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**STUDY VISIT 7 REPORT – Planning Authority Malta**

# ThreeT STUDY VISIT No. 7 REPORT

03-05 December 2019  
Malta

**Three T**



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## 1. Overview of the Study Visit

### 1.1 General introduction

In the course of Study Visit no 7 (SV7) organised by PP4 Malta Planning Authority between the 3-5<sup>th</sup> December 2019, the participants experienced four Good Practices (GP). These four GPs were originally presented to the Partners during the Partners Meeting held in Brasov (Rumania) between the 20-21<sup>th</sup> March 2019. All four GPs were considered of interest by the participants at this meeting.

The four GPs were:

- **GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift**
- **GP 2 - Pembroke Heritage Project**
- **GP 3 - *Majjistral* Nature and History Park**
- **GP 4 - Dingli Heritage Trail**

During the opening meeting held at the BluStar Conference Centre the participants were given a presentation to refresh their memory about the four GPs which were then described, visited and experienced over the next two days of SV7 (3-4<sup>th</sup> December) all four Good Practices were visited and experienced.

On day three of SV7 (5<sup>th</sup> December) a workshop with all participants, GP owners and local key stakeholders was held during which feedback and recommendations were collected. There were 33 participants representing eight project partners and their stakeholders. The GP owners and local key stakeholders led four workshops each focusing on one of the GPs. Following this a presentation of the comments and ideas exchanged in the four workshops was made to all the participants and further feedback about each of the GPs was exchanged and collected.



*Opening meeting of the first day of SV7 in Malta (03.12.2019).*

## 1.2 GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift

GP 1 consists of transport facilities, alternative to the use of private cars, which provide links between Sliema / Gzira, Valletta and the Cottonera Area. This was illustrated through a mix of public and private transport options. Valletta is the capital city of Malta and one of the most important touristic attractions on the Island. The city sits on a peninsula with Marsamxett Harbour to the north and Grand Harbour to the south. The peninsula, at some points, rises more than 50 metres above the sea level. Valletta is also Malta’s main touristic port.

The participants, who were all residing in Gzira, were led on foot to the public transport ferry which was used to cross Marsamxett Harbour to Valletta. Once in Valletta, the participants were given a guided tour of The Fortress Builders Fortifications Centre, an exhibition illustrating the building of the Fortifications around Malta. This was followed by a walk within the city leading to the opposite side of the peninsula and the Upper Barrakka Gardens from where participants took the public lift going down 50 metres to sea level within Grand Harbour. From here participants crossed Grand Harbour to Birgu onboard traditional boats (*Dgħajjes tal-Pass*).

Once in Birgu the participants were welcomed by the representative of Rolling Geeks Tours who provide guest-driven electric buggies covering different routes within the historic Cottonera area. A presentation illustrating the concept and workings of Rolling Geeks Tours was delivered. The participants were informed that the tours are based on a digital application which guides the drivers along the pre-set trail and informs them about historical buildings and sites on the trail. The application also allows the main office of Rolling Geeks to communicate verbally with the guests, and also allows the guests to take selfies. Following the presentation, all participants were taken on a 45-minute tour with by the self-driven electric buggies.

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*Participants preparing for the Rolling Geeks Tour (03.12.2019).*

The main aim of this GP is to illustrate means by which sustainable modes of transport can be utilised to reduce pressure related to vehicles management in a specific, highly sought area, such as Valletta. It also shows how a public infrastructural intervention such as the Barrakka Lift can provide the means to link a previously marginalised and neglected area such as Cottonera to a prime visitors site and provide the stimulus for economic growth and visitor spread.

This leads to revitalisation of the local community, rehabilitation of the neglected historical urban area, and the economic growth of locally based business such as restaurants and tourism related services. It also helps to generate tourism interest out of the main touristic season allowing business to function all year round. Finally, it aids in the development of soft tourism based on small scale accommodation.

Following the Rolling Geeks Tour the participants were given a guided tour of the Malta Maritime Museum where they were hosted by the Malta Tourism Authority to a lunch prepared using historic 18<sup>th</sup> century recipes.



*Participants at the historic lunch at the Malta Maritime Museum (03.12.2019).*

### 1.3 GP 2 - Pembroke Heritage Project

GP 2 consists of a continuous walking / cycling trail, around 2.5km long, created along the Pembroke Heritage Project. In effect this pedestrian link connects Pembroke Gardens, which is on the periphery of one of the main entertainment areas of Malta, to Madliena Tower, a 17th century coastal fortification. The trail, which runs along a Natura 2000 site, is meant to highlight heritage elements mainly connected to the British Military presence in the area and also the beauty of Malta's natural coastline garigue and rocky shorelines.

The participants were guided along the train by Vince Attard, president of the NGO Nature Trust, which is responsible for maintaining and developing the trail. Mr Attard explained the intrinsic value of the natural habitats along the trail and the difficulties encountered in eliminating invasive new species and restore the original habitat featuring endemic flora and fauna. He also explained how the trail provides a new use for existing pathways which were previously used by British forces to patrol the area.

Mr Attard also emphasised the close cooperation on this project between Nature Trust and the Malta Tourism Authority who sponsored most of the restoration work and also established, at selected points along the route, rest areas with landscaping and seating. The participants were also shown several interpretation panels which highlight both the natural and historic features of the Pembroke Heritage Project along the route. They were also told about an upcoming multi-sensory walk for the blind which is being implemented in the near future.

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*Part of the Pembroke Heritage Cycle trail.*



*One of the interpretation panels.*

#### 1.4 GP 3 - *Majjistral* Nature and History Park

GP 3 consists of the *Majjistral* Park located in the northwest part of Malta and including a stretch of 6 km of protected coast designated as part of a larger Special Area of Conservation of International Importance within the Natura 2000 network of sites. The *Majjistral* Park also contains a number of historical and archaeological sites that have been identified in one of a series of studies commissioned by MTA. Whilst various areas of the park still sustain agricultural activities, other areas consist of purely natural habitats.

The delegates were welcomed to *Majjistral* Park Visitors Centre and given a presentation about the activities carried out within the *Majjistral* Park. These include educational sessions for students and adults about the flora and fauna of the park, environmental sustainability workshops, permanent and temporary exhibitions, clean-ups, hiking trail management and information supply (both for individuals and also for organised groups), canoeing along the cliffs, and star gazing.

This was followed by a walking tour of the park and an abseiling activity at the *Rdum tan-Naħħalija* (*Tan-Naħħalija* Cliffs) overlooking *ir-Ramla tal-Mixquqa* (Golden Sands Bay) as an example of low impact activity providing an alternative view towards and from the cliffs.

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Participants being give an introductory presentation at the Majjistral Park Visitors Centre (04.12.2019).



Participants at the Majjistral Park Visitors Centre (04.12.2019).





*Participants during the walking tour at the Majjistral Park (04.12.2019).*



*Participants preparing for the abseiling activity at the Majjistral Park (04.12.2019).*



*Participants at the abseiling activity at the Majjistral Park (04.12.2019).*

### 1.5 GP 4 - Dingli Heritage Trail

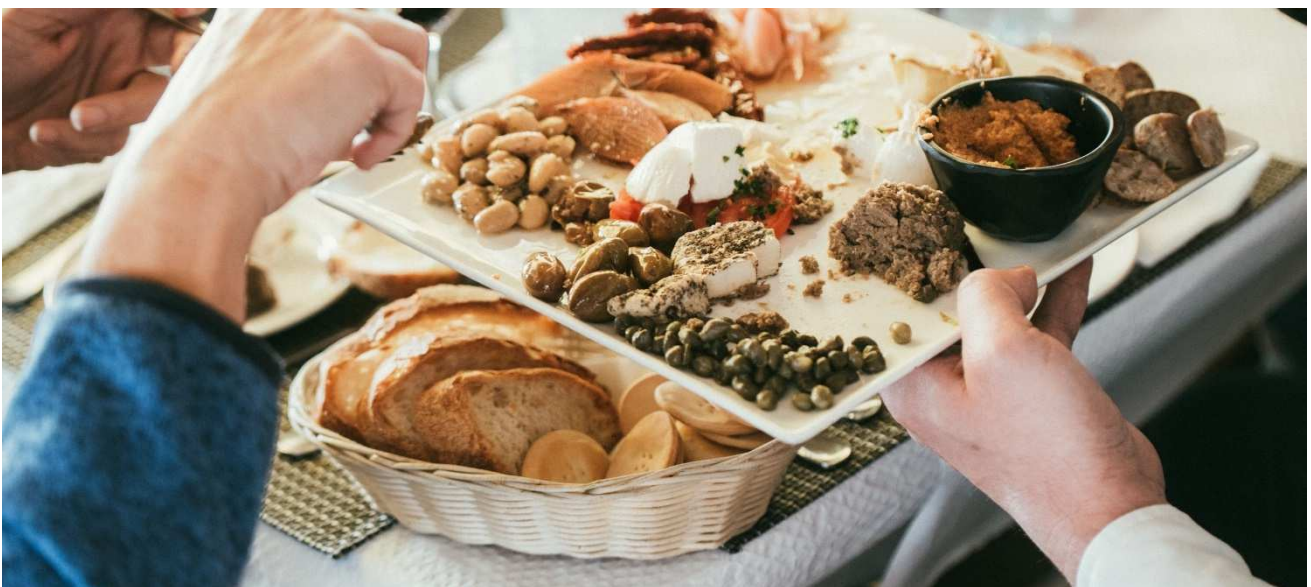
GP 4 consists of a trail along the scenic Dingli cliffs including both historical, cultural and natural heritage. The delegates were welcomed at the Dingli Cliffs Visitors Centre which provides information about the area to all individuals intent on visiting it and also organises guided tours on request. Furthermore, the delegates were given a presentation about the different wild herbs and vegetables which are found in the area in the different seasons of the year and how these are used to prepare dishes which are served at the Visitors Centre. This was followed by a lunch which was prepared using such herbs and vegetables.

The presentation also emphasised the effort made to use locally produced items such as cheeses from a nearby farm with the intention of having shorter, more sustainable, supply chains with less carbon footprint and environmental impact. After the lunch a Segway tour along the cliffs and within the locality of Dingli was organised as a further example of alternative means of mobility.

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*Participants being give an introductory presentation at the Dingli Cliffs Visitors Centre (04.12.2019).*



*A sample of the food served to the participants at the Dingli Cliffs Visitors Centre (04.12.2019).*



*Participants preparing for the Segway tour at Dingli Cliffs (04.12.2019).*

## 2 Workshop session in Day 3

### 2.1 Group activities

The third day of Study Visit no 7 (SV7) organised by PP4 Malta Planning Authority was dedicated to the final workshop which was attended by SV7 participants, local stakeholders and GP-owners. As an introduction the delegates were given a presentation of the four GPs which had been visited during the previous two days.

At the beginning of the SV7 all participants were presented with feedback forms for each of the GPs. These included at the beginning statements by the GP owners which were meant to function as a base on which the GP could be evaluated.

Part one of the final workshop consisted of four discussion groups, one for each GP. Each participant was invited to join the group discussing the GP in which he was most interested, and the discussion was moderated by the owner of the GP. Four main categories were identified for discussion in each group: Highlights, Learning, Improvement and Transferability.



*Participants preparing for the workshop (05.12.2019).*

## 2.2 Results of the four discussion groups summarized in the tables below:

### 2.2.1 GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift

<p><b>Highlights:</b></p> <ul style="list-style-type: none"> <li>• Low carbon strategy;</li> <li>• Sustainable tourism;</li> <li>• Resources efficiency;</li> <li>• Interesting combination of soft mobility, connecting efficiently and effectively various places of interest.</li> </ul>	<p><b>Learning:</b></p> <ul style="list-style-type: none"> <li>• Lift is well integrated in the historical context;</li> <li>• Quick travel without cars + buses (reduction of traffic);</li> <li>• Many stakeholders involved in creating such a project;</li> <li>• Management / Government bodies to look at the bigger picture when considering alternative modes of transport;</li> <li>• Applying the idea of electric buggies to other tourist attractions.</li> </ul>
<p><b>Improvements:</b></p> <ul style="list-style-type: none"> <li>• Possibility for thematic tours;</li> <li>• Bike lanes;</li> <li>• Need for more e-charging points;</li> <li>• Extension of the ferry route and additional stopes;</li> <li>• More parking stations for electric cars only especially next to historical sites;</li> <li>• E-mobility concept to be extended to other parts of the Island.</li> </ul>	<p><b>Transferability:</b></p> <ul style="list-style-type: none"> <li>• Access the route using QR code;</li> <li>• Maritime transport to other islands especially sea transport;</li> <li>• The use of electric cars along the coast + put the cars also to other use;</li> <li>• Change mentality to move to more sustainable mobility through advertising.</li> </ul>

**2.2.2 GP 2 - Pembroke Heritage Project**

<p><b>Highlights:</b></p> <ul style="list-style-type: none"> <li>• Close link between community and nature;</li> <li>• No “us” and “them”, the stakeholders re the owners;</li> <li>• Military site passed to public;</li> <li>• Public garden link to nature area;</li> <li>• Signage in public garden;</li> <li>• Ongoing plans;</li> <li>• How Reverse Osmosis plant works with surroundings (blend well)</li> <li>• Accessibility.</li> </ul>	<p><b>Learning:</b></p> <ul style="list-style-type: none"> <li>• Include other like rats and their habitat;</li> <li>• How trail was created on military trail;</li> <li>• Monitoring;</li> <li>• Linking with other activities (e.g. Food – attract tourists);</li> <li>• Sustainable development + involve locals</li> <li>• How garigue habitat can take over in a natural way.</li> </ul>
<p><b>Improvements:</b></p> <ul style="list-style-type: none"> <li>• More information on Reverse Osmosis plant;</li> <li>• Reduce road access;</li> <li>• Increase walls and signage;</li> <li>• Create corridors;</li> <li>• Networking with foreign NGOs;</li> <li>• Dog access;</li> <li>• Promotion days / sell products;</li> <li>• Integrated monitoring.</li> </ul>	<p><b>Transferability:</b></p> <ul style="list-style-type: none"> <li>• Former military sites opened to the public;</li> <li>• Play areas close to park.</li> </ul>

**2.2.3 GP 3 - Majjistral Nature and History Park**

<p><b>Highlights:</b></p> <ul style="list-style-type: none"> <li>• Way of keeping people on trail</li> <li>• Abseiling</li> <li>• Open views of nature with few man-made structures</li> <li>• Good combination of natural and cultural heritage</li> <li>• Combing natural attractions which active programmes</li> <li>• Walking tour</li> <li>• Presentation in the Visitor Centre</li> <li>• Location</li> <li>• Visitor Centre</li> <li>• Natural Environment – cliffs along coast</li> <li>• Military structures</li> <li>• Historical heritage</li> </ul>	<p><b>Learning:</b></p> <ul style="list-style-type: none"> <li>• Mixture of nature with adventure</li> <li>• Appreciate nature without damage/negative impacts</li> <li>• Fauna and flora</li> <li>• Opportunity to learn in an active way</li> <li>• How can we protect the nature although we offer unique touristic programmes</li> <li>• Possibility of interacting with nature</li> </ul>
<p><b>Improvements:</b></p> <ul style="list-style-type: none"> <li>• More marketing online and in other towns for attractions in the park</li> <li>• More activities targeted towards different groups of people</li> <li>• Establish a counting system for visitors</li> <li>• Improve pathways to avoid flooding</li> <li>• Restore all buildings</li> <li>• First aid should be provided at all activities</li> <li>• Open centre in the weekend</li> <li>• Accessibility for people with disabilities</li> <li>• Hotel ?!</li> <li>• Too little information</li> <li>• Waste management</li> <li>• Economic sustainability</li> <li>• Toilets open in the weekend</li> </ul>	<p><b>Transferability:</b></p> <ul style="list-style-type: none"> <li>• Monitoring of site and immediate intervention to protect important areas</li> <li>• Project needs to be part of a network of and (share) information within the region</li> <li>• Start small projects – importance of planning</li> <li>• Sustainability – economic</li> <li>• Volunteer management</li> <li>• Utilisation in a right way of the available natural and cultural values</li> <li>• Educational activity</li> <li>• Sport activity</li> </ul>



