BLUEPRINT FOR

TOURISM CLIMATE ACTION PLANS

A Guide for
Regional Authorities and Destination Management Organizations (DMOs)

by Community4Tourism

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1. Introduction

About this Blueprint

This Blueprint aims to guide Mediterranean DMOs and Regional Authorities through the process of creating tourism-specific Climate Action Plans.

It has been written by The Travel Foundation, one of the co-authors of the UN Tourism-led Glasgow Declaration for Climate Action in Tourism, which is the tourism industry's largest coalition for climate action, with nearly 900 signatories.

The Blueprint was commissioned by NECSTouR and CPMR, the organisations in charge of the "Blueprint for Regional Climate Action Plans" deliverable, which is part of the "Carbon footprint monitoring" activity of the Interreg Euro-MED Community4Tourism project. Although the document is tailored for the Mediterranean, the majority of its guidance can be applied in other geographical areas by researching and taking into account the specific geographical context of the destination.

The Mediterranean Context

Home to over half a billion people, the Mediterranean region is also the main tourist destination on earth, with more than 400 million international tourist arrivals in 2019. Some of the most important tourism destinations of Europe are found across the region, with coastal and maritime tourism-linked activities constituting a major source of income for many Mediterranean countries.

Climate change puts all this at risk. The region is warming 20% faster than the global average. Long running droughts mean Spain is suffering the driest conditions in over 1,000 years. Greece and France have seen vast wildfires force tens of thousands of people from their homes, and tourists to flee for safety. Rivers are drying up while sea level rise is expected to exceed one metre by 2100. Thousands have already died from the heat, with the continued increase in temperatures predicted to tip temperatures in the region above the threshold for human comfort by mid century or earlier.

Yet by 2050, the demand for water is predicted to soar to two or three times what it is now. Coastal regions are facing worsening risks from flooding and erosion. And the farms and vineyards for which the region is equally famed are struggling to irrigate their crops. Food security and the livelihoods of millions are being jeopardised. The future of tourism in the region is under threat.

In addition, tourism today is a significant contributor to greenhouse gas emissions, with the industry globally responsible for between 8-11%. Aviation and car transport are heavy emitters, tourism construction and waste exacerbate the situation, and the water demands of hotels, resorts and experiences such as golf can put them into direct competition with other industries and local needs.

The transition towards a sustainable and regenerative model is therefore essential for the Mediterranean tourism sector. Regional Authorities and Destination Management Organisations (DMOs) based in the region have a significant role in this respect. They are by their nature bound to remain where they are, regardless of how much worse climate change becomes (whereas a business can refocus its strategies elsewhere). Yet this same deep connection to their location and its people means they are also more likely to have an understanding of the context and opportunities for meaningful action.

Regional authorities have decision-making powers in relation to tourism planning and often have more general/transversal climate action plans, which means they can act in an integrated and more effective way. They can also provide a link with the wider action plans and initiatives (national and European) by sharing the realities of the region. Meanwhile, DMOS have a key role to play in developing tourism in smaller/targeted areas, collaborating and supporting the private sector, and developing coordinated marketing campaigns. Together they offer unique synthesis of place based, regional national and international connections, supporting the development of truly integrated and contextualised plans.

2. Background: why regional authorities and DMOs should create a Climate Action Plan

This Blueprint's aim is to **provide clear and adaptable guidance to Mediterranean Tourism Regional Authorities and local and regional DMOs on how to develop a strategy for acting on climate**, inspiring and enabling actions supporting adaptation to changing conditions and the reduction of emissions from tourism. It does this by providing the essential guidance necessary to create a Climate Action Plan.

The process of developing a climate action plan and delivering the actions it contains are key ways of engaging stakeholders in how they can appropriately respond to the climate emergency. There are many reasons that Regional Authorities and DMOs should prioritise such action planning.

Prepare for Risk

Regional Authorities and DMOs are uniquely attached to the places that they promote and can't relocate their businesses to follow favourable conditions. As the impacts of climate change intensify and become more frequent, it is essential to plan a strategy for how to prepare for these challenges, how to adapt their business and destination and what to do in terms of crisis and disaster.

Deliver on Responsibility

The legislative requirements at an international, national and regional level, compelling companies and other organisations to reduce their emissions and act on climate continue to increase. These are supported by ever louder calls from civil society for businesses and other organisations. Regional Authorities and DMOs need to play a more active role supporting climate action in their destinations and report their efforts in a transparent and accountable way.

Seize the Opportunity

While DMOs' traditional remit focused on marketing to external visitors, in recent years - partly in response to issues such as overtourism and the COVID-19 pandemic - increasingly their mandate has developed to include a greater focus on destination management. DMO's unique place in tourism's system enables them to assist their local networks to support climate action.

As the world becomes ever more aware of the worsening crisis of climate change, those businesses and organisations that respond promptly, positively and appropriately are most likely to exist and thrive in the decades to come.

Benefit from collaboration with a rapidly developing network of committed actors

The Glasgow Declaration on Climate Action in Tourism was launched in November 2021 at the COP26 United Nations Climate Change Conference in Glasgow. The text of the declaration and its promises was drafted by the UNWTO and partners The Travel Foundation, UNEP, VisitScotland, and Tourism Declares a Climate Emergency. Many other organisations and experts also contributed.

300 founder signatories (including CPMR and NECSTouR) committed to create a Climate Action Plan, explaining how their organizations would align with the global need to cut greenhouse gas emissions in half by 2030 and achieve Net Zero as soon as possible before 2050. Since then, the number of signatories has grown to almost 900 by mid 2024, coming from different tourism sectors all over the world and several European DMOs and Regional Authorities. All have made the same commitment to create or update a Climate Action Plan (CAP) focussed on five pathways for action: Measure, Decarbonize, Regenerate, Collaborate, and Finance. Signatories commit to reporting on progress each year towards an overall goal of reducing tourism's emissions by 50% by 2030 and reaching Net Zero as quickly as possible before 2050.

Besides these individual commitments, the Declaration is increasingly acknowledged as providing the shared framework for the entire tourism industry to align its actions. Several key international organisations, including the UN General Assembly, UNWTO Executive Council, Tourism Working Group of G7 countries, and the European Commission have all recognised the role of the Glasgow Declaration. Additionally, in collaboration with UN Climate Change (UNFCCC), the Glasgow Declaration has become part of the Global Climate Action Portal (GCAP), which is the central global hub for climate commitments.

Signing the Glasgow Declaration makes no additional commitments on a signatory other than to align its development with the requirements of science and the legal obligations of EU frameworks such as Fit for 55. By signing, the signatory benefits from the collaboration and resources available as part of tourism's largest collaboration on climate action. More detail on these and other resources can be accessed in this document here and at the Glasgow Declaration Tools and Resources section.

