



## CO-EVOLVE

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

# Deliverable 4.3.D

## 4.3 – D

### Action Plans for sustainable development of coastal tourism in Pilot Area 1 - Alexandroupoli/Makri area (1A)

Geographical Context | **ALEXANDROPOULI**



● Region of East Macedonia and Thrace  
○ Alexandroupoli Municipality ○ Pilot Area 0 25 50 Km

## Activity 4.3

### **REGION OF EAST MACEDONIA AND THRACE**



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## 1. *Scope of the document*

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This document is the basis upon which the work that will be and the one that has already been carried out for the establishment of a specific and quantified Action Plan is structured providing the implementation process for the pilot-area (Alexandroupolis-Makri), giving indications and suggestions for replication in other areas.

Pilots are implemented in order to improve governance and facilitate the mainstreaming of the ICZM principles into public action, tackling conflicts among tourism and other uses of coastal and maritime spaces and setting conditions for more sustainable and responsible tourism in coastal areas.

The Action Plan for sustainable tourism development in the selected pilot area is developed according to the ICZM and MSP principles, on the basis of the previous Co-evolve outputs and taking into account relevant guiding documents, such as the Barcelona Protocol on ICZM, the Directive for Maritime Spatial Planning (2014/89/EU), the European Agenda for a sustainable and competitive European tourism, the European Strategy for more Growth and Jobs in Coastal and Maritime Tourism, local and regional planning priorities and strategic planning proposals stemming from local/regional/national plans and legislation and the dialogue with the local communities and stakeholders' involvement in the participatory processes taken place during Co-evolve project.

In particular, this document includes the measures proposed to be implemented for the enhancement and promotion of sustainable coastal tourism in the pilot area **1-A Alexandroupolis-Makri** according to the Action Plan. Each partner of Co-evolve project is responsible for designing the template and content of its action plan. Considering the above, the document is structured on a template that integrates the project requirements, as well as facilitates the joint presentation of all the necessary elements that address the development and presentation of the participatory process approach which is considered a cornerstone in the selection, development and implementation of the local action plan and the maturation of pilot actions.

### **1.1 *Brief details about the CO-EVOLVE project and the objectives of WP4***

The WP4 (M2-Testing) translates in practice the findings of WP3 (mainly deliverables 3.14.1 and 3.15.1 which correspond to the "From General to Local - Adapting Threats' Analysis to Pilot Areas & Evaluating co-evolution threats at Pilot Areas" and to the "From General to Local – Identifying enabling factors at focus areas & Evaluating enabling factors at Pilot Areas") in order to implement Pilot Actions (plans, concrete actions and measures), setting the conditions for a sustainable tourism in coastal areas and related maritime space and promoting robust and transparent decision-making processes. 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. The actions envisaged are systemic, ecosystem-based and dynamic, taking into account future scenarios of natural (i.e. climate change) and anthropogenic changes. The Pilot Actions embrace a wide range of cases in the Med area, from coastal urbanized or exploited areas (including port areas, structured waterfronts, different kind of beaches with tourism facilities, etc.) to natural protected areas (Natura 2000,

Ramsar, SIC&ZPS, etc). Fields of intervention are the **integrated planning of coast-maritime space, governance and management of conflicts between different uses, recovery and valorization of natural areas, developing of integrated tourist offers and deseasonalization of tourist fluxes.**

WP4 has two main specific objectives:

- Define and test training tools for implementing sustainable tourism and for sensitizing local administrators / tourism operators (Output 4.1);
- **Formulate local Action Plans and implement actions for sustainable tourism** in the Pilot Areas, with the participation of main stakeholders and local coastal communities (Output 4.2);

WP4' results and practice experiences on the field, constitute the basis of good practices contribution to the "Transferability Plans" at pilot areas and regional scale (WP5).

WP4 started on month 02-2018 and ends on month 10-2019 and represents the Module 2 "Testing" of CO-EVOLVE, according to the modular structure of Interreg MED projects.

## 1.2 The strategic planning for Pilot areas

The strategic planning process guides development in the direction of those strategic priorities identified by all stakeholders through a consultative process. In particular, on coastal area, a tourism-driven strategic plan for sustainable development of coastal areas have to integrate **main principles and goals provided by the Integrated Coastal Zone Management recommendations** (UNEP/MAP/PAPRAC Guidelines for ICMZ, 2012) and the **Sustainable Coastal tourism approach guidelines** (UNEP, 2009).

The methodology proposed by the CO-Evolve project for the compilation of a strategic plan for sustainable coastal tourism, is organized in different consequential steps that constitutes an adaptive and cyclical process. It consists of 6 major phases, with each one including key tasks and steps. The iterative process of tourism-driven strategic planning in coastal areas is reported in figure 1 below.



**Figure 1.** Iterative process of tourism-driven strategic planning in coastal areas

## 2. Project Details

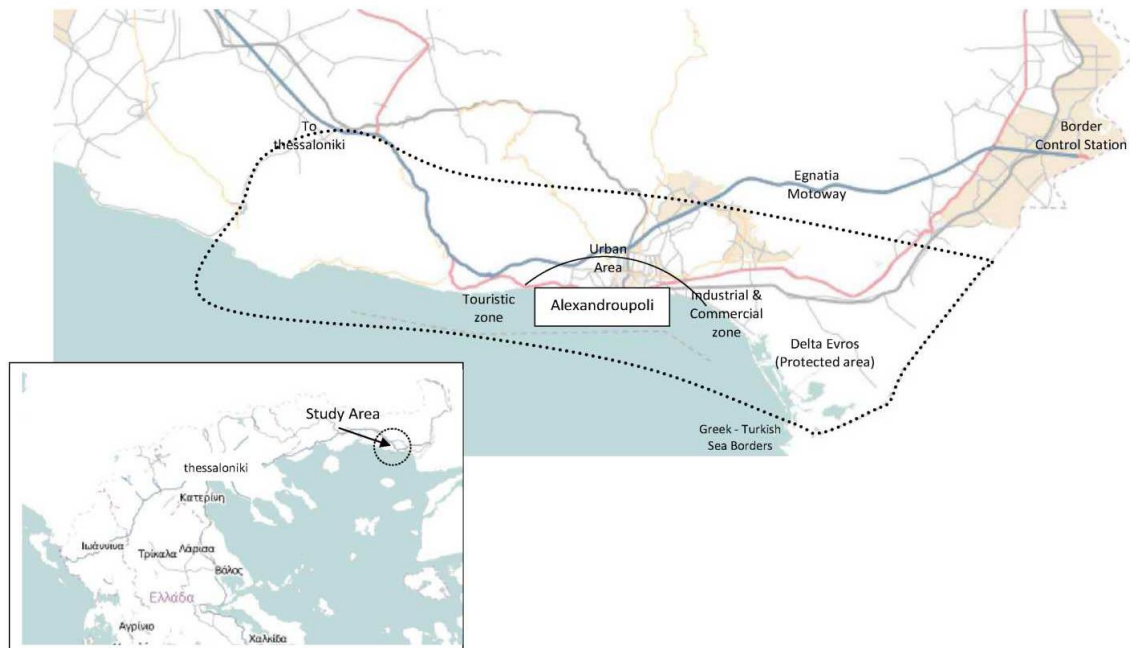
This chapter briefly presents key project details and deliverables.

**Project title:** Promoting the co-evolution of human activities and natural systems for the development of sustainable coastal and maritime tourism.

**Contracting Authority:** REGION OF EAST MACEDONIA AND THRACE

**Pilot Area:** Alexandroupolis-Makri

The broad view of the Pilot Area 1.A and subsequently the territorial coverage of this action plan is depicted in picture 1 below.



**Picture 1.** Broad view of the territorial scope of Pilot Area 1.A

**Implementation Date:** September 2018 - May 2019

### 3. *ICZM Principles related to the study area (in brief)*

The proposed plan for sustainable development of coastal areas has to integrate **main principles and goals provided by the Integrated Coastal Zone Management recommendations**. In this context it is highlighted that **all ICZM principles** and objectives are critically related to the objectives and goals identified in the study area.

In particular, the measures identified and included in this plan will (ICZM objectives):

- (a) facilitate, through the rational planning of activities, the **sustainable development of coastal zones by ensuring that the environment and landscapes are taken into account** in harmony with economic, social and cultural development;
- (b) **preserve coastal zones for the benefit of current and future generations**;
- (c) **ensure the sustainable use of natural resources, particularly with regard to water use**;
- (d) **ensure preservation of the integrity of coastal ecosystems**, landscapes and geomorphology;
- (e) **prevent and/or reduce the effects of natural hazards** and in particular of **climate change**, which can be induced by natural or human activities;
- (f) **achieve coherence between public and private initiatives and between all decisions** by the public authorities, at the national, regional and local levels, which affect the use of the coastal zone,

Additionally, the proposed measures strictly follow the ICZM principles, namely:

- (a) the biological wealth and the natural dynamics and functioning of the intertidal area and the complementary and interdependent **nature of the marine part and the land part forming a single entity** are taken particularly into account;
- (b) all elements relating to **hydrological, geomorphological, climatic, ecological, socioeconomic and cultural systems shall be taken into account** in an **integrated manner**, so as not to exceed the carrying capacity of the coastal zone and to prevent the negative effects of natural disasters and of development;
- (c) the **ecosystems approach to coastal planning and management** is applied so as to ensure the sustainable development of coastal zones;
- (d) appropriate governance allowing **adequate and timely participation in a transparent decision-making process by local populations and stakeholders** in civil society concerned with coastal zones is ensured;
- (e) **cross-sectorally organised institutional coordination of the various administrative services and regional and local authorities** competent in coastal zones is ensured;
- (f) the **formulation** of land use strategies, **plans** and programmes covering urban development and socioeconomic activities, as well as other relevant sectoral policies, is ensured;
- (g) the **multiplicity and diversity of activities** in coastal zones is taken into account, and priority is given, where necessary, to public services and activities requiring, in terms of use and location, the immediate proximity of the sea;
- (h) the allocation of uses throughout the entire coastal zone is balanced, and unnecessary concentration and urban sprawl is avoided;
- (i) **preliminary assessments are made of the risks associated with the various human activities and infrastructure** so as to prevent and reduce their negative impact on coastal zones;
- (j) **damage to the coastal environment are prevented** and, where it occurs, appropriate restoration effected.

#### 4. *MSP Principles (in brief)*

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The **MSP** principles and objectives are respected, considered and related to the objectives and goals of the proposed local action plan in the study area.

MSP principles foresee that when establishing and implementing maritime spatial planning, **economic, social and environmental aspects shall be considered to support sustainable development and growth in the maritime sector**, applying an ecosystem- based approach, and to promote the co-existence of relevant activities and uses (core objective of the Co-Evolve project). Additionally MSP principles envisage the contribution to the sustainable development of energy sectors at sea, of **maritime transport**, and of the fisheries and aquaculture sectors, and to **the preservation, protection and improvement of the environment**, including **resilience to climate change impacts** and pursue other objectives such as the promotion of **sustainable tourism** and the sustainable extraction of raw materials.

It is highlighted that the main purpose of maritime spatial planning is to promote sustainable development and to identify the utilisation of maritime space for different sea uses as well as



to manage spatial uses and conflicts in marine areas. Maritime spatial planning also aims at identifying and encouraging multi-purpose uses, in accordance with the relevant national policies and legislation.

In order to achieve that purpose, REMTH aims to ensure that the planning process or processes result in a comprehensive planning, identifying the different uses of maritime space and taking into consideration long-term changes due to climate change through this action plan.

