	UOT: Harry Coccosis	Maria Hamitidou	Luciano Giuffrida	C. Olive and I. Dhombres	Jelena Petrov			Veronique Evers			Francesco Musco and Elena Gissi	High
3.5	Threats to co-evolution in touristic areas - Mediterranean scale: Pollution and other anthropogenic pressures affecting ecosystems	ISMAR: Lucia Bongiorno	Maria Hamitidou		P. Carbonnel				Iva Pozniak		High	Francesco Musco and Elena Gissi	
3.6	Threats to co-evolution in touristic areas - Mediterranean scale: Conflicts among different uses on land and at sea and land-sea interaction	UOT: Harry Coccosis	Maria Hamitidou	Roberto Montanari	P. Carbonnel and Cathy Roblin		Rafa Company	Iva Pozniak	Mark Prem	Davide Strangis	Andrea Barbanti	Francesco Musco and Elena Gissi	High
3.7	Threats to co-evolution in touristic areas - Mediterranean scale: synthesis	ISMAR: Andrea Barbanti	Maria Hamitidou								High	Francesco Musco and Elena Gissi	
3.8	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Coastal protection measures	ISMAR: Sandro Carniel	Maria Hamitidou	Roberto Montanari	Alex Richard	Jelena Petrov			Iva Pozniak		High	Francesco Musco and Elena Gissi	
3.9	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Ecosystems protection	ISMAR: Lucia Bongiorno	Maria Hamitidou			Jelena Petrov	Rafa Company				High	Francesco Musco and Elena Gissi	

3.10	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Water cycle and depuration	Herault: Philippe Carbonnel	Maria Hamitidou			high								
3.11	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Transports and accessibility	IUAV: Francesco Musco	Maria Hamitidou			C. Olive and Bertrand Mason		Andrea Muñoz			Davide Strangis		High	
3.12	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Legislation, Administrative constraints, Governance, Financial resources and mechanisms	PAP/RAC: Veronique Evers	Maria Hamitidou	Luciano Giuffrida	Roberta De Faveri		Jelena Petrov	Andrea Muñoz	Iva Pozniak	High	Davide Strangis		Francesco Musco and Elena Gissi	Harry Coccosis
3.13	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: synthesis	PAP/RAC: Veronique Evers	Maria Hamitidou		Sara Bianchi	P. Carbonnel and C. Olive				High		Andrea Barbanti	Francesco Musco and Elena Gissi	
3.14	Threats to co-evolution at local scale - Pilot Areas analysis	REMTH: Maria Hamitidou	High	Christian Marasmi	Marco Gottardi	P. Carbonnel and C. Olive	Jelena Petrov	R. Comapny /A. Muñoz	Iva Pozniak			Federica Rizzetto	Francesco Musco and Elena Gissi	
3.15	Enabling factors for sustainable co-evolution at local scale - Pilot Areas analysis	REMTH: Maria Hamitidou	High	Christian Marasmi	S. Bianchi / Marco Gottardi	P. Carbonnel and C. Olive	Jelena Petrov	R. Comapny /A. Muñoz	Iva Pozniak			Sandro Carniel	Francesco Musco and Elena Gissi	
3.16	Tourism Sustainability at local scale through Sustainability Index - System implementation	UOT: Harry Coccosis	Maria Hamitidou				Jelena Petrov					Andrea Barbanti		High
3.17	Tourism Sustainability at local scale through Sustainability Index - Pilot Areas analysis	UOT: Harry Coccosis	Maria Hamitidou	Luciano Giuffrida	Sara Bianchi	P. Carbonnel / C. Olive and I. Dhombres	Jelena Petrov	R. Comapny /A. Muñoz	Iva Pozniak			Andrea Barbanti		High
3.18	Tourism-driven strategic planning on Pilot Areas	IUAV: Francesco Musco	Maria Hamitidou	Luciano Giuffrida	Sara Bianchi / Marco Gottardi	C. Olive and I. Dhombres	Jelena Petrov	R. Comapny /A. Muñoz	Iva Pozniak	Veronique Evers		Andrea Barbanti	High	Harry Coccosis

Activities can conceptually and functionally clustered in 5 groups and 7 sub-groups (figure 1):

- WP coordination: task 3.1
- Threats analysis at Mediterranean scale: tasks 3.2-3.6 + synthesis (task 3.7)
- Enabling factors at Mediterranean scale: tasks 3.8-3.12 + synthesis (task 3.13)
- Analysis of threats and enabling factors at Pilot Area scale: tasks 3.14-3.15
- Sustainability tool box and sustainability analysis at Pilot Area scale: 3.16-3.17
- Strategic planning at Pilot Area scale: 3.18

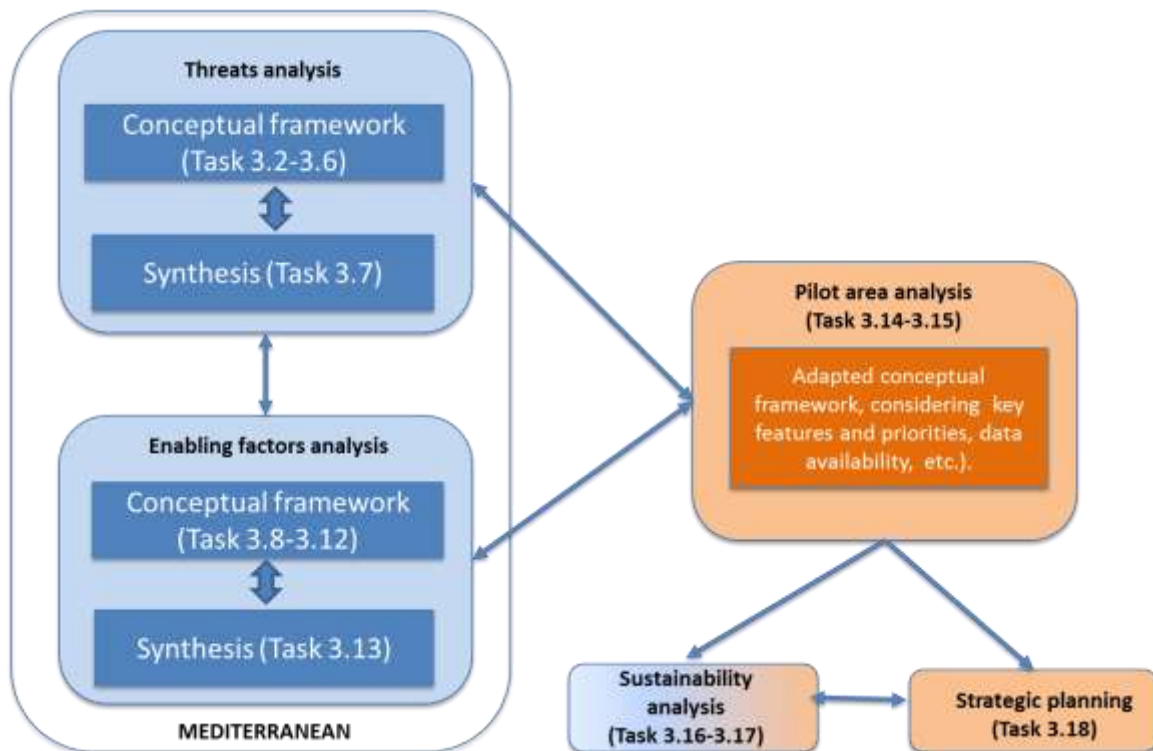


Figure 1: WP3 structure, with conceptual and functional clustering and connections among the groups / sub-groups.