3. Guiding principles for Climate Action Plans

While the diverse and location specific nature of tourism means there is not a single approach to creating a Climate Action Plan, there are a few common themes that are helpful to reflect on throughout the process.

- **We are all learning.** Don't let lack of expertise delay getting involved. No signatory knew what they were doing when they first committed. Making the commitment enabled the process of learning that came through developing the plan.

- **We are all learning together.** Connect with others who will want to share and help. Signatories to the Glasgow Declaration are all committed to working on the same challenges in a spirit of collaboration. Every challenge anyone experiences or doubt they feel is shared by others. It is by connecting and sharing that we help one another, and avoid having to continually reinvent the wheel.

- **There is no perfect plan.** Every plan is as different as the context of the organisation writing it. Some focus solely on climate. Some connect to biodiversity as well. Others are enhancements of current strategies to put more focus on climate. All are possible. The process of working on a first plan will significantly improve anyone's ability to engage in climate action. Any updated plan will be better still.

- **Everything is connected.** In order to structure the guidance in this Blueprint, it has been necessary to break down concepts and actions into separate and distinct sections, categories and pieces of advice. Perhaps the most important piece of advice, however, is that as understanding of climate change and climate action progresses, one should look to see beyond these distinctions and separate categories and to focus on the relationships between issues and actions.

- **The plan is important.**
  Delivering the actions it contains is what really matters.

4. How to create a Climate Action Plan

Climate Change is not a single issue. It has many environmental and social issues, all intersecting with many others. It presents challenges for biodiversity, just as biodiversity plays a role in mitigating against climate change. It affects the way that we humans are able to live, just as the way we live affects climate change. And its impacts are felt more by more vulnerable and marginalised members of society, who themselves are less responsible for causing greenhouse gas emissions.

Climate Change intersects with every single job a Regional Authority or DMO currently delivers. It intersects with planning, marketing, procurement, event management and training. Depending upon where a destination is based, it is already transforming the basis of its tourism, shifting seasons, affecting crops, pressurising supply chains, threatening the existence of ski resorts, coral reefs, forests and rivers.

As such, there was no single correct way to create a climate action plan. Context is everything and the approach chosen by any organisation needs to be guided by the local context, own capacities and the objectives to achieve.

As the UNWTO's Glasgow Declaration Implementation Report 2023 – Advancing Climate Action (2024) states: "While 80% were submitted as standalone plans, 20% were presented as part of a wider sustainability plan. Each approach has potential merits, depending upon the priorities and capacities of the signatory. Delivering a distinct Climate Action Plan may facilitate a specific focus on the challenges of climate action, while weaving climate action into a wider sustainability plan may enable an organisation to adopt a more holistic approach, making connections between different issues rather than treating climate in a silo. Some plans explicitly seek to highlight these connections in the way they were titled. While most plans were delivered as Climate Action Plans, other titles include 'Climate-Biodiversity Action Plan', and 'Mitigation, Adaptation and Resilience Plan.'

A Regional Authority or DMO looking to create a Climate Action Plan should first seek to understand the context in which the plan will be created - what the key issues are, what other related plans already exist, and how tourism can best support.

5. Preparation

Before starting a Climate Action Plan, ensure the people, resources, structures and processes are in place. These may evolve, and developing a meaningful plan is not a linear process, but takes many stages of feedback and revision.

Step 1. Ensure the capacity to deliver

As one sets out to create a Climate Action Plan (CAP), first consider the following questions:

- Who in the organisation is best suited to delivering a Climate Action Plan? Is it an individual, or a team?

- Do those tasked with delivering the CAP have the necessary skills, time, resources and mandate to do the work?

- Does the diversity of people engaged in creating the CAP maximise the potential for the plan to be truly inclusive and representative?

- Do all staff members in the organisation have enough understanding of Climate Change and how it intersects with their work to be able to contribute to the creation of the plan and deliver on any aspects of it that relate to their work?

- Is someone already working on climate action (or an action that can be related or linked to climate action) in the organisation?

- Is external support necessary to deliver some or all aspects of the plan?

- Would it be more effective to recruit, invest in training or resources in order to build the necessary internal expertise and capacity?

- Who else needs to be engaged in the plan's development? Consider when and how it is best to engage with management, community, private sector, NGOs, regional government. It may seem simpler to minimise the amount of stakeholder engagement, but it is essential to ensure the plan's acceptance and implementation.

- Has support been put in place for the wellbeing of the individuals involved? Working on climate change can be an overwhelming process. The more knowledge one gains of the severity of the situation, the more many people suffer from feelings of exhaustion, anxiety and powerlessness. It is vital to put in place supportive structures and processes to protect and nurture people's wellbeing and emotional health.

Step 2. Review Relevant Resources

There is an ever growing body of supporting literature, guidance and tools being developed and published to support the delivery of Climate Action Plans in tourism. Take time to review as much of this as possible, especially that most directly relevant to the situation of the Regional Authority or DMO. As a starting point, look to review the following four areas:

    a. Climate action in the region and/or country

    b. Climate issues affecting the destination

    c. Tourism climate action plans

    d. Climate action as a Regional Authority or DMO to date

a. Climate action in the region and/or country

Climate action can be considered as a set of interlinked frameworks and commitments, starting at the global level and then becoming ever more locally specific. Rather than trying to develop a Climate Action Plan in isolation, it is more productive to consider how best to position any commitments within these contexts. The following agreements and frameworks may help guide a DMO or Regional Authority as it looks to shape its plan.

Global Context

The Paris Agreement

The Paris Agreement, an international climate change treaty, was adopted in December 2015 by 196 Parties to the UN Framework Convention on Climate Change. Its primary objective is to enhance the global response to climate change by limiting the century's temperature rise to below 2°C, with efforts to further restrict it to 1.5°C. To achieve this, carbon dioxide emissions must decrease by approximately 45% by 2030 and reach Net Zero by 2050, as outlined in the UNEP's Emissions Gap Report 2018.

The Global Climate Action Portal

The Global Climate Action portal (GCAP) is an online platform where actors from around the globe - countries, regions, cities, companies, investors and other organizations - can register their commitments to act on climate change. Since 2023, all published Climate Action Plans submitted to UN Tourism by signatories of the Glasgow Declaration are included on the portal, representing tourism's official contribution.

European Context

Fit for 55

Fit for 55 refers to the EU's target of reducing net greenhouse gas emissions by at least 55% by 2030. The Fit for 55 package is a set of proposals to revise and update EU legislation and to put in place new initiatives with the aim of

ensuring that EU policies are into line with the climate goals agreed by the Council and the European Parliament.