**2.2.4 2.2.4) GP 4 - Dingli Heritage Trail**

<p><b>Highlights:</b></p> <ul style="list-style-type: none"> <li>• Cooperation from local producers;</li> <li>• Natural heritage;</li> <li>• Educational programme by private enterprise;</li> <li>• Quality of service;</li> <li>• Sustainability;</li> <li>• Educational activities + sensory experience;</li> <li>• Goal of Combining information and services to visitors.</li> </ul>	<p><b>Learning:</b></p> <ul style="list-style-type: none"> <li>• Quality of concept;</li> <li>• Partnership between different stakeholders;</li> <li>• Educational tools for children.</li> </ul>
<p><b>Improvements:</b></p> <ul style="list-style-type: none"> <li>• Include more activities in different areas;</li> <li>• Need to extend and increase activities;</li> <li>• Combine the Visitors Centre activities with others organised in the area by other entities;</li> <li>• Cooking lessons (hand-on experience);</li> <li>• Smart phone App;</li> <li>• Produce a recipes book;</li> <li>• Diversifying to other activities.</li> </ul>	<p><b>Transferability:</b></p> <ul style="list-style-type: none"> <li>• Whole concept can be transferred;</li> <li>• Business model;</li> <li>• Passion / sense of belonging;</li> <li>• Way of involving and cooperate with local producers;</li> <li>• ECO approach of social responsibility.</li> </ul>

**2.2.5 Feedback Forms**

The feedback forms also contained conclusions section with recommendations regarding the GP visited to be selected for the tutoring session and to be uploaded in the IE Policy Learning Platform.

The form consisted of 4 sections for each practice visited and a final section – “Conclusions”. Feedback forms returned by partner regions:

Country	Number of feedback forms	Partner	Stakeholder	Number of participants
Italy	3	1	2	5
Finland	2	1	1	2
Romania	8	3	5	8
Hungary	6	2	4	6

<b>Poland</b>	4	3	1	7
<b>Spain</b>	2	2	0	2
<b>Germany</b>	4	1	3	4
<b>Totals</b>	29	13	16	34

## 2.3 Analysis

### 2.3.1 GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift

Key issues identified in this GP visit:

Bureaucracy and red tape;

Use of electric cars that do not fit into the standard category of cars listed in any of the documents/criteria of Malta transport authority (Transport Malta);

Uniqueness of the concept making it very difficult for the authorities to decide which licenses were needed to be able to operate;

Mixed and contradictory information from staff at the key authorities and between the authorities;

Finding the right suppliers for the electric buggies (with Malta being such a small island, with a limited supply of companies to choose from);

Convincing the local and foreign agents such as destination management companies, tour operators and local corporate companies that it was a great activity that works, and which people of all ages can enjoy;

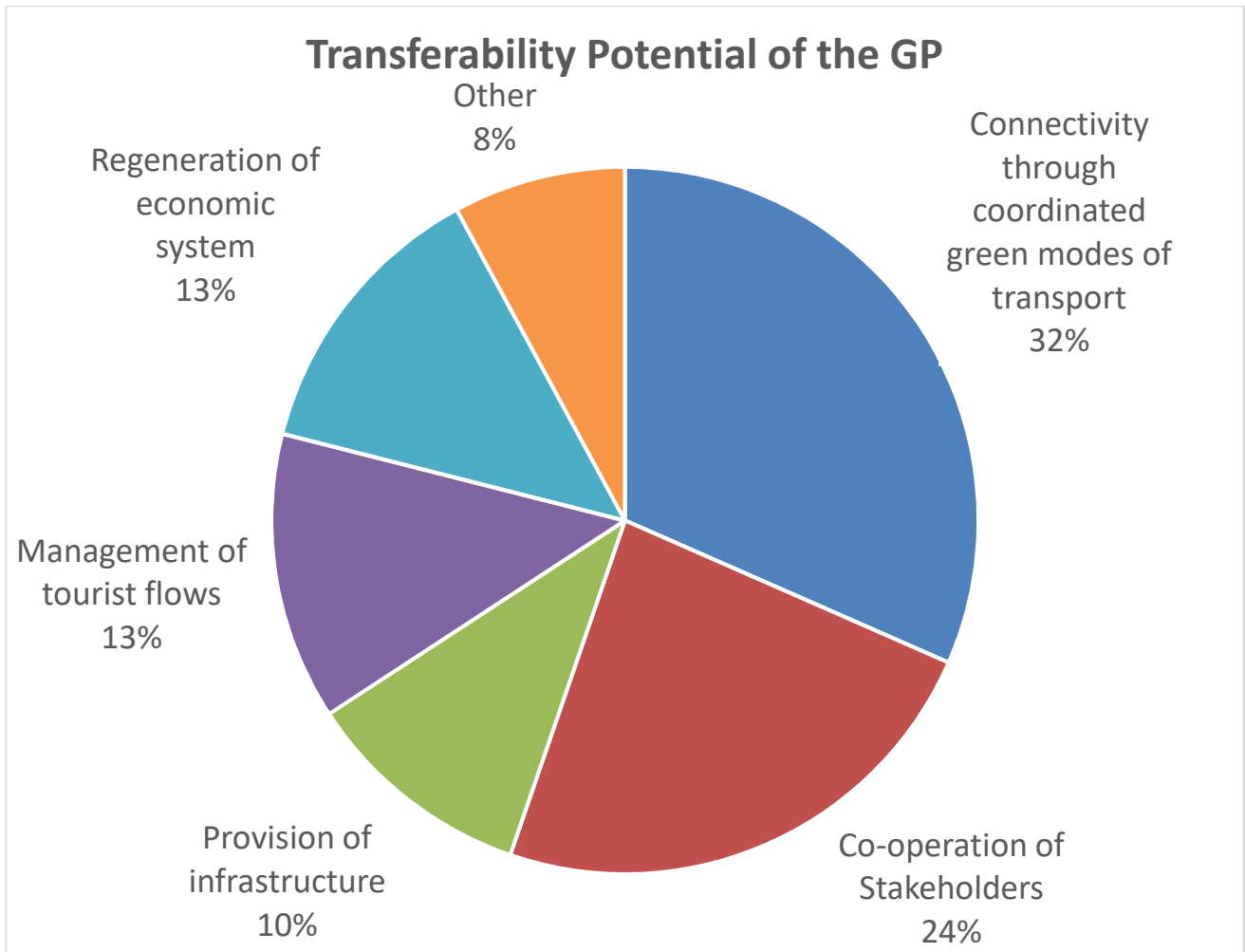
Over the past 6 years in operating, there has been a steady increase in road closures as more and more regeneration projects come under way in the historic area;

The challenge of finding the right mechanics and even more so electricians as no one really knows this kind of electric vehicles;

Difficulty to find insurance companies willing to cover;

Parts must be imported from China as there is nothing the electric vehicles on the market.

RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>	16	9	2	
<b>2. Soft-mobility transport means</b>	16	10	1	
<b>3. Information and communication support to trail visibility</b>	14	9	3	1
<b>4. Trail management and governance</b>	8	14	5	
<b>5. Other (pls specify/Key Words):</b> Circular economy, Renewable energy, Low carbon strategy, Resource efficiency, entrepreneurship (rural areas), sustainable tourism, green infrastructure	9	10	1	
<b>Please justify:</b>				
<p>Diversified offer of sustainable accessibility; (3)            Good example of tailored public transport; (2)            Sustainable tourism;            Renewable energy;            Good linkage at nodal points;            Long term governance required;(3)            Good infrastructure and connections;(2)            Possibility of sea-transport which is less polluting;            Virtual guide to explain route - very interesting;(4)            Relocating traffic flow;            Great touristic potential;(3)            Good digital infrastructure;            Interdependence of transport modes;(3)            Promotion and advertising of services;            Spread of tourism activity over time and locations;(2)            Alternative modes of transport;            More signage;(2)            All infrastructure to be low carbon;</p>				

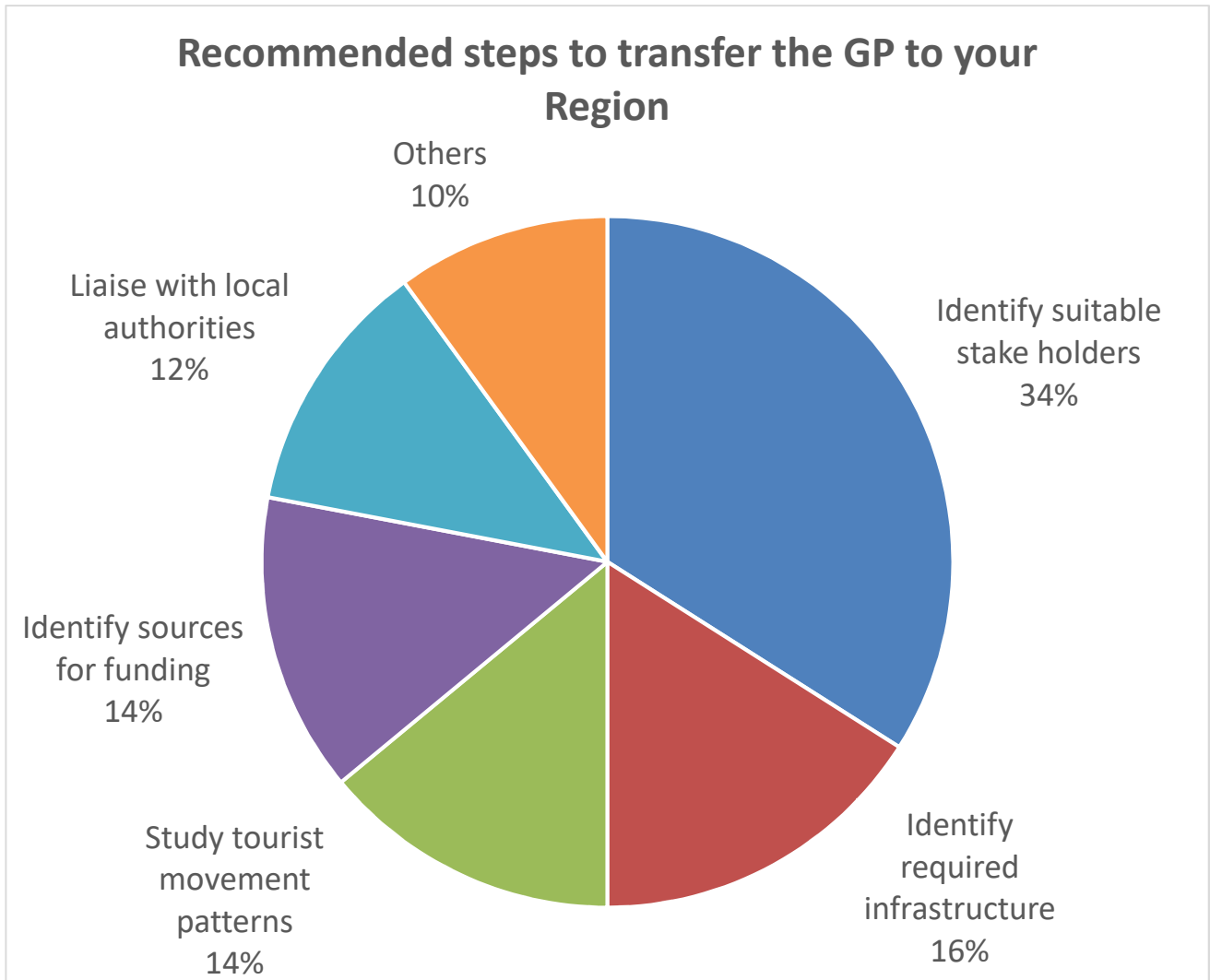


The most important transferable component identified in GP 1 by many of the respondents was the aspect of connectivity through a network of coordinated public and green modes of transport. In this case this refers specifically to the ferry service (Sliema to Valletta, the Barrakka Lift, the traditional boats and the electric buggies). Co-operation between different Stake Holders both public and private was also deemed as very important.

The provision of adequate infrastructure was also noted and deemed a transferable component, as was the management of tourist flows in historic areas through the self-driving electric vehicles. This was seen as a good means for the regeneration economic system in the same historic areas that could be transferred to other countries.

***Other transferable aspects which where sporadically identified included:***

- Accessibility (Barrakka Lift) which opens sites which are difficult to reach by people with disability;
- The usability of the network also by local users on a daily basis;
- The storytelling aspect;
- And the effort to have less bureaucracy.



The most important steps to transfer GP 1 identified by many of the respondents included the need to identify a pool of good stake holders to carry the project through. Many also stated that it was important to identify the required infrastructure and also study tourist movement patterns. Many also noted the need to identify sources for funding and liaise with local authorities for required permits.

***Other steps which were sporadically identified included:***

- Ensure no competition with other traffic;
- Seek local consensus;
- Find vehicles which are fully accessible;
- Make trail project in one area;
- Make a long-term sustainability study;
- Charging points along the route.



The most frequently mentioned action, in relation to GP 1, recommended to be implemented when drafting the Action Plan by many of the respondents was the establishment of partnerships with stake holders followed by the planning of a mobility strategy for tourists. Other actions included making a long-term sustainability study, the training for guides and investment in promotion.

**Other actions envisaged included:**

- Planning an experience which includes local food;
- Study local traffic;
- Identify potential risks;
- Verify complementarity with other mobility means in the area.