Considering the MSP minimum requirements for maritime spatial planning, the proposed measures identified in the action plan shall:

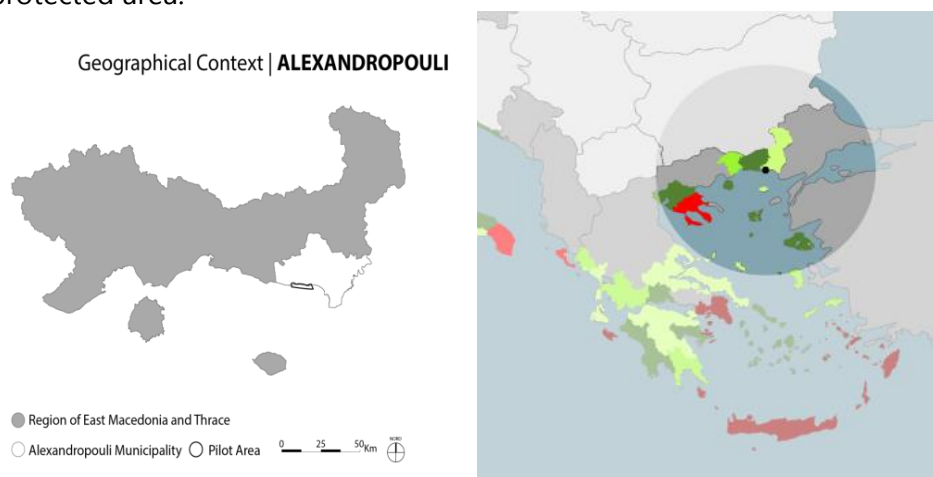
- (a) take into account **land-sea interactions**;
- (b) take into account **environmental, economic and social aspects, as well as safety aspects**;
- (c) aim to promote **coherence between maritime spatial planning** and the resulting plan or plans and other processes, such as **integrated coastal management** or equivalent formal or informal practices;
- (d) ensure the **involvement of stakeholders**;
- (e) organise the **use of the best available data**;
- (f) ensure trans-boundary cooperation between Member States;

## 5. Current Situation (in brief)

This chapter broadly presents the current situation in the study/pilot area. The definition of the local baseline situation will facilitate the assessment of the outcomes and results of the measures proposed and will facilitate the quantification of the action plans impact.

### Pilot Area – 1.A – Alexandroupolis-Makri

Alexandroupolis/Makri is an urban and suburban coastal area with a port next to a Natura 2000 protected area.



**Picture 2.** Territorial coverage of Pilot Area 1.A.

### Makri

Makri is a coastal settlement of the municipality of Alexandroupolis in the regional unit of Evros. It is the basis of the local community of Makri and is considered one of the largest

settlements of Alexandroupolis with a population of approximately 800 inhabitants and it is situated 12 kilometers west of the center of Alexandroupolis while the access to Makri is achieved via a junction on Egnatia Odos. Makri is known for the ancient "Eleonas of Makri" and the main occupation of its inhabitants is traditionally agriculture though in the last decades tourism is considered an emerging economical sector.

The area of Makri has been inhabited since the Neolithic period and in the village there are remnants of walls and other buildings of the Byzantine period. The main attractions of Makri are the prehistoric tuba and the so-called Cyclopa cave, where remains of Neolithic settlements and Byzantine fortifications have been found. Other places of interest are the hill of Prophet Elias where there are ruins of other fortifications, the church of Agia Anastasia dating back to the beginning of the 19th century and allegedly built on the site of an older temple, the remnants of a three-aisled basilica at the site of which a mosque and another 12th-century church were built at Episkopio, the surviving Ottoman baths and the old commercial station.

Makri is an emerging coastal tourism destination in the summer months with a heavy secondary housing construction status.

### Alexandroupolis

Alexandroupolis is the capital of the Evros regional unit in East Macedonia and Thrace. It is situated approximately 14.5 km west of the delta of the river Evros, 40 km from the border with Turkey, 350 km from Thessaloniki and 800 km from Athens (Greece's capital city). Small fishing villages like **Makri** and Dikella are situated to the west, and suburban villages such as Maistros, Apalos, Antheia, Aristino, Nipsa, Loutra are situated to the east. In the north part of the city are Palagia, Avantas, Aissyimi and Kirkas. The current metropolitan population is estimated at around 70,000 inhabitants, and its area covers the southern portion of the regional unit, running from the Rhodope regional unit to the Evros Delta. The current status of the municipality of Alexandroupolis was created in 2011 by merging 3 former municipalities, that are now considered municipal units; namely Alexandroupolis, Feres and Traianoupolis. The territorial coverage of the municipality is 1,216.954 km<sup>2</sup>, while the territorial coverage of the municipal unit is 642.245 km<sup>2</sup>.

The municipal unit Alexandroupolis is further divided into the communities of Alexandroupoli, Aissyimi, Avas, Kirki, **Makri** and Sykorrachi.

Alexandroupolis is considered one of the most important cities of Evros with a strategic position; it has a commercial port as well as upgraded and multi-modal logistics options being at the centre of land and sea routes between Greece, Bulgaria and Turkey.

Alexandroupolis is a rather new city, located at the site of ancient Sale a Greek city of the classical era founded by colonists from the island of Samothrace. Sights and landmarks of Alexandroupolis include the city's lighthouse in the port, the archaeological sites of the Mesimvria Zone and Maroneia stretching out to the small port of Agios Charalambos, the city's waterfront (the centre of commercial activity), and the nearby Evros Delta.

Representative climate data of the area are presented in table 1 below.

**Table 1.** Climate data for the municipality of Alexandroupolis

Climate data for Alexandroupolis													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Record high °C	17.8	21.4	23.4	27.0	32.0	36.8	39.0	37.4	36.8	32.6	23.8	23.2	39.0



Average high °C	8.4	9.6	12.3	17.3	22.4	27.1	30.1	30.2	26.4	20.2	15.1	10.7	19.1
Daily mean °C	4.8	5.8	8.5	13.2	18.3	23.0	25.6	25.2	21.0	15.5	11.0	7.0	14.9
Average low °C	1.1	1.9	3.7	7.1	11.1	14.8	17.4	17.2	14.0	10.1	6.7	3.3	9.0
Record low °C	-13.2	-14	-13.6	-2	1.0	7.0	9.0	8.4	0.0	-2	-6.2	-8.8	-14
Average precipitation mm	60.4	61.2	52.3	39.6	36.3	27.3	17.6	10.6	31.0	50.5	75.7	86.8	549.3
Average precipitation days (≥ 1.0 mm)	6.8	6.1	5.8	5.5	5.1	3.4	2.5	1.5	2.7	4.6	6.6	8.2	53.8
Average relative humidity (%)	74.9	73.6	73.0	71.3	68.6	60.6	54.4	53.3	59.7	67.6	75.2	76.7	67.4

Alexandroupolis is considered a commercial and logistics hub in north Greece as it is served by Dimokritos International Airport and the port of Alexandroupolis which has been used principally for touristic purposes, mainly to the island of Samothraki and, in some cases, for weekly Trans-Aegean services to most of the eastern islands of the Aegean.

Further, the city has the train station of Alexandroupoli and Alexandroupoli Port which serve destinations i.e. to Thessaloniki and Dikaia. A wide network of train and bus services throughout the region is developed while there were (or in the future will be) railway connections to Bulgaria and Turkey. The bus network is wide having routes all over Greece as well as Bulgaria and Turkey.

### Findings

Pilot Area 1.A is characterized by an increase of Population and specifically an **increase** of the ratio of population **in coastal parts** of the municipality, as presented in table 2 below:

**Table 2.** Demographics of Pilot Area 1.A

Population	1991	2001	2011
<b>Coastal Area (CA)</b>	44,014	54,730	62,559
<b>Municipality (Total)</b>	55,909	66,125	72,959
<b>Percentage CA/ Total</b>	78,72%	82,77%	85,75%

As regards the **land use**, picture 3 depicts basic information related to the land use and relevant pressures that needs to be envisaged while preparing the local action plans.

**Picture 3.** Land use in pilot area 1.A coastal front



The key environmental sensitive areas identified in the area are summarized as follows:

- **Natura 2000**
  - Evros River Delta (west part of the area) – GR1110007 – 98.58 km<sup>2</sup>
  - Evros River Delta – GR1110006 – 125.58 km<sup>2</sup>
  - South Forest Site– GR1110009 – 292.75 km<sup>2</sup>
  - Thracian Sea area – GR1110013 – 75,78 km<sup>2</sup> (2017)
- **Protected area of Wild Life**
  - Evros River Delta - 39.52 km<sup>2</sup>
- **Ramsar Treaty**
  - Evros River Delta– 95 km<sup>2</sup>

As regards tourism development, pilot area 1.A is under substantial tourism development (infrastructure, organized beaches, etc.). In particular the following figures for Alexandroupolis and Makri are presented below:

- **Alexandroupolis**
  - 23 Hotels, approx. 1.000 rooms, 2.000 beds
  - 1 camping, 650 people

- **Makri**

1 Hotel, 121 beds

## 6. *Presentation of Weaknesses and Threats (in brief)*

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The pilot area of **Alexandroupoli-Makri** faces important threats that mainly relate to:

- **Climate Change effects,**
- **Morphological stability,**
- **Urbanization,**
- **Touristic fluxes and Carrying Capacity,**
- **Pollution and other anthropogenic pressures affecting ecosystems and the environment,**
- **Conflicts among different uses on land and at sea and land-sea interaction.**

More specifically, the vulnerability of the area to climate change has caused severe erosion to the shoreline and is expected to be aggravated in the future due to the construction of the port and its navigation channel.

In addition, increased littoralization pressures are identified from the city of Alexandroupolis towards Makri settlement, in spite of the planning procedures to orientate urban development towards the hinterland. Efforts to upgrade and differentiate the area's tourism product are in place, in order to attract more qualitative tourism and increase the currently low touristic fluxes. A final key challenge for the area is the successful management of the waterfront which is currently concentrating many conflicting activities.

The enabling factors of the pilot area are mostly focusing on addressing the key threats already identified. Coastal protection measures such as sand nourishment and defense mechanisms have been adopted to manage erosion problem; water treatment plans to address overexploitation and salinization problems of coastal groundwater; studies to estimate needs and cost of port dredging; transport plans to ensure the accessibility to the beach and connect the commercial port to the international highway; governance mechanisms to overcome existing gaps in national legal and administrative framework.

Tourism in Alexandroupoli/Makri needs to increase in both **tourism flows** and related **infrastructure**. Tourism plans and policies seem to focus only on the development of beach and maritime tourism which is mainly attributed to the rich natural resources of the pilot area (e.g. all beaches are awarded with Blue Flag and have excellent water quality - although lacking infrastructure in some cases). Tourism and land use planning as well as coordinating mechanisms for MSP/ICZM exist but are not always implemented or functioning. The municipality is strongly focusing on increasing coastline protection measures, especially from erosion and coastal flooding, in order to support the co-evolution of tourism with the environment.

Data available is very limited for accurate interpretation and include many qualitative estimations and spatial inconsistencies. Data coming from official statistical sources is rarely available and in most cases at a municipal level. Data availability at destination level is limited to estimations from municipal authorities, showing important gaps in measuring and monitoring.

Moreover, no information is currently available regarding the trends of highly prioritized indicators over the past years. Also, satisfaction levels on key issues are difficult to be defined e. Even when estimated, they only represent the perspective of official municipal authorities instead of an overall perspective of official authorities, experts, public and private



stakeholders involved in tourism sector.

It results that key characteristic of Pilot area 1.A is the diversified needs envisaged between the Eastern, Urban and Western Part of the Alexandroupolis which are depicted in the set of images below.



**Eastern Part**

- Tourism
- Tourism Houses



**City Part**

- Urban Development



**Western Part**

- Environmental Management

**Picture 4.** The diversified needs of Alexandroupolis/Makri pilot area

Picture 5 presents the key reference documents for the spatial, urban and coastal planning of pilot area 1.A.



**Picture 5.** Reference documents for the spatial, urban and coastal planning of pilot area 1.A.

It results that the eastern part is developed/ expanded based on urban control zone planning, the city part is developed based on the urban development master plan and the western part is severely affected by the National Park of Evros River Delta.

The analysis shows significant opportunities for tourism development, mostly in the field of beach and maritime tourism, constrained by important inconsistencies in the implementation and monitoring of tourism related policies and actions at destination level.

