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European Union

**ANNEX 1: TEMPLATE FACILITY POINT PLUS**

**APPLICATION FORM FOR PROJECT IDEA[[1]](#footnote-2)**

**Mandatory fields[[2]](#footnote-3):**

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| **Proposed project idea title** | TBD |
| **Proposed acronym (if available)** | **#ForPeopleForPlanet (P4P as acronym ?)** |
| **General objective of project idea** | Transport, tourism and environment are highly correlated with important impact on each other. The increasing of touristic flows means more travelling consequently more emissions which have negative impact on environment quality. To obtain a balance among the three sectors the actions that help their sustainable development without negative impact must be coordinated and must include activities tackling relevant issues of all sectors together.  To best follow the objective of the project: to promote the sustainable development in the sectors of Energy and Transport, Tourism collaborating with the Pillar Environmental Quality, of EUSAIR, the interpillar project including TSG 3, 4 and 2 relies on the [UN Resolution](file:///C:\Users\mahne\AppData\bbelosevic\AppData\Local\Microsoft\Windows\bbelosevic\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\6D7R9KDU\UN%20Resolution%20adopted%20by%20the%20General%20Assembly%20on%2025%20September%202015) adopted by the General Assembly on 25 September 2015.  In particular, the project will implement the activities that follow the chapter: Transforming our world: the 2030 Agenda for Sustainable Development[[3]](#footnote-4) of Resolution specifically the part dedicated to the Partnership, which states: “We are determined to mobilize the means required to implement this Agenda through a revitalized Global Partnership for Sustainable Development«. Moreover the interlinkages and integrated treatments of nature following the Sustainable Development Goals are of crucial importance for ensuring that the purpose of the new Agenda is realized.  If our ambitions will be realized to the full extent of the Agenda, a significant increase of quality of life in the whole Adriatic-Ionian region will follow. Acknowledging that there are only ten years left to achieve the Sustainable Development Goals, [world leaders](https://undocs.org/en/A/HLPF/2019/l.1) at the [SDG Summit in September 2019](https://www.un.org/sustainabledevelopment/development-agenda/) called for a decade of action and delivery for sustainable development, and pledged to mobilize financing, enhance national implementation and strengthen institutions to achieve the Goals by the target date of 2030. This means that quick and effective actions must be taken to successfully respect the deadline of 2030. All of the above constitutes grounds for interpillar actions to be taken among the three TSGs of EUSAIR |
| **Short description of the project idea** | (max. 500 characters)  It will serve as a **platform to foster an inclusive policy dialogue with key stakeholders and partners and to showcase national pathways and specific mitigation actions.**  These will include but not be limited to transport, such as electro-mobility, ways of using renewable sources of energy in all aspects of life with prioritizing hospitality and transport sectors.  **Through the project an** **analysis of goals, obstacles and prepared recommendations will be executed**.  **A plan of collaborative efforts for the support of further development of short supply chain in tourism and respecting SCPs in the fields of energy, transport and tourism will be proposed.** |
| **Project status** | Project idea. |
| **Targeted area (countries/regions covered)** | The Territory targeted are all the countries of EUSAIR, including also the newcomer country: North Macedonia. |
| **Relevance to following EUSAIR priorities:**   1. **BLUE GROWTH**   **Topic 1 - Blue technologies;**  **Topic 2 - Fisheries and aquaculture;**  **Topic 3 - Maritime and marine governance and services.** | Please, shortly describe (max. 50 characters) the relevance with the Pillars – how the project would affect the objectives within the Pillars?  For Topic 1 - Create guidelines/platforms to help implementation governance of maritime space for a sustainable and transparent use of maritime and marine resources, which would help supporting the implementation of the new Directive on Maritime Spatial Planning and clearer legal frameworks for marine protected areas (MPAs).  For Topic 2 – with the introduction of innovative techniques based on the use and upgrading of traditional food production practices, including traditional (small scale fishery) fisheries.  THE CORE OF THE INNOVATIVE APPROACH: CREATING LINKS between onshore food production in COMBINATION with traditional practices of using coastal resources (saltworks, aquaculture and fisheries). Objective: CONNECTION of agriculture and fisheries activities at local / eco-regional level for a NEW product based on sustainable production, PROCESSING and OFFER for Sustainable Tourism in Adriatic and Ionian Region.  