### 2.3.2 GP 2 - Pembroke Heritage Project

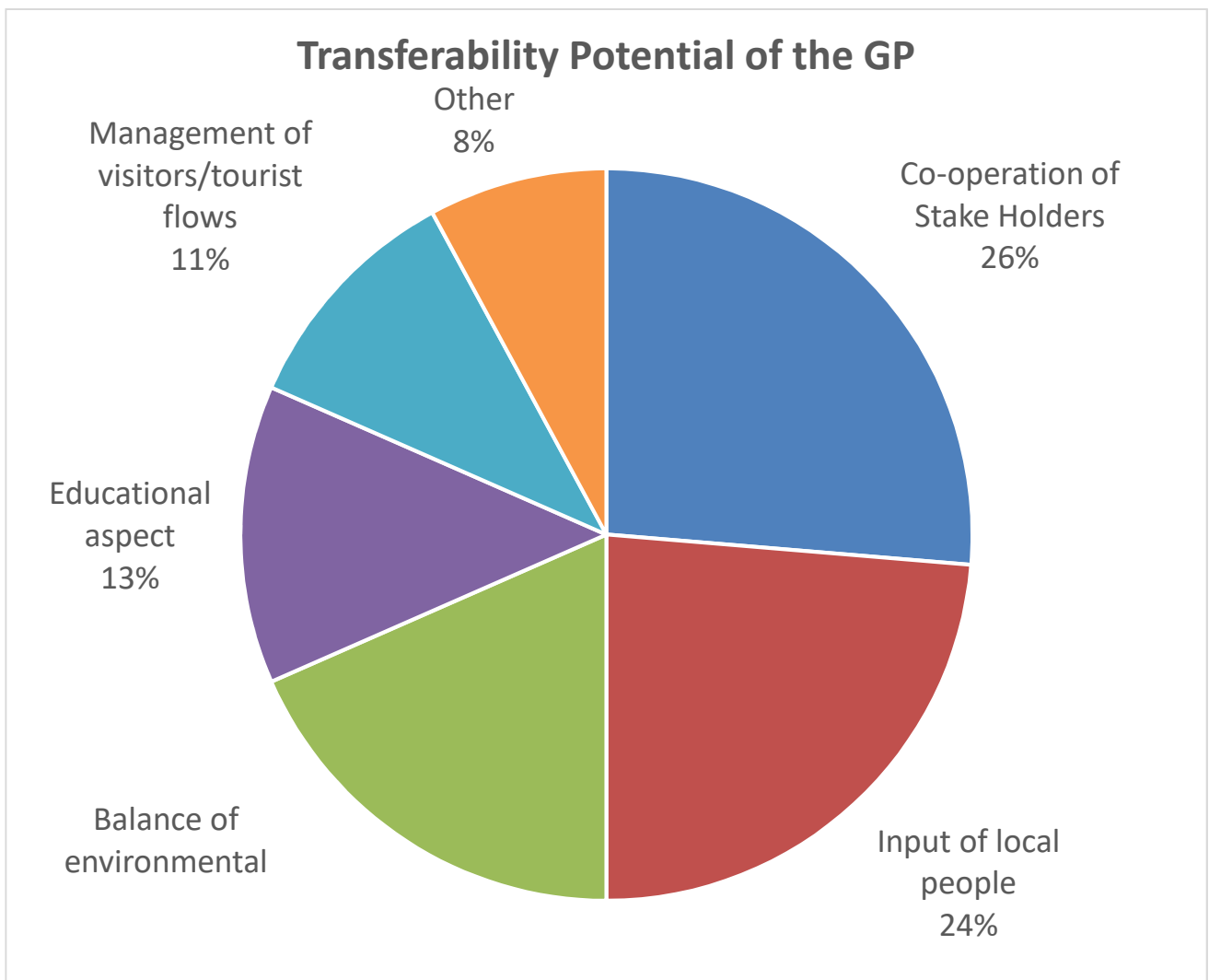
#### Key issues identified in this GP visit:

Illegal dumping on site;  
 Vandalism;  
 Squatters;  
 Trampling by vehicles especially during weekends;  
 Littering;  
 Habitat degradation;  
 Invasive alien species;  
 Visitors flow management;  
 Upgraded footpaths;  
 Promotion of heritage trails, cycling and jogging;  
 Patrolling and reporting of illegal Activities;  
 Removal of alien species of plants in the area with the help of residents;  
 Recreational activities (picnic sites in disturbed areas);  
 Setting up of visitors centre;  
 Promote rich coastal habitat;  
 Upgrading the beach to Blue Flag status;  
 Restore the British period range to use as a coastal biodiversity info centre;  
 Make site sustainable through activities such as guided walks for tourists, walks for blind people, honey production;  
 Lack of volunteers;  
 Disturbance caused by Reverse Osmosis Plant;  
 Encroaching urbanisation.

RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREE T PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>	8	8	11	
<b>2. Soft-mobility transport means</b>	5	11	11	1
<b>3. Information and communication support to trail visibility</b>	7	14	5	
<b>4. Trail management and governance</b>	11	12	2	1
<b>5. Other (pls specify/Key Words):</b> Circular economy, Renewable energy, Low carbon strategy, Resource efficiency, entrepreneurship (rural areas), sustainable tourism, green infrastructure	11	7	1	

**Please justify:**

Good example of trail management; (8)  
 Need to improve coexistence with urban area close by; (4)  
 Trail needs better supporting info; (6)  
 Emphasis is on protection of heritage not access; (7)  
 Good example of co-operation with stake holders; (2)  
 Cycling paths to be improved; (3)  
 There are too many diverse uses to the site;  
 Advantage of being close to important touristic area.



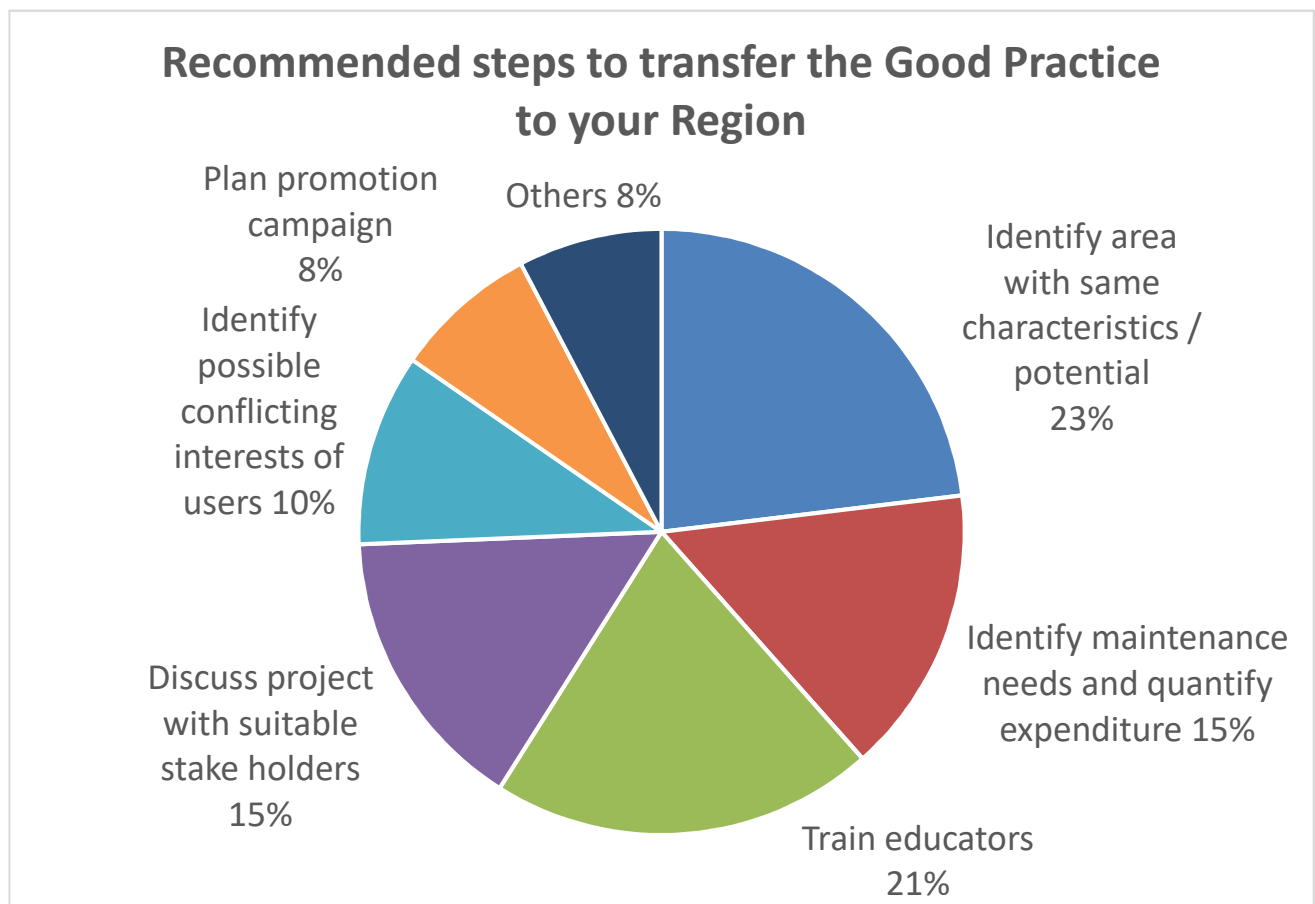


The most important transferable component identified by many of the respondents was the aspect of Co-operation of Stake Holders. In this case this refers specifically to the NGO Nature Trust and the Malta Tourism Authority, plus a number of locality organisations. The input of local people was also deemed a very important aspect with great transferability potential.

The balance between environmental protection and trail development, the educational aspect and Management of visitors/tourist flows were also noted and deemed a valid transferable component.

**Other transferable aspects which where sporadically identified included:**

- The focus of biodiversity;
- The idea of creating a multisensory trail for the blind;
- Eco Trail for children;
- Infrastructure;
- Control of damping;
- Management of coexistence of various activities within a small site.



The most important steps to transfer GP 2 identified by many of the respondents included the need to identify an area with same characteristics / potential and to train educators which take visitors around the site.

The need to quantify maintenance needs and related expenditure, discuss the project with suitable stake holders, identify possible conflicting interests of users, and plan a promotion campaign was also identified.

**Other steps which were identified included:**

- Make management plan;
- Identify required infrastructure;
- Identify best materials for path;
- Liaise with local authorities.



The most frequently mentioned action, in relation to GP 1, recommended to be implemented when drafting the Action Plan by many of the respondents was the coordination between stake holders followed by a training programme for educators and the design of effective information panels.

Other identified actions included the formulation of a nature protection strategy and the need to plan a mobility strategy for visitors.

**Other actions envisaged included:**

Make a long-term sustainability study;  
Involve locals during the whole process;  
Promotion plan.

**2.3.3 GP 3 - Majjistral Nature and History Park**

**Key issues identified in this GP visit:**

Set up a trail that could allow park visitors to visit the most interesting areas of the Park while at the same time preserve the natural aspect of the area;  
Limiting trampling on sensitive habitats;  
Stop off-road practices/vehicles from accessing these areas;  
Provision of adequate signage and information along the trails;  
Trail markers being shifted, and information panels vandalised;  
Closing off access to those paths that were not included in the walking trails through the use of low barriers made to look like rubble walls;  
Regular patrols to monitor and fix route signage and replace any damaged signs and info panels;  
Aim to educate park visitors and locals in appreciating the park and thus reducing issues related to trampling / vandalism in the long term.

RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>	8	12	8	
<b>2. Soft-mobility transport means</b>	6	9	11	1
<b>3. Information and communication support to trail visibility</b>	11	11	1	
<b>4. Trail management and governance</b>	13	10	3	
<b>5. Other (pls specify/Key Words):</b> Circular economy, Renewable energy, Low carbon strategy, Resource efficiency, entrepreneurship (rural areas), sustainable tourism, green infrastructure	7	10	1	

**Please justify:**

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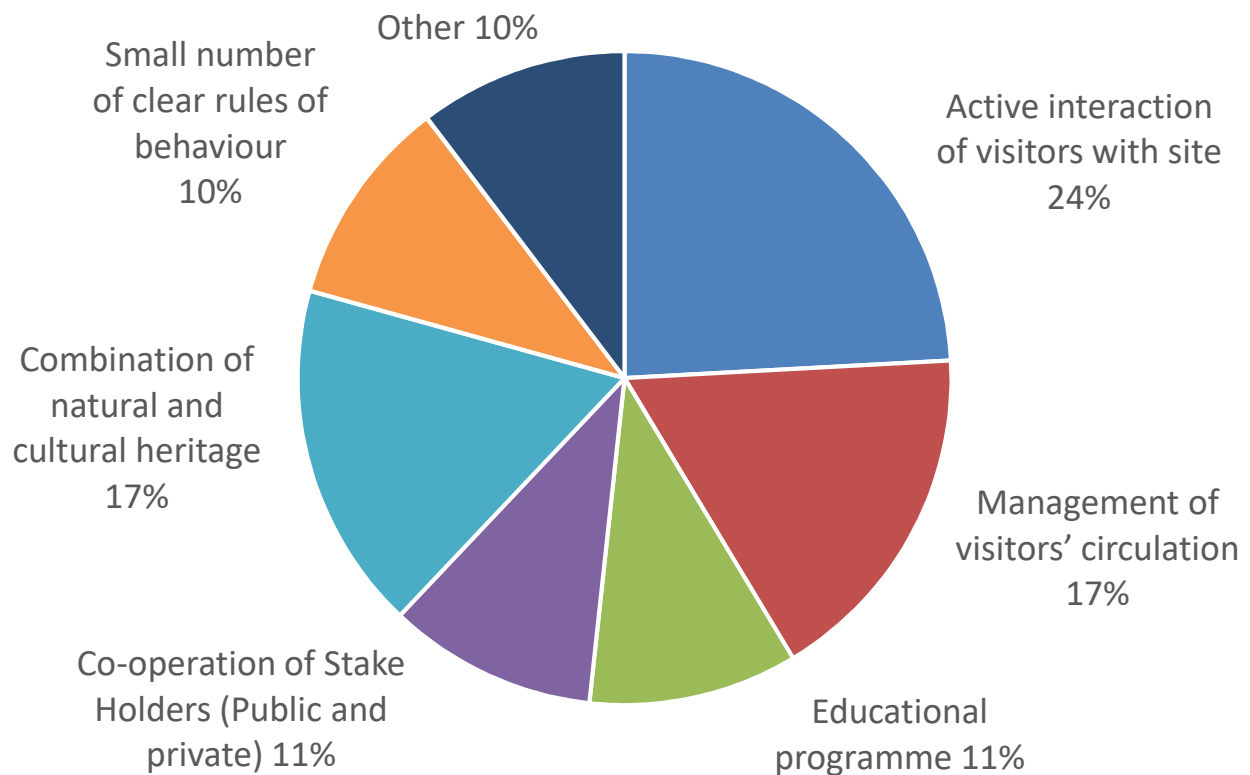
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27

Good example of Park management; (11)  
 Good example of heritage and nature protection; (6)  
 Good example of sustainable tourism (2)  
 Emphasis is on protection of heritage not access; (4)  
 Good example of co-operation with stake holders; (2)  
 Stress on only one type of mobility; (4)  
 Paths to be improved; (1)  
 Combined activities; (1)