Transition Pathway for Tourism

On 10 March 2020, the Commission adopted a new industrial strategy. The aim was to help EU industry lead the green and digital transformations and to boost the EU's global competitiveness and open strategic autonomy. This first transition pathway describes the measures and outputs needed to accelerate the green and digital transitions and improve the resilience of the tourism ecosystem.

National Context

Nationally Determined Contributions

Launched in 2015 as part of the Paris Agreement, Nationally Determined Contributions (NDCs) provide a common framework for countries to accelerate climate action in both adaptation and mitigation. So far 169 Parties have submitted a NDC. Reading a country's NDC provides a clear picture of the challenges faced, and the objectives for decarbonisation that a plan should look to support.

National Adaptation Plans

In 2010, the UNFCCC launched National Adaptation Plans (NAPs) to focus on long term adaptation and resilience, in particular for countries most vulnerable to the impacts of climate change. Around 70 countries (mostly emerging economies in Latin America and Africa) now have NAPs, however only two are from European countries: Albania and Bosnia & Herzegovina.

In the European context, by 2019, most countries had published their own National Adaptation Plans, as can be seen on this 2019 map providing an Overview of National Adaptation Strategies and Plans and published by the EEA. In March 2023, EU Member States were mandated for the second time to report their national adaptation actions under the Regulation on the Governance of the Energy Union and Climate Action. Information on this process, along with numerous links to relevant documentation, guidance and plans, can be found here.

Regional Context

It is most probable that a regional authority has some form of strategy and commitments for working on climate change, and may well have its own plan. In addition other regional sectors - eg energy, transport, food or healthcare - may have their own plans. Getting a thorough understanding of all this regionally specific context, what is happening, what funding or collaboration opportunities might be available is one of the most useful first steps to undertake when preparing the Climate Action Plan.

There are also various regional collaborative climate initiatives that the region might be engaged in.

C40 Cities Initiative

C40 is a global network of mayors of the world's leading cities that are united in action to confront the climate crisis. From the Mediterranean, Barcelona, Rome, Athens and Tel Aviv are members.

EU Covenant of Mayors for Climate & Energy

The EU Covenant of Mayors for Climate & Energy is an initiative supported by the European Commission bringing together thousands of local governments that want to secure a better future for their citizens. By joining the initiative, they voluntarily commit to implementing EU climate and energy objectives.

Over 8000 local plans related to climate and energy can be accessed here.

b. Climate Issues affecting the Destination

Although Climate Change is a global issue, the impacts and risks are felt locally, and vary according to location. The following represent the types of risks that a Mediterranean Regional Authority or DMO might need to consider:

- **Rising Temperatures:** Instances of more frequent and intense heat waves have been observed in the Mediterranean region. Over the past decade, the area has experienced an increase in extreme heat events, affecting the overall climate.[1][2][3]

- **Water Scarcity:** Reduced precipitation levels and increased evaporation rates in the Mediterranean have led to water scarcity. Cities like Barcelona and Athens have faced water shortages, impacting both residents and tourism infrastructure.[4][5][6]

- **Extreme Weather Events**: The Mediterranean has witnessed a rise in the occurrence of extreme weather events, including storms, wildfires and floods. Notable examples include floods in Venice, Italy, causing damage to historical sites and disrupting tourism operations and wildfires across the region.[7][8][9]

1 https://www.medecc.org/wp-content/uploads/2021/05/MedECC_MAR1_complete.pdf#page=14
2 https://www.ipcc.ch/report/ar6/wg2/chapter/ccp4/
3 https://www.mercator-ocean.eu/actualites/marine-heatwaves-mediterranean-summer-2022/
4 https://www.medecc.org/wp-content/uploads/2021/05/MedECC_MAR1_complete.pdf#page=18
5 https://publications.jrc.ec.europa.eu/repository/handle/JRC135215
6 https://joint-research-centre.ec.europa.eu/jrc-news-and-updates/prolonged-drought-and-record-temperatures-have-critical-impact-mediterranean-2024-02-20_en
7 https://www.euronews.com/green/2023/08/18/italy-reports-11-extreme-weather-events-per-day-in-the-third-hottest-year-since-1800
8 https://www.bbc.com/news/world-europe-50409021
9 https://www.eea.europa.eu/en/topics/in-depth/extreme-weather-floods-droughts-and-heatwaves

- **Sea-Level Rise**: Coastal areas are experiencing sea-level rise, leading to increased coastal erosion and inundation. Coastal destinations are witnessing the encroachment of seawater, posing threats to infrastructure and ecosystems.[10][11]

- **Ocean Acidification:** There is a decline in seawater acidity in the Mediterranean, impacting marine life and fisheries. The health of Posidonia oceanica, a crucial seagrass in the region, exemplifies the consequences for marine ecosystems.[12][13]

- **Biodiversity Loss:** The Mediterranean region has experienced a decline in biodiversity, affecting various species and ecosystems. Instances include dwindling populations of native flora and fauna, altering the region's ecological balance.[14][15]

- **Shifts in Seasonality:** Observable changes in the timing of seasons have been noted in the Mediterranean region. This alteration impacts traditional tourism patterns, for example if summers become too hot for people to enjoy time at the beach. [16][17]

- **Agricultural Impacts:** Changes in growing conditions have impacted crop yields. Olive groves in Greece and Spain, for example, have experienced decreased yields, impacting local agriculture and regional specialities.[18][19]

✳ **NOTE: Climate Justice:** It is vital to remember that climate change has a greater impact on marginalised and vulnerable communities, who often face social, economic, and political barriers that exacerbate their vulnerability to climate change. Engaging with representatives of at risk communities during the plan's development will help ensure it does not exacerbate these inequities (and more importantly helps address them).

- How does climate change impact marginalised communities in the destination?

- What can be done to listen to, understand and respond to the diverse experiences and needs of different groups?

10 https://www.medecc.org/wp-content/uploads/2021/05/MedECC_MAR1_complete.pdf#page=15
11 https://www.mdpi.com/2073-4441/14/3/416
12 https://www.medecc.org/wp-content/uploads/2021/05/MedECC_MAR1_complete.pdf#page=328
13 https://phys.org/news/2023-11-ocean-acidification-mediterranean-affecting-calcification.html
14 https://www.unep.org/unepmap/resources/factsheets/biological-diversity#:~:text=From%201950%2D2011%2C%20the%20Mediterranean,the%20end%20of%20the%20century.
15 https://joint-research-centre.ec.europa.eu/document/download/f631c6ba-1fb3-467f-a918-f87c0bddf4e3_en?filename=Habitat%20loss
16 https://rmets.onlinelibrary.wiley.com/doi/abs/10.1002/joc.3922
17 https://journals.sagepub.com/doi/abs/10.1177/0047287506295937
18 https://www.eea.europa.eu/highlights/climate-change-threatens-future-of
19 https://journals.sagepub.com/doi/abs/10.1177/0047287506295937

- What can be done to incorporate community strengths and knowledge into the plan?

