



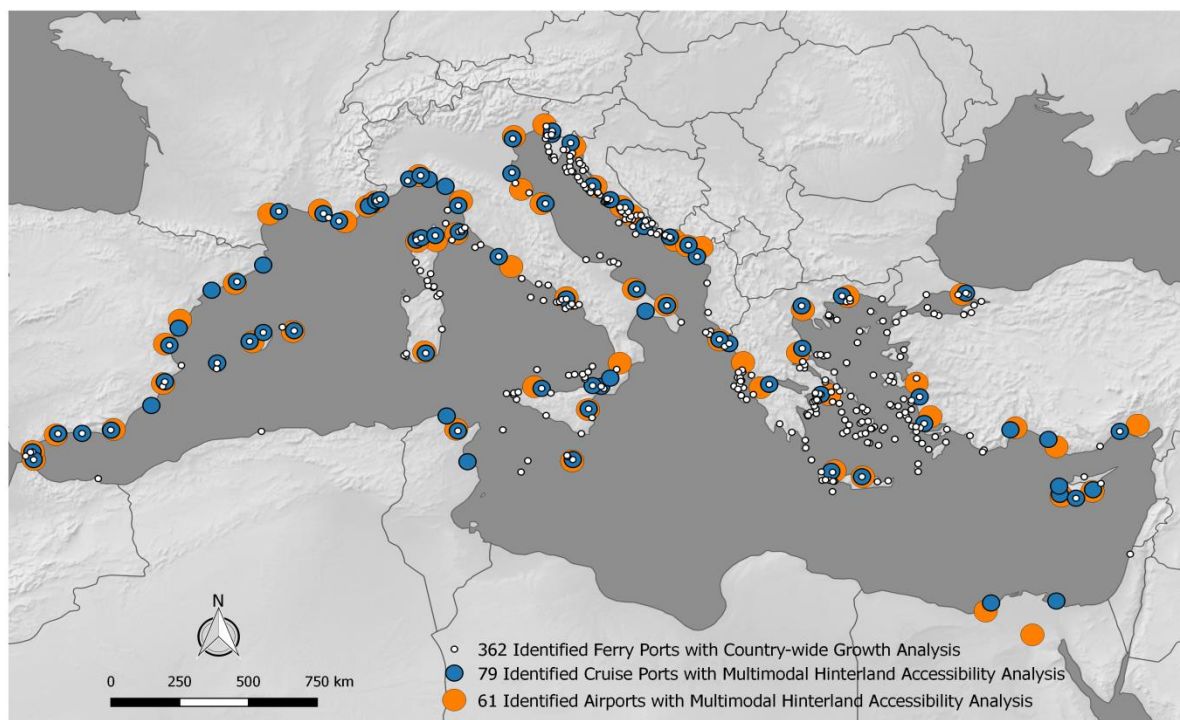
CO-EVOLVE

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

FACTSHEET #7

Transport and Accessibility for Sustainable Tourism

SUMMARY: *The opportunity to access, and a fluidity of movement to and from an area are intrinsic to its sustainable growth, and mobility has a significant effect on a region's competitiveness and prosperity. While isolation can prohibit the movement of local people out of an area, it can also curb the arrival of visitors causing an impact upon the potential development of a tourism market, and a source of local income. Effective transport systems are fundamental to destination development and are also considered a key factor for the success of tourism sustainability.*



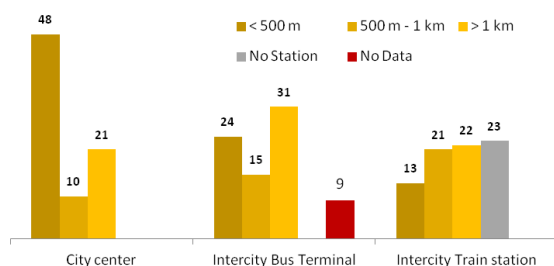
Major Touristic Transport Nodes in the Mediterranean Coastal NUTS III Level



Accessibility is a key factor in regional and rural development policy, and its insufficiency or unavailability may lead to the social exclusion of a part of the population. Insufficient transport and accessibility (T&A) options have a depopulating effect in peripheral areas, which may cause demographic concentration in the coastal cities and subsequent littorisation. Accessibility for a touristic destination also largely depends on the availability and efficiency of transports needed by the tourists to travel to that destination.



Within the coastal and maritime tourism context, the passenger transport land-sea interaction is addressed in order to analyse the T&A enablers. The passenger ports are identified as the land-sea interaction points, which are further classified into the cruise and ferry ports. Based on the publicly available data, analysis is carried out on the identified cruise ports and airports on their present status on touristic hinterland accessibility.



Hinterland Accessibility from the Cruise Ports



Cruise Ports' Distance to the Nearest Airport

Based on the available data, a state of the art analysis is also carried out on the available passenger multimodality among the identified cruise ports and airports. This includes the public transport service related to the bus, tram, metro, train and water-bus. Additional information on the taxi service, shuttle service, car rentals, and parking facilities for private vehicles are also analysed. As 58 of the identified cruise ports also serve the passenger ferries, this analysis will be also valid for these ferry ports.

Most of the analysed ports offer good ship accessibility and close proximity to the port cities, and intercity transport nodes. While the public transport options for some destinations may need improvements; higher presence of taxi service, car rentals, and parking facilities suggest a larger share on passenger cars. Additionally, the port infrastructure on ship accessibility and passenger handling, comprehensive growth analysis, touristic passenger flow and seasonality trends are also analysed in a Mediterranean coastal scale.



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