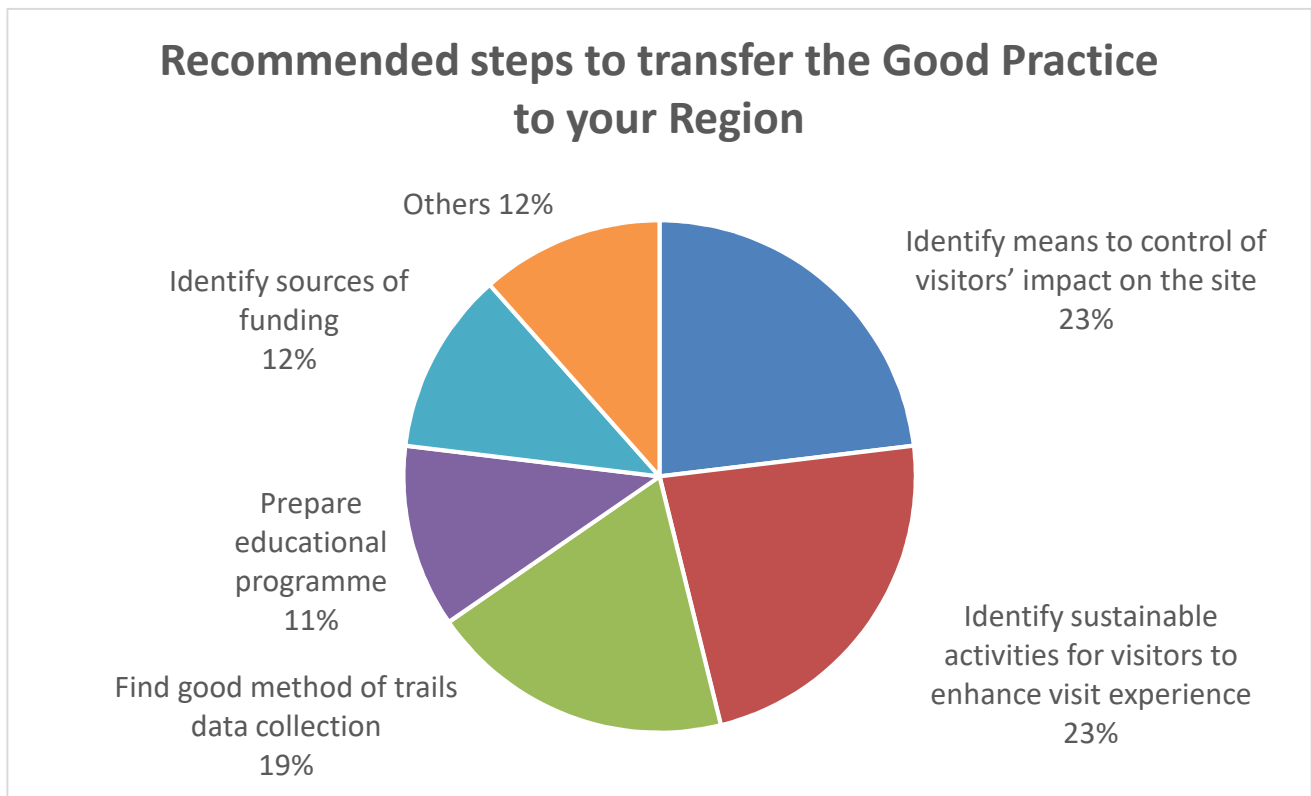
### Transferability Potential of the Good Practice



The component having the most transferable potential identified by the respondents was that of active interaction of visitors with the site. In this case this refers to activities including abseiling and canoeing. Other transferable components identified as important include the combination of natural and cultural heritage, the co-operation with Stake Holders, the development of an educational programme, and the enforcement of a small number of clear rules of behaviour.

**Other transferable aspects which were sporadically identified included:**

- Quality of infrastructure;
- Management of coexistence of various activities;
- Limiting trampling by creating no-go zones;
- Setting up a visitors’ centre;
- Mobile App;
- Support NGOs in their work and projects.

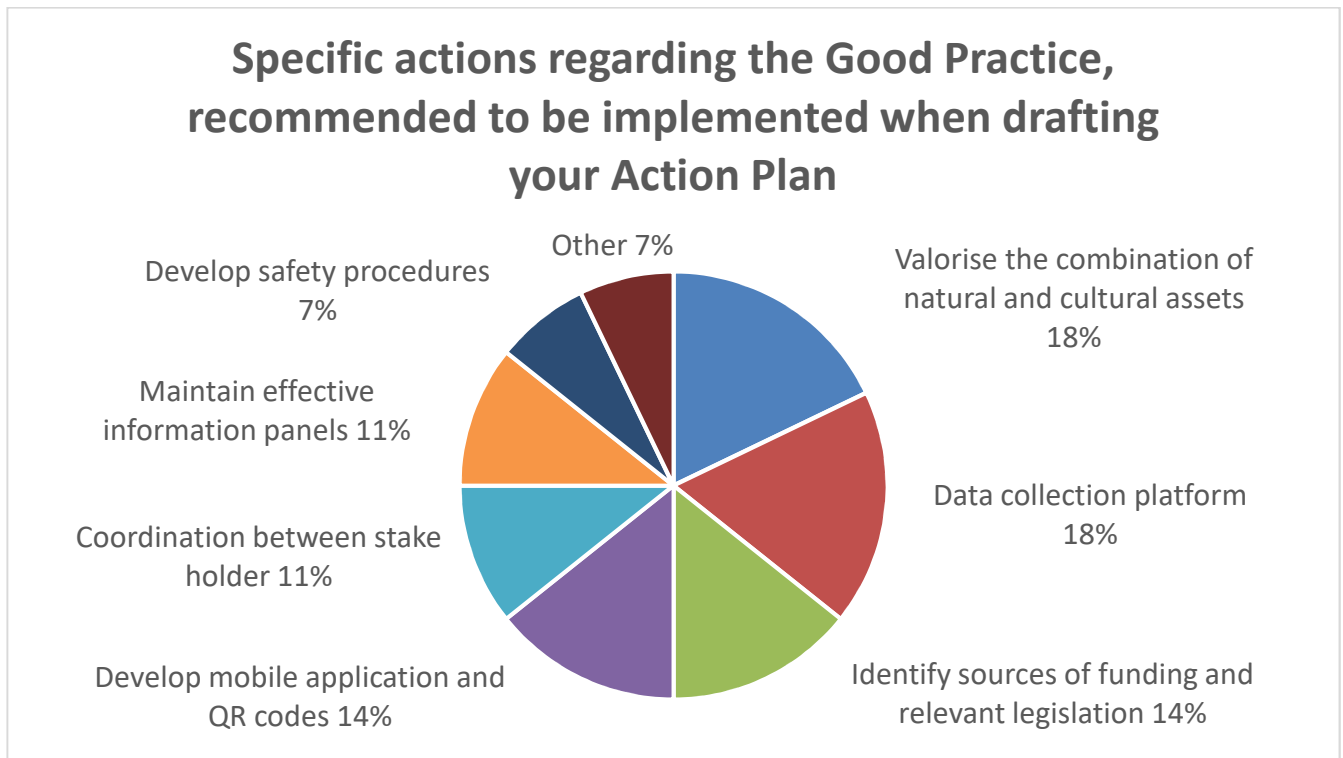


The most important steps to transfer GP 3 identified by many of the respondents included the identification of sustainable activities for visitors to enhance visit experience and also the need to find means to control of visitors’ impact on the site.

The need to find a good method of trails data collection, prepare an educational programme and identify sources of funding was also identified.

**Other transferable aspects which were sporadically identified included:**

- Involvement as many volunteers as possible;
- Identify suitable site;
- Select good stakeholders.



The most frequently mentioned action, in relation to GP 3, recommended to be implemented when drafting the Action Plan by many of the respondents was the Valorisation of the combination of natural and cultural assets and the creation of a data collection platform.

Identification of sources of funding and relevant legislation, the development of a mobile application and QR codes, and the fostering of coordination between stakeholders. The maintenance of effective information panels and the development safety procedures were also identified as actions recommended to be implemented when drafting the Action Plan.

**Other actions envisaged included:**

- Prepare strategy for protection of the relevant areas;
- Identify unique spots;
- Promotion programme for selected site;
- Develop educational programme for visitors / locals;
- Cost / benefit analyses;
- Identify potential for job creation;
- Access to all.

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### 2.3.4 GP 4 - Dingli Heritage Trail

#### Key issues identified in this GP visit:

Convince funding body that the proposal was a genuine one and in line with European policies related to NATURA 2000 sites;

Compilation of study explaining the three pillars of sustainability and cross-referenced with related policies; Recognition by the main environmental authorities and groups, that the present objectives are still being met;

Securing long-term financial viability of The Centre's operations was crucial to the running of The Centre; Business model based on self-sufficiency, achieved through linking gastronomy/catering with direct information dissemination;

Part of the Income from gastronomy is used to organise the free educational eco-walks, and other information dissemination initiatives;

Walking trail promoted by The Centre resulted in friction between the users and an individual within a particular area;

Difficulty in finding local staff from surrounding areas, due to a general shortage of employees in all sectors; Next challenge is to increase the environmental pillar of sustainability by investing in additional agricultural land in the area (including the removal of several invasive alien trees, planting indigenous fruit trees and wild local trees, and bringing back water in the area through rainwater harvesting;

This can serve as a pilot project for other landowners;

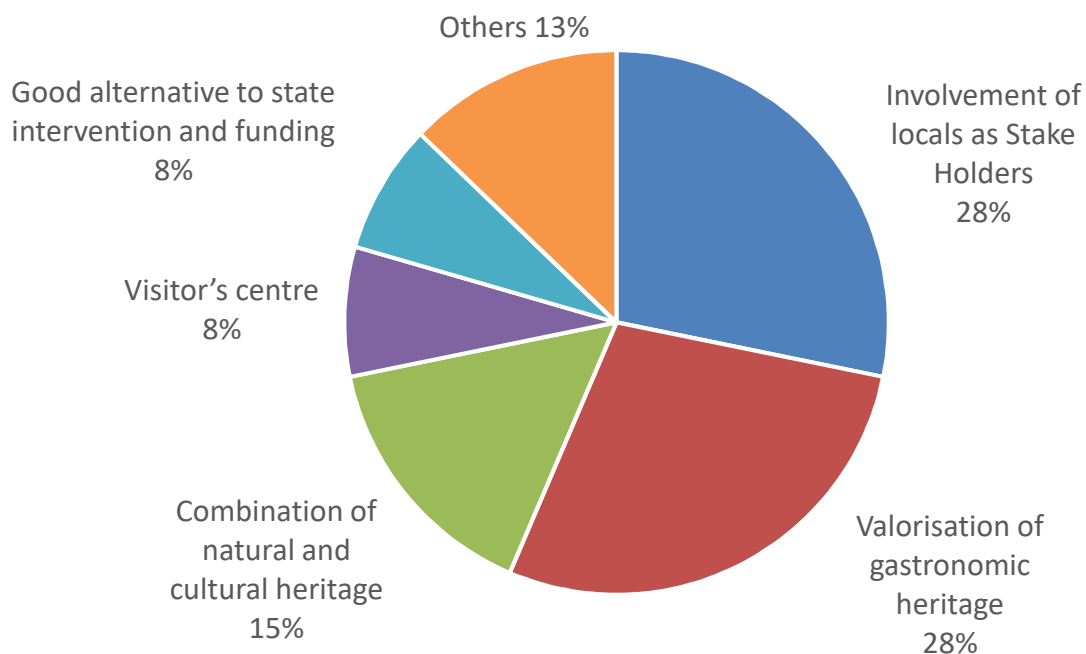
Landowners in the area are reluctant to undertake similar works due to the physical challenges of the sloping land and lack of water amongst others;

Another aim of the project is to give unprecedented public access to the land down Dingli Cliffs in controlled numbers, to continue adding value to its environmental awareness dissemination initiative.

RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREE T PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>	14	10	2	
<b>2. Soft-mobility transport means</b>	12	11	3	
<b>3. Information and communication support to trail visibility</b>	16	6	3	
<b>4. Trail management and governance</b>	18	6	2	
<b>5. Other (pls specify/Key Words):</b> Circular economy, Renewable energy, Low carbon strategy, Resource efficiency, entrepreneurship (rural areas), sustainable tourism, green infrastructure	16	3	1	
<b>Please justify:</b>				

Good example of Natura 2000 site management; (6)  
 Good example of innovative heritage and nature protection; (10)  
 Good example of sustainable tourism; (8)  
 Good example of co-operation with stake holders; (6)  
 Support to rural communities; (6)  
 Good business plan; (5)  
 Info point should be improved; (2)  
 Gastronomical aspect is very interesting. (11)

### Transferability Potential of the Good Practice



The component having the most transferable potential identified by the respondents was the involvement of locals as Stake Holders and the valorisation of gastronomic heritage.

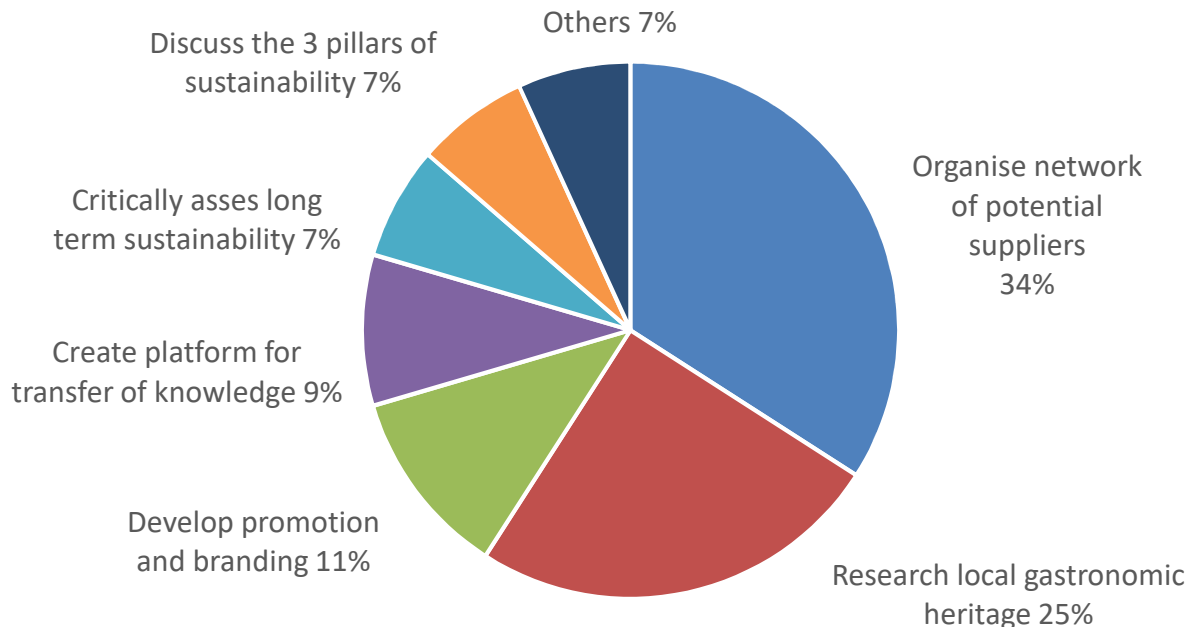
Other transferable components identified as important include the combination of natural and cultural heritage, the visitor's centre and the fact that it is a good alternative to state intervention and funding.

***Other transferable aspects which where sporadically identified included:***

Quality of Visitor's Centre;  
 Support to NGOs;  
 Trail governance;  
 Short supply chain environmental sustainability;  
 Emphasise origin of products.