Description of specific objectives of each task are reported in the Application Form and will not be repeated here.

The driving and shared elements that pinpoint the roadmap of WP3 implementation are the following:

- The Mediterranean scale analysis will consider the whole Mediterranean, using available information from previous and on-going studies/projects/networks / initiatives, and will be more detailed in the EU MS areas;
- The grain-size of the analysis and the coverage of the study area will be determined by: the overall scope of the work, the specific characteristics of the topics to be analysed, the availability / access to data in the time available;
- Boundaries of the Pilot Areas will be specified in Annex 1 of the Inception Report and will be flexible, where the analysis will require to consider wider domains;
- A preliminary and general analysis on maritime and coastal tourism and its main typologies, aimed at supporting the definition of the sustainability indicators, will help addressing and focusing in space and content threats and enabling factors analysis;

- All partners are requested to contribute in general, and more specifically for their country, to data mining and data collection, based on the data requirements that will be defined by task leaders;
- All task leaders are invited to carefully and operationally design their activities, identifying asap: data needs, contributions from the involved partners, dedicated meetings, if/how/when involve stakeholders, connections with other tasks, etc.

5. *Main connections among activities*

The activity is carried out at two distinct spatial scales (see different colours in figure 1):

- The Mediterranean scale (with an in-depth study of EU Med member states as more data will be available);
- The Pilot Area scale.

Seven Pilot Areas are being studied:

1. Alexandroupoli/ Makri area & Thassos/ Keramoti area – GR
2. Cattolica (RN) port and coast area & Comacchio-Lido di Spina (FE- Po Delta park) – IT
3. Polesine Camerini & Rosolina Mare – IT
4. Port of Valencia area – SP
5. Maguelone/Frontignan area & West Hérault coast – FR
6. Kastela Bay – HR
7. Neretva Delta - HR

In some cases, Pilot Areas are made of two sub-areas.

Pilot Area fiches are reported in Appendix.

The Pilot Areas will be also the areas where Pilot Actions will be carried out in WP4, starting from month 16.

Main connections among activities are synthetically represented by arrows in figure 1 and specified in more details in table 2. Such connections will be considered during the development of the activities by WP and task leaders, in order to guarantee the overall results of WP3.

Table 2 – Description of the main connections existing among group / sub-group of tasks.

Task	Interaction with	Description
3.2 – 3.6	3.7	Analysis of specific threats must be in line with the synthesis outline and expectations
3.8 – 3.12	3.13	Analysis of specific enabling factors must be in line with the synthesis outline and expectations
3.2 – 3.6	3.8 – 3.12	Conceptual frameworks used for threats analysis should be generally in line with frameworks used for enabling factor analysis. In some cases the connections is even stricter, since certain enabling factors can be interpreted as responses to certain threats
3.7	3.13	Synthesis on threats and enabling factors should have similar outlines in order to produce a complete and consistent picture
3.2 – 3.13	3.14 – 3.15	The analysis at Pilot Area scale will use conceptual frameworks and approaches applied to the analysis at the Mediterranean scale. Results obtained at local scale will be interpreted also in a wider and more general context.
3.14 – 3.15	3.16 – 3.17	The analysis at Pilot Area scale is expected to feed the sustainability evaluation
3.14 – 3.15	3.18	The analysis at Pilot Area scale is expected to feed the planning proposal and should take into account where possible its requirements
3.16 – 3.17	3.18	The sustainability analysis at Pilot Area scale is expected to feed the planning proposal

In order to better define the connections between the tasks and related synthesis (3.7 and 3.13), and with the aim of supporting Task Leaders in the building up of their activities accordingly to a common and coherent approach, some outlines of tasks 3.7 and 3.13 are provided:

OUTLINE 3.7
Threats to co-evolution in touristic areas - Mediterranean scale: synthesis
<p>It's the synthesis and integration of the threats analysis carried out in activities 3.2-3.6. Other threats having effects on tourism sustainability will be considered.</p> <p>Integration of threats will be accomplished by:</p> <ul style="list-style-type: none"> - analysing their combination in space and their interaction, focusing on hot spots; - producing a ranking, in relation to different tourism typologies; - analysing their time trends and therefore their foreseen dynamic interaction. <p>Maps of selected threats indicators will be produced at Mediterranean scale and at higher resolution on hot spots.</p> <p>The Deliverable 3.7.1 is a Report: Synthesis report on threats to sustainable tourism at</p>

Mediterranean (*Synthesis and integration of the threats analysis carried out in activities 3.2-3.6, with maps of selected indicators*).

Task Leader: National Research Council - Institute of Marine Sciences.

CONTENTS

1. Introduction

Present the objectives, the rationale, need for, context for the following aspects at the Mediterranean scale: Climate changes and morphological stability (erosion, vulnerability to CC, etc.), Littoralization and urbanization, Touristic fluxes and carrying capacity, Pollution and other anthropogenic pressures affecting ecosystems, Conflicts among different uses on land and at sea and land-sea interaction.

2. Coastal and Maritime Tourism in the Mediterranean (chapter in common with 3.13)

Baseline description using available standard criteria and indicators. Identification of areas and tourism typologies to address the analysis of threats and enabling factors.

3. Theoretical insight into threats

For each of the threats, an overview of its importance, potential impact on development of touristic areas, interactions with other economic activities, etc., taking different tourism types into account.

4. State of the art

For each of the 5 threats identified and analysed in 3.2-3.16, present and discuss; 1) the status, 2) key pressures and driving forces, 3) spatial distribution, 4) recent trends and expected evolution, 5) main responses / regulating practices, 6) main problems and needs, with respect to different tourism typologies (see section 2), 7) major knowledge gaps, 8) key indicators. Use of maps for the best synthesis.

Integrated analysis of threats

Integration in space - today: analysis (supported by maps) on the spatial distribution and overlapping of the 5 threats, and discussion on their interactions, with respect to tourism typologies. Focusing on hot spots (i.e. areas with multiple and high value threats).

Integration in space - tomorrow: analysis of expected evolution of combined threats and their dynamic interaction.

5. Examples from the local scale: threats

Illustration of the present situation at pilot areas will be given based on the analysis from 3.14 prepared by the Region of East Macedonia and Thrace. The most relevant and

representative examples will be presented (illustrated by maps when possible).

6. From threats to enabling factors to proposals for improvements (chapter in common with 3.13)

Analysis linking threats to enabling factors and vice versa (i.e. how can we respond, how are we responding, how should we respond in the future).