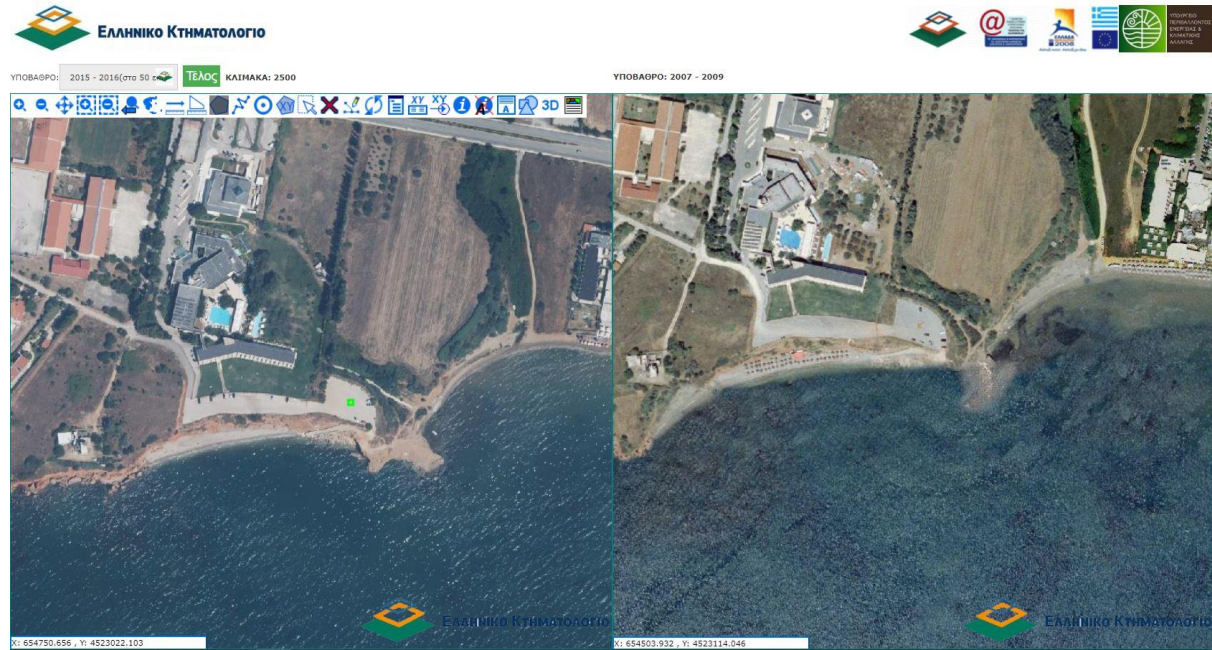
Future efforts should focus on integrating indicators related to governance factors (currently not considered of high priority) and management and optimization of the pilot area's key



assets, especially in the case of beach and maritime tourism.

## 6.1 Autopsies

During the project, autopsies were carried out at specific under pressure areas indicated by the stakeholders (e.g. Municipality of Alexandroupolis and Port Authority of Alexandroupolis), in order to document the phenomenon of pressure on the coastal front of the pilot region, both within the urban area (Western Basin of the port) and in suburbs, near the area of Nea Chili (Kokkina Vrachia). Relevant photographic and satellite material is shown below.

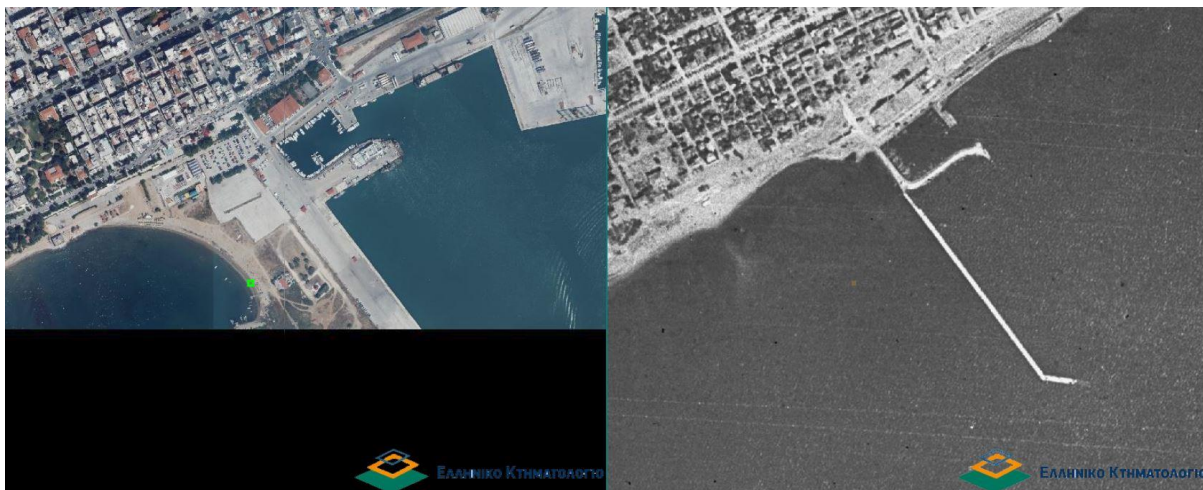


**Picture 6.** Alexandroupolis – Kokkina Vrachia (2015/2007)

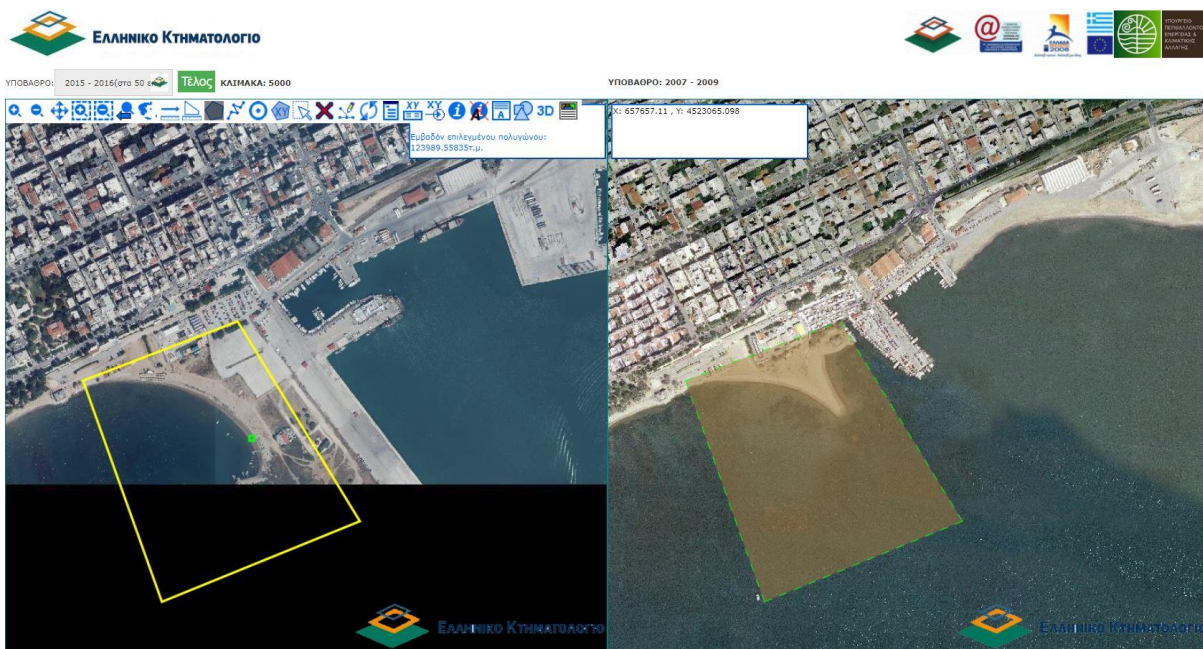


**Picture 7.** Alexandroupolis – Kokkina Vrachia (2015/ 1945)



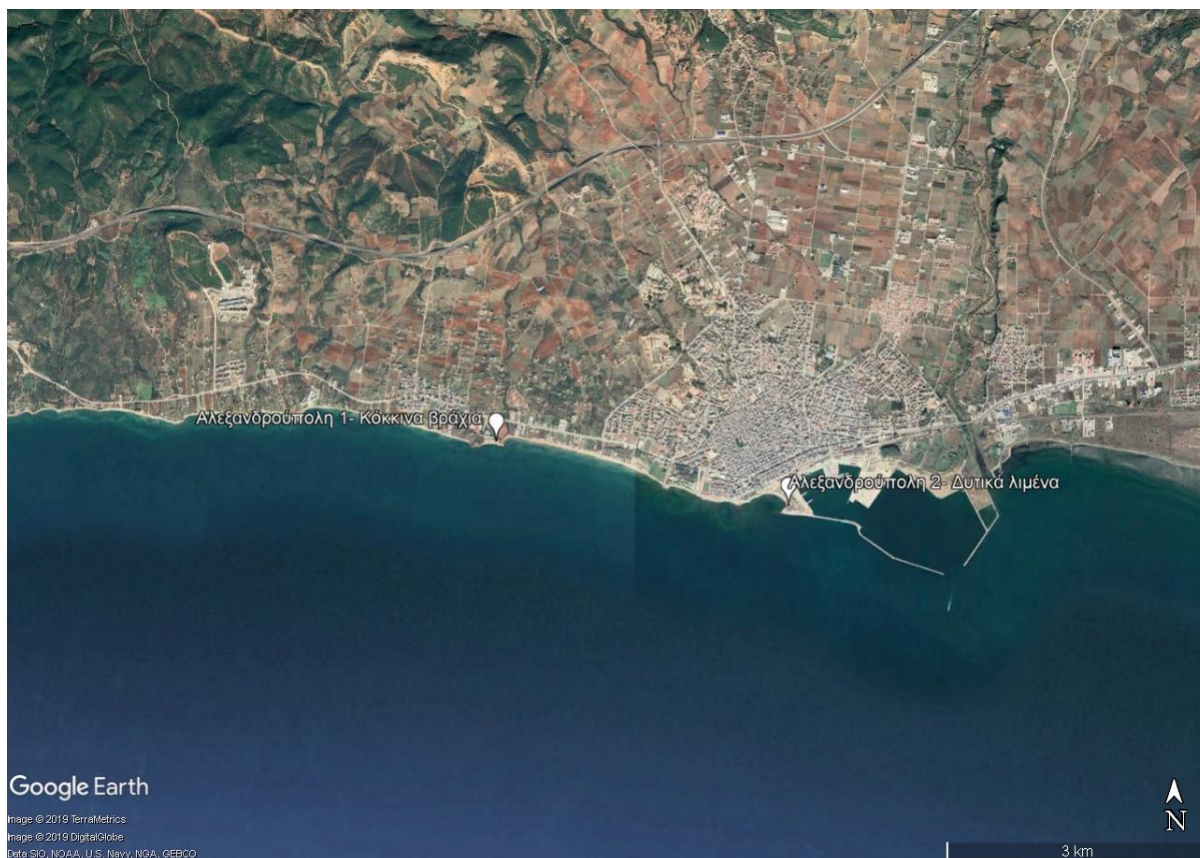


**Picture 8.** Alexandroupolis – Western Basin of the port (2015/ 1945)



**Picture 9.** Alexandroupolis – Western Basin of the port (2015/ 1945)





**Picture 10.** Alexandroupolis – Google Earth



Alexandroupolis (Kokkina Vrachia) – The path now leads into the sea



Alexandroupolis (Kokkina Vrachia) – The path now leads into the sea



Alexandroupolis (West of the Western Basin of the port) – Backfilling phenomena

Alexandroupolis (West of the Western Basin of the port) – Coastal erosion phenomena

**Pictures 11-14** Alexandroupolis – Autopsy

## 7. Results of public consultation

Public consultations and the participatory processes are an integrated part of the ICZM protocol. In this context, one of the first steps is to set-up a process that will lead to the **identification of stakeholders**. This step has already been carried out and the stakeholders pool update is a continuous process as it is based on the potential of the beneficiaries to influence the selection of measures, the political, technical, scientific and social link with coastal activities and coastal erosion and with the need to include stakeholders from the quadruple helix in order to have a broad acceptance of the proposed measures.

The stakeholders have been recorded in an easy-to-use database including information related to the following sections:

- Name;
- Surname;
- Country;
- Region;
- City;
- Type of stakeholder;
- Nature of participation in the project;
- Area of intervention;
- Domain of expertise;
- Institution or body name;
- Type of body;
- Function of the person;
- E-mail;
- Telephone;



Currently, **approximately 120 stakeholders** have been included in the stakeholder's list (common for both Hellenic Co-evolve pilot areas) mainly from the local/ regional context. The list is being constantly updated.

As regards the public consultation the **methodology followed for the participatory process** was designed before the organization of the 1<sup>st</sup> infoday session (5 October 2018) and was based on the approach presented during the 1<sup>st</sup> training course in Bologna (Co-Evolve project), while for the 2<sup>nd</sup> event (May 22, 2019) it was based on the methodology presented at the 2<sup>nd</sup> training seminar in Barcelona (Co-Evolve project). The 1<sup>st</sup> step included the identification of main stakeholders. Stakeholders that participated during the kick off pilot area meetings were included in the list and were invited as keynote speakers during the 1<sup>st</sup> infoday.

