

## CO-EVOLVE

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

# Deliverable 4.4.2

## Report on Action Plans for sustainable tourism in Pilot 2, Cattolica port (2A) and Comacchio beach area (2B)



**Pilot action**  
**Cattolica port and coast area(2A)**  
**Comacchio beach area (2B)**  
**EMILIA-ROMAGNA REGION**

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## 1. Scope of the document

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This document is the report on Action Plans for sustainable tourism in Pilot 2, Cattolica port (2A) and Comacchio beach area (2B) of the Pilot Areas and corresponds to Deliverable 4.4.2. It's based on concept described in the deliverable 3.18.1 "Guidelines for Tourism-driven strategic Planning" and contains the advancement of activities foreseen in the pilot area 2A and 2B for the final formulation of local Action Plans on sustainable tourism.

## 2. CO-EVOLVE and the objectives of WP4

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**The WP4 (M2-Testing) translates in practice the findings of WP3 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 case 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 valorisation 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 starts on month 02-2018 and end on month 05-2019 **and represents the Module 2 "Testing" of CO-EVOLVE, according to the modular structure of Interreg MED projects.**

## 3. The strategic planning of Pilot area

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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 deliverable 3.18.1 for a definition a strategic planning tourism based on a pilot area is organized in different consequential steps that constitutes an adaptive and cyclical process. It consists of 6 major phases, each of which includes key tasks and steps. The iterative process of tourism-driven strategic planning in coastal areas is reported in figure below.



#### 4. Brief description of the Pilot area

Please refer and update here the pilot area description already presents in the WP4 coordination plan

##### **PILOT AREA 2-A: Cattolica harbor and coastal area (Rimini Province)**

Urbanised coastal area with multipurpose harbor (fishery, shipyard, crafts production, pleasure boats Marina) and seaside resort structured with bath-house facilities. Silting of the internal harbor area, from Tavollo creek transport, and of the harbor mouth, from the sea solid transport, beach maintenance, sea flooding. Decreased tourists attractiveness of the harbor and of the seaside area, difficulties and crisis in human activities reflecting on local economy and employment.



Pilot Area 2 A

##### **Pilot AREA 2B – Comacchio, Lido di Spina (Ferrara Province)**

Beach area with abandoned bath-house facilities (recently demolished by the Municipality of Comacchio) along the right side of the Logonovo channel in Lido di Spina seaside resort. Social degradation of the area, degraded dune system, degradation of the beach and of the waterfront, decreased attractiveness reflecting on nearby areas affecting local touristic economy, housing and employment. Renaturation of the dune system and promotion of its tourism valorization and sustainable management. Elaborate a model of renaturation and valorization of dune systems joining aspects of accessibility, sustainable fruition and environment protection, replicable in other coastal areas. Re-launching tourism attractiveness of the area favoring sustainable tourist activities and new related employment.



Pilot Area 2B

#### 5. Planning SET-UP in the pilot area

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The main aim of this phase, that can be considered the most important pre-planning phase, is to create the needed bases for the subsequent implementation of the whole planning process.

*Please report here all the preparatory work you've done for your pilot area putting in evidence:*

*the definition of the working team*

*the definition of the territorial scope*

*the process that lead you to the identification of stakeholders and the methodology foreseen for the participatory process (please refer to the 1<sup>st</sup> training course)*

*construction of the work plan and definition of milestones*

## 6. THE DEFINITION OF THE WORKING TEAM

### *Pilot Area of Cattolica*

1. Monica Guida (Emilia-Romagna Region)
2. Sabrina Franceschini (Emilia-Romagna Region)
3. Roberto Montanari (Emilia-Romagna Region)
4. Christian Morolli (ARST e PC (Emilia-Romagna Region)
5. Luciano Giuffrida – (Emilia-Romagna Region)
6. Carlo Albertazzi (Emilia-Romagna Region)
7. Davide Lombardelli (Regional Civil Protection of Area Romagna, Rimini (Public)
8. Giovanni Paganelli, (Regional Civil Protection of Area Romagna, Rimini (Public)
9. Nicoletta Olivieri, Municipality of Cattolica
10. Fausto Battistel (Municipality of Cattolica)
11. Davide Varotti, (Municipality of Cattolica)
12. Silvia Giustini (Municipality of Cattolica)
13. Raffaella Boga (Municipality of Cattolica)
14. Fausto Antonino Battistel (Municipality of Cattolica)
15. Vittoria Prioli (Municipality of Cattolica)
16. Francesco Stramigioli (Municipality of Gabicce Mare)
17. Michele Bonini (Municipality of Gabicce Mare)
18. Davide Lombardelli (ARPA)
19. Giovanni Paganelli (ARPA)
20. Cesare Sacconi (Bologna University)
21. Marco Pellegrini (Bologna University)
22. Gianfranco Malaisi (Marina of Cattolica (Private)
23. Andrea Terenzi (President of AIA Cattolica) (Private association)
24. Odoardo Gessi (CNA Cattolica), Private SME association
25. Manilo Amaducci (CNA Cattolica), Private SME association
26. Antonio Morrighi (Fishing lab)
27. Leonardo Marotta (Fondazione Cetacea)

28. Cesarino Romani (Fondazione Cetacea)
29. Alessandro Costa (Municipality of Cattolica)
30. Pier Paolo Poggi (Cantiere Navale Gam, Shipyard company)
31. Vincenzo Morreale (Capitaneria di Porto, Port authority )
32. Michele Bonini (Municipality of Gabicce Mare)
33. Nicola Martelli (Marina of Cattolica (Private)
34. Maurizio Carli (San Marco Snc, Shipyard company)
35. Stefano Cecchini (Casa del Pescatore, Fisherman Association)
36. Nicola Tontini (Casa del Pescatore, Fisherman Association)
37. Riccardo Arcieri (Cantiere Navale Gam, Shipyard company)
38. Felice Prioli (Circolo Nautico Cattolica, private association)
39. Renzo Sparacca (Ristorante Samanà, private restaurateur)
40. Massimo Cavalieri (AIA Cattolica) (private association)
41. Giuseppe Giovannini (Brand expert and graphic designer)
42. Andrea Giovagnoni (graphic designer)
43. Mauro Villa (Circolo Nautico Cattolica, private association)
44. Nicolo Ubalducci (Retailer and shop owner)
45. Antonio Bonaccorso (Comune di Cattolica)
46. Silvia Pozzoli (Presidente del Consiglio, Comune di Cattolica)
47. Cesarino Romani (Fondazione Cetacea)
48. Leonardo Marotta (Fondazione Cetacea)
49. Alberto Pellegrino (Darsena Cafè)
50. Evaristo Manarelli (Comune di Gabicce)
51. Manlio Amaducci (Citizen)
52. Paolo Martinez (Futour) External expert
53. Ana Maria Solis(Futour) External expert
54. Monica Paoli (Futour) External expert

#### **Pilot Area of Comacchio**

1. Monica Guida (Emilia-Romagna Region)
2. Sabrina Franceschini (Emilia-Romagna Region)
3. Roberto Montanari (Emilia-Romagna Region)
4. Christian Morolli (ARST e PC Servizio Area Romagna)
5. Luciano Giuffrida (Emilia-Romagna Region)
6. Carlo Albertazzi (Emilia-Romagna Region)
7. Roberto Vitali (Village for all S.R.L.)
8. Sara Beneventi (Municipality of Comacchio)
9. Roberto Cantagalli (Municipality of Comacchio)
10. Riccardo Pattuelli (Municipality of Comacchio)
11. Paolo Martinez (Futour) External expert
12. Ana Maria Solis (Futour) External expert
13. Monica Paoli (Futour) External expert

#### **Other stakeholders to involve:**

14. Tour operators
15. Sports associations, environmental associations, bathing establishments, hotels
16. GAL Delta 2000 and other associations at provincial level

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17. Environmental education centers Cen
18. Hiking environmental guides
19. Work & Service company that manages the parking areas
20. Forest Police Command;
21. Istituto Alberghiero of Comacchio

## 7. The participatory process

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### THE PROCESS THAT LED YOU TO THE IDENTIFICATION OF STAKEHOLDERS AND THE METHODOLOGY FORESEEN FOR THE PARTICIPATORY PROCESS

The identification of stakeholders for the pilot areas has been based on previous need assessment of RER technical staff that led to the inclusion of the areas within the Co-Evolve project and to the choice of possible remedial small-scale investments (SSI). The SSI's have become the trigger and expedient for the participatory process and the application of the Innovation Camp methodology.