Proposals from legal, governance, technical (including knowledge gaps and tools), etc. points of view will be presented to allow improvement or establishment of adequate enabling factors.

Recommendations for implementing existing strategies and policies.

OUTLINE 3.13

Enabling factors for co-evolution - Mediterranean scale: synthesis

Enabling factors represent the answer to threats to sustainable tourism described in 3.2-3.6. A synthesis report will be prepared to include results of activities 3.8 to 3.12 in order to provide an overall view of enabling factors at the Mediterranean scale. Relevant lead activity partners will contribute with the summaries each components of the synthesis report. The contents of those reports will be prepared jointly with the lead activity partners to guarantee comparability, coherence and integration.

Integration of enabling factors will be accomplished by:

- analysing their combination in space and interaction;
- producing a ranking, related to different tourism typologies;
- analysing their time trends and their foreseen dynamic interaction.

The Deliverable 3.13.1 is a Report: *Synthesis on enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale (Synthesis and integration of the enabling factors analysis carried out in activities 3.8-3.12, with maps of selected indicators).*

Task Leader: PAP/RAC

CONTENTS

1. Introduction

Present the objectives, the rationale, need for, context for the following aspects at the Mediterranean scale: Coastal protection measures, Ecosystems protection, Water supply and depuration, Transports and accessibility, and Governance, Legal, Administrative and

Financial as enabling factors for sustainable co-evolution in touristic areas . All related to different tourism typologies.

2. Coastal and Maritime Tourism in the Mediterranean (chapter in common with 3.7)

Baseline description using available standard criteria and indicators. Identification of areas and tourism typologies to address the analysis of threats and enabling factors.

3. Theoretical insight into enabling factors

For each of the enabling factor an overview of its importance, impact on development of touristic areas, interactions with other economic activities, etc. taking different tourism types into account.

4. State of the art

Present the current practice, legal status, management, major gaps, main problems, key pressures and issues at the Mediterranean scale for each of the enabling factors. Analysis of their combination in space and interaction; producing a ranking, related to different tourism typologies; analysing their time trends and their foreseen dynamic interaction should be presented. Maps should be used as illustrations.

5. Integrated analysis of enabling factors

Integration in space - today: analysis (supported by maps) on the spatial distribution and overlapping of the 5 enabling factors, and discussion on their interactions, with respect to tourism typologies. Focusing on hot spots (i.e. areas with multiple and high value threats).

Integration in space - tomorrow: analysis of expected evolution of combined enabling factors and their dynamic interaction.

6. Examples from the local scale

Illustration of the present situation at pilot areas will be given based on the analysis from 3.15 prepared by the Region of East Macedonia and Thrace. The most specific examples will be presented (illustrated by maps when possible).

7. From threats to enabling factors to proposals for improvements (chapter in common with 3.7)

Analysis linking threats to enabling factors and vice versa (i.e. how can we respond, how are we responding, how should we respond in the future).

Proposals from legal, governance, technical (including knowledge gaps and tools), etc.

points of view will be presented to allow improvement or establishment of adequate enabling factors.

Recommendations for implementing existing strategies and policies.

6. Roles and responsibilities

WP3 has a coordinator (ISMAR), which also the leader of task 3.1, regarding this coordination activity.

Each task has a task leader, as reported in the Application Form and summarised in table 1.

Table 1 reports also all partners contributing to each single task.

All partners, even where not explicitly mentioned in table 1 as contributors to a task are expected to provide, where needed, their assistance to the task leader and team, in terms of available data, information, literature, access to stakeholder and data owners.

All partners provided the names of their contact person for each task, in order to allow a smooth and clear involvement process from the WP and the task leaders.

Besides to WP and task leaders, Pilot Area Coordinators are identified (Table 3). They correspond to the task leaders of demonstration actions on Pilot Areas under WP4.

Table 3 – Pilot Areas and their Area Coordinators.

Pilot Area	Area Coordinator
Greece: Alexandroupoli and Thassos – Keramoti	REMTH
Italy – Emilia-Romagna Region: Cattolica and Comacchio	RER
Italy – Veneto Region: Rosolina and Polesine Camerini	PO-DELTA
Spain: Valencia Port area	VALENCIAPORT FOUNDATION
France – Hérault Province: Lido of Maguelone and Grand delta of Orb river (Montpellier)	HERAULT
Croatia: Kastela bay (Split)	RERA
Croatia: Neretva River Delta (Dubrovnik)	DUNEA

7. Timetable

Figure 2 represents the overall CO-EVOLVE timetable, while figure 3 shows the detailed timetable of WP3. Both are in line with the Application Form.

		2016		2017												2018												2019									
		Nov	Dec	Jan	Feb	Mar	Apr	Maj	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Maj	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Maj	Jun	Jul	Aug	Sep	Oct
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
WP1	Project management																																				
WP2	Communication																																				
WP3	Studying																																				
WP4	Testing																																				
WP5	Transferring																																				

Figure 2 – CO-EVOLVE simplified timetable.

		2016		2017												2018	
		Nov	Dec	Jan	Feb	Mar	Apr	Maj	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
WP3	Studying																
3.1	Coordinating the WP																
3.2	Threats to co-evolution in touristic areas - Mediterranean scale: Climate changes and morphological stability (erosion, vulnerability to CC, etc.)																
3.3	Threats to co-evolution in touristic areas - Mediterranean scale: Littoralization and urbanization																
3.4	Threats to co-evolution in touristic areas - Mediterranean scale: Touristic fluxes and carrying capacity																
3.5	Threats to co-evolution in touristic areas - Mediterranean scale: Pollution and other anthropogenic pressures affecting ecosystems																
3.6	Threats to co-evolution in touristic areas - Mediterranean scale: Conflicts among different uses on land and at sea and land-sea interaction																
3.7	Threats to co-evolution in touristic areas - Mediterranean scale: synthesis																
3.8	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Coastal protection measures																
3.9	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Ecosystems protection																
3.10	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Water cycle and depuration																
3.11	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: Transports and accessibility																
3.12	Mediterranean scale: Legislation, Administrative constraints, Governance, Financial resources and mechanisms																
3.13	Enabling factors for sustainable co-evolution in touristic areas - Mediterranean scale: synthesis																
3.14	Threats to co-evolution at local scale - Pilot Areas analysis																
3.15	Enabling factors for sustainable co-evolution at local scale - Pilot Areas analysis																
3.16	Tourism Sustainability at local scale through Sustainability Index - System implementation																
3.17	Tourism Sustainability at local scale through Sustainability Index - Pilot Areas analysis																
3.18	Tourism-driven strategic planning on Pilot Areas																

Figure 3 - WP3 timetable.

8. Milestones and deliverables

WP3 has only one formal milestone, identified in the conclusion of tasks 3.16-3.17 on Tourism sustainability analysis and toolkit, at month 15.

Deliverables from the Application Form are summarised in table 4.

Table 4 – List of WP3 deliverables.