- How can the plan support equal access to resources and opportunities?

Resources on Climate Risk

In 2024, the European Environmental Agency published the European Climate Risk Assessment (EUCRA) along with the Communication on managing climate risks - protecting people and prosperity. The EUCRA details the key climate risks for Europe and how these interact with and amplify many non-climate risks. For example, it mentions that regional and local economies that are dependent on tourism are especially sensitive to climatic changes, and this includes coastal regions and islands in the Mediterranean.

c. Tourism Climate Action Plans

The easiest way to research tourism climate action is to navigate through the relevant content of the Glasgow Declaration website. It is the central hub for our industry's climate action, and the majority of useful resources can either be found directly here, or are referred to there.

Glasgow Declaration website

The One Planet network's website contains the central hub for all materials relating to the Glasgow Declaration. This is where the original declaration text can be found, where interested parties can sign it themselves, where signatories submit their Climate Action Plans, and where all official or approved resources can be found. Anyone considering developing their own plan is strongly advised to start by reviewing the following resources found here:

Tools and resources repository

This is the central database of useful tools and resources. Start with:

Glasgow Declaration Implementation Report 2023 – Advancing Climate Action (2024)

Published in early 2024, this is the first review of 250+ published climate action plans by signatories for the Glasgow Declaration. It highlights some of the best practices found in current Climate Action Plans, along with examples of potential actions to include. It includes guidance for signatories on decarbonisation, regeneration and measurement, as well as analysis of progress to date and how best to proceed.

Climate Action In The Tourism Sector: An Overview Of Methodologies And Tools To Measure Greenhouse Gas Emissions (2023)

The report assesses current methodologies and the tools available for practitioners to measure emissions. It also explores how the development of such methodologies and tools has progressed and what more needs to be done to support the sector to measure its emissions.

Recommended Actions - Glasgow Declaration (2021)

A series of initial recommended example actions to help signatories understand what to include in their plan. The recommended actions are intended to provide a starting point for signatories to design an ambitious and effective climate action plan that is tailored to the unique circumstances of each organisation.

Climate Action through Regeneration: Unlocking the Power of Communities and Nature through Tourism (2022)

A report that explores the potential for tourism to embrace regenerative business models that address both the causes and consequences of climate change by simultaneously supporting the resilience of communities and protecting natural ecosystems. It outlines examples, available support, and clear action steps.

Signatories of the Glasgow Declaration

A database of all the signatories to the declaration, with connections to all published plans. The database can be filtered by country and signatory type, enabling an organisation to review the content of relevant plans in their region or sector, providing insights and inspiration for the creation of their own. There are already over 250 plans uploaded into the website, with more being regularly added. (Clicking on this link will open the page that specifically features all the destination Climate Action Plans.)

In addition, UN Tourism regularly features case studies describing individual frontrunners and their Climate Action Plans, focussing on those with most useful lessons for others to read. These best practice case studies can be accessed here.

News and Events

This page features updates on official and aligned Glasgow Declaration webinars and in person events, where signatories and other key stakeholders discuss issues relating to the ongoing implementation of the programme or their experiences developing plans. Sign up to the newsletter to keep up to date.

d. One's own climate action to date

The final focus of the preparatory review should be to map out one's own climate action to date. When deciding what to include in this list, consider that the work currently being undertaken may have an impact on the climate (negative or positive) that had not previously been considered.

For example, there might be a focus on promoting longer stays, out of season tourism, support for local food producers, bicycle tours etc. To date, these may not have been considered as the sorts of projects that are related to climate action, but all of them, as with many others, can have an impact on reducing emissions and supporting positive alternatives.

Therefore it is advisable to consider all the projects currently underway, across all departments through the perspective of a so-called 'Climate Lens', and see if they have potential relevance.

Step 3: Stakeholder Engagement

Engaging stakeholders in the development of a climate action plan is crucial for ensuring its success and relevance to the community. While it is assumed that all Regional Authorities and DMOs have their own preferred methods for stakeholder engagement, the following may provide further ideas in the context of developing the climate action plan:

1. **Identify and Map Stakeholders**

   - Identify all relevant stakeholders, including other sectoral departments, community members, businesses, non-profit organisations, government agencies, and educational institutions.
   - Map the relationships and dependencies among stakeholders to understand their influence on and interest in climate-related issues.

2. **Adopt an Inclusive Approach**

   - Ensure that diverse perspectives are represented in the stakeholder group, including different genders, age groups, socioeconomic backgrounds, and ethnicities.
   - Pay attention to marginalised and vulnerable groups who may be disproportionately affected by climate change.

3. **Ensure Clear Communication**

   - Clearly communicate the purpose, goals, and potential benefits of the Climate Action Plan to stakeholders.
   - Avoid jargon to make information accessible to a broad audience.

4. **Engage Early and Continuously**

   - Start engaging stakeholders early in the planning process to allow for meaningful contributions and collaboration.
   - Maintain ongoing communication to keep stakeholders informed of progress and changes.

5. **Use Multiple Engagement Channels**

   - Use various engagement methods, such as public meetings, workshops, surveys, online platforms, and social media, to reach different segments of the community.
   - Consider both in-person and virtual options to accommodate diverse preferences and accessibility needs.

6. **Foster Feedback and Iteration**

   - Encourage open dialogue and feedback to incorporate diverse perspectives and expertise.

● Be willing to revise and refine the climate action plan based on stakeholder input and changing circumstances.

7. Develop Capacity Building

● Provide information and resources to enhance stakeholders' understanding of climate issues, mitigation strategies, and the importance of their input.
● Consider workshops or training sessions to build capacity.

8. Ensure Transparency

● Clearly communicate how stakeholder input will be used in the decision-making process.
● Be transparent about any limitations in implementing certain suggestions.

9. Consider Local Context

● Tailor engagement strategies to the local context, taking into account the unique characteristics and needs of the community.

10. Foster Partnerships and Collaboration

● Foster collaboration between different stakeholders and sectors, including public, private, and non-profit organisations.
● Explore opportunities for joint initiatives and resource-sharing.

11. Monitoring and Evaluation

● Establish mechanisms for monitoring and evaluating the effectiveness of stakeholder engagement throughout the development and implementation of the climate action plan.
● Use feedback to make continuous improvements in engagement strategies.