The preparatory work for the 1<sup>st</sup> (5<sup>th</sup> October 2018) and 2<sup>nd</sup> (22 May 2019) public consultation included all the preparatory work designed for the pilot areas and in particular the set-up of the **working team, the territorial scope**, the process that has led to the **identification of stakeholders**, the methodology foreseen for the **participatory process** as well as the construction of **the work plan** and the **definition of milestones**.

In particular, the stakeholders which have a stake at the development of the Action Plan and which also have the potential to influence policies, facilitate the selection and implementation of measures and ensure the sustainability and acceptance of specific measures include:

- **All competent regional authorities**
  - Regional Development Fund, Technical Works, Development & Planning, Fisheries, Environment and Hydroeconomy, etc.
- **The pilot area municipalities**
  - Municipality of Alexandroupoli
- **Port Authorities**
  - Port Authority of Alexandroupoli
- **Universities**
  - AUTH, DU, UTH
- **National Real Estate Service**
- **Managing Bodies of Protected Areas**
- **Other relevant bodies and actors**

### **1<sup>st</sup> Infoday/ Public Consultation**

The **1<sup>st</sup> Infoday was organized on 05 October 2018** in Komotini. All stakeholders were officially invited by the REMTH Governor. Approximately 40 stakeholders and members from the pilot areas and members of all stakeholders from the working team participated in the infoday which was formulated in **two sessions**.

Keynote speakers were the Regional Councillor in charge of the European Projects Mr. Mpoutos Ioannis and the project co-ordinator Ms Paraskevi Chouridou from REMTH who presented the current status and advancements of the CO-EVOLVE project activities in order to homogenize and share the knowledge among the participants. Ms Maria Chamitidou, deputy co-ordinator and supervisor of REMTH's pilot activities was the moderator of the infoday.

The 1<sup>st</sup> session was about the project themes and goals and was mainly formulated in a way that would allow the stakeholders from the pilot areas to present the current status of the

pilot areas, to present the current pressures and identify possible threats and solutions. For this reason representatives from the Municipality of Alexandroupoli and from Municipality of Nestos analytically presented both pilot areas and openly discussed with the participants.

The **1<sup>st</sup> session** also included a presentation about synergies and in specific about the role of other regions, namely the Region of Crete in the sustainable development of the Coastal-Marine environment. This presentation fed the discussion about possible synergies between European Projects for the engagement of the local society and the coastal zone users. This discussion was moderated by a representative from Region of Crete.

Following, the University of Thessaly, Co-evolve project partner, presented the sustainability indicators system for the Monitoring and Assessment of Tourism in Coastal Areas and distributed a questionnaire tailored to the selected indicators for the pilot areas.

The **2<sup>nd</sup> session** of the infoday was formulated as a workshop for the sustainable development of Coastal and Maritime Tourism in the Pilot Areas.

The discussion was moderated by Ms Chamitidou and keynote speakers were professors from the Aristotle University of Thessaloniki and from the Democritus University of Thrace.

The discussion was about **REMTH's Coastal Zone** mainly focusing on the coastal erosion and offshore structures and on prospects of economic growth in the blue economy context.

Two questionnaires were developed and circulated. The 1<sup>st</sup> was developed and assessed by REMTH (the answers on the questionnaires are still being received) and aimed at facilitating the identification of the **vision, goals and objectives in the pilot area**.

In specific, the questions addressed to the participants were the following:

- Do you take into account the general framework for the implementation of Maritime Spatial Planning?
- Do you take into account the general framework for the implementation of the Integrated Coastal Zone Management (ICZM) Protocol?
- Do you know the jurisdiction and responsibilities in the coastal zone activities among the divisions of your organization?
- Are you familiar with the procedures and legal framework governing licensing of intervention actions in the coastal zone?
- Can you mention possible problems for the authorisation of the above-mentioned interventions?
- What in your opinion is the main problem that needs to be tackled for a better management of the coastline?
- Do you know what are the main natural hazards faced in the coastline in your area?
- Can you identify any measures to address these risks?
- Can you propose areas where actions to improve their current situation could be implemented?
- What are your goals for future coastal management?
- Does your institution have data on coastal tourism?
- What do you think is the main tourist activity in your area?
- Do you think that permanent residents in your area know about the problems of the coastal zone?
- Do you think visitors / tourists in your area know about the problems of the coastal zone?
- In your opinion, will the planned pilot actions contribute to the tourist & coastal development of the areas?

- In your view, will the planned pilot actions contribute to the sustainable development of the areas, in line with the ICZM principles?

The 2<sup>nd</sup> questionnaire concerns the viability indicators of the University of Thessaly mentioned above.

## 2<sup>nd</sup> Infoday/ Public Consultation

The **2<sup>nd</sup> Infoday was organized on 22 May 2019** in Komotini. All stakeholders were officially invited by the REMTH Governor. Approximately 25 stakeholders and main members of pilot areas working teams, such as Alexandroupolis Municipality, Port Authority of Alexandroupoli and competent directorates from the Region participated in the event which was formulated in **two sessions**.

The first session concerned the brief presentation of the project, the methodology for drawing up the action plans and the expected results of the consultation in order to determine the context and structure of the dialogue that would follow during the 2<sup>nd</sup> session. Main speakers of the 1<sup>st</sup> session were Ms Maria Chamitidou, deputy co-ordinator of the project, who welcomed the participants, facilitated the consultation and co-ordinated the discussion, and the project co-ordinator Ms Paraskevi Chouridou from REMTH who presented the current status and advancements of the CO-EVOLVE project activities in order to homogenize and share the knowledge among the participants. In the end of the 1<sup>st</sup> session the consultant of REMTH, Mr. Konstantinos Karampourniotis presented the pilot areas, the findings from the field surveys so far, as well as the expected results of the current consultation with a view to listing specific actions included in the action plan of the pilot areas. These actions will arise exclusively from a bottom-up approach, as this was reflected in the public consultation, based on the results of the first consultation.

## 7.1 Proposals

The participatory process and the results of the 1<sup>st</sup> and 2<sup>nd</sup> infoday held in Komotini facilitated the definition of common problems and shared vision for the pilot areas which is briefly combined below:

- Exploitation of results of **pilot-demonstration-research projects that will result in beneficial and tangible results** for end-users (e.g. integration of mature projects in invitations by the Regional Special Operational Programs Management Services).
- Exploitation of **data to identify local problems and to select mitigation measures** (e.g. drawing up simple and exploitable data and tools through the transformation of knowledge and primary data of projects and studies).
- Need to **reduce bureaucratic licensing requirements** for coastal zone erosion mitigation projects.
- Need to **strengthen the capacity of the competent authorities**.
- Need to clearly define the **regional priorities for erosion** and **selection / identification of high-risk areas** (synergy between technical services and political leaders).
- Continue the **bottom-up information feed to resolve issues related to coastal erosion and sustainable tourism** development in the Region.
- Promote **co-operation between regional and academic bodies** to solve the erosion problems of the area (exploitation of existing knowledge and available).

Those results and proposals are an integral part of the measures identified and the action plan proposed.

On the basis of these proposals, during the 2nd consultation, actions have been identified and described which are inextricably linked to existing financial instruments with the aim of sustainability of the measures and the exploitation of the action plan presented in Section 8 below.

## 8. Measures/ Actions

The **territorial scope** of the action plan includes the coastal front of the selected pilot area (namely Alexandroupolis-Makri) and concerns studying, financing and implementing measures for the proposals presented in section 7.1 as well as the following indicative and non-limiting cases identified in the course of the implementation of the project:

- ***Reduction of port channel dredging impacts and protection against erosion of the urban sea front***
- ***Tourism development of urban sea front***
- ***Study of the mechanisms of coastal erosion and port channel silting-up***
- ***Legal framework gap concerning the dredging activities***

The pilot area of Alexandroupoli-Makri will work to increase and enhance the tourist offer in a sustainable and effective way. In the medium term, the area aims to address an improvement and diversification of the accessibility capacity connected with an enlargement of urban area and a conservation/protection of the peculiar natural features. The area will work to become a liveable and sustainable touristic area that will improve its economic growth through an enhancement of interconnections between the social and natural/agricultural systems. The increase of accessibility infrastructures, and the plan of city development will complementary act to guarantee a conservation of the eastern side protected area (Evros River Delta) and to generate a promotion of new form of tourism activities supported also by a diversification of users.

Furthermore, the area will try to achieve a better liveability and protection of the coastal area from erosion and climate change emerging problems in order to increase the economic sector related to tourism activities. The area will undertake a transformation toward the development of competitive and sustainable touristic structures and the consequent generation of economic growth that will act to reduce the lack of attractiveness of the area. Furthermore, from a medium to a long term, the area is investing in attracting cruise and yachting tourism vision through the expansion and the privatization of the port.

The specific objectives set for the development of Alexandroupoli are:

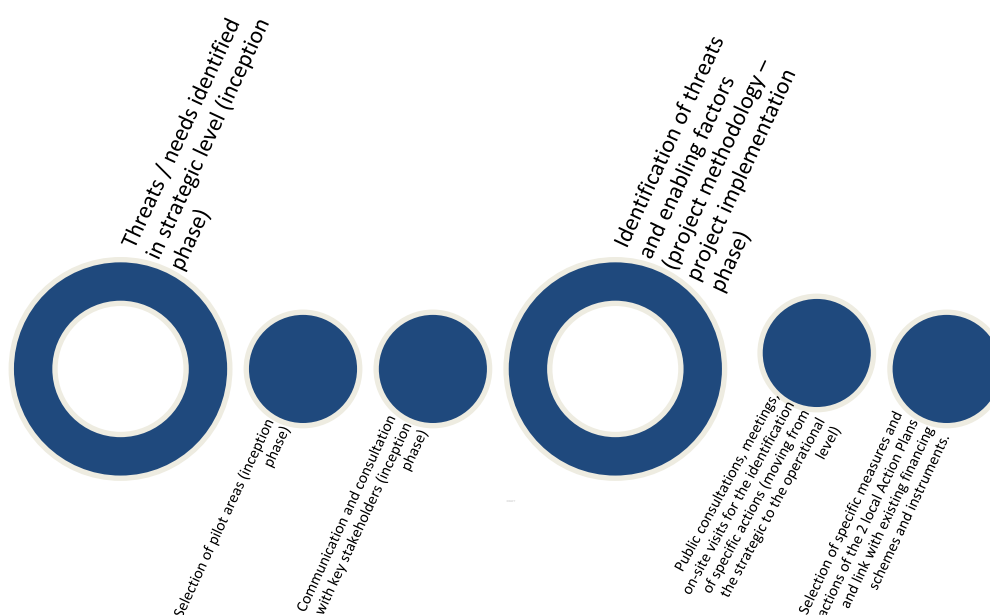
- **Improvement of the wastewater infrastructure;**
- **Protection against erosion of the urban and peri-urban sea front;**
- **Improvement of the urban road and open air infrastructure;**
- **Development of cruise and yachting tourism;**
- **Completion of the urban extension towards the west with promotion of tourism infrastructure and second housing;**

The objectives identified for the development of Alexandroupoli's tourism-driven strategy are coherent with the Med-scale strategy and related main goals. Also, the specific objectives



show a good level of coherence and conformity with the **ICZM High Level Objectives and Sustainable Coastal Tourism Goals** with planning strategies that influence tourism development, especially concerning the economic sector development and environmental safeguard and conservation.

In operational context, the selected actions - included in the action plan – is the only outcome of public consultation in order to maximize the commitment of the stakeholders involved in their implementation and to create a sense of ownership of the proposed actions and therefore the effort to implement them. In summary, the steps taken until the selection of the specific actions are as follows:



In summary, the steps taken up to the final selection of actions and measures for the regional sustainable tourism development, within the needs and targeting of the project, included initially the visualization of the relative regional threats / needs at strategic level - as presented above - before the start of the project. This analysis led to the selection of the pilot area that was the benchmark for further risk / threat / needs analysis in the area.