### The method of the Co-EVOLVE participatory process

The method proposed for the participatory process of CO-EVOLVE adopts and further strengthens the multi-level participatory methods used with great effectiveness also in other processes involving core stakeholders carried out by Emilia-Romagna Region.

The effectiveness of participatory processes depends on the engagement and commitment of the stakeholders and on the ability to connect the processes to concrete social, economic and environmental challenges that provide a capacity to analyse the context, propose ideas, solutions and make decisions. These should be sustainable from an economic, social and environmental point of view, and scalable, that is, also replicable by the CO-EVOLVE project in other contexts providing a positive influence and recommendations for the implementation of ERDF and European plans and programs.

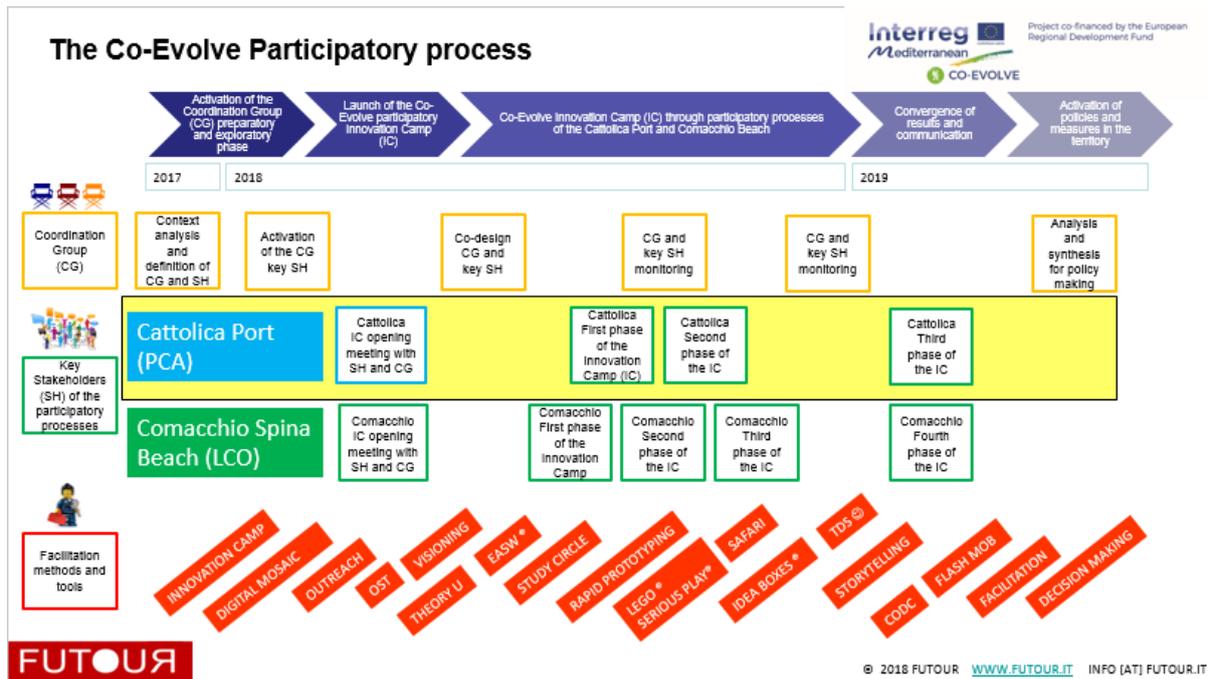
### The main phases of the CO-EVOLVE participatory process

The diagram below describes the integrated participatory process of CO-EVOLVE:

- The main phases of the CO-EVOLVE participatory process
- Key actors in the participatory process and roles
- The methods adopted in internal participatory meetings and on the territory
- The internal participatory methods and on the territory of the CO-EVOLVE project

As can be seen in the diagram below the CO-EVOLVE process adopted and strengthened an integrated multilevel approach including the RER, local institutions and local stakeholders. To do this, a Coordination Group (CG) was set up to manage the overall process, a Control Room and the participatory process in the pilot area of the Port of Cattolica. The entire path is accompanied by the FUTOUR facilitation team by using facilitation techniques and methodologies for each phase of the participated process. The following table describes how these constituent elements are divided into the five phases of the path:

1. Activation, Coordination Group, Control Room, preliminary and cognitive phase
2. Launch of the participated Innovation Camp (IC) CO-EVOLVE
3. Innovation Camp (IC) CO-EVOLVE through the participatory process of the Pilot areas
4. Convergence of results and communication of the Innovation Camp
5. Activation of policies and measures on the territory in the Pilot Areas



## The governance of the participatory process

The CO-EVOLVE process draws its energy and direction from the vast experience made by the public officials in the governance of participatory processes in Emilia-Romagna and foresees an incremental impact in the sustainable management of coastal environmental resources through the involvement and activation of local key actors (stakeholder - SH) in the participatory path of **Cattolica (PCA)** and **Comacchio (PCO)**.

The path includes five key functions:

1. Restricted Coordination Group (CG)
2. The control room/ Coordination Board (CR)(CB)
3. Key Stakeholders (SH) of the participatory process of the Port of Cattolica (PCA) and Comacchio Area
4. The facilitation of FUTOUR

The Restricted Coordination Group (CG) | The CG is composed by the project leader of the RER, as a partner of the CO-EVOLVE project. It has the function of "meta-coordination" of the overall design, approval and realignment of the intervention strategy of the participatory process and can convene or consult the control room / Coordination Board (CB) to have a consensus on the strategies. In the initial phase the CG has had a function of analysis, briefing and sharing of methods, defining the stages, selecting the people to be involved in the control room and in design and implementation the participatory process of Cattolica (PCA) as well as in contributing to the definition of documents and guidelines for information in possession of the RER and necessary for the implementation of the policies and actions that will result from the participatory CO-EVOLVE process. The group is includes:

- The Municipality of Cattolica (Environment, State property office, Tourism)
- Regional Administration Technical Services (Soil and Coast Defense, ST Agency, Romagna Area Service, Tourism and Commerce, Water Protection, Communication and Participation)

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- Collaboration of the University of Bologna, Department of Industrial Engineering

**The control room/ Extended Coordination Board (CB)**

The control room is composed of the main regional actors and local institutions that promote, plan, coordinate and manage the participatory process of Cattolica (PCA) as well as the project's GC. It has the function of organizing and managing the participatory process of CO-EVOLVE (PCA) and defining the objectives and expected results of each activity. The control room directs, guides and simulates the PCA process with phases of testing and programming of the activities foreseen in the facilitated workshops with participatory techniques and methods. The control room also indicates the content experts (the so-called "Dream Team") who before, during and after the participatory workshops, analyses and summarizes the results on the technical contents (economic, environmental and social aspects of the project) to make them consistent with the objectives of CO-EVOLVE project.

**Key Stakeholder (SH) of the participatory process of the) Pilot Areas**

The participatory process follows a methodology that provides for incremental collective meetings in which the individual cognitive framework is shared and enriched by all participants as they reflect on the weaknesses and opportunities, valuing all the best previous experiences and activities experiences carried out in the respective areas. This path is also an opportunity to create a mechanism of communication, listening, learning and mutual coaching among the various stakeholders and is structured as an open and inclusive place for learning, exchanging experiences, sharing and mutual support. The main method that is used is the Innovation Camp.