6. ACTION PLANNING

THE GLASGOW DECLARATION'S FIVE PATHWAYS

The Glasgow Declaration advises that all submitted plans should address five pathways for action - **Measure, Decarbonise, Regenerate, Collaborate** & **Finance**. These pathways provide a flexible and holistic framework, helping signatories ensure that their plans address all relevant areas, while also enabling them to review other plans for comparable insights.

When deciding which actions to deliver, thinking about the pathways according to following process may be helpful:

> 1: The two key pathways for actions are **Decarbonise** and **Regenerate**.

> 2: To understand what actions to focus on, one needs to be able to **Measure** what the biggest issues are, and where one can have the most potential for impact.

> 3: To ensure actions are designed and delivered as effectively as possible, it is advisable to **Collaborate** with other stakeholders who can provide support.

> 4: To ensure the actions in the plan can be delivered, it is essential to ensure the necessary **Finance** and other resources are in place.

Please also consider that actions inside of the five pathways will not necessarily be followed sequentially, and may need to be repeated at different times. For example it may be necessary to first **Collaborate** with another agency in order to secure the **Finance** necessary to enable **Measurement** to take place.

The following sections of this Blueprint provide guidance on how to create content for the first three pathways - **Measure**, **Decarbonise** and **Regenerate**, since all actions will be designed to support one of those three pathways. There are no dedicated sections provided for **Collaborate** or **Finance** because they frame much of the guidance given throughout. This is especially relevant to DMOs, since much of the work a DMO can engage in will either involve developing collaborations or enabling finance and capacity building.

MEASURE

Tourism's work on measuring its emissions is a rapidly evolving, yet complex issue. For a Regional Authority or DMO there are many factors to consider when developing the Climate Action Plan.

1: Focus on operational emissions first

The totality of emissions that a Regional Authority or DMO might be considered to have some responsibility for and/or influence over can be divided into

operational emissions and destination emissions. Operational emissions refer to those emissions caused by the operation of the Regional Authority or DMO as an organisation. Destination emissions refer to those emissions which occur as a result of tourism in the destination, and over which a Regional Authority or DMO might therefore have some influence.

Operational emissions are relatively easy to measure, since they relate to electricity and heating used at an office, staff transport, hosting of events etc. As such, they are not unique to tourism or destinations, and have established methodologies and tools for measuring and reporting them. Review the 2023 UNWTO report *Climate Action In The Tourism Sector: An Overview Of Methodologies And Tools To Measure Greenhouse Gas Emissions* for ideas about which tools and methodologies may be most useful.

Focussing on operational emissions first is advisable, since it will enable the Regional Authority or DMO to increase its understanding of GHG emissions and build the internal capacity required. However, since it represents a very small fraction of the emissions from tourism at a destination level, this should only be seen as a stepping stone to engaging with the far more significant challenge of a destination's emissions.

2: Decide how to engage in destination emissions measurement

The tourism industry is only at the beginning of engaging in destination level emissions measurement. Only a handful of Regional Authorities or DMOs have measured and reported destination emissions figures. As this number grows, alongside measurement being conducted by all other sectors of tourism, it is becoming more possible to develop consensus over what each sector's responsibility should be. However, currently there is no consensus over the role or responsibilities for a Regional Authority or DMO. There are also currently no widely available tools to measure emissions at a destination level. There are numerous tools and methodologies for measuring emissions for aviation and accommodation, and tools are emerging for measuring tour operator emissions.

Regional Authorities or DMOs engaging with measurement should therefore ensure it is as useful for their own aims as possible. Despite the lack of methodologies and tools designed specifically to support a Regional Authority or DMO, there is still great value to be had from engaging in measurement, in order to understand where to prioritise action, and to select and communicate which actions are most effective.

3: Identify Emission Sources

First, identify and categorise all significant sources of GHG emissions relating to tourism in the destination. It is better to gain an estimation of what the major sources are than to fixate on trying to gain detailed measurements of the less significant ones. The main purpose of this work is to understand where to focus action on decarbonisation.

Also consider that many sources of emissions will not happen only inside of the destination, for example cross border transport, or supply chains where some or all of the manufacture occurs beyond the destination's boundaries.

The following list represents many categories that a Regional Authority or DMO might consider.

- **Visitor Transportation:** Emissions from visitors travelling to and from the destination by air, road, rail, or sea.

- **Accommodation and Lodging:** Emissions associated with the construction, operation, and maintenance of accommodation facilities, including hotels, resorts, and vacation rentals.

- **Local Transportation:** Emissions from local transportation services, such as taxis, buses, and rental cars, used by visitors during their stay.

- **Food and Beverage Services:** Emissions from the production, transportation, and disposal of food and beverages consumed by visitors.

- **Recreational Activities:** Emissions from recreational activities, such as guided tours, water sports, and other entertainment options.

- **Event Management:** Emissions associated with the planning, organisation, and delivery of events held within the destination.

- **Retail and Souvenirs:** Emissions from the production, transportation, and disposal of retail products and souvenirs purchased by visitors.

- **Waste Management:** Emissions from the collection, transportation, and disposal of waste generated by visitors and tourism-related activities.

- **Water Use:** Emissions associated with water extraction, treatment, and distribution for tourism-related activities.

- **Infrastructure Development:** Emissions from construction and maintenance of tourism-related infrastructure, including roads, airports, and utilities.

- **Supply Chain:** Emissions associated with the production, transportation, and distribution of goods and services used by the tourism industry, including supplies for accommodation and food services.

- **Marketing and Promotion:** Emissions from marketing and promotional activities undertaken by the destination to attract visitors.

- **Government Operations:** Emissions from the operations of government entities responsible for managing and promoting tourism at the destination.

- **Cultural and Heritage Preservation:** Emissions related to the preservation and maintenance of cultural and heritage sites visited by tourists.

- **Natural Resource Consumption:** Emissions associated with the extraction and consumption of natural resources, such as energy and materials, for tourism-related activities.

- **Business Travel**: Emissions from the travel activities of individuals involved in the tourism industry, including business meetings and conferences.

- **Volunteer and Educational Programs:** Emissions associated with volunteer programs and educational initiatives within the destination.

- **Telecommunications: Emissions** from the use of telecommunications services for communication and information sharing within the tourism sector.

- **Insurance and Financial Services:** Emissions associated with the provision of insurance and financial services to the tourism industry.

- **Resilience and Adaptation Measures:** Emissions from activities related to climate resilience and adaptation measures undertaken by the destination.

4: Prioritise Emission Sources to address

Having created an inventory of the most important emission sources, the next step is to prioritise which ones to focus activity on addressing. The criteria one might use to decide which emission sources to focus on, and when to do so, could be some or all of the following:

- **Capacity:** To what degree does the organisation have the technical expertise, the human or financial resources necessary to address this source of emissions?