Thus, even before the start of the project, communication and consultation with the stakeholders was carried out and relevant problems were recorded this time, taking into account the views of the immediate stakeholders to confirm the need and to support the preparation of the local action plan. At the beginning of the project, threat and enabling factors / index inventories were systematized following a specific methodology defined by it (Work Package 3 of the Co-evolve project).

In this way, the relevant needs were ratified / reformed and on the basis of these needs, public consultations were held with all stakeholders invited, meetings and autopsies were held, with the aim of selecting concrete actions, the transition from strategic to operational and the selection of more actions / measures that are part of a wider local action plan.

These actions include the following elements:

- Action Title
- Pilot Area
- Action Description
- Political Support
- Responsible Agency / Implementing Entity
- Partners
- Stakeholders / Beneficiaries
- Indicative Start and End Date
- Indicative Budget
- Funding Sources
- Expected Impact
- Indicators

The actions of the local action plan are listed in the tables below:

ACTION	ACTION TITLE
1	<b>Integrated Management Study of Alexandroupolis-Makri Coastal Zone</b>
<b>Pilot Area</b>	Alexandroupolis-Makri (From the Port of Alexandroupolis up to the village of Makri)
<b>Description</b>	<p>The proposed action results from the need for an integrated Coastal Facility Management study for the coastal front of Alexandroupolis-Makris (Integrated Coastal Zone Management) taking into account a comprehensive and uniform spatial, procedural and institutional approach for the management and evaluation of specific protection measures. According to the results of the public consultation and discussions with the stakeholders, the studied area presents a complete lack of data and data that could potentially contribute to the identification and selection of specific areas requiring technical measures to protect the natural (and anthropogenic) system. Efforts to protect and manage coastal resources to date are based primarily on macroscopic analyses without the existence of an integrated plan that could indicate specific areas under pressure that require decision-making to protect them. The study will be a tool for identifying strategic axes, policy scenarios, decision-making and resource promotion to solve erosion problems and sustainable tourism development in the area.</p> <p>The main objectives of the action are:</p> <ul style="list-style-type: none"> <li>• The definition of specific threats in the studied areas.</li> <li>• The analysis, in quantitative terms, of the state of play and the identification of all critical coastal-related elements.</li> <li>• The definition of planning axis and alternative policy scenarios.</li> <li>• ICZM Institutional Assurance (eg setting up a coastal zone management organization in the wider region, even for the whole REMTH).</li> <li>• Welfare Networks / Projects (Flood Protection, Irrigation Projects, Urban Waste Management Projects).</li> <li>• Reconstruction, Protection, Enhancement of Natural Environment (Marine and along the coastal environment, terrestrial environment).</li> <li>• Connection of urban web to beach (Accessibility, "destination" configuration).</li> <li>• Evaluation of policy scenarios.</li> <li>• Maturing and / or conducting technical studies in selected areas requiring protection measures.</li> <li>• The selection of appropriate technical-non-technical measures according to the results of the studies.</li> <li>• Funding measures.</li> <li>• Evaluation of the results.</li> <li>• Replenishment of management plans.</li> </ul> <p>This study will also facilitate the systematic monitoring of funding opportunities and business priorities during the planning of the future programming periods</p>

	<p>with a view of maturing the current status for the financing of pilot measures. This action is a direct result of the public consultation (October 5, 2018 and May 22, 2019), which identified the need to clearly define the region's strategic priorities for erosion and selection / defining high risk areas (synergy of technical services and political leadership). Also, the implementation of the planning priorities of the Alexandroupolis Coastal Front planning study, as presented by members of the Municipality of Alexandroupolis, is a strategic priority for the tourist development of the Municipality - the region from Alexandroupoli to Nea Chili, ie all the tourist activity of the region – where corrosion phenomena are observed.</p>		
<b>Political Support</b>	<p>The action can be implemented within the framework of Eastern Macedonia and Thrace R.O.P, which is a policy instrument. Action 5b.9.1</p>		
<b>Responsible Agency</b>	<p>The implementation of this action will be coordinated by REMTH together with the Managing Authority (OP Special Management Service)</p>		
<b>Partners</b>	<p>REMTH (via the Operational Program Management Service) will be responsible for publishing the relevant call, selecting the final beneficiaries and monitoring the implementation of the program.</p>		
<b>Beneficiaries</b>	<p>Decentralized Administration of Macedonia Thrace, The Region of Eastern Macedonia and Thrace, the Ministry of Environment and Energy, the Ministry of Infrastructure, Transport and Networks and the Services Supervised by it, and all those signed a program contract with the above mentioned.</p>		
<b>Start Date</b>	Month/ Year October 2019 (indicative)	<b>End Date</b>	Month/ Year October 2020 (indicative)
<b>Budget</b>	Minimum Budget of the actions proposed: 300.000,00 €.	<b>Funding Sources</b>	The action will be financed from the ERDF and national funds.
<b>Expected Results</b>	Table 3	<b>Indicators</b>	<p><u>Output Indicators</u> Population benefiting from natural disasters and hazards (MU: individuals)</p> <p><u>Result Indicators</u> Percentage of population benefiting from disaster prevention and response measures (MU:%)</p>

ACTION	ACTION TITLE
2	<b>Establishment of a permanent Erosion Monitoring/ Measuring Mechanism inside and outside the urban area (at the Port Authority of Alexandroupolis, covering the coastal front of the study area)</b>
<b>Pilot Area</b>	Alexandroupolis-Makri (Port of Alexandroupolis)
<b>Description</b>	<p>The proposed action results from the need to collect primary data for the study of the coastal erosion mechanisms in the pilot area. This need arises from the complete lack of exploitable data in the studied area and concerns the development of a monitoring system for the prevention and management of the risk of erosion in the coastal study area. The monitoring mechanism will consist of systems, equipment and measurement software.</p> <p>Indicatively:</p> <ul style="list-style-type: none"> <li>• Supply of equipment and telemetric measurement systems;</li> <li>• Supply of Equipment for the establishment of an observation Data Hub and of a Virtual Satellite Receiving Station;</li> <li>• Provision of Remote Sensing Data for the operation of the systems;</li> </ul> <p>Indicative equipment (Floats, Marine Stream Profile Metering System, Marine Wave Metering System, Marine Water Quality Metering System, Digital GPRS Modem, Work Stations, Servers and Software, Remote Sensing Data Supply, etc.)</p> <p>The permanent mechanism for monitoring the erosion mechanism both inside and outside the urban area of the Alexandroupolis-Makris pilot area (at the Port Authority of Alexandroupolis, covering the coastal front of the study area) will in practice assist in the systematic record of exploitable data that will contribute to the identification of the mechanisms that have an impact on coastal erosion and hence, it will further support decision-making as well as the planning of measures and investment proposals planning and consultation of future programming periods. The specific action is a systematic request and need by the Port Authority of Alexandroupolis.</p> <p>The action is a result of the public consultation (5 October 2018 and 22 May 2019) which identified the need of data use for the identification local problems and the measurements selection (eg recording simple and exploitable data and tools through primary data and transforming knowledge from existing projects and studies). It is also a strategic priority of the Port Authority of Alexandroupolis, which has been recorded since the first stages of the project implementation and will contribute to the study of the backfilling mechanisms within the port zone with consequence the recording and identification of the dredging effects that</p>

	have been stopped due to lack of up-to-date data and data within the port area. This system will also contribute to the recording of the quality and condition of the dredged material within the port area, which is another constant and recorded need in the pilot area, as well as to the study of the backfilling mechanism observed on the west side of the port which has been reflected in the on-site autopsies carried out as part of the Co-evolve project. This action is related to and works in conjunction with Action No 1.		
<b>Political Support</b>	The action can be implemented within the framework of Eastern Macedonia and Thrace R.O.P, which is a policy instrument. Action 5b.9.2		
<b>Responsible Agency</b>	The implementation of this action will be coordinated by REMTH together with the Managing Authority (OP Special Management Service)		
<b>Partners</b>	REMTH (via the Operational Program Management Service) will be responsible for publishing the relevant call, selecting the final beneficiaries and monitoring the implementation of the program.		
<b>Beneficiaries</b>	Ministry of Internal Affairs and Administrative Reconstruction, Decentralized Administration of Macedonia Thrace, The Region of Eastern Macedonia and Thrace.		
<b>Start Date</b>	Month/ Year October 2019 (indicative)	<b>End Date</b>	Month/ Year October 2020 (indicative)
<b>Budget</b>	Minimum Budget of the actions proposed: 100.000 €.	<b>Funding Sources</b>	The action will be financed from the ERDF and national funds.
<b>Expected Results</b>	Table 3	<b>Indicators</b>	<u>Output Indicators</u> Population benefiting from natural disasters and hazards dealing (MU: individuals) Population benefiting from flood risk management measures (MU: number) <u>Result Indicators</u> Average cost of damage 2014 - 2023 (€ million)

ACTION	ACTION TITLE
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3	Investments for the prevention and management of flood risks in Alexandroupolis-Makri area		
<b>Pilot Area</b>	Alexandroupolis-Makri		
<b>Description</b>	<p>The proposed action concerns flood protection interventions as derived from the Flood Risk Management Plans according to Directive 2007/60/EC. It is a proposed action because the planning study of the Alexandroupolis Coastal Front priorities implementation, as presented by executives of the Municipality of Alexandroupolis and in particular the public utilities, is a strategic priority for the tourist development of the Municipality and more specifically the area from Alexandroupoli to Nea Chili where the whole tourist activity in the area is observed and erosion phenomena are observed. These investments include flood management projects in urban and suburban areas, investments in the formation, settlement and protection of river basins, streams and lakes in the study area. More specifically, the actions proposed are:</p> <ul style="list-style-type: none"> <li>• Configuration - arrangement of river basins / streams / lakes (in those areas which have not already been taken into account in the urban plan).</li> <li>• Strengthening embankments for river/ streams/ lakes protection as well as coastal dikes (in those areas that have not already been taken into account in the urban plan).</li> </ul> <p>Regarding floods according to Directive 2007/60/EC, the preliminary flood risk assessment has been completed by the Water Special Secretariat of the Ministry of Environment and Energy, including the identification of high flood risks zones in Water Districts 11 (East Macedonia) and 12 (Thrace), flood risk maps have been prepared, and flood risk management draft plans have been completed. According to the River Basin Flood Risk Management Plan of the Thrace Area (GR12), only areas within the Potentially High Flood Risk Zone can be eligible for funding.</p>		
<b>Political Support</b>	<p>The action can be implemented within the framework of Eastern Macedonia and Thrace R.O.P, which is a policy instrument.</p> <p>Action 5b.9.3</p>		
<b>Responsible Agency</b>	<p>The implementation of this action will be coordinated by REMTH together with the Managing Authority (OP Special Management Service)</p>		
<b>Partners</b>	<p>REMTH (via the Operational Program Management Service) will be responsible for publishing the relevant call, selecting the final beneficiaries and monitoring the implementation of the program.</p>		
<b>Beneficiaries</b>	<p><b>Municipalities of the Region of Eastern Macedonia and Thrace, Port Authorities of the Region of Eastern Macedonia and Thrace, Region of Eastern Macedonia and Thrace, and all those signed a program contract with the above mentioned.</b></p>		
<b>Start Date</b>	Month/ Year October 2019 (indicative)	<b>End Date</b>	Month/ Year October 2020 (indicative)

<b>Budget</b>	5.000.000 € (Public Funds - Available Budget)	<b>Funding Sources</b>	The action will be financed from the ERDF and national funds
<b>Expected Results</b>	Table 3	<b>Indicators</b>	<p><u>Output Indicators</u> Population benefiting from natural disasters and hazards dealing (MU: individuals) Population benefiting from flood risk management measures (MU: number)</p> <p><u>Result Indicators</u> Average financial cost of flood damage per flood event 2014-2023 (€ million)</p>