Deliverable Code	Title	Responsible Partner	Delivery Month
3.1.1	WP3 Inception Report	ISMAR	M1
3.1.2	WP3 Advancement and Final Report	ISMAR	M15
3.1.3	Guidelines and training activities to transfer WP3 results and tools to WP4 and WP5	ISMAR	M15
3.2.1	Coastal morphodynamics in Mediterranean touristic areas under climate change conditions	ISMAR	M7
3.2.2	Mapping of coastal morphodynamics descriptors in Mediterranean touristic areas	ISMAR	M11
3.3.1	State of the art	UOT	M11
3.4.1	Thematic data collection	UOT	M8
3.4.2	Review and analysis of carrying capacity approaches	UOT	M11
3.5.1	Review on the current status of coastal ecosystem services	ISMAR	M6
3.5.2	Ecosystem threats from tourism and future trends	ISMAR	M11
3.5.3	Effects of ecosystem quality on tourism	ISMAR	M11
3.5.4	Atlas of Maps of ecological risks related to main tourism typologies	ISMAR	M11
3.6.1	State of the art	UOT	M11
3.6.2	Comparative analysis	UOT	M11
3.7.1	Synthesis report on threads to sustainable tourism at Mediterranean	ISMAR	M15
3.8.1	Review and analysis of coastal protection planning and management	ISMAR	M8

	in touristic areas		
3.8.2	Thematic Atlas of coastal protection plans and measures in Mediterranean touristic area.	ISMAR	M8
3.8.3	Guidelines and recommendations for coastal protection strategies and management options	ISMAR	M11
3.9.1	Analysis of existing strategies and measures under EU policies facing relevant threats to ecosystems	ISMAR	M8
3.9.2	Key pressures and tools to estimate their cumulative impacts and support decision-making	ISMAR	M11
3.9.3	Trade offs in ecosystem protection and tourism sustainability	ISMAR	M11
3.9.4	Guidelines to involve tourists in citizen Science activities	ISMAR	M11
3.10.1	Water resources management and tourism in the Mediterranean & Recommendations for sustainable water resources management in touristic areas	HERAULT	M11
3.11.1	State of the art and future development of Transport and Accessibility at Mediterranean scale	IUAV	M6
3.11.2	Database of transport and accessibility at Mediterranean scale	IUAV	M11
3.11.3	Mapping of transport and accessibility at Mediterranean scale	IUAV	M11
3.12.1	Enabling factors in the Mediterranean: Governance, Legal, Administrative and Financial	PAP/RAC	M11
3.13.1	Synthesis on enabling factors for sustainable co-evolution in touristic	PAP/RAC	M15

	areas - Mediterranean scale		
3.14.1	From General to Local – Adapting Threats' Analysis to pilot areas & Evaluating co-evolution threats at pilot areas	REMTH	M11
3.15.1	From General to Local – Identifying enabling factors at focus areas & Evaluating enabling factors at pilot areas	REMTH	M11
3.16.1	Building a common approach in tourism sustainability evaluation	UOT	M8
3.16.2	Tourism Sustainability Toolkit	UOT	M8
3.17.1	Adapting tourism sustainability evaluation methods to local needs	UOT	M12
3.17.2	Evaluation of tourism sustainability in the Pilot Areas	UOT	M15
3.18.1	Guideline for Tourism-driven strategic planning	IUAV	M15
3.18.2	Tourism-driven strategic planning on Pilot Areas	IUAV	M15

9. *Data and information required and data policy*

Each task leader will analyse data requirements and identify together with their task team data availability and data sources.

Data and information requirements will be discussed during the kick off meeting and will be agreed in terms of availability and relevance for the project.

All data and information gathered from partners and external sources will be used and (if possible) disseminated under the rights and conditions that original data providers/owners set up.

For data and products created in the project, CO-EVOLVE decides to apply an open data policy so that outputs will be disseminated and reused in the most open and efficient way, following the most recent European and international guidelines for research data sharing.

To support this data policy, CO-EVOLVE adopts, for outputs and products it will produce, the Creative Commons Attribution (CC BY) license, part of a set of open and standard international licences created by Creative Commons (CC, <http://creativecommons.org>).

From <https://creativecommons.org/licenses/by/4.0/>:

"You are free to:

Share — copy and redistribute the material in any medium or format

Adapt — remix, transform, and build upon the material for any purpose, even commercially.

The licensor cannot revoke these freedoms as long as you follow the license terms.

Under the following terms:

Attribution — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use."

Furthermore, CO-EVOLVE encourages partners and data providers to evaluate whether one of the available CC Licences adapt to their needs and, in that case, adopt it as the licence for their data used in the project.

As highlighted before, existing data policies will be the basis for the access and use of data provided by partners and external source. In case the policies of access and reuse of source data conflict in any way with the CC BY license adopted for CO-EVOLVE outputs, specific agreements will be set up to resolve the conflict.

10. Risk analysis

The Risk Register (RR) (table 5) provides a description of each of the project risks that have been identified together with information on how the project team plan to treat and mitigate against the risks. Both the 'Untreated Risks' and the 'Treated Risks' have been assessed as a colour-coded, low, medium or high risk.

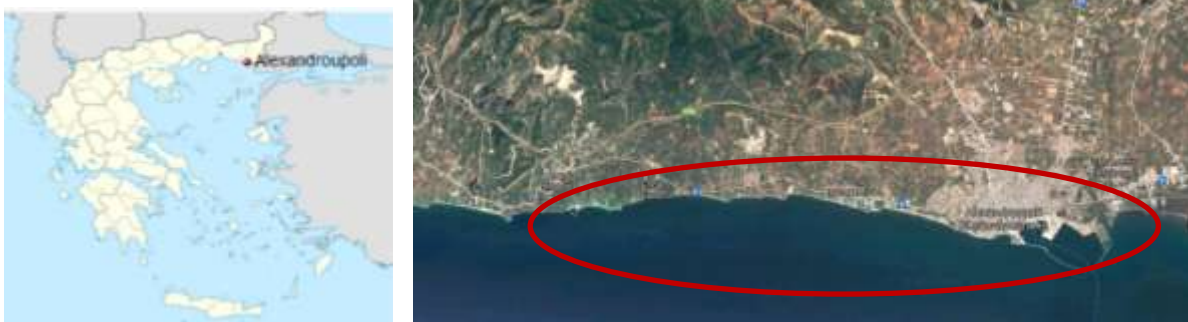
The risk register is a live document that will be used as a management tool for monitoring the risk management processes for the duration of the project. The RR will be used to identify, assess, and manage risks down to acceptable levels through a review and updating process.