## Recommended steps to transfer the Good Practice to your Region



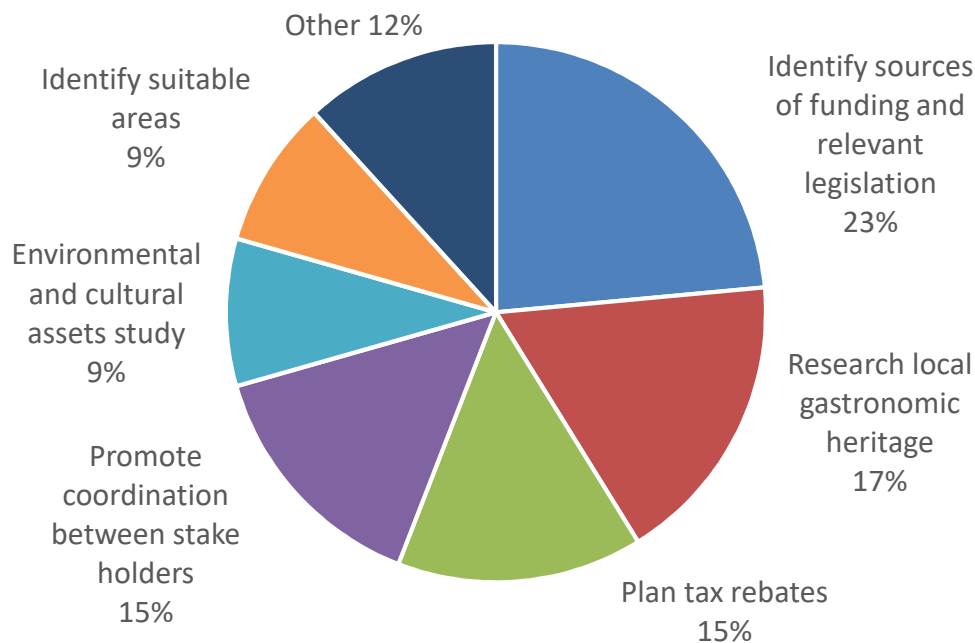
The most important steps to transfer GP 4 identified by many of the respondents included the Organisation of a network of potential suppliers and research into local gastronomic heritage.

The need to develop promotion and branding, create a platform for transfer of knowledge, critically assesses long term sustainability, and discuss the 3 pillars of sustainability was also identified.

***Other transferable aspects which were sporadically identified included:***

- Promote research of local gastronomic heritage;
- Assess risks to heritage sites;
- Prepare educational programme;
- Identify sources of funding;
- Prepare management plan;
- Additional on-site meetings in Malta;
- Identify relevant legislation;
- Introduce tax incentives for local producers.

### Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan



The most frequently mentioned action, in relation to GP 4, recommended to be implemented when drafting the Action Plan by many of the respondents was the identification of sources of funding and relevant legislation.

Research into local gastronomic heritage, the planning of tax rebates, the promotion of coordination between stake holders, the study of environmental and cultural assets, and the identification of a suitable areas where a similar project could be carried were also identified as actions recommended to be implemented when drafting the Action Plan.

**Other actions envisaged included:**

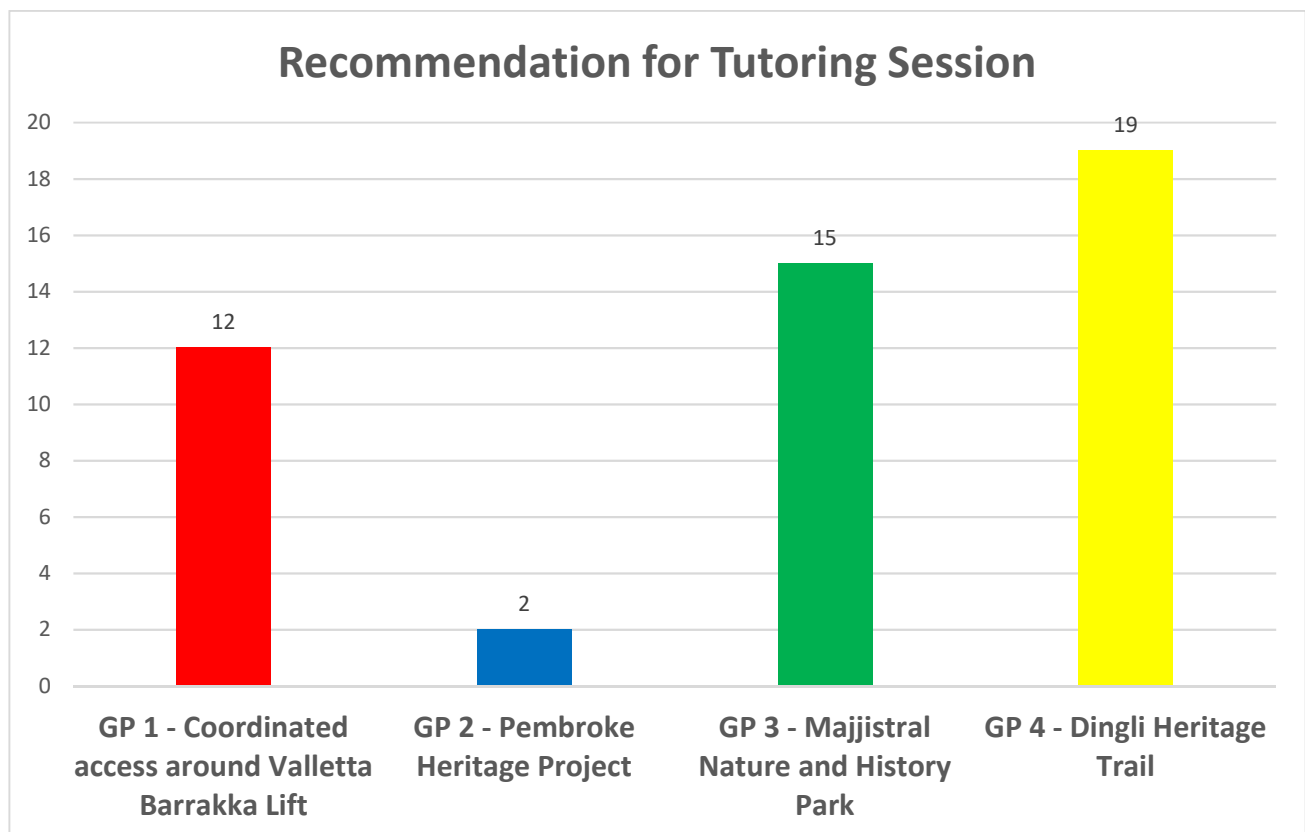
- Develop monitoring procedures;
- Integrate with other running projects;
- Facilitate interaction with the public;
- Promote access to all.

## 2.4 Recommendations for Tutoring Sessions and Policy Learning Platform

At the end of the questionnaire, it was possible to vote which good practice could be recommended for both Tutoring Sessions and their uploading into the Interreg Europe Policy Learning Platform. Respondents were able to select two good practices in both cases. Some respondents chose only one practice.

### Which Good Practice would you select for the Tutoring Session?

	Recommendations (of 23)	Recommending country (Partner, stakeholder)
<b>1. GP 4 - Dingli Heritage Trail</b>	19	ESP, FIN, ROM, HUN, GER, POL, IT
<b>2. GP 3 - <i>Majjistral</i> Nature and History Park</b>	15	ESP, FIN, HUN, IT, GER
<b>3. GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift</b>	12	POL, ROM, HUN
<b>4. GP 2 - Pembroke Heritage Project</b>	2	POL, GER



The delegates recommend **Dingli Heritage Trail (GP4)** as a first Good Practice for a tutoring session and **Majjistral Nature and History Park (GP3)** as a second Good Practice.

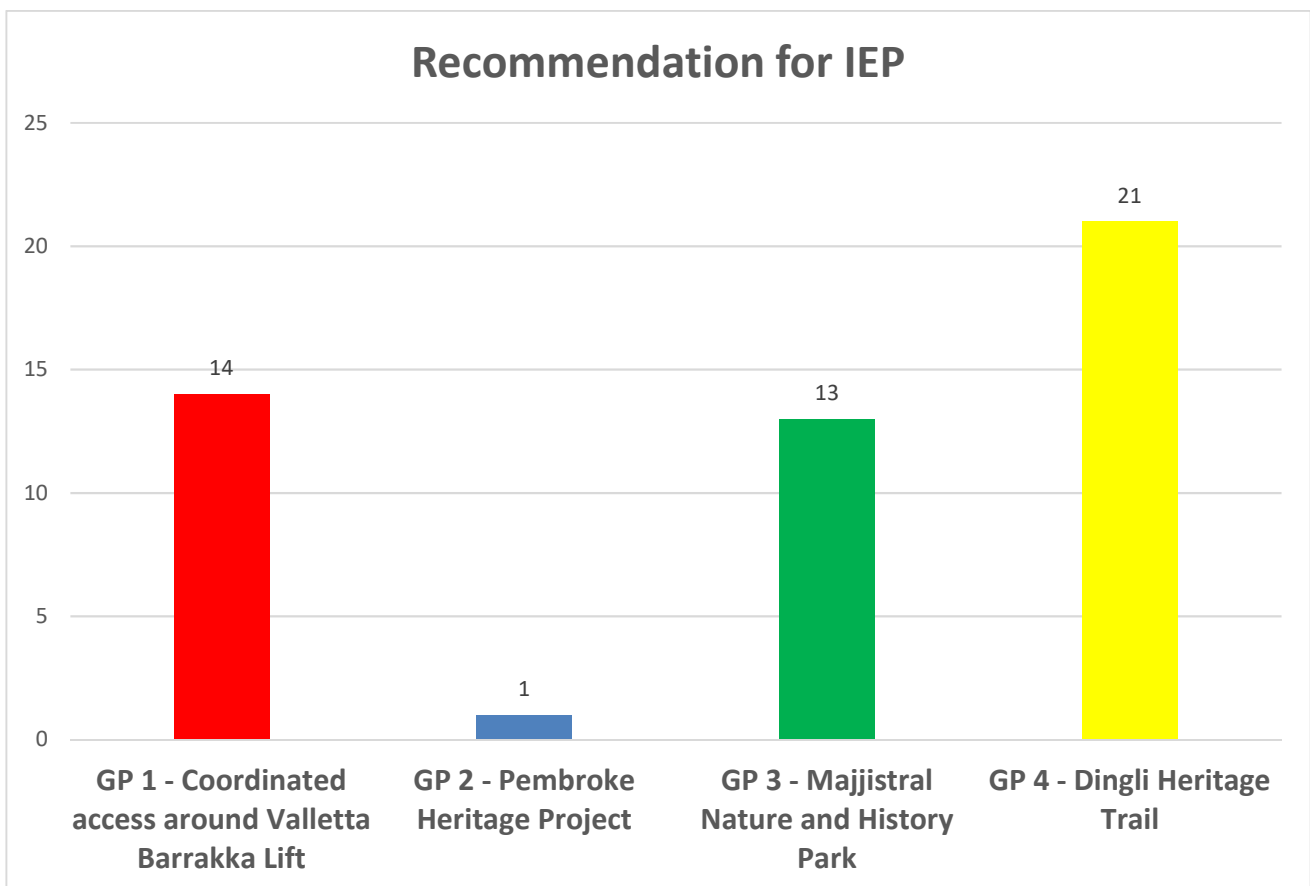
***Among the features noted in the good practices and quoted as leading to these choices were:***

High level of transferability;  
The involvement of public and private interests;  
Emphasis on both natural and cultural heritage;  
Good funding strategy;  
The involvement of local stake holders;  
The economic activity generated.

The gastronomic heritage aspect of the **Dingli Heritage Trail** was seen as an innovative approach which could be transferred in any area due to its universality.

Which Good Practice would you propose to be uploaded in the IE Policy Learning Platform?

	Recommendations (of 23)	Recommending country (Partner, stakeholder)
<b>1. GP 4 - Dingli Heritage Trail</b>	21	ESP, FIN, ROM, HUN, GER, POL, IT
<b>3. GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift</b>	14	ESP, MAL, ROM, IT, POL
<b>2. GP 3 - <i>Majjistral</i> Nature and History Park</b>	13	HUN, GER, POL, IT
<b>4. GP 2 - Pembroke Heritage Project</b>	1	FIN



The delegates recommend **Dingli Heritage Trail (GP4)** as the most appropriate Good Practice to be uploaded on the Interreg Europe Platform followed by and the **Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift (GP1)**.

The reasons for this are similar to those mentioned regarding the tutoring session.

## 2.5 Recommendations about future Study Visit organisation

At the end of the feedback form the delegates were asked to provide suggestions and comments as to how future study visits might be improved. The response was as follows:

- Provide better information before the start of a Study Visit (SV);
- Clarify better the objectives and relevance for the stakeholders being invited to attend the SV;
- Present in more details the operational methods for implementing a good practice;
- Promote the exchange of information/comments/queries between stakeholders during the visit.

### ***Additional suggestions included:***

Furthermore, the possibility of engaging in physical activities within the good practices was much praised and it was suggested that these should be increased. The same applies for the use of alternative modes of transport such as traditional boats and segway. These were much praised.

In general, according to the feedback forms, Study Visit no 7 was deemed well organized and as providing added value for the participants. The gastronomic experience was also highly praised by most of the delegates. However, some delegates wished to have more time for the filling of feedback forms and also suggested the creation of a digital version of feedback form.