- **Responsibility:** To what degree is it the responsibility of the organisation to deliver on this source of emissions?

- **Impact/reach:** How impactful - on emissions, engagement, regeneration or some other consideration - will reducing emissions from this source be?

- **Urgency:** How urgent is it to reduce emissions from this source? Does it need to be delivered as soon as possible, or can it be factored into long term planning?

- **Economic impact:** What are the economic consequences of reducing emissions from this source?

- **Social Impact:** What are the social co-benefits of reducing emissions from this source? For example developing an improved bicycle network not only reduces transport emissions, but might also improve the health of local residents (and thus reduce the cost to the health service).

- **Environmental Impact:** What are the wider environmental benefits of reducing emissions from this source? For example, restoring local parks and forests not only improves their ability to sequester carbon, it might see an increase in wildlife, thus making them a more desirable attraction for tourists and locals.

- **Alignment with wider frameworks and targets:** To what extent would reducing emissions from this source support the region in achieving its own climate ambitions? Are there potential funding sources they can be connected to?

5: Data Collection

Having estimated what the most significant emission sources are, the next step is to look to collect data on emissions so as to establish a baseline figure from which to be able to report progress in decarbonisation. Depending upon the emissions source, data may or may not exist already, be being collected by another party, and be being gathered and reported according to a range of different methodologies. The technicality of this work is likely to be beyond the internal capacity of the Regional Authority or DMO, and wherever possible it is advisable to seek external support.

It is also reasonable to decide that for the purpose of choosing actions, it is enough to have an estimation. For example, if a Regional Authority or DMO does not have an airport within its boundaries it might estimate that the main emission sources are its hotels (about 50%), car rentals (about 30%) and restaurants (about 10%), with other sources accounting for the rest. This could be enough information to begin working on which emission sources to prioritise actions for, and to develop a preliminary year on year strategy and set of interim targets for reduction.

DECIDING CLIMATE ACTIONS

A Climate Action Plan is a written **strategy document, documenting the ways that an organisation plans to develop its operations** in the context of ever worsening climate change. Climate Actions can be categorised as being designed to achieve one of the following four overarching objectives:

1. Actions that result in less emissions being caused.

2. Actions that result in more emissions being removed/absorbed.

3. Actions that improve resilience towards climate change impacts.

4. Actions that enable or support one or more of the first three categories, e.g. through measurement, training, networking, communication or fund raising.

These categories are not mutually exclusive, and many actions can achieve objectives across some or all of the categories. The following five steps provide guidance in how to choose which actions to include. They apply to all four categories of action. They are followed by sections on how to select actions designed to deliver specific objectives.

Step 1: Define the levels of influence

A Regional Authority or DMO has influence at multiple levels, and should consider all of them when selecting actions. Consider how different objectives can be met with actions targeted at different levels, as shown in the following table.

OBJECTIVE: Reduce Hotel Emissions

Level	Action
Internal	Make internal policy to stay at hotels with sustainability certification when on business travel
Local Businesses	Run energy efficiency workshop for local hoteliers
Visitors	Develop 'how to have a low carbon stay' content for Visitor App
Destination Strategy	Develop a policy to prioritise energy efficient hotels in destination marketing
International Collaboration	Work with partners to develop Low Carbon Mediterranean Itineraries

Step 2: Decide possible Objectives & Actions

Having conducted the contextual review outlined in the previous section, compiled a list of all the current climate actions, and defined the levels of influence, the basics are in place for considering what actions to include in the plan.

In order to ensure the plan is as effective and achievable as possible, it is essential to carefully choose the actions. There are many different factors to consider, and the following set of considerations can help.

Step 3: Categorise Actions vs Objectives

'Reduce Hotel Emissions' is an objective. 'Run Energy Efficiency Workshop' is an action designed to deliver on that objective. "Reduce Greenhouse Gas Pollution" is also an objective. "Install Cycle Lanes" or "Plant Urban Trees" might be relevant actions. A plan needs both objectives and actions. Group all ideas into objectives and actions, and then continue to develop the content in both categories, until all objectives have been agreed.

Depending upon capacity and engagement, this might be done do through internal teams, or with the involvement of external stakeholders.

As a clearer picture of the objectives develops, this may suggest further actions. Or it might prompt a return to reviewing other Climate Action Plans or relevant literature for more ideas.

Step 4: Prioritise Objectives and Actions

Having decided on a list of potential objectives and actions, the next step is to prioritise them so that decisions can be made when to start working on different actions and how long they might take. One way to prioritise is using a numerical rating according to a set of criteria, such as the following:

- **Capacity:** To what degree does the organisation have the technical expertise, the human or financial resources necessary to deliver?

- **Responsibility:** To what degree is it the responsibility of the organisation to deliver on this?

- **Impact/reach:** How impactful - on emissions, engagement, regeneration or some other consideration - will this action be when achieved?

- **Urgency:** How urgent is this action or objective? Does it need to be delivered as soon as possible, or can it be factored into long term planning?

- **Economic impact**: What are the economic consequences of delivering this?

- **Social Impact:** What are the social-co benefits of this action? For example, developing an improved bicycle network not only reduces

emissions, but might also improve the health of local residents (and thus reduce the cost to the health service).

- **Environmental Impact:** What are the localised environmental benefits of an action? For example, restoring local parks and forests not only improves their ability to sequester carbon, it might see an increase in wildlife, thus making them a more desirable attraction for tourists and locals.

- **Alignment with wider frameworks and targets:** To what extent do the objectives and actions support the region in achieving its own climate ambitions? Are there potential funding sources they can be connected to?

How a Regional Authority or DMO selectsits prioritisation criteria will depend considerably on the context in which it operates, the current and future risks from climate change, its mandate for action, relationship with local government, the type of tourism it promotes etc.

Other criteria to consider include:

- Adaptation Measures Required

- Return on Investment

- Job Creation Potential

- Local Community Support

- Social Equity

- Positive Impact on Visitor Experience

- Cultural Preservation

- Technological Feasibility

- Regulatory Support

- Public Awareness Potential

- Behavioural Change Potential

- Potential for Collaboration with Other Sectors

When undergoing this process of prioritisation, it will become increasingly clear that different people and organisations have different priorities. **The more diverse a range of stakeholders engaged, the more viewpoints and priorities that will be heard**. Consider this one of the most important processes in creating the plan.

It will be messy. There will be disagreement. Many new ideas will emerge. However, by successfully delivering on this process, not only will the objectives and actions that form the basis of the plan get co-created, but the process will be done with the engagement of those whose support is most needed to turn the plan into action.