**The pilot area of Cattolica has envisaged the following main activities:**

- Three preparatory meetings with the Coordination Board and a working meeting with the Mayor
- A field visit to define the challenges and areas of work
- A public launch and open meeting
- Three interactive workshops based on the innovation camp
- A study visit at the University of Bologna with all the key stakeholders to see how the small scale investment ejectors work

**The pilot area of Comacchio has envisaged the following main activities:**

- Three preparatory meetings with the Coordination Board
- A field visit to define the challenges and areas of work
- A public launch and open meeting
- Three interactive workshops based on the innovation camp

***The Innovation Camp method in the participatory process of CO-EVOLVE***

The Innovation Camp method was used to support the activation and the facilitation of the participatory process, combined with other methods and tools.

Dedicated methodologies are highly recommended to mobilise the collaboration of quadruple helix actors (i.e. government, academia, business and civil society) in virtuous cycles. The original methodology – called ACSI, Aalto Camp for Societal Innovation – was co-developed by Finland’s Aalto University and the New Club of Paris in the period 2009-2012. Since 2010, Camps based on this methodology have been run 22 times, in different forms, in diverse countries in Europe, as well as in South Africa and Japan. In recent years, members of the New Club of Paris and the International Initiatives for Societal Innovation (I2SI) have taken the lead on developing the methodology further. The Joint Research Centre of the European Commission (JRC-EC) – through its Smart Specialisation Platform (S3P) and in the context of a cooperation agreement with the Committee of the Regions (CoR) – has been testing the use of the methodology for territorial innovation and development since 2016, and has adapted the methodology to this purpose.

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The IC structure is the basis for the activation and structuring of the participatory path for the Pilot Areas of Cattolica and Comacchio. By starting from shared challenges and objectives, new prototypes of actions, strategies and policies can be activated.

The extended IC of CO-EVOLVE is structured over a period of several months and includes three main phases:

- **Phase 1:** before the IC, preparatory meetings for identification of the thematic challenges to be analysed during the IC, selection of the "owners" of the challenges and better definition of the challenges with them, choice of the participants (the stakeholders and the experts who they can help meet the challenges and solve them). This preparatory phase consists of preliminary meetings to share and align the control room and the participatory process for the Pilot Area of Cattolica and the participatory process for the pilot area of Comacchio. This setting phase in the project was carried out between December 2017 and March 2018.
- **Phase 2:** carry out the field of innovation also with a Canvas Model facing, for each challenge, with the support of facilitators, the following activities:
  - Explore challenges and critical issues
  - Explore opportunities (deepen understanding)
  - Generate and enrich ideas
  - Prototyping of promising ideas
  - Think forward (reflect, renew, plan, present)

This second phase is instead represented by the participatory meetings of Cattolica, in which the challenges and opportunities generated, and prototyped ideas have been reformulated and explored and the action plan to be presented to the enlarged community is structured and implemented through the CO-EVOLVE project. This second phase in the Comacchio area will take place after the summer of 2018.

- **Phase 3:** After the Innovation Camp, the implementation phase continues in the place, organization and network where the problems and challenges have been identified. In the following months, the prototypes of promising ideas are tested and improved and can be developed by the respective organizations with all the contributions of the participants in the field. This phase of implementation, and of action research, serves both to activate and implement the projects emerging from the participatory path and to monitor the progress and structure the experiences in the Action Plan envisaged by the CO-EVOLVE project for the Pilot Area of Cattolica.

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Co-Evolve Participatory Lab  
Co-designing the sustainable port of Cattolica and Gabicce



FUTOUR

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During the Innovation Camp, participants use a canvas that accompanies the innovations and social, economic and environmental proposals that emerge from the discussions in the interactive laboratories. Participants of the various working groups are guided into exploring the various dimensions and aspects of the theme they are dealing with, according to the phases of the Canvas. This tool helps both to give a structure to the ideas and to follow the creative steps needed to find creative solutions to certain problems and to see the challenges from alternative points of view.

i2Si Societal Innovation Canvas Model			Project Name:	Participants:
<b>Explore</b> Challenge    Context    Opportunities The Challenge, its owner and supporters Learning (capture insights)		<b>Ideate &amp; Design</b> Deepen Understanding What if? What could work? Who benefits? Why?		<b>Build Prototype</b> Basic concepts? Big Picture? Look and feel?
<b>Desired Outcomes / User Benefits</b> Desired outcomes & user benefits after it is successfully realized		<b>Key message</b> Your elevator pitch with the value proposition		<b>Constraints</b> Identify limits and conditions that influence realization/delivery
<b>Stakeholders &amp; Resources</b> Stakeholders / 3 <sup>rd</sup> Parties Who is needed to realize the proposal? Who must buy-in? What do they need? How do they interact? Resources		<b>Risks, Assumptions &amp; the Unknown</b> Risks What might go wrong? Why? Assumptions What assumptions is this proposal based on?		<b>Roadmap of Activities</b> Concrete task & actions needed for creating results after the Camp 6 weeks    6 months    6 years Who? Where? Milestones? Effect?

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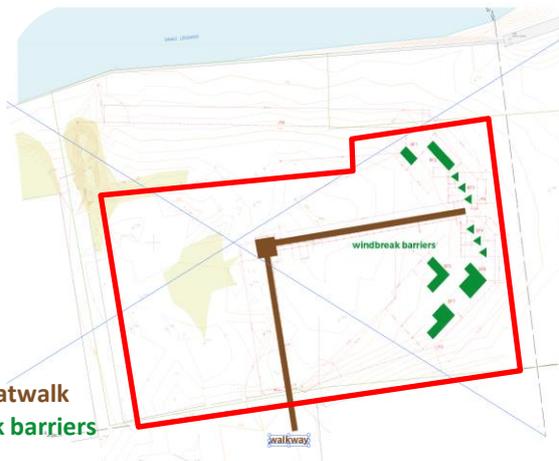
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## 7.1 Pilot Area of Comacchio

### Preparation of activities and of the participatory process of the Pilot Area of Comacchio

During the first phase of the project (January – December 2017) some technical meetings were held, together with regional and municipal technicians, to identify possible solutions and the co-design the intervention (Small Scale Investment). The output of this phase was the project proposal for an intervention of requalification of the dune-beach system in the Pilot area 2B (“ex-bagno Polizia area”) and the construction of a wooden catwalk for access facilitation and for the protection from trampling of the reconstructed dune.

<b>Meeting</b>	<b>date and place</b>
<i>Presentation of the Co-Evolve project and first coordination meeting with Municipalities and main stakeholders of the Pilot Areas 2A Cattolica and 2B Comacchio.</i>	28 <sup>th</sup> February 2017, Bologna, Emilia-Romagna Region Headquarters - 10:00-13:30
<i>Technical meeting for the identification of possible solution for the pilot area 2B Lido di Spina Nord and co-design of the intervention (Small Scale Investment)</i>	28 <sup>th</sup> March 2017, Comacchio, Italy, Municipality house - 10:00-13:30, and site inspection 14:30 - 15:30
<i>Technical meeting for the co-design of the intervention in Lido di Spina Nord, ex-Bagno Polizia area and for the identification of main elements of the local plan and participatory process</i>	3 <sup>rd</sup> of May 2017, Bologna, Emilia-Romagna Region Headquarters - 10:30-13:00
<i>Coordination Board meeting for the identification of main elements of the local action plan &amp; participatory process</i>	13 <sup>th</sup> of July 2017, Bologna, Emilia-Romagna Region Headquarters - 10:30-12:30
<i>Technical meeting for the co-design of the intervention in Lido di Spina Nord, ex-Bagno Polizia area</i>	27 <sup>th</sup> of July 2017, Municipality house of Comacchio, 10:30-13:00
<i>Technical meeting for the co-design of the intervention in Lido di Spina Nord, ex-Bagno Polizia area and for the identification of main elements of the local plan and participatory process</i>	9 <sup>th</sup> of October 2017, Municipality house of Comacchio, 10:30-13:00, and site inspection 14:00-15:30



*Situation of the area before the demolition of the decommitted bathing facility structures, and sketch of the designed intervention (SSI).*

**wooden catwalk**  
**windbreak barriers**

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After this phase of co-design of the Small Scale Investment, the process continued with the co-design of the Participatory Process, within the Coordination Board. The aim of the process to start with local stakeholders was to identify possible destinations and kind of activities (possibly not traditional beach tourism solution) to foresee for the requalified area, to be included in a possible tender, call for management of the area, that the Municipality wish to launch.