<b>ACTION</b>	<b>ACTION TITLE</b>
<b>4</b>	Investments in coastal erosion protection measures
<b>Pilot Area</b>	Alexandroupolis-Makri Coastal area
<b>Description</b>	<p>The coastal management principles and investments in REMTH, and in particular in the Alexandroupolis-Makris pilot area, which hosts a significant man-made touristic activity with significant erosion problems, have a serious impact on the environment and on the human activities, by threatening coastal ecosystems, housing and infrastructure, local population, property and the further development of economic activities related to tourism. Causes of coastal erosion include extreme weather events and climate change as well as anthropogenic causes (e.g. construction of infrastructure projects, residential development, etc.). The increase in the frequency and severity of extreme weather events in the coming years is expected. In this context, this action proposes to implement the following indicative sub-actions:</p> <ul style="list-style-type: none"> <li>• Support of the implementation of Integrated Coastal Zone Management Plans per "Cell".</li> <li>• Study and financing of coastal protection projects (e.g. reefs, seawalls, etc.), rehabilitation and coastal erosion stabilization projects.</li> </ul> <p>The interventions to be implemented under this action will be in line with the principles for Integrated Coastal Zone Management.</p> <p>This action is a direct result of the public consultation (October 5, 2018 and May 22, 2019), which identified the need to finance projects of common interest in newly developed tourism areas included in the urban planning of the study area</p>

	(eg flood protection- projects). Moreover, this action is also directly related with the need to clearly define the Region's strategic priorities - at a local level- on erosion issues and the selection / identification of high risk areas. The development of Coastal Zone Management Plans per "Cell" and the study and promotion of specific protection projects (e.g. reefs, seawalls, etc.), rehabilitation and coastal stabilization projects are a priority for the area and the tourist activities of the region.		
<b>Political Support</b>	The action can be implemented within the framework of Eastern Macedonia and Thrace R.O.P, which is a policy instrument. Action 5b.9.3		
<b>Responsible Agency</b>	The implementation of this action will be coordinated by REMTH together with the Managing Authority (OP Special Management Service)		
<b>Partners</b>	REMTH (via the Operational Program Management Service) will be responsible for publishing the relevant call, selecting the final beneficiaries and monitoring the implementation of the program.		
<b>Beneficiaries</b>	<b>Municipalities of the Region of Eastern Macedonia and Thrace, Port Authorities of the Region of Eastern Macedonia and Thrace, Region of Eastern Macedonia and Thrace, and all those signed a program contract with the above mentioned.</b>		
<b>Start Date</b>	Month/ Year October 2019 (indicative)	<b>End Date</b>	Month/ Year October 2020 (indicative)
<b>Budget</b>	5.000.000 € (Public Funds - Available Budget)	<b>Funding Sources</b>	The action will be financed from the ERDF and national funds.
<b>Expected Results</b>	Table 3	<b>Indicators</b>	<u>Output Indicators</u> Population benefiting from natural disasters and hazards dealing (MU: individuals) Population benefiting from flood risk management measures (MU: number)  <u>Result Indicators</u> Average financial cost of flood damage per flood event 2014-2023 (€ million)

ACTION	ACTION TITLE
5	<b>Identification of the organizing authorities and the interaction of the stakeholders for the definition, adjustment and management of the coastal zone.</b>
<b>Pilot Area</b>	Alexandroupolis-Makri Coastal area
<b>Description</b>	<p>The proposed action resulting from the recorded needs to reduce licensing requirements, coastal zone erosion reduction projects, the continuation of bottom-up information for resolving issues related to coastal erosion and sustainable tourism development of the Region and requirement for cooperation between regional and academic organizations to solve erosion problems in the region as they are reflected in the public consultation of Project Co-Evolve. Also, the action plans to address a strategic need as reflected in the launch of the project, namely the creation of governance mechanisms to address existing gaps in national legal and administrative framework in tourism development and tackling coastal erosion phenomena.</p> <p>According to the 1<sup>st</sup> action, which is related to the specific action, the establishment of a coastal zone management body in the wider region, including the whole REMTH, consisting of the stakeholders involved in the coastal and sustainable tourism development is a protection action that covers the relevant needs / demands of the stakeholders and can contribute to the adjustment and management of the Alexandroupolis-Makri coastal zone.</p> <p>The main objectives of the action are:</p> <ul style="list-style-type: none"> <li>• The multifunctional interaction of stakeholders</li> <li>• Defining a common plan and vision for the sustainable tourism development of the study area</li> <li>• The effort to set up direct cooperation interfaces to resolve issues of licensing delay concerning protection projects and tourist promotion projects.</li> <li>• Communication actions, dissemination on the reconstitution, protection and enhancement of the natural environment (sea and coastal environment, terrestrial environment).</li> </ul> <p>The management of the Alexandroupolis-Makri Coastal Front will also help in the systematic monitoring of financing opportunities and tools, as well as in the planning of measures and investment priorities for future programming periods.</p>
<b>Political Support</b>	<p>The action can be implemented within the framework of Eastern Macedonia and Thrace R.O.P, which is a policy instrument.</p> <p>Action 5b.9.1 (and under condition Action 6c.12.3)</p>
<b>Responsible Agency</b>	<p>The implementation of this action will be coordinated by REMTH together with the Managing Authority (OP Special Management Service)</p>

<b>Partners</b>	REMTH (via the Operational Program Management Service) will be responsible for publishing the relevant call, selecting the final beneficiaries and monitoring the implementation of the program.		
<b>Beneficiaries</b>	Decentralized Administration of Macedonia Thrace, The Region of Eastern Macedonia and Thrace, the Ministry of Environment and Energy, the Ministry of Infrastructure, Transport and Networks and the Services Supervised by it, and all those signed a program contract with the above mentioned.		
<b>Start Date</b>	Month/ Year October 2019 (indicative)	<b>End Date</b>	Month/ Year October 2020 (indicative)
<b>Budget</b>	6.500.000 € (Public Fund - Available Budget - Active Call)	<b>Funding Sources</b>	The action will be financed from the ERDF and national funds.
<b>Expected Results</b>	Table 3	<b>Indicators</b>	<u>Output Indicators</u> Population benefiting from natural disasters and hazards dealing (MU: individuals)  <u>Result Indicators</u> Percentage of population benefiting from disaster prevention and response measures (MU:%)

<b>ACTION</b>	<b>ACTION TITLE</b>
<b>6</b>	<b>Results capitalization for sustainable tourism development and coastal zone management</b>
<b>Pilot Area</b>	Alexandroupolis - Makri (potentially the Study Pilot Area may be wider even at Regional Level)
<b>Description</b>	<p>The proposed action aims at exploiting the results of existing projects and best practices defined from similar initiatives developed at local, regional, national and transnational levels in the wider Mediterranean region. The action is based on the requirement established in the public consultation of 05 October 2018, for results of pilot-demonstration-research projects exploitation which lead in beneficial and tangible outcome for end-users.</p> <p>This action will aim to collect and record the results of previous projects, research studies and academic results that will be capitalized appropriately to achieve the goals for sustainable tourism development.</p> <p>The capitalization of projects / results can be generated / funded by EU Programs (interregional, transnational, cross-border, etc.), Neighbouring Mediterranean</p>

	<p>Partnerships (Interreg Mediterranean, ENI MED), EU thematic programs (e.g. Horizon2020, LIFE, etc.),</p> <p>This action should be based on methodologies, practices, intervention tools that have already been tested and implemented by stakeholders at local or regional level, which are of strong interest in wider targeted dissemination in the study area.</p> <p>The objective of this action is not only the "dissemination" but also the collection, processing and implementation of the existing results, best practices on issues related to sustainable tourism and coastal erosion, in order to effectively address the dangers without the scarcity of resources to find data and identify the problems and solutions.</p> <p>The proposed action is expected to clearly identify a specific and limited set of results / experiences provided by previous initiatives on a very specific subject and capitalize on them. The action could help create a new and integrated tool or service that combines various existing tools or makes recommendations based on tried-and-tested methodologies or applies an existing practice to a different field or territory. The action is related to the horizontal actions 1 and 5 of the action plan which have a common targeting.</p>		
<b>Political Support</b>	<p>The Action could be implemented in the framework of co-funded European Programs (eg Interreg MED 2014-2020 - at the end of the Programming Period it is customary to publish invitations to capitalize project results, see Capitalisation Call for IPA-Adriatic, 2<sup>nd</sup> Interreg MED call which included a single-module invitation exclusively for capitalization projects).</p>		
<b>Responsible Agency</b>	<p>The implementation of this action will be coordinated by REMTH with the contribution of all actors - directly involved and not - who have at their disposal research and demonstration results.</p>		
<b>Partners</b>	<p>The Managing Authorities of the European Programs are responsible for publishing the relevant invitations.</p>		
<b>Beneficiaries</b>	<p>National, Regional and Local Authorities. Chambers, Universities and Research Centers, SMEs, NGOs, etc.</p>		
<b>Start Date</b>	<p>The programme calls are determined by the Program Managing Authorities. Indicatively, the duration of the relevant projects is presented:</p> <ul style="list-style-type: none"> <li>✓ Duration 18 months (Interreg MED)</li> <li>✓ Duration 24-30 months (ENI CBC MED)</li> </ul>		
<b>Budget</b>	<p>€0.6M – €1.2M (Interreg MED)</p> <p>€2.5M – €3.5M (ENI CBC MED)</p>	<b>Funding Sources</b>	<p>Interreg MED programme 2014-2020 (single module projects)</p> <p>ENI CBC MED programme (call for strategic projects 2019)</p>



<b>Expected Results</b>	<ul style="list-style-type: none"> <li>✓ Tourism Sustainable management</li> <li>✓ Coastal erosion prevention</li> <li>✓ Resource Efficiency</li> <li>✓ Effective identification, treatment and monitoring of coastal erosion</li> </ul>	<b>Indicators</b>	<ul style="list-style-type: none"> <li>✓ Number of Interventions approved</li> <li>✓ Number of informed bodies</li> <li>✓ Number of events/campaigns organized</li> <li>✓ Number of best practises used</li> </ul>
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The impact of Actions 1-5 is shown in Table 3 below:

**Table 3. Impact of Actions 1-5.**

	Criteria/ Indicators	Action 1		Action 2		Action 3		Action 4		Action 5	
	E=Effects P=Positive N=Negative Neu=Neutral	E	Comments	E	Comments	E	Comments	E	Comments	E	Comments
1	<b>Biodiversity, flora, fauna protection</b>	P	Promoting mild activities - avoiding large technical projects of dubious efficiency - and raising awareness among residents.	N e u	No particular effect is expected.	P	Flood protection projects contribute to the long-term protection of flora and fauna. However, due to their technical nature they require actions to protect and deal with short-term nuisances.	P	Flood protection projects contribute to the long-term protection of flora and fauna. However, due to their technical nature they require actions to protect and deal with short-term nuisances.	N e u	No particular effect is expected.
2	<b>Residential health and life improvement</b>	P	The natural environment of the beach attributed to the residents is improved.	N e u	No particular effect is expected.	P	The natural environment is attributed to the residents improved. Flood protection works contribute to the protection of human health and life.	P	The natural environment is attributed to the residents improved. Properly designed technical projects contribute to the protection of human health and life.	N e u	No particular effect is expected.
3	<b>Soil protection and quality restoration</b>	P	The natural environment of the beach attributed to the residents is improved.	P	The recording and analysis of the phenomena will lead to the proper decision-making on soil protection and its qualitative restoration. The natural environment of the beach after the operation of the project is expected to be attributed to the residents improved.	P	The natural environment of the beach attributed to the residents is improved.	P	The natural environment of the beach is attributed to the residents improved.	P	Continued cooperation between stakeholders will contribute to long term soil protection and contribute to achieving the objectives of sustainable tourism development. Thus, the natural environment of the beach is expected to be attributed to residents in long term.
4	<b>Water resources protection and qualitative / quantitative improvement</b>	P	Targeted projects resulting from an integrated policy and scientific base will have a positive impact on the protection and improvement of water resources.	P	Targeted projects resulting from an integrated policy and scientific base will have a positive impact on the protection and improvement of water resources.	P	Targeted projects resulting from an integrated policy and scientific base will have a positive impact on the protection and improvement of water resources.	P	Technical projects resulting from an integrated policy and scientific basis will have a positive impact on the water resources protection and improvement.	N e u	No particular effect is expected.
5	<b>Climate and Air quality improvement</b>	N e u	No particular effect is expected.	N e u	No particular effect is expected.	N e u	No particular effect is expected.	N e u	No particular effect is expected.	N e u	No particular effect is expected.
6	<b>Assets protection and enhancement</b>	N e u	Increase of real estate and assets value	P	Increase of real estate and assets value. Insurance risk assessment and real estate value will improve.	P	Increase of real estate and assets value. Flood protection projects contribute to property insurance cost reducing due to risk involved reduction.	P	Increase of real estate and assets value. The projects contribute to property insurance cost reducing due to risk involved reduction, related to natural disasters.	N e u	No particular effect is expected.
7	<b>Cultural heritage protection and enhancement</b>	N e u	No particular effect is expected. In the case of coastal cultural elements the impact is expected to be positive through the exploitation and promotion of cultural sites.	N e u	No particular effect is expected. In the case of coastal cultural elements the impact is expected to be positive through the exploitation and promotion of	N e u	No particular effect is expected. In the case of coastal cultural elements the impact is expected to be positive through the exploitation and promotion of cultural sites and minimization	N e u	No particular effect is expected. In the case of coastal cultural elements the impact is expected to be positive through the exploitation and promotion of cultural sites and minimization flood risk disasters.	N e u	No particular effect is expected.