For Topic 3 – the project will TAKEN INTO ACCOUNT green infrastructure or ecosystem resources and services of the coast and the sea planning economic activities. Preserving and improving the ecological status of coastal and marine ecosystems must become an equal part of the content of coastal and marine management. The importance of ecological connectivity (eco-connectivity) is asserted by taking into account the importance of the Green and Blue Corridors in spatial planning on the coast and the sea ICZM / SMEs. It is an eco-system approach (EcAp) application for coastal and marine management in the Adriatic / Ionian ecoregion[[4]](#footnote-5). |
| **2. CONNECTING THE REGION**  **Topic 1 - Maritime transport;**  **Topic 2 - Intermodal connections to the hinterland;**  **Topic 3 - Energy networks.** | The project has significant impact **on topic 1 – maritime transport and topic 2 – Intermodal connections to hinterland.**  Climate change cannot be stopped without decarbonising transport. Transport emits around 24 percent of the energy-related carbon dioxide (CO2) and transport emissions are growing faster than any other sector over the past 50 years. Without immediate action, its share could reach 40 percent by 2030 and 60 percent by 2050. The transport sector needs more ambitious actions to help advance the goals of the Paris Agreement and to engage non-Parties stakeholders in the process.  In connection to the above mentioned sustainable goal, the project is relevant:  **For Topic 1 –** Green and Smart maritime transport development is in line with Pillar 2 priority, and in particular with ships and cruises managements in the ports. Ships and cruises are currently at the centre of debate for the negative environmental impacts (in particular on the quality of air) that they produce when are berthed in the ports.  This happen in particular in cases of “over-tourism” [[5]](#footnote-6) when cruises do concentrate in specific destinations and in specific periods of the year. “Over-tourism” is a new term for an old problem. Namely, excessive numbers of tourists at specific destinations can result in negative impacts of all types on the community involved. While the term is relatively recent, many of problems involved have a long history (e.g. in Venice, since the mid-nineteenth century). More recent researches and studies describe negative changes (natural and cultural) in relation to increasing numbers of tourists. Nowadays technological shifts are also prevalent in consumption of tourism activities and explain partially the increasing number of tourists and destinations. In this context, Maritime transport and development of “cruises” for all categories of populations, even if they have some economic positive effects, they impact negatively on natural and cultural heritage. “Overtourism”, and the subsequent contribution that extensive travel may have on climate change, has become an increasing concern among both consumers and industry leaders. Cruise Lines International Association, the world's largest cruise industry association, says the number of global ocean cruise passengers increased from 17.8 million in 2009 to 26.7 million in 2017[[6]](#footnote-7) and more than 30 million in 2019.  Management of ports became also a crucial entrance point to maritime tourist destinations. It is needed nowadays to think about their future in the 2030 perspective and after.  The private sector has traditionally been in favour of this continuous growth and only in recent years have any significant numbers of operators adopted a more sustainable approach. It is therefore, the absence of willingness to control and manage growth in tourism by the public sector, at all scales from municipal to national, which has allowed the generally unlimited expansion of tourism throughout the world.  A coordinated work with the relevant stakeholders could shift the focus on smart tourism, in the sense of intelligent use and management of the tourist resources.  Expected outcomes of this project are to reduce negative impacts of “overtourism” and develop digital technologies at the service of tourism in order to enable integrated governance of flows and improvement of use of cruise ports. This will be achieved through different types activities: a) analysis (eg. Analysis of tools and data, analysis on planning tourist destinations and use of cruise ports), b) organization of workshops involving key stakeholders, c) organization of trainings, d) organization of conferences.  