During this phase of the project, from December 2017 to February 2018, several meetings (face to face and from distance with tele/video conference systems) were held with Emilia-Romagna Region (RER), FUTOUR representatives and key stakeholders of the project for the co-planning of the participatory process, which also served to outline the main challenges and a future vision for the pilot area.

Calendar of the participatory route of the Pilot Area of Comacchio.

<b>Meeting</b>	<b>date and place</b>
<i>Interactive coordination workshop to brainstorm on the challenges and themes of the participatory process.</i>	<i>21st December 2017, Bologna, Emilia-Romagna Region Headquarters - 10:00-13:30</i>
<i>Interactive coordination workshop to brainstorm on the challenges and themes of the participatory process.</i>	<i>16th January 2018, Bologna, Italy, Emilia-Romagna Region Headquarters 10:00-13:30</i>
<i>Interactive workshop to plan and coordinate the public meeting to launch the Co-Evolve participatory process and visit the Pilot area, the local Hotel school to plan the workshop.</i>	<i>9th of February 2018, Municipality of Comacchio, 10:00-13:30</i>

Within this phase of the project, the Municipality of Comacchio decided to wait the launching of the Participatory Process after the Small Scale Investment (dune-beach requalification and wooden catwalk realisation). So the launching conference of the Participatory Process, and the process itself, has been postponed to a date to be defined.

### **INPUTS/SUGGESTIONS ACHIEVED FOR THE LOCAL ACTION PLANS**

During the meetings, the participants proposed that the area should become an example of a fully accessible Pilot resort area, as was done for the "Handicap Center of Ferrara in a private home". A pilot bathing area with a brand that certifies it as an accessible area for people with disabilities and that can be used throughout all the year.

Participants proposes:

- Re-naturalized area with coastal dunes and with a jetty and docking services or navigability, i.e. a small harbour.
- Access door to the beach for walks.
- Meeting place for events in Lido di Spina ([Color Run](#), Nordic Walking, kites, etc.).
- Olfactory path in the dune habitat of the Po Delta with explanations and itineraries similar to the Botanical Garden.
- Photographic labs using the area as a set (especially in winter).
- Educational courses: for example, use of drones.
- Outdoor venues music with a removable wooden kiosk.
- Buildings in natural materials (wood and bamboo) with large windows that allow the vision of the marine landscape and wooden platforms. Beautiful buildings, trendy with food supply at zero km, gluten-free, also vegan. Public Rooms for events available in all seasons.
- Prototype of wooden structures for bathing, built in sustainable materials (solar panels, water recycling), structures on stilts. Sails as shading structures.
- Fixed playground for children on the beach.

- "fitness area" with some fixed equipment for training.
- Marked and unmissable stage of the cycle path of Lido di Spina, from the Lake Salato to Remo Brindisi Museum and to the entrance of Logonovo.
- Many participatory processes were done in the area.
  - One of them is the participatory process in the "Lido degli Estensi", nearby Lido di Spina. In this process, the cooperative society Alpaca from Ferrara mapped the local stakeholders. It would be very important contact this cooperative and try to involve it in the process that will be activated in the Pilot Area of Comacchio to also engage local stakeholders in a more integrated way and avoid overlaps or redundancies.
  - Another example for this area is Acquarama area: is a small park overlooking the sea, but during the winter is difficult that it becomes a meeting point or a reference for events.

Participants consider that is very important to define very well the objectives of the participatory process and the results to be obtained so that there are no deviations and to produce an Action Plan that corresponds to the objectives of the Co-Evolve process.

Due a decision of the Municipality of Comacchio the participatory processes has been postponed until the small scale investment (dune-beach system requalification and wooden catwalk realisation) will be performed, that was planned after the summer 2018. Due to administrative procedure problems the intervention was postponed in 2019 and thus also the start of the Participatory Process that, given today situation, will most probably take place after the summer 2019.

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## 7.2 Pilot Area of Cattolica

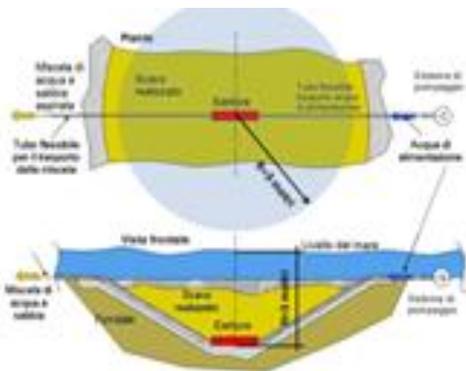
### Preparation of activities and of the participatory process of the Pilot Area of Cattolica

During the first phase of the project (January – December 2017) some technical meetings were held, together with regional and municipal technicians, to identify possible solutions and the co-design the intervention (Small Scale Investment). The output of this phase was the project proposal for the installation of an ejector device demonstration plant for the sustainable management of the seabed of particularly critical area of the port (the slipway basin) frequently interested by siltation.

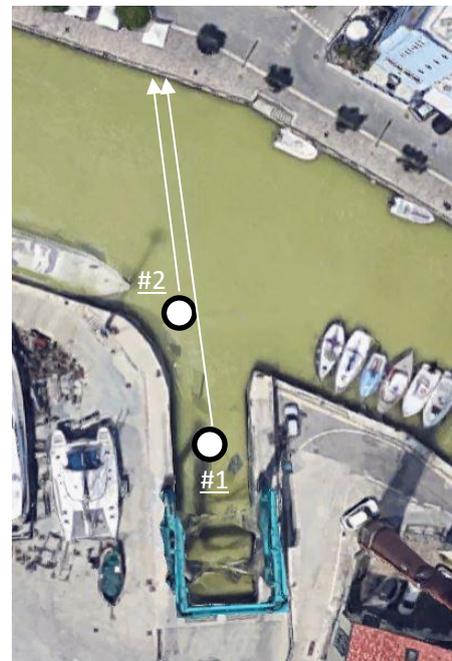
Meeting	date and place
Presentation of the Co-Evolve project and first coordination meeting with Municipalities and main stakeholders of the Pilot Areas 2A Cattolica and 2B Comacchio.	28 <sup>th</sup> February 2017, Bologna, Emilia-Romagna Region Headquarters - 10:00-13:30
Technical meeting for the identification of possible solution for the pilot area 2A Port of Cattolica and co-design of the intervention (Small Scale Investment)	23 <sup>th</sup> March 2017, Rimini, Italy, Servizio Area Romagna Ag. regionale ProCiv - 10:30-13:00
Technical meeting for the co-design of the demonstration plant, ejector devices for de-silting and port seabed sustainable management	11 <sup>th</sup> of April 2017, Cattolica, Municipality house - 10:30-15:00 and site inspection at the port
Technical meeting for the co-design of the ejector device demonstration plant	22 <sup>nd</sup> of May 2017, Cattolica, Municipality house - 10:30-13:00
Coordination Board meeting for co-design of the demonstration plant and for the identification of main elements of the local action plan & participatory process	19 <sup>th</sup> of June 2017, Cattolica, Municipality house - 10:30-13:30, site inspection 14:30-15:00 and meeting with the Councillor for tourism 15:00-16:30
Technical meeting for the co-design of the demonstration plant and for the identification of main elements of the local action plan & participatory process	21 <sup>st</sup> of September 2017, Municipality house of Cattolica, 10:00- 13:30



Location of the area where to install the demonstration plant and sketch illustrating the ejector devices function



Ejectors position



During the co-design and activation phase of the Participatory Process, from December 2017 to May 2018, remote and in presence meetings were held with the RER and FUTOUR representatives and the key stakeholders of the project for the co-planning of the participatory process which also served to outline the main challenges and a future vision for the pilot area