### 3 APPENDIX

- A.1. Agenda of the Study Visit
- A.2. List of participants with signatures (for each day of the SV)
- A.3. Logistic note of the Study Visit
- A.4. Photos and videos
- A.5. PPT presentations, other complementary materials to GP filled forms (separated)
- A.6. Template of SV feedback form



*Participants at the first day of SV7 in Malta (03.12.2019).*

A1 - The agenda for SV7

 <p><b>Interreg Europe</b> European Union   European Regional Development Fund</p>		<p>PGI05391</p>	 <p><b>Three T</b> Thematic Trail Trigger</p>
<p><b>Mod. 3C-3T-SV7</b></p>		<p><b>STUDY VISIT N. 7 MALTA - AGENDA</b></p>	

## STUDY VISIT N. 7

### Agenda

**Place and dates: Malta - 2-6 December 2019**

**(arrival: 2/12) - Days 1 (3/12) -2 (4/12) -3 (5/12) -(departure 5/12 or 6/12)**

**Language: English**

**Contact: Joe Azzopardi: [joe.azzopardi@pa.org.mt](mailto:joe.azzopardi@pa.org.mt)**

Monday 02/12/2019		
Arrival in Malta	Azur Hotel Gzira	<p>It is suggested that transfer from airport to hotel should be by private taxi service rather than public transport which is not direct and very busy.</p> <p>You can look up some of the providers here:</p> <p><a href="https://www.google.com/search?rlz=1C1GCEU_enMT821MT822&amp;ei=l6myXbWPLPD3g_wHBvLOQBA&amp;q=list+malta+taxi+services&amp;og=list+malta+taxi+services&amp;gs_l=psy-ab.3..33i22i29i30i10.86382.90576..93642...0.1..0.162.542.0j4.....0....1j2..gws-wiz.....0i71j0i7i10i30j0i67j0i7i30j0.hrivLHTqmK4&amp;ved=0ahUKEwi1rPWq9rbIAhXw-yoKHUHeDEIQ4dUDCA&amp;uact=5">https://www.google.com/search?rlz=1C1GCEU_enMT821MT822&amp;ei=l6myXbWPLPD3g_wHBvLOQBA&amp;q=list+malta+taxi+services&amp;og=list+malta+taxi+services&amp;gs_l=psy-ab.3..33i22i29i30i10.86382.90576..93642...0.1..0.162.542.0j4.....0....1j2..gws-wiz.....0i71j0i7i10i30j0i67j0i7i30j0.hrivLHTqmK4&amp;ved=0ahUKEwi1rPWq9rbIAhXw-yoKHUHeDEIQ4dUDCA&amp;uact=5</a></p>
20:00-22:00		<p>Welcome dinner at Sea Star Restaurant at the Azur Hotel. Food is served as a buffet including vegetarian options. €17.50 per person including free flowing water and one soft drink per person at participants' cost.</p>
Tuesday 03/12/2019		
07:40-07:45		Walk from Azur Hotel to



		Blustar Conference Centre (Blubay Apartments) for opening meeting.
Registration will be open between 07:45-08:15		Registration and meeting at Blustar Conference Centre (Blubay Apartments).
08:15-09:00		Welcome Speech, introduction and overview presentation of P4's Good Practices.
	<b>GP 1 - Coordinated access to Valletta / Birgu focusing around Valletta Barrakka Lift.</b>	Sustainable mobility within harbour area focusing around Valletta Barrakka Lift.
09:00-09:20		Walk to Ferry berth in Sliema.
09:30-09:50		Transfer by Ferry from Sliema to Valletta.
09:50-10:00		Walk from Valletta Ferry berth to The Fortress Builders Fortifications Centre.
10:00-10:20		Guided tour of Fortress Builders.
10:25-10:50		Coffee Break.
11:00-11:20		Walk from Fortress Builders to Upper Barrakka Gardens.
11:20-11:30		Visit Upper Barrakka Gardens.
11:30-11:50		Lift down to Port.
11:50-12:15		Harbour crossing on traditional boats <i>Dgħajjes tal-Pass</i> to Birgu – hosted by Malta Tourism Authority (MTA).
12:30-13:00		Presentation Rolling Geeks Tours (electric cars).
13:00-13:30	<b>For those who may be driving, please remember to bring your driving licence.</b>	Rolling Geeks Tour - hosted by MTA.
13:30-15:00	<b>Lunch</b>	Historic Lunch and presentation at Malta Maritime Museum (at host's charge) - hosted by (MTA).
15:15-16:00		Coach from Birgu to Pembroke.

16:10-16:45	<b>GP 2 - Pembroke Heritage Project</b>	Pembroke Heritage Project: walk along the cycling paths to Pembroke Gardens.
17:00-18:15		Presentation & Coffee Break - hosted by (MTA).
18:30-19:00		Coach to Hotel, Gzira.
20:00-20:15		Walk from Hotel to dinner venue.
20:30-22:30		Dinner at <i>Briju</i> (translating as <i>merrymaking</i> ) – Mediterranean cuisine using Maltese products.  €25.00 per person including free flowing water at participants' charge – partially hosted by (MTA).

Wednesday 04/12/2019		Day 3 (Wednesday)-Ending Malta
08:30-08:45		Meet in Azur Hotel lobby.
08:45-09:00		Walk to coach near Bayview Hotel.
09:00-09:45		Coach transfer to <i>Majjistral</i> Park.
10:00-10:45	<b>GP 3 - Majjistral Nature and History Park</b>	Welcome to <i>Majjistral</i> Park Visitors Centre + presentation + Maltese Coffee break ( <i>kafe ta' l-istanjata</i> ) including traditional homemade sweets.
10:50-11:20		Walking tour of the park.
11:30-12:30		Abseiling or walking tour trip within park for non-abseilers. Clean-up (voluntary).
13:00-13:45		Coach from <i>Majjistral</i> Park to Dingli.
14:00-16:00	<b>Lunch + GP 4 - Dingli Heritage Trail</b>	Lunch at The Cliffs Visitors' Centre - hosted by (MTA) + Presentation.
16:00-17:00		Segway roundtrip along Dingli Cliffs and surrounding areas or walking with guide along the cliffs - hosted by (MTA).
17:30-18:00		Coach from Dingli to Mdina.
18:00-18:45		Mdina by Night walking tour.

18:45-19:00		Walk to Rabat food and beverage tasting venue.
19:00-20:30		Traditional food and beverage tasting experience in Rabat at Host's expense.
20:45-21:15		Coach from Rabat to Hotel, Gzira.

Thursday 05/12/2019		Day 4 (Thursday)-Ending Malta / Abroad
08.30-08:45		Meet in Azur Hotel lobby.
08:45-09:00		Walk to coach near Bayview Hotel.
09:00-09:45		Coach from Sliema to <i>Xrobb I-Għagin</i> Park.
09:45-10:00		Walk from <i>Xrobb I-Għagin</i> Park to <i>Xrobb I-Għagin</i> Park Visitors' Centre.
10:00-11:30		SV7 Final Workshop (Overview of GP presentation) Working Groups and Presentation of findings.
11:45-13:15		Workshop on Action Plan template and GP earmarking for tutoring sessions. Presentation by Partner 10 about their Good Practices, in preparation for SV8.
13:30-13:45		Coach from <i>Xrobb I-Għagin</i> to Marsaxlokk.
14:00-15:30		Farewell Lunch at Host's expense.
15:45-16:45		Coach from Marsaxlokk to Hotel.




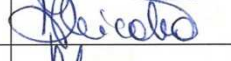

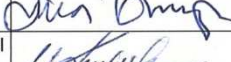
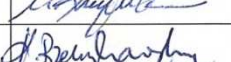
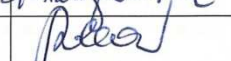








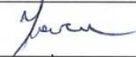

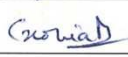


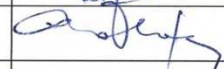








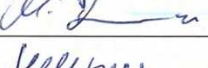
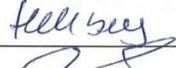

**DAY 1**

**1. 03-12-2019 | 08:00 | BLU STAR CONFERENCE CENTRE – FORTIFICATIONS INTERPRETATION MUSEUM – PEMBROKE PARK**

03.12.2019 | 08.00 – 18.00 hrs | Gzira, Valletta, Pembroke c/o PP4 Partner

**2. PARTICIPANTS**




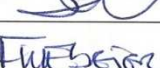
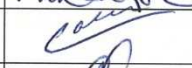




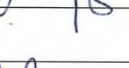



N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
1	Ivo Tartaglia	LP_Italy	
2	Curzio Casoli	LP_Italy	
3	Fabio Carmignani	LP_Italy	
4	Irene Nicotra	LP_Italy	
5	Riccardo Ciabatti	LP_Italy	
6	Liisa Bergius	PP3_Finland_partner	
7	Miikka Kumpulainen	PP3_Finland_stakeholder_Central Finland Regional Museum	
8	Katarzyna Rzemkowska	PP5_partner	
9	Dominika Kosiewicz	PP5_partner	
10	Katarzyna Lubańska	PP5_Regional Assembly Member	
11	Daniel Siewert	PP5_stakeholder	
12	Tomasz Górny	PP5_stakeholder	
13	Aneta Jedrzejewska	PP5_Partner	
14	Alina Szasz	PP7_Romania_partner	

N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
15	<b>Ramona Ganea</b>	PP7_Romania_partner	
16	<b>Petru Nechifor-Moraru</b>	PP7_Romania_partner	
17	<b>Razvan Iancu</b>	PP7_Romania_stakeholder	
18	<b>Daniela Bonta</b>	PP7_Romania_stakeholder	
19	<b>Georgiana Gamalie</b>	PP7_Romania_stakeholder	
20	<b>Alexandru Priscu</b>	PP7_Romania_stakeholder	
21	<b>Cristina Seitz</b>	PP7_Romania_stakeholder	
22	<b>Péter dr. Balázs</b>	PP8_Hungary partner	
23	<b>Adrienn Németh</b>	PP8_Hungary partner	
24	<b>Tibor Polgár</b>	PP8_Hungary_stakeholder	
25	<b>Andrea Völler</b>	PP8_Hungary_stakeholder	
26	<b>Zoltán Krisztián Légrádi</b>	PP8_Hungary_stakeholder	
27	<b>Flóra Debreczeniné Késmárky</b>	PP8_Hungary_stakeholder	
28	<b>Péter dr. Pető</b>	PP8_Hungary_stakeholder	
29	<b>Jens Ihle</b>	PP9_Germany_partner	
30	<b>Peter Hess</b>	PP9_Germany_partner	
31	<b>Mercedes Bindhardt</b>	PP9_Germany_partner	
32	<b>Ute Hellberg</b>	PP9_Germany_partner	
33	<b>Pedro Gómez</b>	PP10_Spain_partner	

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N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
34	<b>Carlos Carrillo</b>	PP10_Spain_partner	
35	<b>David Mallia</b>	PP4_Malta_partner	
36	<b>Joe Azzopardi</b>	PP4_Malta_partner	
37	<b>Suzanne Gauci</b>	PP4_Malta_partner	
38	<b>Fleur-Marie Ebejer</b>	PP4_Malta_partner	
39	<b>Christopher Galea</b>	PP4_Malta_partner	
40	<b>Audrey Camilleri</b>	PP4_Malta_partner	
41	<b>Charmaine Zerafa</b>	PP4_Malta_partner	
42	<b>Daniela Formosa</b>	PP4_Malta_partner	
43	<b>Elaine Camilleri</b>	PP4_Malta_partner	
44	<b>Kevin Fsadni</b>	PP4_Malta_Stakeholder_Malta Tourism Authority	
45	<b>Stephanie Attard</b>	PP4_Malta_Stakeholder_Malta Tourism Authority	
46	<b>Michael Meyer</b>	PP4_Malta_Stakeholder_Malta Tourism Authority	
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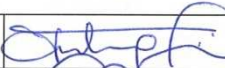

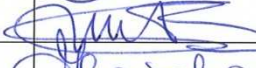

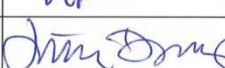
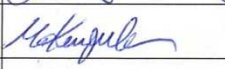
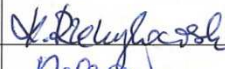

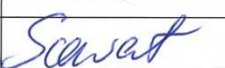
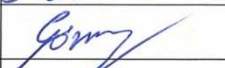




DAY 2

**1. 05-12-2019 | 08:30 | XROBB L-GHAGIN PARK**

05.12.2019 | 08.30 – 13.30 hrs | Marsaxlokk c/o PP4 Partner


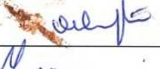


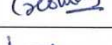


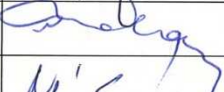


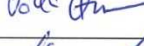
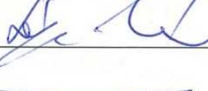


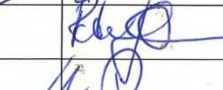
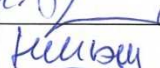



**2. ATTENDANTS**

N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
1	Ivo Tartaglia	LP_Italy	
2	Curzio Casoli	LP_Italy	
3	Fabio Carmignani	LP_Italy	
4	Irene Nicotra	LP_Italy	
5	Riccardo Ciabatti	LP_Italy	
6	Liisa Bergius	PP3_Finland_partner	
7	Miikka Kumpulainen	PP3_Finland_stakeholder_Central Finland Regional Museum	
8	Katarzyna Rzemkowska	PP5_partner	
9	Dominika Kosiewicz	PP5_partner	
10	Katarzyna Lubańska	PP5_Regional Assembly Member	—
11	Daniel Siewiert	PP5_stakeholder	
12	Tomasz Górny	PP5_stakeholder	
13	Aneta Jedrzejewska	PP5_partner	—
14	Alina Szasz	PP7_Romania_partner	

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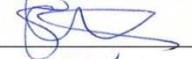
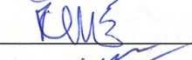




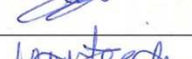

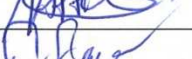



N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
15	Ramona Ganea	PP7_Romania_partner	
16	Petru Nechifor-Moraru	PP7_Romania_partner	
17	Razvan Iancu	PP7_Romania_stakeholder	
18	Daniela Bonta	PP7_Romania_stakeholder	
19	Georgiana Gamalie	PP7_Romania_stakeholder	
20	Alexandru Priscu	PP7_Romania_stakeholder	
21	Cristina Seitz	PP7_Romania_stakeholder	
22	Péter dr. Balázszy	PP8_Hungary partner	
23	Adrienn Németh	PP8_Hungary partner	
24	Tibor Polgár	PP8_Hungary_stakeholder	
25	Andrea Völler	PP8_Hungary_stakeholder	
26	Zoltán Krisztián Légrádi	PP8_Hungary_stakeholder	
27	<del>Flóra Debreczeniné Késmárky</del>	<del>PP8_Hungary_stakeholder</del>	<del></del>
28	Péter dr. Pető	PP8_Hungary_stakeholder	
29	Jens Ihle	PP9_Germany_partner	
30	Peter Hess	PP9_Germany_partner	
31	Mercedes Bindhardt	PP9_Germany_partner	
32	Ute Hellberg	PP9_Germany_partner	
33	Pedro Gómez	PP10_Spain_partner	

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N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
34	Carlos Carrillo	PP10_Spain_partner	
35	David Mallia	PP4_Malta_partner	
36	Joe Azzopardi	PP4_Malta_partner	
37	Suzanne Gauci	PP4_Malta_partner	
38	Fleur-Marie Ebejer	PP4_Malta_partner	
39	Christopher Galea	PP4_Malta_partner	
40	Audrey Camilleri	PP4_Malta_partner	
41	Charmaine Zerafa	PP4_Malta_partner	
42	Daniela Formosa	PP4_Malta_partner	
43	Elaine Camilleri	PP4_Malta_partner	
44	Kevin Fsadni	PP4_Malta_Stakeholder_Malta Tourism Authority	
45	Stephanie Attard	PP4_Malta_Stakeholder_Malta Tourism Authority	
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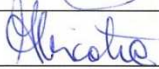






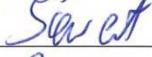



DAY 2/3

1. 04-12-2019 | 08:30 | MAJISTRAL PARK – DINGLI CLIFFS INTERPRETATION CENTRE

04.12.2019 | 08.30 – 18.30 hrs | Mellieha, Dingli c/o PP4 Partner

2. ATTENDANTS



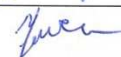

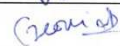
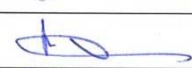

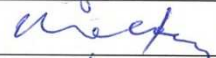
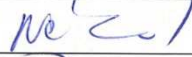


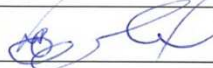




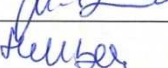


DAY 3

N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
1	Ivo Tartaglia	LP_Italy	
2	Curzio Casoli ✓	LP_Italy	
3	Fabio Carmignani ✓	LP_Italy	
4	Irene Nicotra	LP_Italy	
5	Riccardo Ciabatti	LP_Italy	
6	Liisa Bergius	PP3_Finland_partner	
7	Miikka Kumpulainen	PP3_Finland_stakeholder_Central Finland Regional Museum	
8	Katarzyna Rzemkowska	PP5_partner	
9	Dominika Kosiewicz	PP5_partner	
10	Katarzyna Lubańska	PP5_Regional Assembly Member	
11	Daniel Siewiert	PP5_stakeholder	
12	Tomasz Górny	PP5_stakeholder	
13	Aneta Jedrzejewska	PP5_partner	
14	Alina Szasz	PP7_Romania_partner	