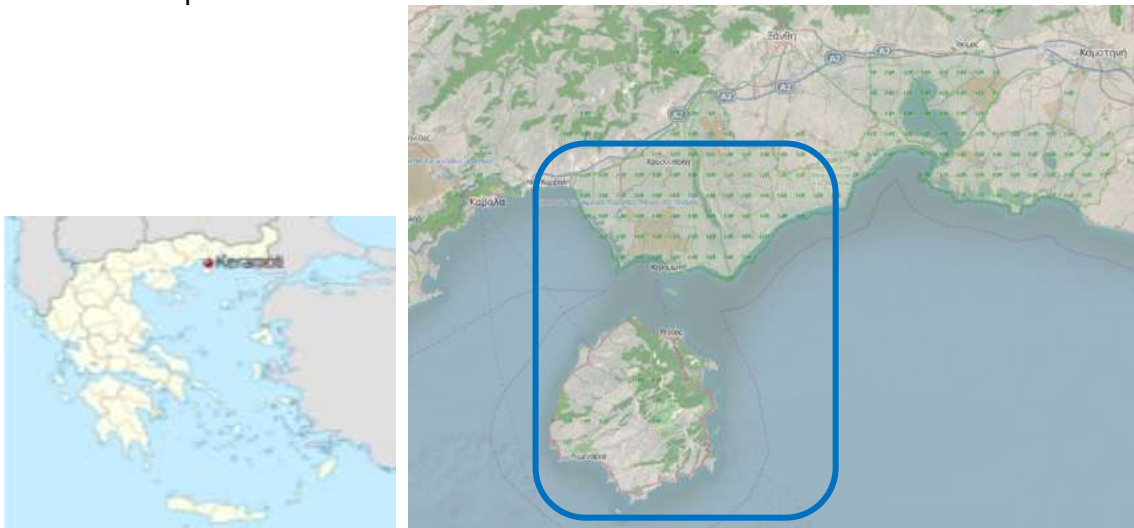
Table 5 – Risk Register table.


Risk No	Description of risk	Level of Untreated Risk	Tasks	Proposed risk-mitigation measures	Level of Treated Risk
1	Partners failing to meet deliverables on time	Medium	All	Project Management Plan with set project deadlines. Partners will be reminded of coming deadlines regularly by Project Manager and WPL. Specific attention will be paid to deliverables at M11 and M15.	Low
2	Data availability and data access	Medium	All	Careful analysis of data availability and data needs during the early stages of the activities. Identification of proxies for unavailable important data and of ways to adapt accordingly conceptual frameworks and work plans. Active collaboration of all partners and in particular of Area Coordinators in data mining and recollection.	Low
3	Unfocused analysis of threats and enabling factors on project main objectives	Low	3.2 to 3.6 – 3.8 to 3.12	Agreement on approaches and specific objectives in the early stages of activities. Discussion on advancement and results during activity development.	Low
4	Scattered coverage of the MED area during analyses	Low	3.2 to 3.13	Measures to improve data availability and access (see #2). Agreement on approaches and specific objectives in the early stages of activities. Discussion on advancement and results during activity development.	Low



5	Poor integration among tasks	Medium	All	Agreement on approaches and specific objectives in the early stages of activities. Discussion on advancement and results during activity development.	Low
6	Poor stakeholder involvement in Tasks 3.17 and 3.18	Medium	3.17 - 3.18	Properly planning stakeholder involvement in advance. Active role of Area Coordinator partners	Low
7	Strategic planning on Pilot Areas not sufficiently customized and providing added value	Low	3.18	Agreement on approaches and specific objectives in the early stages of activities. Effective involvement of key stakeholders. Effective interaction with Area Coordinators.	Low
8	Poor transferability of results to wide / local scale planning & management	Low	All	Sum of measures from 2 to 5. Strong and early interaction with WP5 Leader and Task Leaders.	Low
9	Poor connection with Pilot Actions of WP4	Medium	3.14 – 3.15 – 3.17 – 3.18	Agreement on approaches and specific objectives in the early stages of activities. Discussion on advancement and results during activity development, in particular 3.17 and 3.18. Effective interaction with WP4 Leader and Area Coordinators.	Low

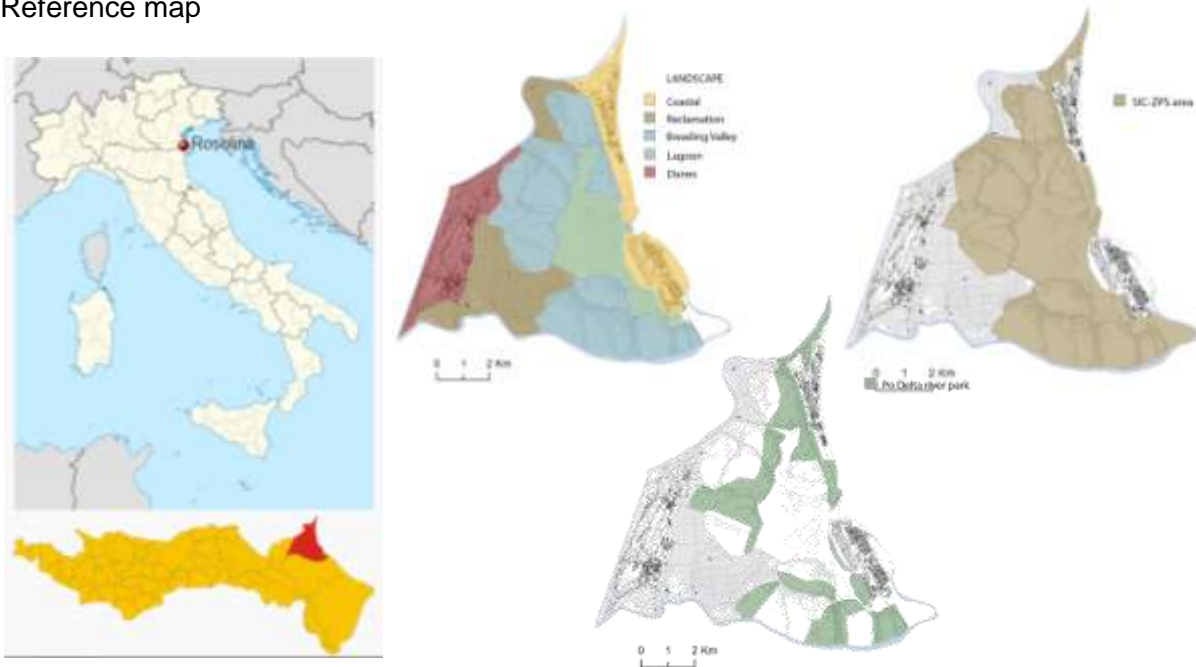
Appendix – Pilot area fiches

Pilot Area #1	1-A
Name	Alexandroupoli-Makri
Country	Greece
Responsible partner	REMTH
Reference map	
General description of the area	Urban and suburban coastal area and port next to a Natura 2000 protected area.
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>Pressure for littoralisation, urban expansion along the coast, erosion issues connected to the port construction and expansion, low tourism, high tourism capacity (empty hotels).</p> <p>Need for urban redevelopment of the coastal front in order to attract local and international tourism.</p>
Local actors and stakeholders to be involved	Municipality of Alexandroupoli (it includes the village of Makri and the protected area), Port Authority of Alexandroupoli, Managing Authority of the Evros Delta Protected Area.
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	MSP-ICZM Local Plan focused on achieving sustainable tourism. Possibility of preparation of studies for selected actions according to the existing planning of the local stakeholders and the priorities set by the MSP-ICZM local plan.