	Criteria/ Indicators	Action 1		Action 2		Action 3		Action 4		Action 5	
	E=Effects P=Positive N=Negative Neu=Neutral	E	Comments	E	Comments	E	Comments	E	Comments	E	Comments
					cultural sites		flood risk disasters.				
8	Landscape improving	P	Landscape improvement is expected locally	Neu	No particular effect is expected.	Neu / N*	No particular effect is expected. Flood protection works can also cause nuisance under specific conditions.	Neu / N*	No particular effect is expected. Technical works can also cause nuisance under specific conditions.	Neu	No particular effect is expected.
9	Job opportunities	P	Taking in mind the tourist character of the region the coastal resources protection is related with associated jobs protection and potentially can create new ones.	Neu	No particular effect is expected.	Neu	No particular effect is expected.	Neu	No particular effect is expected.	Neu	No particular effect is expected.
10	Benefit Diffusion	P	Benefits concern local communities	Neu	No particular effect is expected.	Neu	No particular effect is expected.	Neu	No particular effect is expected.	P	The operation of the mechanism will have an impact on society, and the benefits from the stakeholders cooperation are expected to be visible.

## 9. Plan for sustainable tourism development

The Actions described in chapter 8 compose the plan for sustainable tourism development of the area, as imprinted by stakeholders.

In summary, the 6 actions include 4 horizontal measures/proposals to be implemented as follows:

Action	Action Title
1	Integrated Management Study of Alexandroupolis-Makri Coastal Zone
2	Establishment of a permanent Erosion Monitoring/ Measuring Mechanism inside and outside the urban area (at the Port Authority of Alexandroupolis, covering the coastal front of the study area)
5	Identification of the organizing authorities and the interaction of the stakeholders for the definition, adjustment and management of the coastal zone.
6	Results capitalization for sustainable tourism development and coastal zone management

And 2 technical actions, which can be implemented independently of the rest 4 as follows:

Action	Action Title
3	Investments for the prevention and management of flood risks in Alexandroupolis-Makri area
4	Investments in coastal erosion protection measures

The proposed actions, beyond the fact that they are in line with the requirements and approach of the Co-evolve project as findings from the bottom-up participatory approach of the project, also help to solve critical issues and proposals already identified in the framework of the consultation and elaboration of the integrated program for REMTH coastal zone management (2012), and more specifically the Operational Plan for the Implementation of a Conservation Program and Sustainable Coastal Zone Development in the REMTH Region. Specifically, for the pilot area of Alexandroupolis Makri, the local action plan answers practical needs already recorded in the past, as outlined in table 4 below.

**Table 4.** Results of Business Plan Consultation for the Implementation of a Coastal Zone Conservation and Sustainable Development Program of REMTH (2012) and link to Local Action Plan.

Region	Stakeholders	Actions	Description	Related Action from Local Action Plan
ALEXANDROUPOLIS	INALE	CONSTRUCTION AND SUPERVISION OF TECHNICAL REEFS	PROTECTION AND IMPROVEMENT OF COASTAL ZONE ENVIRONMENT	3, 4
ALEXANDROUPOLIS	ALEXANDROUPOLIS MUNICIPALITY	REHABILITATION OF ALEXANDROUPOLIS COASTAL ZONE	INFRASTRUCTURE AND LIFE QUALITY IMPROVEMENT	3, 4
ALEXANDROUPOLIS	DEPARTMENT OF ENVIRONMENT & HYDROECONOMY OF EVROS REGION	COASTAL EROSION MONITORING PROGRAMME	PROTECTION AND IMPROVEMENT OF COASTAL ZONE ENVIRONMENT	1, 2
REMTH	ENVIRONMENTAL RESEARCH & TRAINING LABORATORY, PEDAGOGICAL	SCIENTIFIC SUPPORT FOR THE PROMOTION OF REMTH COASTAL ZONE	PROTECTION AND IMPROVEMENT OF COASTAL ZONE	1

Region	Stakeholders	Actions	Description	Related Action from Local Action Plan
	DEPARTMENT OF PRIMARY EDUCATION, DEMOCRITUS UNIVERSITY OF THRACE	ENVIRONMENT	ENVIRONMENT	
REMTH	ENVIRONMENTAL RESEARCH & TRAINING LABORATORY, PEDAGOGICAL DEPARTMENT OF PRIMARY EDUCATION, DEMOCRITUS UNIVERSITY OF THRACE	PUBLIC AND STAKEHOLDERS DISSEMINATION AND AWARENESS	PROTECTION AND IMPROVEMENT OF COASTAL ZONE ENVIRONMENT	5, 6

For the implementation of the above actions the analysis of the funding tools is needed.

### 9.1 Direct Funding of Actions

As mentioned before the main funding tool for the direct implementation of the proposed actions is the Eastern Macedonia and Thrace R.O.P and in particular actions under Priority Axis 2. The analysis has shown that there are relative investment priorities, but also a budget available to finance them. The section below presents a presentation of the relevant priority axes, thematic objectives, investment priorities and specific objectives of the Eastern Macedonia and Thrace R.O.P, as well as elements of selected actions (open and closed) which can either directly fund actions or be reshaped and reprinted.

#### Priority Axis 2 - Improving the Region attractiveness for business and people settlement

##### Thematic Objective 05 - Promoting climate change adaptation, risk prevention and management

**Investment Priority 5b** - Promoting investments to address specific risks, ensure disaster resilience and develop disaster management systems

##### Specific Objective 9 - Reducing the Risk and Impact of Natural Hazards and Disasters

**Expected Results:** Improving the management of natural disasters events. Natural disasters economic cost reduction.

### Indicative type of Actions:

- Flood protection works.
- Rehabilitation/Protection works for coastal zone erosion.
- Civil protection actions (equipment, systems, etc. not covered by other programs).
- Earthquake protection of buildings and other construction.

**Main Target Groups:** Residents of REMTH.

**Beneficiaries:** Ministry of Infrastructure, Transport and Networks, Ministry of Public Order and Citizen Protection, Decentralized Administrations, Local Authorities and their enterprises.

Priority will be given to flood and erosion protection projects. Earthquake protection works for public buildings of high importance (eg hospitals, schools) will also be stepped up. Concerning flood protection according to Directive 2007/60 / EC, the preliminary assessment of the flood risks has been completed by the Waters Special Secretariat of the Ministry of Environment, which includes the identification of the Potentially High Flood Risk Areas in the 14 Water Districts of the country. It should be noted that flood protection interventions will be in line with the Flood Risk Management Plans pursuant to Directive 2007/60 / EC. These actions will be in line with national planning to climate change adaptation and to risk prevention and management.

### Related Invitations

- Invitation Cod. AM008/ A/A ΟΠΣ: 1198/ Α.Π. 1353/19.03.2019/ «FLOODS PREVENTION AND RISK MANAGEMENT - ACTION 5b.9.1»/ Public Expense: 6,5 mil. €/ Submission from **16/12/2015 to 31/12/2020 (Active)**/ Potential Beneficiaries: Decentralized Unit of Macedonia Thrace, Region of Eastern Macedonia and Thrace, Ministry of Environment and Energy, Ministry of Infrastructure, Transport and Networks and all those having signed a program contract with the above mentioned. <https://www.eydamth.gr/index.php/component/k2/204-prosklisi-yp-arithm-1198-gia-tin-ypovoli-protaseon-sto-e-p-anatolikis-makedonias-kai-thrakis-2014-2020>
- Invitation Cod. AM025/ A/A ΟΠΣ: 1483/ Α.Π. 2227/26.05.2016/ «EQUIPMENT SUPPLY FOR PREVENTION AND MANAGEMENT OF NATURAL DISASTERS SUCH AS FIRE AND FLOODS»/ Public Expense: 3 mil. €/ Submission from 31/05/2016 to 31/12/2017 **or until budget expiration**/ Potential Beneficiaries: Ministry of Interior and Administrative Reconstruction, Decentralized Unit of Macedonia & Thrace, **Region of East Macedonia and Thrace**. <https://www.eydamth.gr/index.php/component/k2/216-prosklisi-yp-arithm-1483-amth25-gia-tin-ypovoli-protaseon-sto-e-p-anatolikis-makedonias-kai-thrakis-2014-2020>
- Invitation Cod. AM058/ A/A ΟΠΣ: 3297/ Α.Π. 3101/11-09-2018 «EQUIPMENT SUPPLY FOR PREVENTION AND MANAGEMENT OF NATURAL DISASTERS SUCH AS FIRE AND FLOODS»/ Public Expense: 6mil. €/ Submission from 17/09/2018 to 31/11/2018/



Potential Beneficiaries: Ministry of Defence and all those having signed a program contract with the above mentioned.

<https://www.eydamth.gr/index.php/component/k2/384-prosklisi-yp-arithm-3297-amth58>

- Invitation Cod. AM006/ A/A ΟΠΣ: 1174/ Α.Π. 1359/19.03.2019 «SOIL EROSION PROTECTION MEASUREMENTS»/ Public Expense: 5mil. €/ Submission from 04/12/2015 to 31/12/2023 (Active)/ Potential Beneficiaries: Municipalities of the Region of Eastern Macedonia and Thrace, Port Authorities of the Region of Eastern Macedonia and Thrace, Region of Eastern Macedonia and Thrace, and all those signed a program contract with the above mentioned.

<https://www.eydamth.gr/index.php/component/k2/203-prosklisi-yp-arithm-1174-gia-tin-ypovoli-protaseon-sto-e-p-anatolikis-makedonias-kai-thrakis-2014-2020>

**Thematic Objective 06** – Environmental Preservation and protection and resource efficiency promotion

**Investment Priority 6c** - Natural and cultural heritage Conservation, protection, promotion and development

**Specific Objective 12** – Natural and Cultural heritage enhancement.

**Expected Results:** Exploitation of tourist and cultural heritage resources.

**Indicative type of actions:**

- Projects for the protection, rehabilitation and promotion of Monuments and Archaeological sites and the traditional cultural heritage.
- Projects to promote, show and improve historic sites, national parks (eg Evros Delta, Nestos Delta Vistonida - Ismarida), landscapes of special natural beauty, and other valuable areas.
- Restoration-promotion-re-use of historic listed monuments.
- Upgrading of urban sites, traditional sites and individual cultural elements
- cultural - tourism interventions (eg museums, cultural centers, religious monuments).
- Tourism Promotion Activities of REMTH.

**Main Target Groups:** Visitors and residents of REMTH.

**Beneficiaries:** Ministry of Culture, Local Authorities, Development Agencies, Social Collectivity Agencies, Public Legal Entities and Private Legal Entities with related statutory purposes.

Integrated intervention can involve many small-scale infrastructures or even be a major project. When the total cost of all small-scale infrastructure projects aggregated into a single integrated intervention exceeds the limits mentioned above, the intervention should clearly demonstrate the positive impact on the region's development potential as well as the additional impact on economic growth and the creation jobs.

Priority will be given to projects that form part of an integrated spatial approach (tourism-culture). In particular, it is planned to create a route that will be a branded tourist product and will link the archaeological monuments and the sights of the Region to a unified network of cultural tourism.

#### **Related Invitations**

- Invitation Cod. AMΘ14/ A/A ΟΠΣ: 1243/ Α.Π. 2767/09.08.2018/ «UPGRADING / SUPPORTING TOURIST PRODUCT OF THE REGION OF EAST MACEDONIA AND THRACE Action 6c.12.3»/ Public Expense: 5,5 mil. €/ **Submission from 01/02/2016 to 21/12/2020 (Active)**/ Potential Beneficiaries: **Region of East Macedonia and Thrace** and all those signed a program contract with the above mentioned.

