

Ecotourism claims to bring benefits to both conservation and local communities in protected areas. [DestiMED PLUS](#) and [MEET Network](#)'s goal is to develop ecotourism multi-day products with evidenced sustainability around the Mediterranean. **How do we know this is actually happening?**

The [MEET Standard](#) has been developed to ensure that, and includes a series of indicators to assess the enabling conditions for ecotourism to be developed in a protected area and destination, and the sustainability and quality of the product being developed. Below follows a summary of the rigorous assessments carried out in the project. More information will be available in the project website.

ENABLING CONDITIONS

TOURISM MANAGEMENT IN THE PROTECTED AREA

This assessment aims to understand if the protected area has appropriate tourism management mechanisms, to ensure a low-impact and conservation-friendly design of the ecotourism offer, based on a simplification of the [IUCN Green List Global Standard](#) for Protected Areas.

CATEGORY	ASSESSMENT													
1. Legal and regulatory conditions	Legal designation	PA Management plan	Visitor-related park regulations	Visitor mgmt. plan	Active visitor management	Visitor monitoring								
2. Ecotourism package and visitor use	Compliance with park rules	Package content	Conservation compliance of package design	Visitor impact										
3. Added values	LEC conservation activity					<table border="1"> <tr> <td>Ideal</td> <td></td> </tr> <tr> <td>Compliance</td> <td></td> </tr> <tr> <td>Non-compliant situation</td> <td></td> </tr> <tr> <td>No DATA</td> <td></td> </tr> </table>	Ideal		Compliance		Non-compliant situation		No DATA	
Ideal														
Compliance														
Non-compliant situation														
No DATA														

GOVERNANCE OF THE LOCAL ECOTOURISM CLUSTER

This assessment aims to measure if the protected area and the different tourism stakeholders in the cluster and destination operate under the main principles for good governance. It has been developed drawing on the [IUCN Best Practice Guidelines for the Governance of Protected Areas](#).

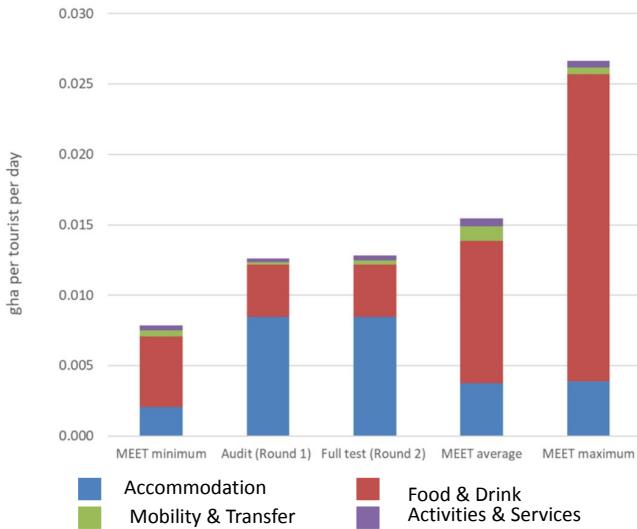
CATEGORY	ASSESSMENT			
1. Legitimacy and Voice	Representation of stakeholders	Diversity	Standards	
2. Direction	Strategy and action plan	General alignment		
3. Performance	Implementation, monitoring & learning	Participatory product development	Cooperation	Policy and lobbying
4. Accountability	Communication and information	Feedback	Control	
5. Fairness & Rights	Respect	Fairness	Legal alignment	

PRODUCT SUSTAINABILITY

ECOLOGICAL FOOTPRINT OF THE PRODUCT SERVICES

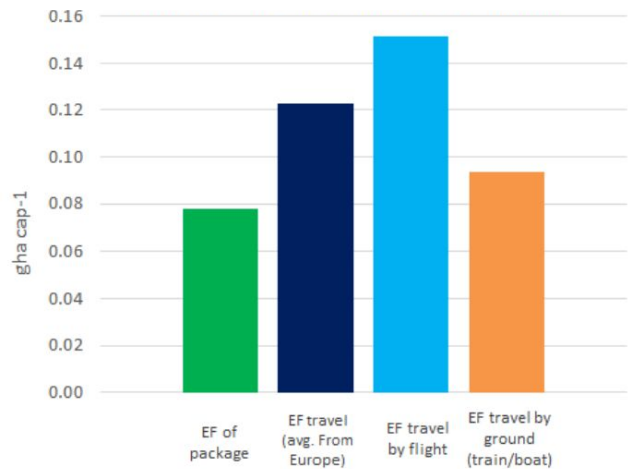
The [ecological footprint \(EF\) assesses](#) the human appropriation of the biosphere's capacity to provide renewable natural resources and key ecological services. To accurately measure the ecological footprint of a ecotourism package, the project is using a new [methodology](#) and the [EF Calculator](#), that collects data and calculates the footprint of the different package components: accommodation, food, mobility & activities. Carbon and Water footprints have been also measured for some products and will be soon available as well.

Ecological Footprint of the package (gha per tourist per day)



The total EF of this package is lower than the MEET average in all categories except accommodation (+85%). The footprint of the package increased by 2% from the baseline to the final assessment. The reason lies in the mobility category (+84%), due to the increase in the distance covered by car. However, the EF of the food & drinks category is -63% than the MEET average, highlighting a good practice within the package.

Ecological Footprint of travel to the destination from Europe (gha per tourist)



This graphic shows the average EF of travelling to Bouches de Bonifacio Nature Reserve from an average European city, and the difference between air and ground travel. The EF of travelling to the destination is slightly higher than the EF of the actual package (1.57 times the per capita EF of the package). To this destination, the average EF of travelling by ground (train/boat) is 38% lower than the average EF of travelling by flight from Europe.

SOCIAL IMPACT ASSESSMENT OF THE PRODUCT SUPPLIERS

The socio-economic assessment of the different suppliers/facilities aims to measure the social impact of the different suppliers and facilities on 15 social topics covering 4 stakeholder groups (workers, local communities, value chain and visitors). The methodology is based on a simplified version of the [Product Social Impact Assessment](#).