Pilot Area #1	1-B
Name	Keramoti-Thassos
Country	Greece
Responsible partner	REMTH
Reference map	
General description of the area	<p>The village of Keramoti is “inside” the Natura 2000 protected area and the port of Thassos (Λιμένας Θάσου) is “surrounded” by another Natura 2000 protected area. Keramoti is one the two ports connecting the island of Thassos to the mainland (the other is Kavala). The island of Thassos is a tourist destination known for its “wild character”: rich forest near the sea, combining “sea and sand” and “summer mountain” activities.</p>
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>Increase the tourism fluxes towards the island of Thassos and Keramoti and in the same time protect the natural environment which is the main “tourism product”.</p>
Local actors and stakeholders to be involved	<p>Municipality of Nestos (it includes the village of Keramoti), Municipality of Thassos (it includes the whole island), Managing Authority of the protected area Nestos – Vistonida.</p>
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	<p>MSP-ICZM Local Plan focused on achieving sustainable tourism.</p>



Pilot Area #2	2-A
Name	Cattolica harbor and coastal area (Rimini Province)
Country	Italy
Responsible partner	RER
Reference map	
General description of the area	Urbanised coastal area with multipurpose harbor (fishery, shipyard, crafts production, pleasure boats Marina) and seaside resort structured with bath-house facilities.
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>Silting of the internal harbor area, from Tavollo creek transport, and of the harbor mouth, from the sea solid transport, beach maintenance, sea flooding. Decreased tourists attractiveness of the harbor and of the seaside area, difficulties and crisis in human activities reflecting on local economy and employment.</p> <p>Creating conditions for the sustainable management of Cattolica harbor, sediment management. Re-launching of tourism in the area along with sustainability principles implementation. Favouring human activities sustainability, and employment in tourism sector, and in primary and secondary sectors.</p>
Local actors and stakeholders to be involved	Municipality of Cattolica, Marina of Cattolica harbor, fishing Cooperatives, shipyards Company, bath-house facilities Operators, hotels Operators
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	<p>Formulation of an integrated Plan for the re-launching of the area (harbor and coast), and achievement of sustainability condition for tourism and human activities, through a participatory process with main stakeholders and the citizens; <i>2 meetings with referents of Cattolica Municipality and main stakeholders held on the 19th of December 2016 and on the 9th of January 2017.</i></p> <p>Small Scale Investment: acquisition and installation of a sand trap device line (jet-suction ejector system) for sediment management, against harbor silting.</p>

Pilot Area #2	2-B
Name	Comacchio, Lido di Spina (Ferrara Province)
Country	Italy
Responsible partner	RER
Reference map	
 	
General description of the area	Beach area with abandoned bath-house facilities (recently demolished by the Municipality of Comacchio) along the right side of the Logonovo channel in Lido di Spina seaside resort.
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>Social degradation of the area, degraded dune system, degradation of the beach and of the waterfront, decreased attractiveness reflecting on nearby areas affecting local touristic economy, housing and employment;</p> <p>Renaturation of the dune system and promotion of its tourism valorization and sustainable management. Elaborate a model of renaturation and valorization of dune systems joining aspects of accessibility, sustainable fruition and environment protection, replicable in other coastal areas. Re-launching tourism attractiveness of the area favoring sustainable tourist activities and new related employment.</p>
Local actors and stakeholders to be involved	Municipality of Comacchio, Po Delta Park, tourism Operators, sports Associations, environmental Associations, bath-house facilities Operators, hotels Operators
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	<p>Formulation of an integrated Plan for the renaturation, requalification and sustainable fruition /handicap accessibility and re-launching of the area, through a participatory process with main stakeholders and the citizens; <i>1 meeting with referents of Comacchio Municipality held on the 6th of December 2016.</i></p> <p>Small Scale Investment: renaturation of the dune system, realization of a naturalistic path with catwalks and movable bathing structure facilities, high accessibility for handicap.</p>

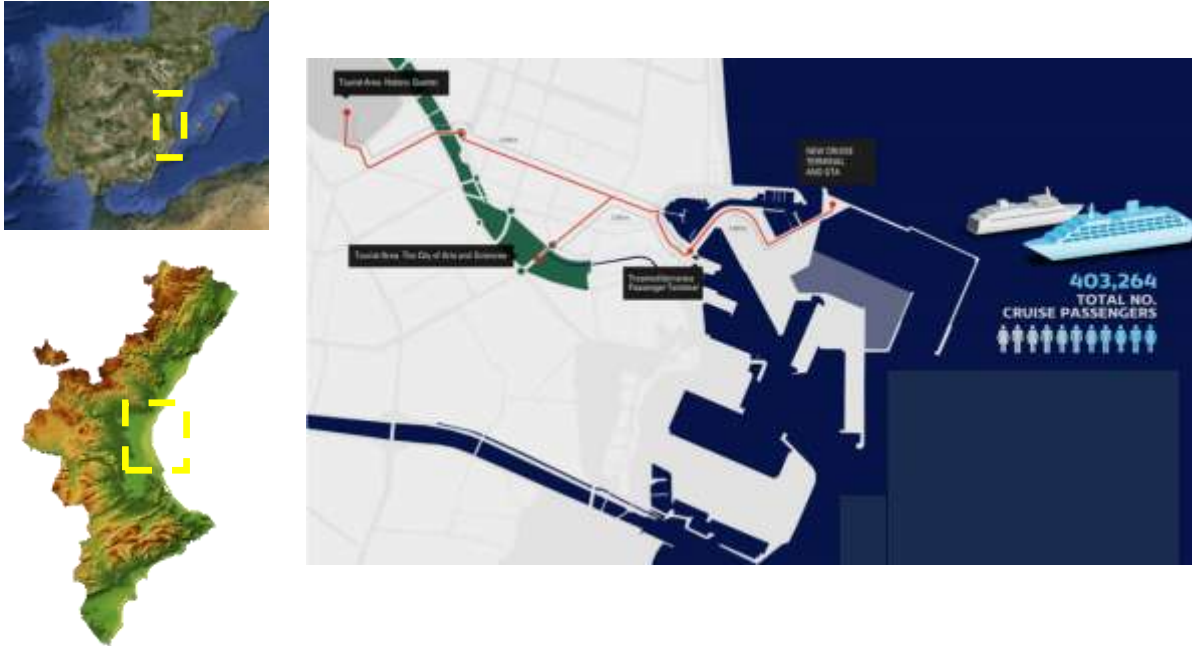
Pilot Area #3	3-A
Name	Rosolina Mare
Country	Italy
Responsible partner	Veneto Delta Po Park Authority
Reference map	
General description of the area	<p>Site is located in Rosolina Mare (Rosolina Municipality), in the Po Delta area. This is the main touristic locality in the area with 1 million annual presences. Action will be implemented in a camping surrounded by a pinewood SIC-ZPS and by lagoon and fishing lagoon areas, SIC-ZPS areas as well.</p>
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>Main problems are related with touristic pressure during high season (summer months) focused on the seaside areas (Rosolina Mare). Objectives should achieve to reduce the pressure on the environment during the high season and extend the sustainable touristic offer all-year round.</p>
Local actors and stakeholders to be involved	<p>Municipality, fishing associations, aquaculture valley's owners, farmers, hotels, Delta Po Park Authority, Europa Place Consortium of Rosolina;</p>
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	<p>Realize a prototype for a bungalow accordingly a NZEB (Net Zero Energy Building) and metabolic design, to be placed in a traditional touristic camping village context as a real example of sustainable accommodation. The external area, surrounded by the coastal pinewood, will be an example to provide guidelines for best forestry application with low environmental impact.</p>