<https://www.eydamth.gr/index.php/component/k2/209-prosklisi-yp-arithm-1243-gia-tin-ypovoli-protaseon-sto-e-p-anatolikis-makedonias-kai-thrakis-2014-2020>

**Investment Priority 6d** - Biodiversity and soil protection and restoration and ecosystem services promotion, through the Natura 2000 network, and green infrastructure.

**Specific Objective 13** – Ecological reserve protection

**Expected Results:** Efficient management of protected areas.

#### **Indicative type of actions:**

- Compilation and implementation of Natura 2000 management plans.
- Infrastructure / actions / environment interpretation material and management / attraction of visitors to protected areas.
- Implementation of green infrastructure and green routes.
- Enhance the adaptability of coastal areas. Special actions to tackle climate change in coastal areas at risk.
- Actions to track, monitor and report illegal activities within designated Protected Areas.

**Main Target Groups:** Visitors and residents of REMTH.

**Beneficiaries:** Ministry of Environment and Energy, Decentralised Units, Local Authorities, Management Bodies of Protected Areas.

Priority will be given to actions protecting and restoring ecosystems.

#### **Related Invitations**

- AMΘ 23/ A/A ΟΠΣ: 1462/ Α.Π. 1780/26-04-2016 «ECOSYSTEMS PROTECTION AND PROMOTION IN REGION OF EAST MACEDONIA AND THRACE»/ Public Expense: 4mil. €/ Submission from 10/05/2016 to 31/12/2023 (Active)/ Potential Beneficiaries: Decentralized Unit of Macedonia & Thrace, Municipalities of East Macedonia and Thrace Region, Region of East Macedonia and Thrace, Ministry of Environment and Energy, Managing Body of Nestos Delta - Vistonida - Ismarida, Managing Body of National Park of Dadia - Lefkimis – Soufliou, Managing Body of Rhodope Mountains

Management Body of Evros Delta and Samothraki and those who have signed a program contract with the above mentioned.

<https://www.eydamth.gr/index.php/component/k2/214-prosklisi-yp-arithm-1462-amth23-gia-tin-ypovoli-protaseon-sto-e-p-anatolikis-makedonias-kai-thrakis-2014-2020>

The budget of Thematic Priority 2 is 298.473.793 € and concerning risk prevention and risk management REMTH invests through ΘΣ5/ΕΠ5β, 11,6 mil.€ (2,9% R.O.P)

Concerning resource efficiency and tourist development and promotion of natural areas and the rich cultural heritage of REMTH, € 32.4 million (8.0% ROP) are directed through ΘΣ6/ΕΠ6γ.

REMTH also contributes € 3.2 million (0.8%) to the protection, restoration and sustainable use of Natura 2000 sites (16% of its total land area are Natura 2000 sites), through ΘΣ6/ΕΠ6δ and important protection needs are recorded as well as tourism development opportunities. In table 5 below the invitations and related actions funded by the specific tool are shown.

**Table 5.** Relevant invitations for action plan funding

Invitation Code	Invitation Title	Related Action in Action Plan	Budget	Approved Actions (contracted budget until 23/09/2019)
AM008	FLOODS PREVENTION AND RISK MANAGEMENT MEASURES - ACTION 5b.9.1 (Active)	1 & 5	6.500.000	4.801.823,22
AM025 AM058	EQUIPMENT SUPPLY FOR PREVENTION AND RISK MANAGEMENT OF DISASTERS SUCH AS FIRE AND FLOODS	2	9.000.000	8.999.986,56
AM006	SOIL EROSION PROTECTION MEASUREMENTS	3 & 4	5.000.000	1.125.667,60
AM014 *	UPGRADING / SUPPORT OF TOURISM IN REGION OF EAST MACEDONIA AND THRACE Action 6c.12.3 (Active)	5	5.500.000	0
AM023 *	ECOSYSTEMS	-	4.000.000	1.533.519,58

Invitation Code	Invitation Title	Related Action in Action Plan	Budget	Approved Actions (contracted budget until 23/09/2019)
	PROTECTION AND PROMOTION IN REGION OF EAST MACEDONIA AND THRACE <b>(Active)</b>			

\* Invitations which under conditions could fund actions or sub-actions of the Action Plan since they have spare budget

Action 6 is not reflected in the table because it can be co-financed by European co-funded programmes - not from ROP calls - as reflected in funding sources in Section 8 of Action 6.

## 9.2 Organizational Structure of Action Plan Implementation

This chapter summarizes the stakeholders involved (indirectly or directly) with the sustainable coastal tourism management and integrated coastal zone management, in this case also with the implementation of the action plan.



**MUNICIPALITIES (TECHNICAL SERVICES, URBAN PLANNING OFFICES, TOURISM OFFICE, ENVIRONMENTAL DEPARTMENT)**



Municipal and community authorities manage and regulate all local affairs, aiming at protecting, developing and continuously improving the interests and life quality of the local community. The directorates that may be involved in Integrated Coastal Zone Management are:

#### **Directorate of Technical Services:**

This directorate may include the following sections with the relevant responsibilities:

- Department of Transportation and Port Works
- Department of Building Works and Outdoor Areas
- Department of Hydraulic and Land Reclamation Works
- Department of Transport, Traffic and Transport Licenses

Responsibilities of these departments include:

- Design, construction, maintenance and management of infrastructure to support the local economy, such as road works, irrigation systems, flood protection and land reclamation projects.
- The protection, exploitation and exploitation of local natural resources and areas, and the construction, maintenance and management of the relevant works and facilities, in accordance with the applicable legislation.
- The administration and operation of their port areas, as well as the construction and maintenance of the necessary port works.

#### **Directorate of Construction and Urban Planning:**

This directorate may include the following sections with the relevant responsibilities:

- Building Licensing
- Department of Construction Control
- Department of Spatial Planning and Urban Development

The Building Services of the Municipalities have the following responsibilities:

- Participation in issues of urban planning, land use planning and land use, as provided by the related legislation.
- Implementation Control plan layouts in the ground prior to the approval.
- Drafting application diagrams and configured status diagrams.
- Check topographic charts for urban planning demands.
- Supervision of Topographic Studies and Surveys of Urban Planning Implementation Operations

#### **Directorate of Life Quality (or other relevant directorates)**

- Department of Environment and Civil Protection
1. Development of local programs for the protection and enhancement of the natural, architectural and cultural environment in the context of national and European policies.
  2. Protection and management of water resources, protection of soil and inland waters from fishing (lagoons, lakes, fish farms, rivers) and pollution control in their region.
  3. Establishment and operation of municipal and community laboratories.
  4. Waste collection and management, as well as the construction, maintenance and management of sewage and biological treatment systems.
  5. Study, management and execution of residential and urban development programs.

6. Ensuring and constant improvement of technical and social infrastructure in cities and villages such as the construction, maintenance and management of water supply, desalination, public lighting projects.

### **REGIONS AND REGIONAL DEPARTMENTS**

The directorates / services that may be involved in Integrated Coastal Zone Management are as follows:

- Real Estate Service (Regional Office of Public Property)
- Regional Development Fund
- Special Operations Office REMTH
- Environment and Spatial Planning Directorate
- Civil Protection Directorate
- Technical Works Directorates
- Agricultural Economy Directorates

### **PORT AUTHORITIES**

Two port authorities are located in REMTH, the Port Authority of Kavala and the Port Authority of Alexandroupolis. Their purpose is the administration and exploitation of their Port areas.

The authorities are responsible for:

- provision of all kind of port services to users, upgrading, maintenance, improvement and development of the port.
- the provision of passenger, vehicle and cargo services.
- the construction, management and operation of all types of port infrastructure.
- the undertaking and execution of programs, studies and projects related to the activities of the port organization funded by national or other.
- undertaking any activity related to port works as well as any other commercial and business activities beyond traditional port services including tourism, cultural, fishing activities.
- Upgrading the services and infrastructures provided through technological modernization.

### **FISH CLUBS AND FARMING:**

Concerning the fishery production activity in the REMTH coastal zone, the views of fishing clubs and fish farms on the implementation of the Action Plan are necessary because they will contribute to preserving fishermen's economic activity and the protection of marine fauna.

### **ASSOCIATIONS OF TOURISM ENTERPRISES AND HOTELS**

The objective of associations of tourism enterprises and hotels is to support and promote overall local tourism. In this context, the associations are responsible for the initiatives to strategically strengthen the local tourism product and thus the local economy.

They also intervene to remove any obstacles or disincentives to create a friendly economic environment for the related businesses.

### **MANAGEMENT BODIES OF REMTH**

Coastal management bodies have an important role to play in the integrated management of coastal areas, having among others the following responsibilities:

1. Training and responsibility for implementing the regulations governing the operation and administration of protected objects and management plans.
2. Monitoring and evaluation of the implementation of regulatory conditions and restrictions. In particular, they undertake the collection, classification and processing of environmental data as well as the establishment and operation of relevant databases.
3. Assisting the competent administrative and judicial authorities in monitoring the implementation of environmental legislation.
4. The development of studies and surveys as well as the execution of technical or other works necessary for the protection, conservation, restoration and promotion of protected objects within their area of responsibility.
5. Undertaking the preparation or implementation of national or European programs and actions relating to the area of responsibility.
6. Dissemination and training of the population.
7. The management of public areas offered or leased by management bodies.

#### **DEVELOPMENT COMPANIES:**

These companies aim at implementing an integrated local development strategy without substituting the contractors.

It is noted that many of the Municipal Enterprises have the distinctive title "Development" and operate to facilitate the activities and responsibilities of the Municipalities.

#### **CHAMBERS:**

The Chambers of the region as independent associations carry out commercial activity in a certain region, being legal entities governed by public law.

The aim of the Chambers is to protect and develop the trade, industry and jobs in the region, within the framework of the national economy interests, as well as overall economic progress.

Chambers in the studied area, will help to preserve productive activity and sustainable development through the proposed measures.

#### **OTHER STAKEHOLDERS:**

- UNIVERSITIES

Democritus University of Thrace (DST) is one of the largest Universities in the country in terms of active student population. Its contribution to the implementation of the Action Plan is to provide research staff as well as data reflected in needs of the proposed actions.

- Institute of Fisheries Research (IN.ALE) of Kavala

The Institute has its headquarters in Nea Peramos, Kavala and has been operating since 1995 with the main subjects of research in fisheries, the aquatic environment (coastal, transitional and inland waters), the exploitation of fishery products and aquaculture. The specialized research and technical staff of the Institute participates and implements a number of research projects and studies, works as a consultant in the development of the country's fisheries and environmental policy, provides services to Public Services and private bodies, while also contributing significantly to the education of graduate and postgraduate students professionals in the fisheries and aquaculture sector.

- Coast Guard

Coast Guard among other things, can prevent illegal activities taking place in coastal zones, contributing to the effort for integrated coastal management and the development of sustainable tourism.

## 10. Sources of Information

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This chapter presents the sources of information for the development of the site-specific action plan.

- Co-evolve project deliverables (for the implementation of the WP3 deliverables local and regional spatial/ coastal/ touristic/ urban related plans have been considered);
- Regional Spatial Planning Framework (October 2018);
- ICZM Protocol - COUNCIL DECISION of 4 December 2008 on the signing, on behalf of the European Community, of the Protocol on Integrated Coastal Zone Management in the Mediterranean to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean;
- DIRECTIVE 2014/89/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 July 2014 establishing a framework for maritime spatial planning.
- Evaluation Plan of the Operational Program "Eastern Macedonia and Thrace" 2014-2020: <https://www.eydamth.gr/index.php/extras/parakoloythisi-programmatos/aksiologisi>
- Operational Plan for the Implementation of a Coastal Zone Conservation and Sustainable Coastal Zone Development Program (2012)
- Regional Operational Program for Eastern Macedonia and Thrace 2014-2020
- Electronic Pages of the Hellenic Society for Local Development and Local Government, Urban Planning and the Ministry of Finance ([https://www.eetaa.gr/apps/kodikas/k\\_arthra.jsp?arthro=75](https://www.eetaa.gr/apps/kodikas/k_arthra.jsp?arthro=75), <http://www.e-poleodoma.gr/el/node/55>, <https://www.minfin.gr/web/periphereiakes-diethynseis-demosias-periousias>)

## 11. Annex

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