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N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
15	Ramona Ganea	PP7_Romania_partner	
16	Petru Nechifor-Moraru	PP7_Romania_partner	
17	Razvan Iancu	PP7_Romania_stakeholder	
18	Daniela Bonta	PP7_Romania_stakeholder	
19	Georgiana Gamalie	PP7_Romania_stakeholder	
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27	<del>Flóra Debreczeniné Késmárky</del>	<del>PP8_Hungary_stakeholder</del>	<del></del>
28	Péter dr. Pető	PP8_Hungary_stakeholder	
29	Jens Ihle	PP9_Germany_partner	
30	Peter Hess	PP9_Germany_partner	
31	Mercedes Bindhardt	PP9_Germany_partner	
32	Ute Hellberg	PP9_Germany_partner	
33	Pedro Gómez	PP10_Spain_partner	

DAY 3

*Georgiana*

*Seitz*

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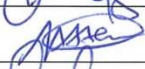
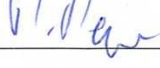
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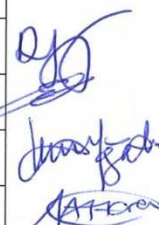
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N.	NAME AND SURNAME (in block letters)	Partner /stakeholder	SIGNATURE
34	Carlos Carrillo	PP10_Spain_partner	
35	David Mallia ✓	PP4_Malta_partner	
36	Joe Azzopardi	PP4_Malta_partner	
37	Suzanne Gauci	PP4_Malta_partner	
38	Fleur-Marie Ebejer ✓	PP4_Malta_partner	
39	Christopher Galea	PP4_Malta_partner	
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41	Charmaine Zerafa	PP4_Malta_partner	
42	Daniela Formosa	PP4_Malta_partner	
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44	Kevin Fsadni	PP4_Malta_Stakeholder_Malta Tourism Authority	
45	Stephanie Attard	PP4_Malta_Stakeholder_Malta Tourism Authority	
46	Michael Meyer	PP4_Malta_Stakeholder_Malta Tourism Authority	
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DAY 3





## LOGISTIC NOTE

Study Visit No.7  
2-5/6 December 2019, Malta

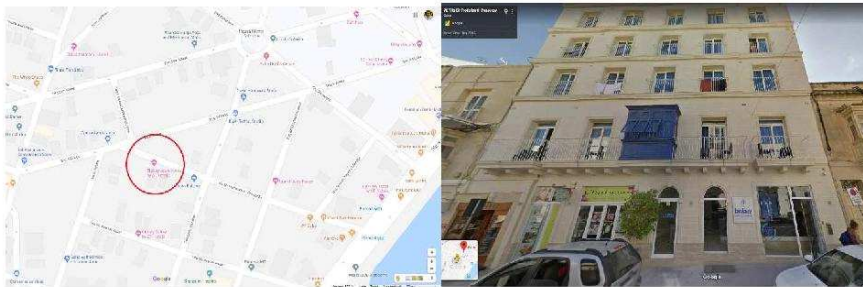
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5.3. Visa requirements .....	4



## 1. REGISTRATION DESK

Registration desk will be located at the BluStar Conference Centre, Blutar Hotel, Triq Ponsoyby, Gzira. Registration will be open on the 3<sup>rd</sup> Nov. 2019, 08:00-08.30.



## 2. ACCOMMODATION (Gzira, Malta)

Please be informed that a special rate has been agreed upon with some hotels.

Participants are invited to book their accommodation in one of the hotels (see the list below), or not, as they prefer:

---//---

Participants are invited to book their accommodation via email :

**AZUR Hotel 3\* (Superior)**      <https://sthotelsmalta.com/azur-hotel/>

sales1@sthotelsmalta.com  
 00356 2264 1512  
 Addressed to Marouska Baldacchino  
**Quote THREEET when making your booking**  
**Rooms starting from € 35 per room (breakfast included)**





---/---

**Bay View Hotel 3\*** <https://sthotelsmalta.com/bayview-hotel-apartments/>

sales1@sthotelsmalta.com  
00356 2264 1512  
Addressed to Marouska Baldacchino  
**Quote THREET when making your booking**

**Rooms starting from € 30 per room (breakfast included)**

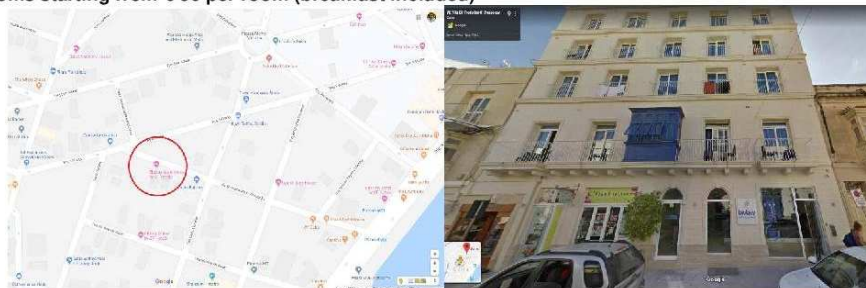


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**BluBay Apartments (Apart hotel)** <https://sthotelsmalta.com/blubay-apartments/>

sales1@sthotelsmalta.com  
00356 2264 1512  
Addressed to Marouska Baldacchino  
**Quote THREET when making your booking**

**Rooms starting from € 30 per room (breakfast included)**



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**Alternative hotels:** view offers on booking.com or airbnb.com

**Means of payment:** Payments can be made in cash (€), by credit card (Master, Maestro, Visa).

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### 3. GETTING TO GZIRA (Malta)

#### 3.1. From Malta AIRPORT (Gudja)

**3.1.1. It is suggested that transfer from airport to hotel should be by private taxi service rather than public transport which is NOT direct and very busy.**

You can look up some of the providers here:

[https://www.google.com/search?rlz=1C1GCEU\\_enMT821MT822&ei=l6myXbWPLPD3qwHBvLOQBA&q=list+malta+taxi+services&oq=list+malta+taxi+services&gs\\_l=psy-ab.3..33i22i29i30i10.86382.90576..93642...0.1..0.162.542.0j4.....0....1j2..gws-wiz.....0i71j0i71i0i30j0i67j0i7i30j0.hrivLHTqmK4&ved=0ahUKewj1rPWq9rbIAhXw-yoKHUHeDEIQ4dUDCAs&uact=5](https://www.google.com/search?rlz=1C1GCEU_enMT821MT822&ei=l6myXbWPLPD3qwHBvLOQBA&q=list+malta+taxi+services&oq=list+malta+taxi+services&gs_l=psy-ab.3..33i22i29i30i10.86382.90576..93642...0.1..0.162.542.0j4.....0....1j2..gws-wiz.....0i71j0i71i0i30j0i67j0i7i30j0.hrivLHTqmK4&ved=0ahUKewj1rPWq9rbIAhXw-yoKHUHeDEIQ4dUDCAs&uact=5)

#### 3.3. Recommendation for payment:

Change at the Exchange Office at Airport a minimum amount required for to pay the transport to your accommodation and other out-of-pocket expenses during your stay.

### 4. Weather & equipment

In December we can have very fine weather but also rain and quite low temperatures (min + 10 °C, average of 14°C). We recommend that you have the right equipment: rain coat / light warm and waterproof clothes, waterproof boots / light walking shoes (but possibly even swim wear). Keep yourself updated on : <http://www.maltaweather.com/>

### 5. USEFUL INFORMATION

#### 5.1. General information

**Single European emergency number: 112**

**Water:** Tap water in RMalta meets quality standards and is perfectly suitable for human consumption.

**Electricity:** Voltage: 220 V (European standard) / Frequency: 50 Hz / Plug: F type

#### 5.2. Local currency change

The official currency in Malta is the Euro (€). Currency exchange facilities are available in banks, and hotels. There are several ATMs also available.

#### 5.3. Visa requirements

Citizens of the European Union can travel to Malta with valid identity card or passport without any special restrictions.

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For any further information, please contact the ThreeT Team Malta:

✉ [Threet.project@pa.org.mt](mailto:Threet.project@pa.org.mt)

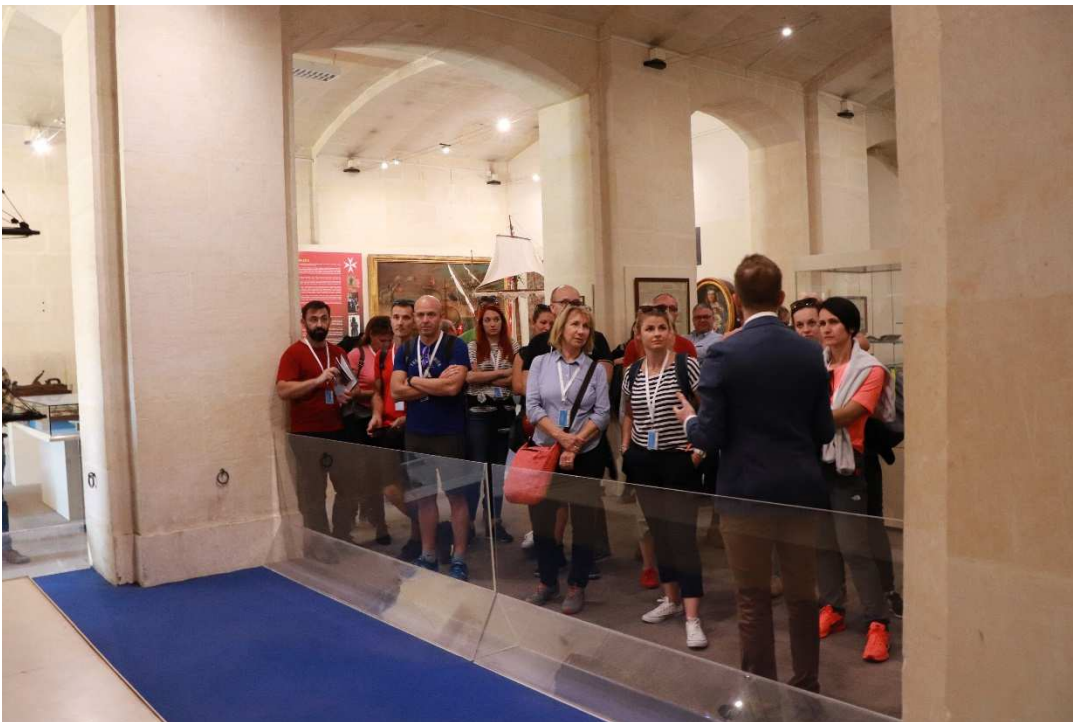
📞 00356 9989 4455  
**Joe Azzopardi**

📞 00356 7966 5819  
**David Mallia**

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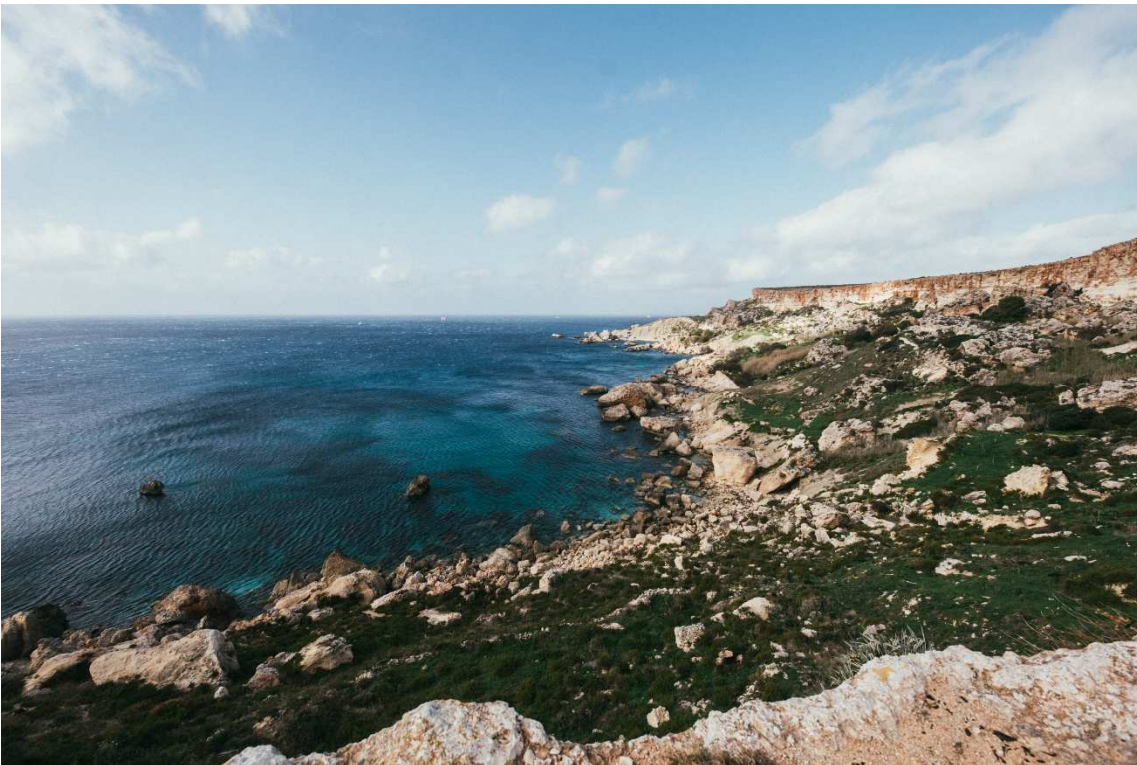




























This form includes 4 sections (1 for each Good Practice) and a final section (“Conclusions”) with recommendations and suggestions. Kindly:

- 1) fill in the Form for each GP during the Study Visit,
- 2) finalise the “Conclusions” during 5th of December Workshop
- 3) hand this form over to the organising partner PP4 before you leave.

Thank you!