Concerning the sector stakeholders, it will be necessary to analyse the choices of cruises operators. In this sense, analysis of the sector of cruises and cruise ports will be prepared including participations of key operator. There are different ways how cruises operators can contribute to become more sustainable and how to mitigate negative impacts on environment on natural and cultural heritage. Nowadays, many ships are moving away from the traditional heavy fuels to alternative technologies, companies are looking at their supply chain and sourcing for food, cruise operators can also develop the work on energy efficiency, cruise lines started to work with communities to design itineraries that showcase cultures and reduce negative impacts. The goal is here also to involve cruises operators to participate to common efforts of this project. In this sense, the project will support organisation of meetings of relevant stakeholders to strengthen coordination in the area of Maritime transport.  **For Topic 2 –** Concerning Pillar 2 priority is also in relation with intermodal connections to hinterland and in connection with **last mile connections**. The large port cities capable of receiving cruises traffic are the "Gates of access" to the country, tourist hubs from which an international demand unfolds towards a regional offer to be enhanced with intermodal connections of "last tourist mile", also by means of sustainable modes, e.g. cycling, electro-mobility, etc. Capitalizing on researches and development of experiences, some regions created new and tailor-made solutions on the basis of their experiences. Integrated solutions tailored to multiple users with targe-groups oriented information tools, interlacing with main public transport lines and hubs and introducing low-emission and energy-efficient vehicles with the goal to contribute to sustainable and financeable regional mobility systems.  Sharing best practices and experiences is crucial between countries in order to implement the most appropriate solutions[[7]](#footnote-8). In this sense, cooperation between decision makers (regional/local administration) and stakeholders in tourism and transport sectors is important for the introduction and operation of sustainable modes of transports. All good practice demonstrated provides a firm step towards making tourism green. It has a very positive impact on the environment by reducing air pollution, noise and congestion. Consequently, this reduces the carbon footprint of transport and leisure activities. In order to succeed in tourist regions, new solutions need to be supported by a branding policy as well as better dissemination of information about sustainable mobility among visitors. This should be the basis of attracting more tourists to a region and development of sustainable solutions with integration of advanced technologies and modern trends (e-mobility, ITS, comprehensive public transport system, mobile applications etc.).  Expected outcomes of the project are also to enhance intermodal connections of "last tourist mile" by means of sustainable modes , e.g. cycling, electro-mobility and flexible transport system (FTS). This will be achieved through different types pf activities: a) organisation of workshops for sharing best practices, b) preparation of analysis, c) organisation of trainings, d) organisation of conferences.  **For Topic 3** – it gives cross-border solutions to be connected with the inclusion and strengthening of the importance of local RENEWABLE resources (sun, wind, geothermal and resources) and CONNECTIONS with traditional EXCELLENT practices - example of a saltworks[[8]](#footnote-9) |
| **3. ENVIRONMENTAL QUALITY**  **Topic 1 - The marine environment;**  **Topic 2 - Transnational terrestrial habitats and biodiversity.** | The project has significant impact on topic 1 - The marine environment and Topic 2 - Transnational terrestrial  Climate change is already impacting nature, public health, food and water security, migration, peace and security. Climate change, left unchecked, will roll back the development gains we have made over the last decades and will make further gains impossible. Investments in sustainable development will help address climate change by reducing greenhouse gas emissions and building climate resilience. Conversely, action on climate change will drive sustainable development. The project derive from pressures and impacts on coastal and marine enviro of AIR caused by human activities from land and sea (maritime sector). Results: biodiversity / hydropower, water resources, bathing waters, fish stocks / overfishing.  The project by connecting three Pillars also follows the steps already taken towards the preservation of Environmental Quality and both Topics have been taken with the TSGs Matrix and modern spatial planning, which takes into account the importance of green infrastructure or ecosystem services and goods or EcAP, ie. taking into account the Green and Blue Corridors in spatial development planning. The bottom line: CONNECTION of coastal and marine resources in development and governance planning were addressed. Important: inclusion of young generations / salt in ICZM / SMEs, Let's draw the coast, High water tables (Municipalities, MOP / ARSO, Association of Geographers of Slovenia)[[9]](#footnote-10) |