Step 5: Define targets and indicators

How can one know if actions are being effective? How should data on progress be shared with local stakeholders or guests?

Once the actions have been decided, then wherever possible they should be made quantifiable. Returning to the above example: how would one measure or report the success of the objective 'Reduce Hotel Emissions'? Defining the scale of an objective's ambition, and the timescale is a place to start - "Reduce Hotel Emissions 50% by 2030' is a considerably clearer objective.

How would one know if the above action: "Run an energy efficiency workshop" was having the desired impact? Would one measure the "Number of attendees who sign Glasgow Declaration before end of 2023"? "Number of Attendees who join Sustainable Tourism Certification programme before end of 2023"?

Ideally, targets and indicators should track impacts, rather than processes. "Number of Attendees who swap hotel electricity supply to renewable energy tariff in next 12 months" quantifies a tangible impact in a defined timeframe, as does "Amount of waste diverted from landfill in July" or "Number of guests who come by train each month".

DECARBONISE

Depending upon the structure and mandate, a Regional Authority or DMO can support destination decarbonisation in a number of ways. The following checklist, based on the guidance contained within the UNWTO's Glasgow Declaration Implementation Report 2023 – Advancing Climate Action provides some ideas that may be relevant to Mediterranean destinations. They are divided into Organisational actions, and Destination actions.

1. Organisation actions

The following suggested actions refer to actions the Regional Authority or DMO can take inside its own offices, business practices and procurement policies. As such they are actions over which one has the greatest influence.

Buildings

- Instal solar panels.
- Use exterior paint that reflects sunlight and reduces heat inside the building.

- Instal electric car chargers (to be used by guests, staff and suppliers).
- Install bike parking facilities.
- Replace oil heating system with heat pump or biomass.
- Install low consumption toilets.
- Instal water flow regulators into showers and sink taps.
- Lower the standard temperature by one degree.
- Install motion detectors for lighting in public spaces and outside.
- Replace cleaning products with non-chemical based alternatives.
- Stop using cut flowers.
- Plant gardens with indigenous, drought resistant species.

Office

- Compost food waste.
- Reduce/remove single use plastic.
- Support work from home / hybrid.
- Support remote meetings.
- Buy ebikes for office.
- Prioritise plant based staff meals.
- Educate everyone in energy efficiency office measures.
- Support or subsidise public transport to work.
- Switch electricity contract to renewable energy tariff.
- Promote carpooling.
- Prioritise software, hosts and digital tools that use renewable energy.
- Change default browser to Ecosia.
- Develop circular procurement guidelines.
- Add support for low emissions mobility to staff compensation package.
- Select any new office space with sustainability criteria.
- Implement a staff travel carbon budget.
- Install secure cycle storage (and showers if possible).

Operations

- Include internal carbon price for all projects.
- Offer staff bonuses for climate action ideas / operating efficiently.
- Review bank, investment, pension scheme etc to limit investments in fossil fuel driven energy companies.
- Conduct training online.
- Adopt 4 day working week.

Business /Staff Travel

- Offer staff paid travel days if they avoid flights for their holidays.
- Mandate no business trips by flight if nearer than a certain distance or reachable within a certain hour.
- Rent only electric/hybrid vehicles.
- Travel in economy class when flying.
- Extend trips where possible to combine more objectives.

Events

- Create event sustainability guidelines.
- Develop Supplier Sustainability Questionnaires.
- Host Carbon Neutral Events.
- Increase frequency of meetings held in destinations reachable without flying.
- Ensure bike parking at event spaces.
- Repurpose event furniture.
- Avoid single use plastics.
- Prioritise vegetarian food.
- Prioritise online events.
- Prioritise venues that provide natural daylight.

Food (For Events, Office Meetings Etc)

- Reduce or remove beef from menus.
- Promote plant-based menus.
- Support farms working to reduce carbon footprint.
- Reuse leftover food through food redistribution apps and services.

- Reduce or remove buffet services.
- Reduce the size of plates.
- Recycle used cooking oil into biodiesel.

Marketing

- Offer digital brochures instead of printed ones.
- Only accept digital promotional materials from suppliers.
- Review all FAM trips to see if lower emitting alternatives are possible.
- Support journalists and influencers to travel by public transport and explore by bicycle / on foot.

Supply Chain/Procurement

- Draw up Responsible Purchasing Guidelines.
- Draw up and implement a supply chain questionnaire.
- Create a Preferred Suppliers list using sustainability criteria.
- Invite suppliers to join climate training or develop resources for them.

2. Destination actions

The following actions refer to actions that a Regional Authority or DMO can deliver at a destination level. Although the DMO's ability to influence may not be as great as with organisational actions, the potential for impact is wider. In addition, many of the actions proposed in the section above as organisational actions, can be adapted to become actions designed to support or enable good practice at a destination level.

- Encourage the use of low-emission and electric vehicles.
- Develop and improve public transportation options.
- Support the development of cycling and pedestrian infrastructure.
- Incentivize businesses to adopt renewable energy technologies.
- Encourage the use of energy-efficient appliances and technologies.
- Encourage businesses to minimise single-use plastics and adopt sustainable packaging practices.
- Educate tourists about responsible and sustainable travel behaviour.
- Encourage local businesses to adopt eco-friendly practices, such as eco-certifications and sustainable sourcing.
- Promote responsible tourism activities that minimise environmental impact.

- Foster collaboration with tourism operators, airlines, and other industry stakeholders to implement sustainable practices.

- Encourage the adoption of green certifications and standards.

- Engage the local community in decarbonization efforts.

- Provide training for businesses and residents in sustainable practices.

- Invest in projects that contribute to local sustainability

- Support water-saving technologies and practices.

- Establish incentives for businesses that participate in decarbonization efforts.

- Provide financial or regulatory incentives for sustainable practices.

- Advocate for supportive policies at the local and national levels.

- Collaborate with policymakers to create an enabling environment for sustainable tourism.

- Conduct educational campaigns to raise awareness among tourists and the local community about the importance of decarbonization.

- Provide information on sustainable travel options.

- Build local capacity for sustainable tourism management and implementation of decarbonization strategies.

- Provide training and resources for businesses and individuals.

- Regularly evaluate the effectiveness of implemented actions and adapt strategies based on evolving circumstances and emerging technologies.

REGENERATE

Supporting regeneration in a tourism destination involves **promoting sustainability, protecting natural ecosystems, and enhancing the well-being of both the environment and the local community.** The following checklist, based on the guidance contained within the UNWTO's Glasgow Declaration Implementation Report 2023 – Advancing Climate Action), provides some ideas that may be relevant to Mediterranean destinations.