**Calendar of the participatory path of the Pilot Area of Cattolica.**

<b>Meeting</b>	<b>date and place</b>
<i>Interactive coordination workshop to brainstorm on the challenges and themes of the participatory process.</i>	<i>21st December 2017, Bologna, Emilia-Romagna Region Headquarters 10:00-13:30</i>
<i>Interactive coordination workshop to brainstorm on the challenges and themes of the participatory process.</i>	<i>16th January 2018, Bologna, Italy, Emilia-Romagna Region Headquarters 10:00-13:30</i>
<i>Interactive workshop to plan and coordinate the public meeting to launch the Co-Evolve participatory process. Visit of the Pilot area, the Ferretti Factory, The GAM yard and Ferretti Yacht factory.</i>	<i>8th of February 2018, Casa del Pescatore, Cattolica, 10:00-13:30</i>
<i>Interactive training session on participatory methods for the Co-Evolve Partnership</i>	<i>7<sup>th</sup> of March 2018, Emilia-Romagna Region headquarters, Bologna</i>
<i>Interactive workshop to launch the Co-Evolve participatory process and present the Innovation Camp.</i>	<i>9th of March 2018, Casa del Pescatore, Cattolica, 10:00-13:30</i>
<b>First participatory workshop: Co-Evolve Innovation Camp (Exploring the challenges and opportunities)</b>	<i>22nd March 2018, Casa del Pescatore, Cattolica, 15:00-18:30</i>
<b>Second participatory workshop: Co-Evolve Innovation Camp (Prototypes of ideas and solution).</b>	<i>11th of April 2018, Casa del Pescatore, Cattolica, 10:00-13:30</i>
<i>Visit to the prototype ejector test site that will be used to dredge the Cattolica canal for the accessibility of the port.</i>	<i>2nd May 2018. Mechanical lab of the Bologna University, 10:30- 14:00</i>
<b>Third participatory workshop: Co-Evolve Innovation Camp (Towards the action plan for the sustainable port of Cattolica).</b>	<i>11th of May 2018, Casa del Pescatore, Cattolica, 10:00-13:30</i>
<i>Installation of the ejector system working in temporary mode.</i>	<i>Beginning of August 2018, port of Cattolica)</i>
<i>Inspection at the slipway and launch area in Cattolica's Port.</i>	<i>7th September 2018, Port of Cattolica, 10:30-12:00</i>
<i>On-site visit of the certifying body for European CE standard mark on the system.</i>	<i>19th September 2018, Port of Cattolica, 10:30-12:00</i>
<i>Arrival of stainless-steel frames to fix the submerged pumps.</i>	<i>24th September 2018, Port of Cattolica</i>
<i>Inspection at the slipway and launch area in Cattolica's Port.</i>	<i>26th October 2018, Port of Cattolica, 9:30-10:15</i>
<b>Forth participatory workshop: Co-Evolve Innovation Camp (Towards the action plan for the sustainable port of Cattolica).</b>	<i>26th of October 2018, Casa del Pescatore, Cattolica, 10:30-13:30</i>
<b>Visit area of ejectors, certification, finish of works.</b>	<i>17 January 2019, Port of Cattolica</i>
<b>Public event to present Co-Evolve_ Cattolica Action Plan.</b>	<i>14 March 2019, Palazzo del turismo, 10:00- 13:30 Cattolica</i>

**Topics identified for the Participatory Path**

- Action plan for the relaunch of tourism and economic activities linked to the port according to sustainability criteria and for the integrated and sustainable management of the seabed and the offense of the port auction;
- Environmental sustainability of tourism and economic activities related to the port (Marina, Pescatori, Cantieri): reduction of waste production and separate waste collection, reduction of pollution, reduction of water consumption;
- Relaunch of tourist and economic activities related to the pleasure boating and fishing sector;
- Sustainable management of the seabed and reduction of the need to resort to dredging in the port area;
- Installation of an innovative demonstration device for the sustainable management of the seabed (“small scale investment” ejector system);
- Shared monitoring of sediment and seabed dynamics in the port area.

In Cattolica, a densely urbanized area with a port, which is the heart of the city, with criticalities due to the interruption from upstream and the silting up from the sea, the process has been focused in several points:

- Sharing and collaboration P / P for monitoring and maintenance of the seabed of the port complex;
- Sustainable management of the seabed also through innovative solutions (demonstration plant for ejectors installed in the haulage area);
- Feasibility design of an overall ejector system for remodelling and managing the seabed of the port;
- Separate collection of waste, reduction of waste production, in the port area;
- Reduction of upstream sediment inputs also through the introduction of finalized territorial management measures for the course basins relating to the port channel.

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RER	4.2.2.	First Draft	20/05/2019

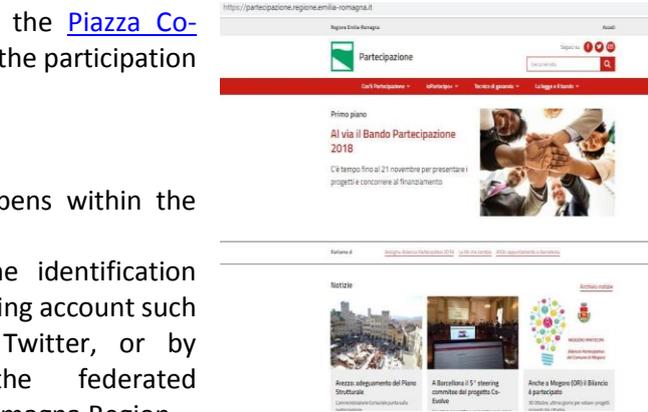
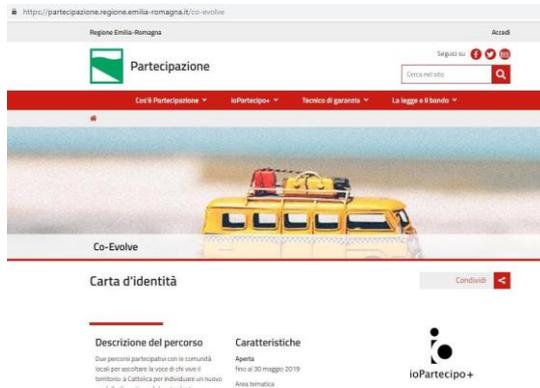
### 7.3 The participation online

To encourage the stakeholder participation, the [Piazza Co-Evolve](#) (Co-Evolve Square) was opened, within the participation platform [ioPartecipo+](#).

This online tool allows:

- View and learn about what happens within the participatory process
- Participate in a virtual way. The identification system is simple and using an existing account such as Facebook, Gmail, LinkedIn, Twitter, or by registering with Federa, the federated authentication system of Emilia-Romagna Region.

In the Piazza, is possible to find the "[identity card](#)" of the participatory process, the description of the Piazza, objectives and the steps envisaged by the participatory process.

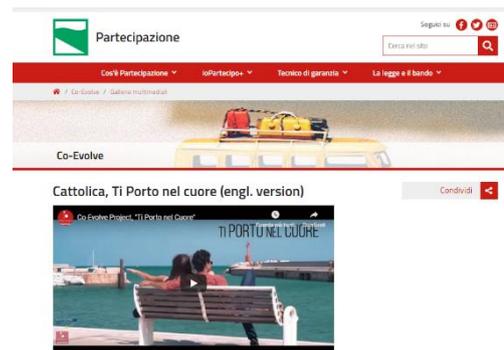


In this way, is possible to help the users to understand the reference policy with immediate access to materials and find a section dedicated to the tools interaction, including the possibility to comment on news, after registering on the site, through the main social networks.

The [Piazza Co-Evolve](#) has allowed to obtain information about the works developed in the face to face workshops and to get more feedback and suggestions for the next steps and commitments for the area pilot of the Port of Cattolica.

In addition, in the Piazza Co-Evolve, still on line, is possible to find ideas and proposals that emerged from the stakeholders for the sustainable enhancement of the port area. This is also a way to accountability about all the activities developed, also those technical, still in progress, as well as the dissemination events carried out and the projects that are being born in parallel, on the theme of sustainable tourism, cooperation and local strategic planning.