| **4. SUSTAINABLE TOURISM**  **Topic 1 - Diversified tourism offer *(products and services)*;**  **Topic 2 - Sustainable and responsible tourism management *(innovation and quality).*** | The project has significant impact on **topic 2 - Sustainable and responsible tourism management (innovation and quality).**  The number of tourists travelling across borders is expected to reach 1.8 billion a year by 2030, according to the latest [UNWTO predictions](https://www.unwto.org/sustainable-development/climate-change). This will be alongside a further 15.6 billion domestic tourist arrivals. Such growth will bring many opportunities, including socio-economic development and job creation. At the same time, however, greenhouse gas emissions linked to tourism are also rising. In view of these findings, it is urgent for the tourism sector to define a “high ambition scenario” that would allow the sector to transform and advance towards significantly decoupling growth from emissions, in order to ensure its contribution to the Paris Agreement and SDG13 on Climate Action.  Aside from transportation, both use of plastic and food through tourism have a large impact on sustainability  Plastic pollution is one of the major environmental challenges of our time, and tourism has an important role to play in contributing to the solution. Much of the plastic used in tourism is made to be thrown away and often cannot be recycled, leading to large amounts of pollution.  With 80 per cent of all tourism taking place in coastal areas, plastic pollution from tourism can easily end up in oceans and waterways.  For example, in the Mediterranean region alone, marine litter increases by up to 40 per cent during peak tourist season.  Food is as an essential ingredient of the tourism experience, gastronomy being a key element of destinations’ differentiation strategies. A recent survey from the World Food Travel Association concludes that a majority of travelers (80%) think of gastronomy as part of the motivating elements when choosing a destination. Food tourism can play an important role in supporting local economic  development, and has the potential to involve a variety of stakeholders including rural communities that would otherwise have difficulty accessing other markets.  Production and consumption of food in the tourism sector has strong environmental impacts. Globally, food sector is responsible for some 26% of CO2-eq emissions. Food production has important environmental implications in terms of biodiversity loss, marine and land-based pollution, water and energy consumption.  On a destination level, when transportation of tourists to the place of their holidays is taken out of the equation, environmental footprint of food on sectoral level is one of the most important.  Topic 2 Sustainable and responsible tourism management *(innovation and quality)* is also linked to digital technologies. The speed collection and analysis of data is useful for an integrated governance of tourism actors, for planning and improving the use of tourist destinations and the cruise ports. |
| **Cross-cutting aspects:**   * **Research, innovation and SME’s development** * **Communication, capacity building and blue skill development** * **Digitalisation and  stakeholders engagement** | Please, describe the relevance with the cross-cutting aspects – how the project idea incorporates or affects those issues?  The project is relevant for the research sector mainly to explore or adopt the monitoring system of global indicators to EUSAIR reality and countries (EU and IPA statistics).  The project is also relevant for innovation. It will support introduction of innovative techniques. This will be useful to upgrade traditional production practices (eg. In small scale fisheries, but also in other areas=.  When it comes to SME”s development, local SME’s will benefit from the project activities as they will participate to the plan for collaborative efforts.  Secondly also the project will provide specific capacity building activities (trainings, workshops, conferences)for implementation of sustainable policies and demonstration projects.  Thirdly, the project should propose a **plan for collaborative efforts** (including a Memorandum of understanding between key stakeholders and an Action Plan) linked to sustainable development of transport, energy, environment and tourism in reaching the Agenda 2030 SDGs and incorporating solutions /proposals from the EU Green Deal.  