Organisational and in Destination

- Convert public landscaping to 100% native plants.

- Connect with local conservation organisations to see what appropriate support might be useful.

- Support habitat and beach clean ups, tree planting, community garden activities.

- Promote bike travel.
- Provide free bicycles for visitors and staff.
- Integrate nature restoration into trips.
- Operate in line with Leave No Trace principles.
- Support increased percentage of plant based meals on hotel and restaurant menus.
- Facilitate connections between tourism enterprises and local sustainable food producers.
- Refit street lighting to be insect and bat friendly.

Staff

- Offer staff paid days to volunteer on local projects.
- Provide internships to the local community.
- Focus on staff wellbeing.
- Launch wellness team to ensure team wellbeing.
- Only work with recruiters with diversity commitments.
- Formalised diversity hiring policies.
- Support staff volunteering days.

Support organisations working on regeneration

- Source food from regenerative agriculture.
- Support removal of invasive species.
- Support increase in climate consciousness.
- Connect with local, regional, sectoral climate and regenerative hubs.
- Support coral reef management and restoration.
- Support habitat and biodiversity restoration and management.
- Engage with local climate adaptation organisations.
- Support local rewilding.
- Support local vulnerable communities.
- Support communities in environmental education days.
- Support circular economy projects such as upcycling.
- Partner with local DMOs to promote less visited places.

- Train wildlife guides.
- Support climate refugees.

Risk and Resilience

- Evaluate and share the risks of climate change for the destination.
- Support supply chain to conduct risk assessments, develop risk management plans and build adaptive capacity.
- Develop crisis communication and response guidelines.
- Support supply chain crisis readiness action plan.

Product

- Diversify markets and products.
- Develop climate adapted activities.
- Develop activities out of the main season.
- Design experiences for locals and tourists.
- Incorporate diverse cultural heritage and traditions into experiences.
- Prioritise local guides.
- Design trips to fit into the local rhythm of life, not to change it.
- Prioritise suppliers that are part of small, family, community economies.

Monitoring

- Monitor the number of visitors to sensitive habitats.
- Monitor and report the presence of local wildlife.
- Support the development of value measurements beyond economic.
- Report money spent locally.
- Monitor food locally produced (and name local producers on website).

Communicating

- Promote healthier lifestyles.
- Engage visitors in deepening understanding of regenerative tourism.
- Educate re water conservation.
- Develop an education campaign focusing on how to integrate diversity, equity, and inclusion into climate action and tourism.
- Develop education campaigns focusing on risk reduction to promote a resilient coast.

- Develop an education campaign focusing on circular economy in tourism.
- Support youth and women to access formal education, job training, and support projects that ensure a positive impact on communities by conserving the natural environment.

7. COMPLETING THE PLAN

The process of finalising the objectives and actions to include in the plan may take several stages of refinement and stakeholder engagement.

Once this is complete, the final stages of creating the plan as a document will be guided by the nature of the organisation and the type of plan it has decided to create.

Considering answers to the following questions may help:

1. From a review of other published Climate Action Plans, which ones resonated most in terms of their style or content?

2. What is the appropriate tone for the organisation and its objectives with the plan, for example technical or story-led?

3. How much background detail and other context should be included, concerning climate change in general, the situation in the destination, the risks to tourism, the opportunities from focussing on decarbonisation and a more regenerative approach?

4. Are there case studies of front running local businesses or organisations that could be included?

5. Should quotes or interviews with any key stakeholders be included?

6. Can the Climate Action Plan support other local stakeholders in creating their own plans? What might be included to make the plan as practical a resource as possible?

8. MONITORING / REPORTING

The first official review of plans submitted to the Glasgow Declaration took place in late 2023, and resulted in the publication of the UN Tourism report *Glasgow Declaration Implementation Report 2023 – Advancing Climate Action (2024).* UN Tourism is now developing the platform and process for monitoring and reporting, in order **to support signatories who are submitting their first plans, and those providing annual updates**. It will be live soon. Any Regional Authority or DMO who has signed the Glasgow Declaration will be kept informed when reporting is due, and what is the required procedure.

In addition to reporting into the Glasgow Declaration, developing an internal or destination wide process for ongoing monitoring and reporting on progress provides a vital layer of transparency which can help foster citizen and stakeholder engagement, provide clear indications to the organisation of what is working (or not), and motivate others to create their own plans.

9. ADDITIONAL RESOURCES

The following resources may provide additional insights, context or guidance for Mediterranean Regional Authorities & DMOs as they consider developing their Climate Action Plans.

Climate Change Impact On The Tourism Sector In The Southern Mediterranean (2018)
This study assesses the effects of climate change on the tourism sector across the southern Mediterranean countries and evaluates relevant policy measures addressing these challenges for the region.

Tourism As A Strategic Driver For Inclusive, Responsible And Sustainable Growth In The Mediterranean Region (2019)
Report for policy makers and decision-makers to understand not only the benefits brought by tourism but also the threats and risks that come with it if it is not environmentally and socially sustainable over the long term.

Governance As A Tool For Sustainable And Responsible Tourism In The Mediterranean Region (2019)
Policy factsheet on sustainable tourism governance in the Mediterranean area linked to existing local,national and supranational governance tools and mechanisms.

Risks associated to climate and environmental changes in the Mediterranean region (2019)
A preliminary assessment of risk associated to climate and environmental changes in the Mediterranean region by the network of Mediterranean Experts on Climate and Environmental Change (MedECC).

Sustainable Tourism In The Mediterranean: State Of Play And Strategic Directions (2020)
Strategic Directions for Sustainable Tourism in the Mediterranean to be implemented by regional, national and local policymakers and stakeholders under the following shared vision.

Climate And Environmental Change In The Mediterranean Basin – Current Situation And Risks For The Future (2020)
The report assesses the best available scientific knowledge on climate and environmental change and associated risks in the Mediterranean Basin in order to render it accessible to policymakers, stakeholders and citizens.

First Scientific Report On Climate And Environmental Change In The Mediterranean (2021)

Report urges that policies for the sustainable development of Mediterranean countries are urgently needed to mitigate these risks and consider adaptation options, but policy-makers lacked adequate information.

The Mediterranean Sea We Want (2021)

Paper presents major gaps and challenges for implementing the UN Decade of Ocean Science for Sustainable Development (2021-2030) in the Mediterranean region.

Recommendations On Managing Tourism Carrying Capacity And Climate Change Resilience - mainstreaming plans (2022)

This report provides recommendations towards better management of the sustainable development of tourism, of the tourism carrying capacity and climate change resilience for tourism destinations.

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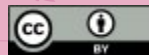Union pour la Méditerranée
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