Furthermore, in the Piazza is possible to find a [multimedia gallery](#) that contains photos and [videos](#), which illustrate in a practical manner, the benefits of the actions put in place.



## 8. Action Plan for sustainable tourism in Pilot 2A, Cattolica Port

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A plan of actions was therefore made related to tourism and economic activities - to improve water consumption, pollution and waste production - and to evaluate sustainable solutions for the management of the seabed, in order to reduce the need for dredging, starting a path of collaboration between the various public and private entities operating in the port area.

The participatory process was co-designed with local stakeholders on these tracks. In Cattolica, over the past twelve months, four laboratories have been set up, that have involved different stakeholders: public bodies, universities, associations and companies. The public event "Ti Porto nel Cuore" that was developed on 14th March 2019, was the time to present the ideas and proposals that emerged during the 4 workshops.



In particular, UniBo-DIN and Trevi SpA worked together in the feasibility project for the construction of an overall system for remodelling and managing the seabed with the use of ejectors.

The DIN-UNIBO and Trevi participate as sub-contractors of the Emilia-Romagna Region in the CO-EVOLVE project "Promoting the co-evolution of human activities and the natural system for the development of sustainable coastal and maritime tourism", of which the Region is a partner. The project has financed the construction of a demonstration plant installed at the GAM dockyard in Cattolica (Rimini). Unlike installations made in the past, the plant is not operating near the mouth of the Port, but within the Porto Canale (i.e. torrent Tavollo). The sediment that the plant moves is mainly composed of silt and clay.

Participants have emphasized the importance of the participatory process and the collaboration that the Municipality of Cattolica and the Emilia-Romagna Region found as well as the referents of the GAM Shipyard for the installation and commissioning of the plant.

In addition, the Emilia-Romagna Region (SDSCB) and the Municipality of Cattolica have developed for the development of a protocol of understanding aimed at regulating a "special consultation" for the needs of the port complex. The agreement is designed as a coordination tool with the presence of public and private actors for the planning of the operation and management of the port system of the Cattolica-Gabicce interregional port and in particular on the maintenance of the depth of the seabed. It comes from the practical and experiential need of a single "sphere or organism" with the presence of many realities.

From a theoretical point of view, it is inspired by the holistic vision principle, characteristic of the Regional Integrated Coastal Management Strategy - GZIC (DCR n. 645/2005). In this case of a medium-small municipal / regional port, with highly promiscuous and interregional use, (recreational tourism, professional fishing, shipbuilding, identity and recreational activities for the city), it identifies the place where the various interests at stake can be composed, providing that coordination activities that in the large national ports are among the tasks of the Port Authority, which however have dedicated Technical Offices, as opposed to the Common Port Managers.

In addition, the Municipality of Cattolica has developed actions for a Separate Waste Collection in the port area.

The Cetacea Foundation together with other citizens' organizations have proposed actions to reduce the contribution of fine sediments from the basins upstream of the port area.

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The Action Plan will be implemented with the collaboration of different public and private stakeholders, also with specific agreements and memoranda of understanding, for management, environmental sustainability and the re-launch of the Port of Cattolica.

## THE ACTIONS PROPOSED FOR THE ACTION PLAN OF THE PORT OF CATTOLICA

### Action n°1: Indications for a Protocol of Understanding aimed at managing the seabed of the harbour complex

#### Considerations and needs emerged in the context of the participatory process

The Protocol of Understanding is a coordination tool with the presence of public and private actors for the planning of the operation and management of the port system of the interregional port of Cattolica - Gabicce, particularly oriented to maintaining the fullness of the seabed.

Practical need and experience of a single "field" with the presence of many realities.

From a theoretical point of view it is inspired by the principle of holistic vision, characteristic of GIZC «Single Ambit. In the case of a medium-small port, with highly promiscuous and interregional use, (recreational tourism, professional fishing, shipbuilding, identity and recreation for the city), the protocol identifies the place where the various interests at stake can be met. Then, the protocol can provide the coordination activity that in the large national ports is one of the tasks of the Port Authorities that, however, have dedicated Technical Offices, as opposed to the Port Municipality administrators.



Division into zones for depth of the seabed necessary for the operation of the Port: from -4.5 m (purple) to -1 m (red) a.s.l.

#### Indications related to the ambit of application

Programme co-financed by the European Regional Development Fund

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The scope of application can be identified in the port area of Cattolica, to be described in the attached plan, which would also cover an upper part belonging to the Tavollo stream, and including:

- input channel;
- external recreational dock, given in concession to the Società Marina di Cattolica;
- fishing dock;
- internal channel;
- internal recreational dock (small Marina) given in concession to the Società Marina Piccola;
- work area;
- dock for launching and hauling with travel lift;
- Gabicce internal recreational dock given in concession to the Cattolica Marina Company;
- canal from the fixed bridge to the entrance in the Gabicce dock;
- Stretch of the Tavollo stream upstream of the entrance in the Gabicce dock, up to the hydraulic junction of the Taviolo stream.

### Purposes and planned activities

To maintain the depths necessary for the current fleet with a maximum draft of 3.00 meters, it is necessary to intervene structurally both with the completion of the works already planned and carried out only in part, and with new works; moreover, it is necessary to establish new management planning methods, which are more effective and able to respond promptly to the needs of the various port activities.

- Experimental dredging activities and maintenance of the seabed at strategic points
- Traditional dredging activities and overall port management
- Moreover, the start of studies and projects such as: works or measures to limit the causes of upstream interruption, the construction of a small brush at sea to be positioned to the west of the entrance to the port, etc.

### Indications on the organs of the agreement and their functioning

- 1) Committee for Monitoring the seabed: Mooring, Fishermen, Shipyards, the permanent harbor office of the Catholic Port. It meets when necessary, however not less than once a month, to measure, assert and certify the reliefs of the seabed.
- 2) Harbor Management Committee: Municipality of Cattolica, Mooring (inside also the manager of the Gabicce Mare dock), Fishermen, Shipyards, Commercial / hotel establishments overlooking the port, Category Associations of Cattolica and Gabicce Sea.

The Management Committee meets when necessary, to identify decisions to be considered necessary in relation to the practicability of the seabed of the various areas of the port, as described above, as well as the possibility of giving indications on the management of the port in general.

### Tasks and functions of the management committee

- transmits the data provided by the Monitoring Committee to the Harbor Master's Office of Cattolica, which expresses itself on the conditions of safe navigation in the port area;
- communicates indications and time frames to the Municipality of Cattolica for the activation of traditional dredging operations of the canal with delivery outside the port of the material;
- in particular in the areas of sediment accumulation by the "ejectors" devices, it estimates and verifies the opportunity of moving the material or removal and delivery to the outside in coordination with traditional dredging operations;
- from indications on the displacement of the ejectors and their replacement, on their temporary hauling for ordinary maintenance and cleaning, on the collection of the waste / coarse solid bodies conveyed there by the currents or attracted by the aspiration cone.

### Current progress and future developments

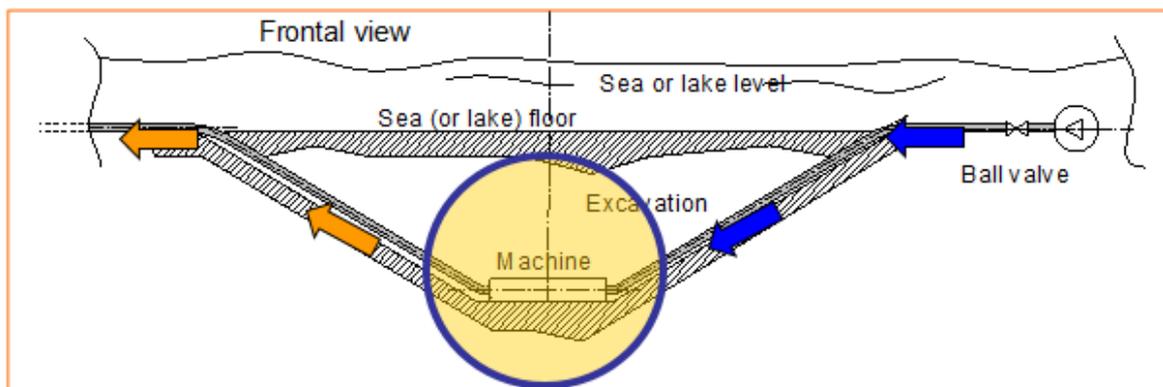
- The draft of protocol agreement has been prepared and work is in progress on a final version that meets the needs of all the actors involved;
- The economic commitments and the relative distribution criteria are being evaluated;
- A hypothesis of future development currently accredited is an agreement between the two Municipalities, which will then be ratified by the two Regions, Emilia-Romagna and Marche.