This plan is also linked to development of **digitalisation** and **stakeholder engagement**,  - **Digital technologies** **at the service of tourism** allow, on the one hand, the collection and analysis of data, enabling an integrated governance (e.g. for Metropolitan Areas) of flows also with a view to relocation and, on the other, the planning of travel experience by improving the use of tourist destinations and the cruise port.  -**Integration of advanced technologies and modern trends** will bring economic and social benefits for local communities.  - **The involvement of sector stakeholders is fundamental from the preliminary stages of tourism planning**: it is necessary to understand what are the conditions of attractiveness that guide the choices of cruise operators in defining tourist packages, in order to intervene promptly, and from a system perspective , on the infrastructural, mobility or reception offer. |
| **Impact for the Adriatic and Ionian macro-region** | Please, describe what is the long term objective of the project idea? What would you like to change with the project to be developed on a long term in Adriatic and Ionian region? Be as concrete as possible, for example “The project will influence the attitude of the tourism providers and tourists towards the environmental issues which will on a long term bring less plastic and other waste.”  The project will show the state of the art in the EUSAIR countries, especially in those where more detailed information is missing in order to identify possible actions to be taken on policy level to manage a comprehensive approach to follow the UN Resolution on Sustainable Goals:   * To improve the common understanding among ADRION Partners about the needs and the opportunities for transnational cooperation in the fields of environmental protection, sustainable tourism, transport innovation, emission regulation, ecosystem services, climate change adaptation and energy; * To increase in the availability of information to ensure the delivering of evidence based responses through a well-framed exchange of data and capacity buildings concerning reducing transport emission, tourism management and environmental preservation; * To reduce the pressures and impacts of transport (maritime and land) on people and the coastal and marine ecosystem through the introduction of Green and Blue Corridors in spatial planning and the implementation of regimes for maintaining coastal and marine ecosystem services at the cross-border level, which we coordinate within the ecoregion; * To promote of sustainable and integrated actions for sustainable tourism including the engagement of various stakeholders and reduce negative impact of “overtourism” in the most visited area. * To develop digital technologies at the service of tourism and infrastructures of cruises ports. * To improve connectivity at local, cross-border and regional level by strengthening intermodal connections (arrangements): public transport / bicycle / rail / etc.. This arrangement would significantly reduce traffic congestion in summer and thus significantly reduce emissions (CO2, hard particles, ozone and noise), reduced the load on space with vehicles, which would significantly contribute to a better quality of life on the coast and a higher quality of tourism (new and better paid). green jobs); * To define of specific regimes by local communities / cities for the use of the sea by vessels (restriction or prohibition of speedboats) and support for peaceful traffic: sailboats ... which would mean a new business opportunity / new jobs compatible with protected areas.[[10]](#footnote-11)   “The project will provide platform as a source of knowledge through organization of workshops, events, conferences, sharing best practices, preparation of analysis with recommendations in reaching the Agenda 2030 SDGs in the fields of energy, transport, tourism and environment protection through joint collaborative efforts, as areas dependable on and influencing each other. The aim of such activities will be to influence policy makers, industry, especially the attitude of the travel and tourism providers but also tourists, towards the environmental issues resulting in the long term, hopefully, in using more sustainable products and services with less plastic and minimizing the waste caused by travel and tourism.” |