## STUDY VISIT N. 7

### COUNTRY - Malta

<b>GOOD PRACTICE 1</b>	<b>Date of the Visit: 03.12.2019</b>
Partner organizing the Study Visit	Malta Planning Authority – PP4
<b>Name of the Good Practice</b>	<b>Coordinated access to Valletta / Birgu</b>
Organisation in charge of the Good Practice	<b>Rolling Geeks</b>

<b>Key issues of Good Practice 1</b>	
<b>Please describe the challenges you or your stakeholders faced to plan and implement this activity/product/service</b>	<p><i>Bureaucracy and red tape – This was due to a number of reasons, but mainly:</i></p> <ol style="list-style-type: none"> <li>1) <i>the use of electric cars that do not fit into the standard category of cars listed in any of the documents/criteria of Transport Malta</i></li> <li>2) <i>the uniqueness of the concept making it very difficult for the authorities to tell us which licenses we needed to be able to operate causing major delays</i></li> <li>3) <i>Mixed and contradictory information from staff at the key authorities and between the authorities as to the afore mentioned requirements,</i></li> </ol>

<p><b><i>Filled in by the owner of the good practice</i></b></p>	<p><i>namely Transport Malta, MEPA, MTA, local councils</i></p> <p><i>Finding the right suppliers. With Malta being such a small island, with a limited supply of companies to choose from e.g. the software/technology side of the project we required in the cars as well as the translation of the text and finding professional voice overs etc.</i></p> <p><i>The Cottonera area, which is made up of The Three Cities (Vittoriosa, Cospicua and Senglea) and Kalkara is one of the oldest, most historic and authentic parts of Malta. Despite this it's still considered off the beaten track when it comes to tourism. This was a big challenge for a small start-up company with no financial backing and no subsidies whatsoever. The situation has improved a lot over the years, but it made the start extra difficult due to the very small number of visitors to the area.</i></p> <p><i>Convincing the local and foreign agents such as destination management companies, tour operators and local corporate companies that it was a great activity that works and which people of all ages can enjoy.</i></p>
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<p><b>How did you overcome the above-mentioned key challenges?</b></p> <p><b><i>Filled in by the owner of the good practice</i></b></p>	<p><i>The first 2 points were overcome with a lot of research and a lot of meetings and above all patience to convince and align our business model with all the conflicting authorities' requirements, without compromising the concept which we strongly believed in.</i></p> <p><i>Heavy financial commitment and time was invested in not only promoting the concept but also the area. In our case, it was not enough to have a strong online presence, flyers in hotels and at historical sights, adverts on the right publications etc., but we tried to work with the right partners such as the MTA Media Section to help us promote The Cottonera area and place it on the list of must see places in Malta, together with other localities in Malta such as Valletta, Mdina and Gozo to mention but a few.</i></p> <p><i>We invited agents over to see and test the concept for themselves and when that was not enough, offered to host familiarisation visits, initially at no cost at all. This proved the most effective. As anticipated foreigners fell</i></p>
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	<p><i>in love with the authenticity of The Cottonera area as well as the very unique concept that does not exist anywhere else in the world and yet is perfect to visit this particular area.</i></p>
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<p><b>Despite the fact that you consider the activity/product/service a good practice, are there remaining key challenges and how you plan to solve them?</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>The Software is still a big challenge and we are still looking for a reliable software/company that offers more flexibility, enabling us to change the route. Over the past 5.5 years in operating, we have seen a steady increase in road closures as more and more regeneration projects come under way. As a direct result of all the improvements in the Cottonera, there has also been an increase in events taking place throughout the year. On one side we are happy to see the area is finally getting the attention it deserves, however it also means more challenges for us with different roads being closed on a regular basis and without notice. At the moment we require a lot of expensive manpower to constantly call cars, not only when they take a wrong turning but in all the different locations where roads are closed for one reason or another to redirect cars due through alternative routes.</i></p> <p><i>Once we started operating the challenge of finding the right mechanics and even more so electricians as no one really knows these kind of cars, insurance companies willing to cover us even if it's very low risk and we have a very good record</i></p> <p><i>Parts have to be imported from China as there is nothing that matches our cars on the market</i></p>
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<p><b>Please describe the constraints to a possible replication, as you may have identified them during the GP visit</b></p>	
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RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>				

<b>2. Soft-mobility transport means</b>				
<b>3. Information and communication support to trail visibility</b>				
<b>4. Trail management and governance</b>				
<b>5. Other (pls specify/Key Words):</b> Circular economy, Renewable energy, Low carbon strategy, Resource efficiency, entrepreneurship (rural areas), sustainable tourism, green infrastructure				
<b>Please justify:</b>				

<b>TRANSFERABLY POTENTIAL OF THE GOOD PRACTICE</b>
Transferable features / components of this Good Practice
<i>(ex. Transport intermodal facilities)</i>
Recommended steps to transfer the Good Practice to your Region
<i>(ex. Verify presence of intermodal existing or potential connections)</i>





Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan

*(ex. Check sustainability in the medium term; verify potential cooperation among intermdal operators; etc.)*

**GOOD PRACTICE 2:**

**Date of the Visit: 03.12.2019**

Partner organizing the Study Visit	Malta Planning Authority – PP4
Name of the Good Practice	<b>Pembroke Heritage Project</b>
Organisation in charge of the Good Practice	Matla Tourism Authority

<b>Key issues of Good Practice 2</b>	
<p><b>Please describe the challenges you or your stakeholders faced to plan and implement this activity/product/service</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>Problems encountered include, Illegal dumping on site, vandalism, squatters, trampling by vehicles especially during weekends, littering, habitat degradation, invasive alien species and off roading.</i></p>
<p><b>How did you overcome the above-mentioned key challenges?</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>Following the setting up of a five-year management plan that was approved by Environment Resources Authority (ERA), as site managers we immediately started consultation with various stakeholders and established a good relation with the main stakeholders being: The Pembroke Local Council, The AFM, the Malta Tourism Authority, the Water Services Corporation and the Local Community.</i></p> <p><i>While keeping everyone involved, we started working on visitors flow management, reduced access to vehicles to the site with the help of the Armed Forces of Malta (AFM) and Malta Tourism Authority (MTA), upgraded footpaths and promoted heritage trails, cycling and jogging and also ECO Tourism. Furthermore, with the help of the community we started patrolling the area and reporting illegal Activities to the Natura 2000 site.</i></p>

	<p><i>In parallel with MTA we printed information booklets and also started doing educational events on site. With the help of residents we are now started to remove alien species of plants in the area.</i></p>
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<p><b>Despite the fact that you consider the activity/product/service a good practice, are there remaining key challenges and how you plan to solve them?</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>Key challenges remaining are squatters where we are discussing with the Lands Department and MSDEC on how to control the issue.</i></p> <p><i>As for recreational activities where we are planning some picnic sites in disturbed areas to offer the public areas where they can enjoy the site without degrading other more sensitive parts of the site and setting up a visitors centre.</i></p> <p><i>Another challenge is to address the coastal area and promote this for the public to appreciate the rich coastal habitat. Activities planned are snorkelling trails, upgrading the beach to Blue Flag status and restore the British period shooting range to be used as a coastal biodiversity information centre and sanitary facilities.</i></p> <p><i>The installation of CCTVs in problem sites is in the pipeline. To make the site sustainable we are also planning other activities such as guided walks for tourists, blind people, honey production, etc.</i></p>
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<p>Please describe the constraints to a possible replication, as you may have identified them during the GP visit</p>	
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RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREE T PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>				
<b>2. Soft-mobility transport means</b>				
<b>3. Information and communication support to trail visibility</b>				
<b>4. Trail management and governance</b>				
<b>5. Other (pls specify(Key Words):</b> Cultural heritage, entrepreneurship (rural areas), Natural heritage, sustainable tourism, support to sector (tourism)				
<b>Please justify:</b>				

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<b>TRANSFERABILITY POTENTIAL OF THE GOOD PRACTICE</b>
Transferable features / components of this Good Practice
<i>(ex. Transport intermodal facilities)</i>
Recommended steps to transfer the Good Practice to your Region
<i>(ex. Verify presence of intermodal existing or potential connections)</i>
Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan
<i>(ex. Check sustainability in the medium term; verify potential cooperation among intermodal operators; etc.)</i>

<b>GOOD PRACTICE 3:</b>	<b>Date of the Visit: 04.12.2019</b>
Partner organizing the Study Visit	Malta Planning Authority – PP4
Name of the Good Practice	<b>Majjistral Nature and History Park</b>
Organisation in charge of the Good Practice	Majjistral Park Foundation

<b>Key issues of Good Practice 3</b>	
<p><b>Please describe the challenges you or your stakeholders faced to plan and implement this activity/product/service</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>The main challenge was to set up a trail that could allow park visitors to visit the most interesting areas of the Park while at the same time preserve the natural aspect of the area. Limiting trampling on sensitive habitats and stop off-road practices/vehicles from accessing these areas.</i></p> <p><i>Another challenge encountered was related to the provision of adequate signage and information along the trails. Most of the times trail markers have been shifted and information panels vandalised.</i></p>

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<p><b>How did you overcome the above-mentioned key challenges?</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>To overcome these challenges, the park management studied the area and decided to set the trails on existing foot paths, then started controlling access to those paths that were not included in the walking trails by closing off access through the use of low barriers made to look like rubble walls.</i></p> <p><i>With regard the challenge related to the shifting of trail markers and vandalism of information panels, Park rangers have been instructed to carry out regular patrols to monitor and fix route signage and replace any damaged signs and info panels.</i></p>
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<p><b>Despite the fact that you consider the activity/product/service a good practice, are there remaining key challenges and how you plan to solve them?</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>Although these problems have been partly solved through monitoring of the site and immediate interventions when needed the issue is still partly there. Our aim, is to educate park visitors and locals in appreciating the park and thus lessen issues related to vandalism.</i></p>
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<p><b>Please describe the constraints to a possible replication, as you may</b></p>	
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<b>have identified them during the GP visit</b>	
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RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREE T PROJECT:	RELEVANCE			
	Very relevant	Relevant	Partly relevant	Not relevant
<b>6. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)</b>				
<b>7. Soft-mobility transport means</b>				
<b>8. Information and communication support to trail visibility</b>				
<b>9. Trail management and governance</b>				
<b>10. Other (pls specify)(Key Words):</b> Cultural heritage, entrepreneurship (rural areas), Natural heritage, sustainable tourism, support to sector (tourism)				
<b>Please justify:</b>				

<b>TRANSFERABLY POTENTIAL OF THE GOOD PRACTICE</b>
Transferable features / components of this Good Practice





<i>(ex. Transport intermodal facilities)</i>
<b>Recommended steps to transfer the Good Practice to your Region</b>
<i>(ex. Verify presence of intermodal existing or potential connections)</i>
<b>Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan</b>
<i>(ex. Check sustainability in the medium term; verify potential cooperation among intermodal operators; etc.)</i>

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<b>GOOD PRACTICE 4:</b>	<b>Date of the Visit: 4.12.2019</b>
Partner organizing the Study Visit	Malta Planning Authority
Name of the Good Practice	<b>Dingli Heritage Trail</b>
Organisation in charge of the Good Practice	Malta Tourism Authority

<b>Key issues of Good Practice 4</b>	
<b>Please describe the challenges you or your stakeholders faced to plan and implement this activity/product/service</b>	<p><i>Back in 2007 when this project started, the 3 pillars of sustainability were not contemporary. It was not easy to explain that the proposal is a genuine one and in line with European policies related to NATURA 2000 sites.</i></p> <p><i>An Environmental Study was conducted and presented. Such a study explained the three pillars of sustainability and cross-referenced with related policies. Continued operations of this self-sustainable project and the fact that today it is well recognised by the main environmental authorities and groups, is a proof that the objectives are still being met.</i></p>

<b>How did you overcome the above-mentioned key challenges?</b>	<p><i>Securing long-term financial viability of The Centre's operations was identified as crucial to the running of The Centre. The resultant business model of La Pinta Ltd, is based on self-sufficiency, achieved through linking gastronomy/catering with direct information dissemination. Part of the Income from gastronomy is used to organise the free educational eco-walks, and other information dissemination needs.</i></p>
<i>Filled in by the owner of the good practice</i>	<p><i>The first walking trail promoted by The Centre (and the Local Council) resulted in friction between the users and an individual within a particular area. To prevent complaints from the users, La Pinta created another walking trail, making sure to route it along public land with no issues of access for visitors.</i></p>

	<p><i>Due to the authenticity of the product, up till a few months ago, La Pinta managed to cope with the challenge in finding local staff from surrounding areas, however today this is no longer possible, due to a general shortage of employees in all sectors. Due to the principle of Local Produce, local staff were preferred, however the only way forward was to employ staff from other locations, even from abroad.</i></p>
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<p><b>Despite the fact that you consider the activity/product/service a good practice, are there remaining key challenges and how you plan to solve them?</b></p> <p><i>Filled in by the owner of the good practice</i></p>	<p><i>La Pinta's next challenge is to increase the environmental pillar of sustainability by investing in additional agricultural land in the area. The upcoming project includes the removal of several invasive alien trees, planting indigenous fruit trees and wild local trees, and bringing back water in the area through rainwater harvesting. This can serve as a pilot project for other landowners. Landowners in the area are reluctant to undertake similar works due to the physical challenges of the sloping land and lack of water amongst others. Another reason of the project is to give unprecedented public access to the land down Dingli Cliffs in controlled numbers, to continue adding value to its environmental awareness dissemination initiatives.</i></p>
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<p><b>Please describe the constraints to a possible replication, as you may have identified them during the GP visit</b></p>	
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<b>RELEVANCE OF THIS GOOD PRACTICE FOR THE</b>	<b>RELEVANCE</b>
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FOLLOWING MACRO-CATEGORIES OF THREE T PROJECT:	Very relevant	Relevant	Partly relevant	Not relevant
1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)				
2. Soft-mobility transport means				
3. Information and communication support to trail visibility				
4. Trail management and governance				
<b>5. Other (pls specify/Key Words):</b> Bringing innovation to market, Cultural and natural heritage, open innovation, green infrastructure, rural and urban mobility, support to sector (tourism)				
<b>Please justify:</b>				

TRANSFERABLY POTENTIAL OF THE GOOD PRACTICE
Transferable features / components of this Good Practice
<i>(ex. Transport intermodal facilities)</i>



Recommended steps to transfer the Good Practice to your Region

*(ex. Verify presence of intermodal existing or potential connections)*

Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan

*(ex. Check sustainability in the medium term; verify potential cooperation among intermodal operators; etc.)*

**CONCLUSIONS**

**1. RECOMMENDATIONS REGARDING THE GOOD PRACTICES VISITED**

	Good Practice 1	Good Practice 2	Good Practice 3	Good Practice 4
<b>YOUR RECOMMENDATION</b>	Coordinated access to Valletta / Birgu	Pembroke Heritage Project	Majjistral Nature and History Park	Dingli Heritage Trail
Which Good Practice would you select for the Tutoring Session? (indicate 1-2 GP maximum by crossing the box ->)				
Please, explain why:				
Which Good Practice would you propose to be uploaded in the IE Policy Learning Platform? (indicate 1-2 GP maximum by crossing the box ->)	Good Practice 1	Good Practice 2	Good Practice 3	Good Practice 4

<b>Please, explain why:</b>	
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**2. RECOMMENDATIONS ABOUT STUDY VISIT ORGANISATION**

**2.1. How would you suggest to improve the organization of the next Study Visits? (check all boxes that apply)**

- Provide better information before the start of a Study Visit (SV)
- Clarify better the objectives and relevance for the stakeholders being invited to attend the SV
- Reduce the duration of presenting an individual good practice
- Increase the duration of presenting an individual good practice**
- Present in more details the operational methods for implementing a good practice**
- Present also any initial difficulties encountered and solutions provided
- Promote the exchange of information/comments/queries between stakeholders during the Visit**
- Provide more comprehensive information about good practices in general

Other (specify): ...

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**2.2. Please provide additional suggestions on how to possibly improve the organization of the next Study Visits. The SV hosting partners will be grateful!**



Your opinion and advice are important to us; thank you for sharing them!

*No name needed. Just indicate Country.*

Partner  
Stakeholder