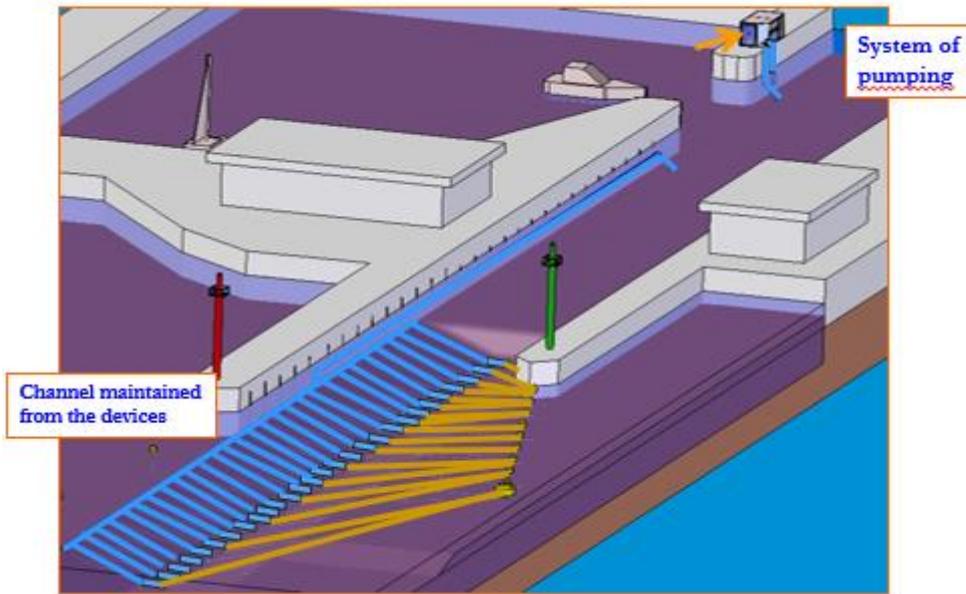
## Action n° 2: Feasibility project for the realization of an overall system for remodelling and managing the seabed with the use of ejectors

The aim of this Action is to extend the installation of further Ejector devices plant in other critical areas (for siltation or sand accumulation) of the port of Cattolica. The concept is to ideally equip the main critical areas with similar plant, using the same technology of the demonstrative one already installed, in order to reduce the frequency of traditional dredging operations (or even avoid it) and promoting a more sustainable management of seabed of the port.

### Technology

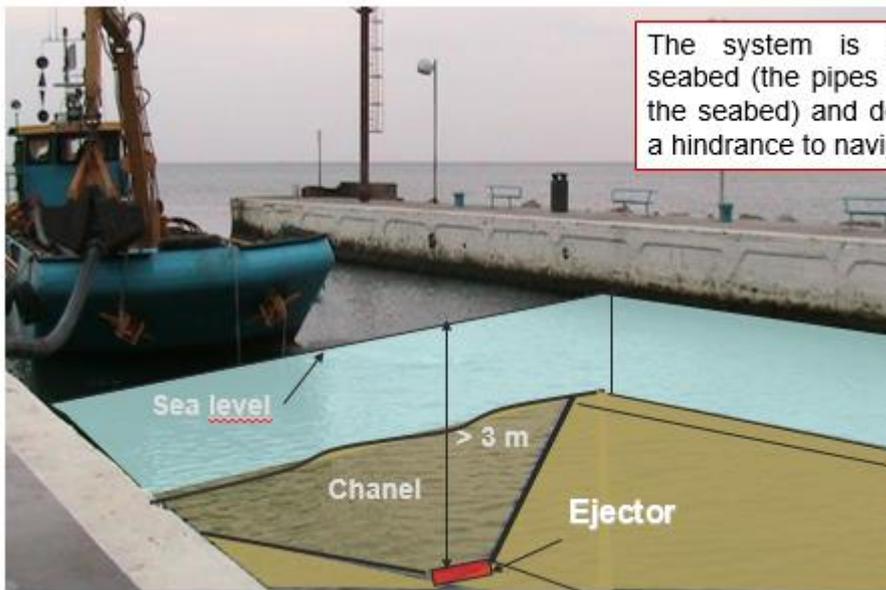
The ejector collects the sediment that is naturally brought into its area of influence, and therefore does not introduce or remove anything. Once the plant reaches steady state conditions, the marine ecosystem is no longer modified.





Channel maintained from the devices

System of pumping



The system is resident on the seabed (the pipes are positioned on the seabed) and does not constitute a hindrance to navigation.

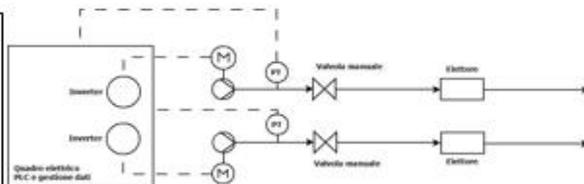
The project has financed the installation of a demonstration plant installed at the GAM dockyard in Cattolica (Rimini). Unlike experimental installations made in the past, the plant is not operating near the mouth of the Port, but within the “Porto Canale” (torrent Tavollo). The sediment that the plant moves is mainly composed of silt and clay, in a mix with prevalent water content.

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○ Ejector position  
(indicative)

The System is composed of two ejectors, each fed with pressurized water from a dedicated submerged pump. The supplied flow is adjustable, even remotely, by inverter. There is also a pressure measurement at the pump outlet. The operating mode of the pumps is programmable by time slot.



### After the installation

A first parameter that was monitored was the impact of the plant downstream of the slipway. In particular, at the time of authorization of the system, concerns were raised regarding the alleged impact of the ejectors discharges on the seabed downstream of the discharges themselves.

The second parameter measured was the effectiveness of the plant, or the ability to maintain the predetermined bottom. Therefore, the bathymetric surveys also concerned the area of the towpath, where the bathymetries were carried out by UNIBO in collaboration with Trevi SpA, Marina di Cattolica and the GAM construction site from August until November 2018.

Starting from December 2018 monitoring were carried out independently by Marina di Cattolica in collaboration with the GAM shipyard.

### First results

The preliminary results show that the ejectors have maintained the post-dredging backdrop. More in detail, the ejector inside the haulage basin was continuously moved by the GAM personnel, obtaining excellent results in terms of maintaining the seabed inside the hauling basin.