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| **Complementarity and synergies with already existing projects (if any)** | Please, describe briefly (up to 500 words) if there is a similar project implemented on a national/regional level?  Projects where synergies on international level with the project are shown:   * TSG3/TSG4 cross pillar-**Managing tourism flows in protected areas** (TBA). * **Adrioncycle Route** that consists of a cycling route running along the entire Adriatic and Ionian basin crossing all the EUSAIR concerned Countries. Project having a twofold function, serving as infrastructure, integrated with the public transport systems (railways, bus, sea), for cycle tourism and for a sustainable urban and inter-urban mobility. * **Green Mapping for the Adriatic-Ionian Region** - Supporting Development and Market Access for Responsible and Sustainable Tourism Destinations and Micro/SME Operations in the EUSAIR Region. Project aims to improve their sustainability and competitiveness, then give them visibility and market uptake through the application of proven ICT-based innovation and knowledge networking processes. * **EuroVelo** as a network of 16 long distance cycle routes connecting and uniting the whole European continent. The routes can be used by cycle tourists as well as by local people making daily journeys. It promotes and markets their use, and provides an important port of call for information about cycling in Europe; encouraging large numbers of European citizens to give cycling a try, promoting a shift to healthy and sustainable travel – for daily trips and as cycling tourism. <https://en.eurovelo.com/about-us> * **Decarbonising Transport in Europe (The "Decarbonising Transport in Europe" (DTEU)** project aims to help the European Union to achieve its CO2 reduction ambitions for the transport sector. The project will provide European policy makers with better quantitative evidence on the actual impact of CO2 mitigation measures). <https://www.itf-oecd.org/> * **LIFE IP CARE4CLIMATE** - Boosting greenhouse gas emissions reduction by 2020 with a view to 2030 – promoting sustainable transport, energy efficiency, renewable energies and sustainable, climate protecting land use in the transition to low carbon society. <https://www.care4climate.si/sl/projekt> * **The LIFE Climate Path 2050** project aims to monitor progress and plan climate action to reduce greenhouse gas emissions in buildings, transport, industry, agriculture, forestry and waste. <https://www.podnebnapot2050.si/> * Some Slovenian more project can be found: <https://kemija.net/e-gradiva/gospodarjenje_z_odpadki/9_3_ravnanje_z_odpadki_v_eu/kazalo.html>   CROATIAN projects:   * Webpages devoted to cycling tourism: <https://cikloturizam.hr/> ; <http://www.total-croatia-cycling.com/news/866-25-things-to-know-about-cycling-in-croatia> ; <https://eurovelo8.hr/> * Croatia by bike <https://croatia.hr/en-GB/experiences/active/cycling/croatia_by_bike> * Published research: <https://www.researchgate.net/publication/298802452_Profiling_bicycle_tourists_A_case_of_Croatia> * **MEDCYCLETOUR PROJECT** results (action plan, evaluation report…) : <https://www.htz.hr/hr-HR/projekti-i-potpore/medcycletour> <https://www.htz.hr/sites/default/files/2018-07/Croatia_EuroVelo%208%20Route%20Evaluation%20Report_0.pdf> |
| **Maturity of the project idea among the EUSAIR countries** | Please describe, if part of the territory has already developed project idea into project concept.  The project idea is in its preparation phase. |
| **Possible indicators** | * Number of capacity building events for implementation of sustainable policies implemented.. * Number of conferences for the platform to foster an inclusive policy dialogue with key stakeholders and partners organised * Analysis of goals, obstacles and recommendations drafted and presented. * Plan of collaborative efforts for the support of further development of short supply chain in tourism and respecting SCPs in the fields of energy, transport and tourism prepared and presented. * Number of analysis drafted in relation to the Agenda 2030 SDGs. * Analysis on Digital technologies at the service of tourism prepared * Number of supported transnational cooperation networks * Number of SMEs participating to project activities * Number of cruises operators participating to project activities * Number of public (local, regional, national) key stakeholders participating in project activities   Number of research centers participating to project activities  Number of statistical analytics and sources of indicators including:   * global indicator framework for Sustainable Development Goals was developed by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs) and agreed upon at the 48th session of the United Nations Statistical Commission held in March 2017.: <https://unstats.un.org/sdgs/indicators/indicators-list/> * The FAO’s Statistical Capacity Assessment survey for SDG Indicators provides insights about member countries' national statistical systems in regard to their capacity to monitor and report the 21 SDG indicators under FAO custodianship. Details on the assessment conducted by FAO in 2018/19 and the resulting country profiles can be found [here](http://www.fao.org/sustainable-development-goals/indicators/statistical-capacity-cp-for-sdg-indicators/en/): <http://www.fao.org/sustainable-development-goals/indicators/statistical-capacity-cp-for-sdg-indicators/en/>. * European Tourism Indicators System for sustainable destination management (ETIS) was established as a system of indicators suitable for all tourist destinations, encouraging them to adopt a more intelligent approach to tourism planning: https://ec.europa.eu/growth/sectors/tourism/offer/sustainable/indicators\_en   UNWTO established International Network of Sustainable Tourism Observatories (INSTO) as a framework to support the credibility, comparability and outreach of various measurement and monitoring programmes pertaining to sustainable tourism, including the derivation of [Sustainable Development Goals (SDG)](https://sustainabledevelopment.un.org/topics) indicators. |