Pilot Area #3	3-B
Name	Polesine Camerini
Country	Italy
Responsible partner	Veneto Delta Po Park Authority
Reference map	
General description of the area	
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	
Local actors and stakeholders to be involved	
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	





Pilot Area #4	4-A
Name	Valencia – Port of Valencia
Country	Spain
Responsible partner	Valenciaport Foundation
Reference map	 
General description of the area	<p>The port is one of Valencia's most important institutions for both the city and the region. Historically, port activities have been responsible for the economic growth of the region through trade exchanges, passenger movements and maritime services from which the modern city of Valencia has developed. Through the years, the Port of Valencia has grown and changed. The port has grown towards the sea creating breakwaters and other protection works making possible the construction of new basins. At the same time, some already-existing inner basins have been reshaped for urban related activities such as leisure ports.</p> <p>Over the last decade, and especially during the last five years, the Port of Valencia has succeeded in attracting a new market of international cruise passengers. The city of Valencia is becoming an attractive tourist destination by itself so the Port of Valencia call for cruises liners operating in the Mediterranean. This fact would have a significant economic impact on both the city and the region with a feedback effect on the tourist sector but also has an environmental impact and several pressure coming from society.</p>

<p>Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development</p>	<p>Obviously, Cruises vessels is a key source of revenue for the MED Coastal Areas and particularly for the Valencian Region, but this kind of tourism is also pointed out as a source of pressure and environmental impacts. The vessel impact at ports and nearby areas affecting negatively to the city in terms of environment. In this sense, the coexistence between ports and cities has had many problems related to the territory sharing. Ports receive pressure from the city about high noise levels, ships emissions, visual impacts, heavy traffic near the port-city accesses, etc.</p> <p>In this sense, there are identified environmental impacts in the pilot area in several projects such as SIMPYC (Port – city environmental integration system (LIFE), CLIMEPORT (Climate change mitigation by Port and city) and GREENBERTH (Green berths in city areas) (MED): among others, greenhouse gas emissions (CO₂, NO_x, CH₄) and pm₁₀, pm_{2,5} from vessels, waste management, high noise levels, dirty waters, etc. in terms of conflicts regarding the port-city area.</p>
<p>Local actors and stakeholders to be involved</p>	<p>Valencia Port Authority, Infrastructure Ministry, Directorate-General for the Environment (Valencia Regional Ministry of Agriculture and Environment), Valencia City Council, ship suppliers, providers, etc.</p>
<p>Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)</p>	<p>The pilot action aims to improve governance and facilitate the mainstreaming into public action of the guiding principles set out in the ICZM Med Protocol.</p> <p>A Port Sustainable generic methodological framework focus on the environmental impacts (resources consumption, noise levels, GHG emissions, use of alternative fuels such as LNG and other renewable energy can be used to supply electricity, waste collection, dirty water management, etc.) taken into account how to affect the city. In this sense, it will be established in the form of a ECO-cruise port/city tool for assessing the impact of cruise activities within the port and city area, in a systemic way as well as linked with a setup of good environmental practices. This structured approach will enable the identification of existing inefficiencies and gaps as well as potential good practices for improvement where targeted measures may be implemented for enhancing the sustainability of cruise activities considering the local characteristics of the region addressed as well as the needs of relevant actors.</p> <p>The demonstration action will focus on an ECO- cruise port/city tool to reduce environmental impacts from vessel calls and validating them at the city of Valencia and the surrounding areas. This tool aims to improve the city-port relationship reducing the environmental impacts and promoting a sustainability awareness between port and city.</p>

Pilot Area #4	4-B
Name	Valencia – Modeling socio-economic impact
Country	Spain
Responsible partner	Valenciaport Foundation
Reference map	
	
General description of the area	<p>Valencia is a tourist destination. The city offers an attractive array of activities and sights; suitable for all ages. Valencia also has an important commercial Port, known as Valencia port. Cruise traffic at the Port of Valencia has grown 125% in number of passengers over the last 10 years. At the end of 2016, it closed the year with a total of more than 180 calls and over 400,000 cruise passengers. Valencia has become a popular tourist destination in the Mediterranean, with an annual growth of over 7%. This traffic will continue increasing according to the cruise industry trends and its growth perspectives in the Mediterranean area.</p>
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>The economic impact of cruise tourism and its benefit to local livelihoods is a ubiquitous topic for destination policymakers and stakeholders that arises when discussing cruise tourism development. Cruise tourism has been criticized for keeping the majority of associated revenues within the cruise line and not for the local communities (which may make up a large part of the attractiveness and experience) that are not benefitting sufficiently from the cruise passengers.</p> <p>Destinations should routinely monitor, benchmark and seek to improve the spending per cruise passenger and the portion that remains within the local economy and its communities. Common methodologies for determining</p>

	<p>passenger spend and economic social impact will enable benchmarking and data aggregation, as well as improve monitoring's effectiveness of destinations.</p> <p>It is important to consider that the economic impact and passenger spending calculations are limited to the instance of visitation and do not account for potential future gains. Cruise tourism passengers who have a positive experience within a destination may decide to return to that destination. The destination should encourage and seek to maximize return visits through various channels as a strategy for increasing spending over the long-term and weigh the potential for positive or negative reputational impact.</p> <p>Possible objectives include:</p> <ul style="list-style-type: none"> - Identification and measuring of socio-economic impact of cruise tourism at Valencia destination and how benefits are distributed; - Improve training of local community to promote knowledge of cruise tourism.
Local actors and stakeholders to be involved	<p>Valencia Port Authority, Region of Valencia Tourism Board, Valencia City Council, Cruise Committee of Valencia, Tourism Operators, Cruise Companies, Chamber of Commerce, etc.</p>
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	<p>The demonstration action will focus on develop model to measure economic impact of cruise tourism in local destination.</p> <p>Main tasks that will be developed:</p> <ul style="list-style-type: none"> - Design of the model for measuring socio-economic impact; - Application of the model in Valencia Destination; - Analysis socio-economic impact of Cruise Tourism; - Proposal of Action Plan and recommendations to contribute that economic impacts of cruise tourism are appropriately distributed; - Create, or spread quick best practices guides for businesses related to cruise tourism; - Increase training mechanisms to promote knowledge of cruise tourism.