The energy consumption of the devices is still being optimized: the objective is to check which are the minimum power supply conditions of the devices capable of guaranteeing effectiveness in maintaining the seabed

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Situation before the installation of the Ejectors Plant

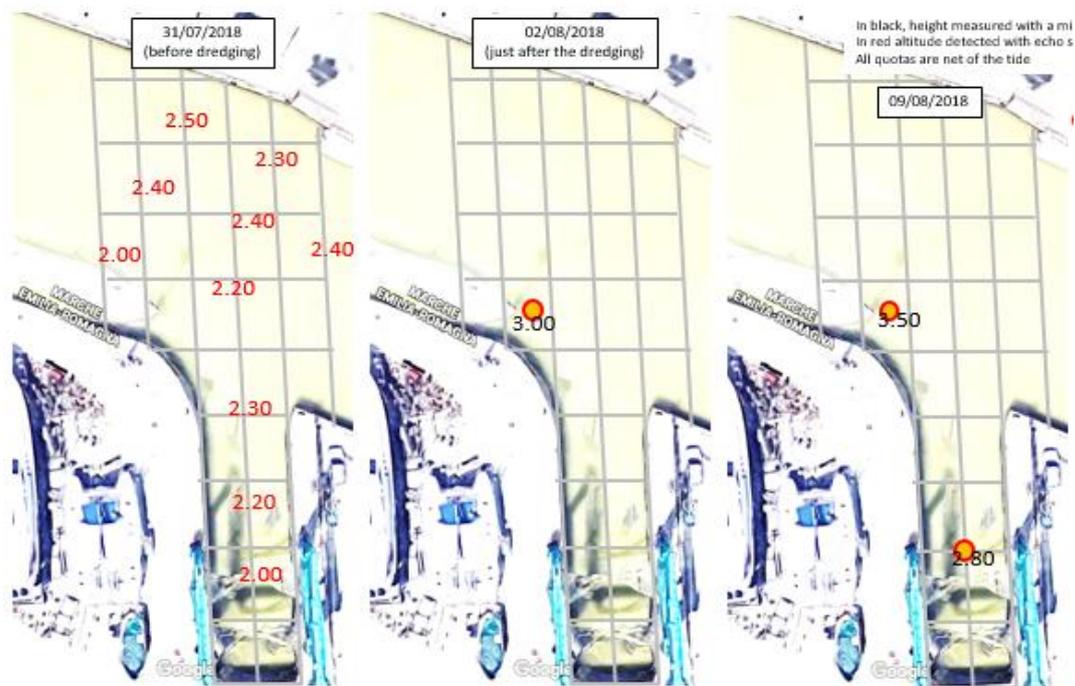


Situation after 6 months from the installation of the Ejectors Plant



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Example of the grid used for the bathymetry monitoring (weekly the first 6 months after installation, monthly in the second 6 months period, till the end of the Co-Evolve project in October 2019)



### Future developments

Further system efficiency improvement

- Possibility of integrating the automated management of the plant acquiring the «full danger» signal of the torrent Tavollo; this would make it possible to plan the reduced operating hours with greater safety, imagining that it would also be possible to switch off the system.
- Continuous verification of the effectiveness of the plant: once the effectiveness of the plant has been verified even at reduced speeds, it will be possible to evaluate further reductions in consumption for the identification of the optimal operating value of the plant.
- Further possible location of Ejector devices plants in the main critical areas of the port of Cattolica, depending on financing channel activation, regional, national, European.



Anyway, the self-commitment of the Cattolica Municipality, possibly able to catalyse the collaboration of the main local stakeholders and actors (fishermen, marinas, shipyards and dockyards) is a fundamental condition.

## Action n° 3: Indications for separate waste collection in the port area

### 1) Description of Port area

The port of Cattolica has different functions: productive and tourist.

- The fishing dock basin is home to around 100 boats;
- The 2 touristic Marinas are home to around 180 leisure boats;
- The production shipyards realize luxury yachts (about 200 employees);
- The storage shipyards provide services for fishing boats and leisure boats, and services for finishing phase of luxury boats production;
- The port is located in full urban context, adjacent to the waterfront and the beach and within the port area there are commercial activities such as, restaurants, bars, ice cream parlors, shops, kiosks, hotels, residences and B & Bs, etc ....

### 2) Waste production in the port area.

Waste of various kinds is produced, both for the productive and commercial part:

- Special waste (stockings from mythological plants, mineral oils, rags and filters, tops and disused nets, other accidentally caught material - buoys, logs, tires, etc.);
- Urban and similar waste (paper, cardboard, plastic, glass, organic, undifferentiated);
- Waste from sweeping, from road baskets, from the water mirror, from port events.

### 3) Collection and management of special waste:

Amendments are underway to the "Waste Collection and Management Plan produced by ships" (D.Lgs.n.182 / 03). In the previous years under the same Plan the service had been entrusted to the Simap Company, with considerable problems. Pending the completion of a new tender, the associations (Marina di Cattolica, Coop. Casa del Pescatore, Club Nautico, etc.), organized themselves to give an adequate response to the correct disposal of the waste produced. Then, for the collection of mineral oils, rags and filters a space was equipped by the Fisherman's House has been reactivated and the conferment takes place through the Mandatory Consortium.

Moreover, for garbage produced by pleasure boats (Garbage), the Marina di Cattolica has made a contract with Hera for seafaring waste and ferrous material, as well as for waste accidentally caught by fishing boats, possible solutions are being studied by the coop. Fisherman's House. Furthermore, for the stockings of the mythictori, the producers have organized themselves directly with the Coop Albatros that, on call, does a "boat to boat" collection service, thus avoiding the presence of containers on the quay. The difficulties in disposing of this waste, classified as special waste, are creating various problems for its disposal. Collaborations with the University of Parma are underway, to study their recovery / disposal.

Cattolica is the first tourist municipality that introduces the "integral door to door" and the TCP already in 2019. The purpose is to achieve the legal objectives on the R.D. (70% in 2020), through a more intensive separate collection. It is important to do the R.D. of all the fractions, because the waste measured in "litres" is the dry residue, or what cannot be differentiated. Moreover, is important that the operators understand how to manage the containers assigned to them for the undifferentiated and that they have to keep in the properties, not outside, also for reasons of urban decor.

After an experimental phase of 6 months in 2018, from this year there are also "ecological islands" at the service of commercial activities. The containers for waste collect are eliminated in different parts of the city and in the port area. Several streets of Cattolica are interested in this experimentation, the Municipality of Cattolica is thinking of removing all the containers and leave only those for paper,

plastic, glass and organic. The proposal, assessed with Hera, ask to all the activities present there to organize the minimum spaces to keep some containers (undifferentiated, organic, glass) and to collect the bulkier fractions (paper and plastic) in bags, directly at the utilities, as is already being done in other commercial realities (streets Bovio, Curiel, Mancini, etc.).

**Port parties / events:**

This topic regards several activities carried out by private individuals (Lamparino every week) or by the municipality with operators, for example "the magic Night of the Clams" within the Festival del Mare and "Festa insieme" with the gathering of "historic boats", etc. On such occasions a lot of waste is produced, for the administration of food and drinks ... so far about 70% of undifferentiated waste. In order to facilitate the waste collection a guideline was produced to know how to act with very simple actions such as:

- reinforcing the presence of glass containers;
- equipping the demonstrations with special dedicated containers;
- making targeted door-to-door collections (Lamparino);

**4) Positive Actions implemented**

- Ordinance no. 238/2018 "Use of biodegradable and compatible materials" to reduce the amount of undifferentiated waste production during events / parties.
- The municipality, against the use of disposable plastic dishes, has promoted the use of biodegradable and compostable disposable tableware that can be thrown away with the remains of food and recycled in composting plants during events.
- Effective February 1, 2019 for events held in the public area and from February 1, 2020 for all tour operators.

Moreover, the Municipality of Cattolica has participated at the Call for municipal waste reduction projects 2018-2019. (L.R.16 / 15). Project that aims to reduce the production of plastic waste with:

- Installation of water dispensers during the events, after the use of disposable materials;
- Expansion with 7 new systems of distribution of micro filtered tap water, in schools and public offices;
- Promotion of public water supplied through the 3 "water houses" already present in the municipal area;
- Installation of bins for floating wastewater surface in the fishing vessels dock;
- Installation of a pair of devices called SEABIN which have the characteristic of acting as water funnels and collecting the microplastics as well as the coarser floating waste;
- Establish commercial collaboration contracts to have waste devices on free loan. A waste device has already been installed inside the tourist dock managed by the Marina of Cattolica.

The implementation of this part of the Action plan, and further developments, will depend on the activation of funds coming eventually from the above application or other similar in the future, but also from possible participation in European projects and initiatives possibly in collaboration with nearby municipalities. Anyway, also in this case, the self-commitment of the Cattolica Municipality, possibly able to catalyse the collaboration of the main local stakeholders and actors (fishermen, marinas, shipyards and dockyards) is a fundamental condition.

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