| **Indicative time frame** | 36 months |
| **Potential funding sources (EU funds/National funds/International Financial Institutions)** | Please, indicate potential funding sources, if possible. In case further mapping of sources is needed, please also indicate.  TBA |
| **Partners (Lead applicant, partners, national partners/key stakeholders involved or to be involved)** | Please indicate potential partners, if known.  Regional authorities: TBA  Associations: TBA  National authorities: TBA  Research institutions/Universities: TBA |
| **Additional information** | Please, provide any additional information that could help understand the state of play of the project idea related topics (existing studies, feasibility studies, EU, national legislation,…)  Additional information for the project idea, that represents the base for information, data, needs etc. derived from links:   1. Cycle Tourism as a Driver for the Sustainable Development of Little-Known or Remote Territories: The Experience of the Apennine Regions of Northern Italy [file:///C:/Users/vklaric/Downloads/Cycle\_Tourism\_as\_a\_Driver\_for\_the\_Sustainable\_Deve.pdf](file:///C:\Users\mahne\AppData\bbelosevic\AppData\Local\Microsoft\Windows\bbelosevic\AppData\bbelosevic\AppData\Local\Microsoft\Windows\INetCache\Downloads\Cycle_Tourism_as_a_Driver_for_the_Sustainable_Deve.pdf) 2. Cycling as a Smart and Green Mode of Transport in Small Touristic Cities. Sustainability 2018, 10, 268. Karanikola, P.; Panagopoulos, T.; Tampakis, S.; Tsantopoulos, G. [CrossRef] 3. EcoVeloTour: Guidelines for sustainable bicycle tourism Deliverable 3.3.1, 2019 April, <http://www.interreg-danube.eu/uploads/media/approved_project_output/0001/36/cfb8514ba973699218d4caf1fb4ec0371766d5d9.pdf> 4. Development of a Cycle-Tourism Strategy in Greece Based on the Preferences of Potential Cycle-Tourists, 2020, National Technical University of Athens (NTUA), group of authors <https://www.mdpi.com/2071-1050/12/6/2415/pdf> 5. Understanding and Governing Sustainable Tourism Mobility: Psychological and behavioural approaches- Scott A. Cohen, James E.S. Higham, Gossling Stefan, Paul Peeters 6. <https://planbleu.org/en/event/barcelona-convention-cop-21> 7. ICZM Barcelona Convention - [Naples Ministerial Declaration](https://wedocs.unep.org/bitstream/handle/20.500.11822/30918/Naples%20declaration%20eng.pdf?sequence=7&isAllowed=y) <https://wedocs.unep.org/bitstream/handle/20.500.11822/30918/Naples%20declaration%20eng.pdf?sequence=7&isAllowed=y> 8. UNWTO: Baseline Report on the Integration of Sustainable Consumption and Production Patterns into Tourism Policies 9. UNWTO report on transport-related emissions in the tourism sector: <https://www.e-unwto.org/doi/pdf/10.18111/9789284416660> 10. Global Tourism Plastics Initiative: <https://www.oneplanetnetwork.org/sustainable-tourism/global-tourism-plastics-initiative> 11. Vision for the recovery of the tourism sector: <https://www.oneplanetnetwork.org/sustainable-tourism/covid-19-responsible-recovery-tourism> 12. Hotel Energy Solutions <https://www.unwto.org/hotel-energy-solution> 13. Resource Efficiency in Tourism <https://www.unwto.org/sustainable-development/resource-efficiency-in-tourism>   Environmental issues in (mountain); incorporating traditions, local produce/products- connecting tourism with the agriculture  <https://www.e-unwto.org/doi/pdf/10.18111/9789284420261>  Developing Sustainable Rural Tourism, European Summer Academy for Sustainable Rural Development (incorporating traditions, local produce/products- connecting tourism with the agriculture) <https://www.euracademy.org/wp-content/uploads/2017/04/Euracademy_TG1_Sustainable_Rural_Tourism.pdf>  Beside the data bases above mentioned contents of TSG 2 (Transport / Energy), TSG 3 with TSG4 (Tourism) are PROACTIVELY with:  a) innovative (taking into account the current burdens caused by conflicts) modern planning of spatial development on the coast and the sea (ICZM / SME) with the of higher quality of life on the coast.  b) following point a) the project also CONNECT the natural heritage (protected and unprotected areas / habitats) into the system of green infrastructure (Blue and Green Corridors) with cultural heritage and development. This will increase the quality of the living environment for residents and visitors to the coast (tourists) with arrangements that take into account LOCAL natural resources and the related offer. This strengthens the wealth of identities in AIR, which is a new “brand” in the tourist offer (products and services) in AIR and a great challenge and need for tourism in the Mediterranean (the largest tourist area in the world in great crisis / economic, security, climate , health). Such an approach would significantly reduce the consumption of substances and energy per capita and tourists, which would significantly relieve the burden on the coast and the wider environment due to tourist flows. |