Pilot Area #5	5-A
Name	Lido from Maguelone to Frontignan-plage
Country	France
Responsible partner	Department of Hérault
Reference map	
General description of the area	
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	
Local actors and stakeholders to be involved	
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	Coastal area with lagoons and a small mountain. The touristic zone of Frontignan-plage is included, several lagoons too, crossed by waterway. Maguelone island is a classified site with a specific history. 20 x 3 km. Beach erosion, sea flooding, industrial zone for petrol stocks, harbors. Conservatoire du littoral, Syndicate mix of littoral ponds, French State and Region services, urban Communities of Montpellier and Thau, etc. Actions to be defined more precisely with local actors (1st local meeting programmed at the beginning of February. Local consultation and awareness actions on coastal risks.

Pilot Area #5	5-B
Name	West coast from Hérault between Vias & Vendres
Country	France
Responsible partner	Department of Hérault
Reference map	
General description of the area	
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	
Local actors and stakeholders to be involved	
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	

General description of the area

12 x 3 km, Orb river, 2 coastal villages, buildings, some big campings, and natural areas.
 Population : 15 000 during the year, 80 000 in summer.
 + 6 000 jobs in summer period.

Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development


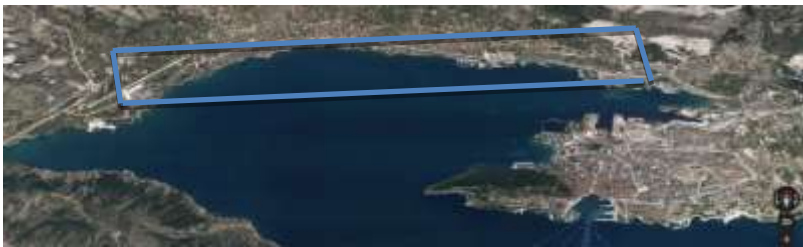
Beach and dune erosion, sea & river flooding, touristic harbor.

Local actors and stakeholders to be involved


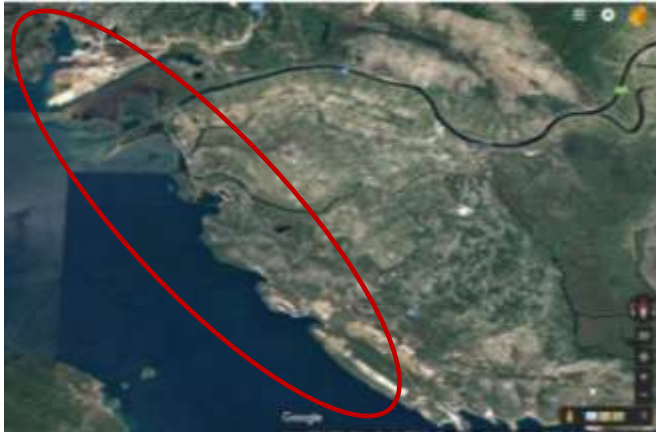
Conservatoire du littoral, Syndicate mix of Orb river, French State and Region services, urban Community of Béziers, etc.

Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)

Actions to be defined more precisely with local actors (1st local meeting programmed the 16th of January). Local consultation and awareness actions on coastal risks.

Pilot Area #6	
Name	Coastal area of Kaštela bay
Country	Croatia
Responsible partner	RERASD
Reference map	
 	
General description of the area	<p>Coastline of the Town of Kaštela has a very specific history and has been part of one of the biggest infrastructural projects in the Mediterranean - Eco Kaštela Bay financed by the WB and EBRD. The value of the project will be 300 MIO euro by its end. The project has resulted with the rise of the sea quality level along Town of Kaštela coastline, transforming it to beach area for local population and very attractive touristic destination. In parallel, process of deindustrialisation of the area was happening, which lead to further orientation towards tourism.</p>
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>Main problems:</p> <p>Tourism caused development that lacks urbanism patterns and causes strong pressures on natural resources and cultural heritage sites in the narrow land-sea zone. Furthermore, beach erosion presents a big problem for settlements, particularly for 7 historical castles and road infrastructure, located very close to the coastline.</p> <p>The area has been subjected to series of sea flooding in recent years which have affected the inner coastal area, i.e. road infrastructure and urban settlements that are closely connected with promenade. With inevitable coastal area sinking and water level rise due to the climate change the threats are listed:</p> <ul style="list-style-type: none"> -loss of high value beach area -exposure to sea floods; where boardwalk and road being mostly affected -exposure to sea floods; where urban settlements being endangered in extreme events -saltwater intrusion into the groundwater aquifer, causing loss of specific habitats <p>Main objectives:</p> <p>Development of ICZM-MSP plan aiming to promote a</p>

	sustainable forms of tourism-driven development with focusing on coastal protection measures as a key factor for preserving coastal zone, especially castles - they are increasingly endangered due to the effects of climate change, particularly sea level rise and floods.
Local actors and stakeholders to be involved	<ul style="list-style-type: none"> - Department of Town Planning and Housing (development on land side) - Department of Public Works (coastal works, road works) - Kaštela Municipality (Local Authority) - Private sector (tourism companies) - Conservation office – Ministry of culture - Split-Dalmatia County
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	ICZM-MSP plan aiming to promote a sustainable forms of tourism-driven development

Pilot Area #7	
Name	Neretva River delta
Country	Croatia
Responsible partner	DUNEA
Reference map	
 	
General description of the area	<p>Neretva River delta coastal area, from Municipality of Slivno on the south to the city of Ploče on the north. This territory covers urban area with city of Ploče and special areas of natural heritage in the Neretva River Delta (Southeast part of the Neretva Delta) which is listed as Ramsar site and declared as a Special Ichthyological Ornithological Reserve and represents a unique landscape in Europe. The whole area is under NATURA 2000. Neretva Delta is the most valuable wetland on eastern Adriatic coast and the largest and the most valuable remnants of Mediterranean wetlands on the eastern Adriatic coast. It is the only delta in Croatia. The backbone of the economy in this area is cargo seaport in Ploče, second in Croatia by the amount of transshipment. This is also the connection point of the main roads, rail and maritime transport.</p>
Main problems to be tackled/objectives to achieve for sustainable tourism maintenance/development	<p>The future of this area should be based on balancing the need for further development and the need to protect natural resources. It is also necessary to coordinate the development of different and sometimes conflicting activities and needs, such as agriculture, water management, infrastructure construction, tourism, industry, increasing the quality of life etc.</p>
Local actors and stakeholders to be involved	<p>Dubrovnik Neretva ICZM Group, Local government units in Dubrovnik Neretva county, Tourism sector, Port authorities, Sport fishing and hunting clubs and associations, Local community</p>
Demonstration actions to be carried out under WP4 (Integrated Plans, tools/Services, Small scale investments if foreseen, etc.)	<p>Implementation of integrated management plan for Dubrovnik Neretva River Delta/ Pilot Area 7.</p>