**OTHER RELEVANT INFORMATION RELATED TO THE TYPE OF COOPERATION:**

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| **TSGs proposing the project idea / minutes** | Please, attach the minutes/conclusions of two (or more) TSGs where the decision was taken.  Every TSG must officially approve the project at the TSG meeting or by Written procedure! |
| **Proposed type of cooperation between Facility Point Plus Management and TSGs** | Please, describe proposed way of cooperation between each TSG, Facility Point Plus Management and the expert (for example: through mandated TSGs members who confirms the ToR and further cooperate with the expert…)  Cooperation between TSG2, TSG3, TSG4, Facility Point Plus Management, the TSG expert (through mandated TSG members) and thematic experts who elaborate on the ToR and then further cooperate with the TSG expert |
| **Name and surname of the appointed member of the TSG 2 *(insert number of the Pillar)*** |  |
| **Name and surname of the appointed member of the TSG 3 *(insert number of the Pillar)*** | Mitja Bricelj (TSG 3 co-coordinator), Senad Oprašić (TSG 3 co-coordinator) |
| **Name and surname of the appointed member of the TSG 4 *(insert number of the Pillar)*** | You will have to wait for our side, since we are facing possible changes(new Government); will let you know once WE know☺ |

***Filled in Application Form for project idea should be submitted to the e-mail address:*** [***eusair.point.svrk@gov.si***](mailto:eusair.point.svrk@gov.si) ***and in copy to another appointed member of the outfit of TSGs. In the subject of the submitted e-mail it should be written: “FACILITY POINT PLUS-PROJECT IDEA SUBMISSION”.***

1. Supported within the project "Additional support to the Governance of the EUSAIR - Facility Point Plus" which has received funding from the European Union. [↑](#footnote-ref-2)
2. In the elaboration phase, the Facility Point Plus Management may ask for additional information in order to better understand the project idea. [↑](#footnote-ref-3)
3. On 25 September 2015, the United Nations General Assembly [unanimously adopted](https://www.unfpa.org/news/historic-new-global-goals-unanimously-adopted-united-nations) the Resolution 70/1, Transforming our World: the 2030 Agenda for Sustainable Development. This historic document lays out the 17 [Sustainable Development Goals](https://www.unfpa.org/node/13179), which aim to mobilize global efforts to end poverty, foster peace, safeguard the rights and dignity of all people, and protect the planet.  [↑](#footnote-ref-4)
4. E.g. The new draft ICZM / SME of Slovenia already takes these starting points into account. The reason: proactive cooperation of coastal local communities, which have joined forces in the preparation of these documents in a new form with the aim of greater efficiency of sustainable management / governance / with coastal and marine resources in the ecoregion. [↑](#footnote-ref-5)
5. See Rachel Dodds, Richard Butler, « The phenomena of overtourism : a review », *International Journal of Tourism cities,* December 2019. [↑](#footnote-ref-6)
6. https://travel.usnews.com/features/5-ways-cruise-lines-are-becoming-more-environmentally-friendly [↑](#footnote-ref-7)
7. See https://www.interregeurope.eu/fileadmin/user\_upload/tx\_tevprojects/library/file\_1584011621.pdf [↑](#footnote-ref-8)
8. Saltworks because: A) are the most energy efficient system of mineral extraction,

   B) are an excellent system that enriches coastal biodiversity,

   C) represent a connection of natural (Ramsar site) and cultural heritage (salt pans, museum),

   D) are a space (Green Corridor), which significantly reduces the flood risk of the urban part of the coast and infrastructure and acts as a shock absorber against noise (Source: transport!) And temperature extremes. [↑](#footnote-ref-9)
9. Important: in Slovenia also young generations are involved in the processes of ICZM / SMEs, Draw the coast, High water tables (Municipalities, MOP / ARSO, Association of Geographers of Slovenia) [↑](#footnote-ref-10)
10. E.g.: Slovenian example of the Green Corridor Izola - Koper and its potential at the cross-border level, follow with connections in Italy (GREVISLIN project) and Croatia, etc. [↑](#footnote-ref-11)