# Back from the sea to do *one* with the sea again.

**Revaluing the sea in the regeneration of second-generation seaside towns.**

“The idea that something has value only if it’s valuable to humanity comes from a place of separation. It’s a delusion because it’s simply not true. No matter how much we like to believe that we are separate entities […] it’s simply scientifically not the case. […] You are the ocean and the ocean is you, there is no separation.”

Glenn Edney (Ocean Spirit New Zealand)

Speaker for “Racing with Purpose” at The Volvo Ocean Race Summits (The Ocean Race Summits, 2020)

## RESEARCH CONTEXT

The seemingly impalpable, distant and merely philosophical debate over the relationship between Man and nature, and in particular between humans and the sea, acquires a much more tangible profile when considered in the context of planning, development, management and use of that liminal space (i.e. the seashore) that, throughout its socio-economic history of uses and abuses, has spurred the growth of three generations of seaside towns across the globe (Knowles and Curtis, 1999). The development of coastal settlements into seaside towns or, alternatively, costal resorts (these two terms have often been used interchangeably as demonstrated by Fothergill, 2008), features a long line of both academic and non-academic research engagements (Walton, 2000). Presenting the evolution of this type of urban settlement is far beyond the remit of this research proposal which, instead, aims to focus on the current debate over their change and, in particular, their endless process of combined urban regeneration and tourism rejuvenation (Agarwal and Shaw, 2007). Here the urban waterfront, including obvious associations and interactions with the sea, play a central role in public policy. The following will therefore briefly introduce the urban regeneration process in order to pave the way for a fuller illustration of how it was emulated in seaside towns with consequences that are to shape the very aim of the research aspirations presented in this proposal.

The process of regenerating declined areas of urban centrality has a long-lasting history of combined public and private interventions dating back to the (Hoyle, Pinder and Hussain, 1988). Borne out of the sustainable development era, the process of urban regeneration has been initially geared towards a comprehensive transformation of the post-industrial urban waterfront in large capital cities throughout the globe (Kalltorp, Elander, Ericsson, Frazen, 1997). As such, it involved the combined restructuring of the local and regional economy through economic diversification measures; the physical refurbishment of a derelict landscape involving beautification, sanitization and spectacularization schemes (Hardy, Hart and Shaw, 1991; Urry, 2002) with the resulting revitalization of the social base pursuing the enhancement of the local quality of life (Roberts, Sykes and Granger, 2017). The establishment of the so-called FIRE and ACE industries (Smith, 2007), respectively finance, insurance and real estate on one side and arts, culture, entertainment and creative industries on the other, were to lead in this process. Through them, declined large sections of urban centrality were transformed into newly attractive, lively and liveable spaces. At the same time, the development of an urban tourism infrastructure (Judd and Fainstein, 1999; Judd, 2003) determined the conversion of post-industrial waterfronts including adjacent spaces into, effectively, urban resorts with a distinctive cultural, sport, shopping and creative tourism function (Hoffman, Fainstein and Judd, 2003; Richards and Wilson, 2007). It can be argued, therefore, that the way large cities look and perform today across all continents is the result of such a global process of urban transformation.

With public recognition of a similar, although not always identical, range of socio-economic issues in coastal resorts (e.g. Pollard and Rodriguez, 1993; Twining-Ward and Baum, 1998; Beatty, Fothergill, 2003; CLG, 2006-2007; Fothergill, 2008; Agarwal, *et al.* 2018), this process of urban change has been replicated, with a variation of formats, in many coastal towns and, in particular, in those of the North of Europe (Forte, 2009). Given the unfortunate longevity of this debate, there is no paucity of literature on the regeneration of seaside towns that sometimes dates back even to 1990s (e.g. Cooper, 1990; Agarwal, 1999; Jordon, 2001; Smith, 2004; Coles and Shaw, 2006; Leonard, 2016). This process however is context specific and has to be considered within a typological distinction between “generations” of coastal resorts. This is not only because of their differing historical development patterns and geographical location but, also, because of their inherent quality of interaction with the sea. Various classifications have distinguished the first generation, cold water, post-mature and declined coastal resort of the North of Europe (e.g. Gale, 2007), from a second generation of coastal resorts. The latter include those ex fishing villages that in the space of a decade or so (since 1960s) shifted into high-rise urban resorts upon embracing the typical ribbon development configuration of the Mediterranean mass tourism resort that experienced fatigue and stagnation already in the 1980s (Knowles and Curtis, 1999). In many respects both generations attempted, at different times, to exit decline and stagnation phases by adopting various rejuvenation schemes with efforts aimed to diversify the product on offer whilst seeking to reposition and compete in a new marketplace in order to maintain their resort status. Their most recent resort management interventions however differ significantly as far as urban regeneration schemes are concerned: the latter has been merely preoccupied with diversifying and rearranging the resort economy (e.g. Jordon, 2001; Figini and Vici, 2012); the former, scarred by the fierce decline of tourism of the 1970s and 80s, resumed to marginalising cultural tourism development to a mere place promotion-based urban regeneration strategy, with the unavoidable intent to diversify a faded urban economy and reorient it to the expansion of the creative and knowledge economy in the wake of global urban design and sustainable urban development guidelines. For the first generation of costal resorts this meant a complete loss of connection with the sea where the sea appears to be only a mere cosmetic ingredient but certainly not the “raison d’être” for the socio-economics of the town. A key argument used in much of the government literature making the case for the need to regenerate failing seaside towns in UK for example (CLG, 2006-2007) has concerned their economic recovery limits caused by their very coastal morphology: with only 180° catchment, being at the end of the line, the presence of the sea is seen as the biggest hiccup for their recovery in the long term crystalizing the separation from the economic and cultural significance of the sea to the tourism sector. The result is that after years of regeneration schemes, millions of public and private funding invested for their design and implementation, starting in particular with the advent of the Single Regeneration Budget in the year 1997 (Fordham *et al.*,1999), the first generation of seaside towns are still stigmatized as centres of deprivation in need for some inspiration and reinvention (O'Connor, 2019; UK Parliament, 2019) and, as such, a national issue still to be resolved.

## problem STATEMENT

The UK experience is very significant for the research endeavour illustrated in the space of this proposal in that it channels a reflection on the need to revert the point of view over the conception of urban regeneration policies and urban rejuvenation measures across the board spectrum of coastal resorts. Classifications aside, evidence shows that the combination of regeneration and rejuvenation programmes have pursued a narrative of change and development that was conceived, on the whole, “from the land towards the seashore” rather than “from the open sea towards the coast and its hinterlands” thus missing the opportunity to value the ecological and cultural wealth that the sea holds for the sustainable development of seaside towns. This is an idea that emerged strongly even during the last edition of the Salone Nautico di Venezia (SVN, 2021a) where professor Renzo Rosso (SVN, 2021b), among others, charted ‘the need to rethink the waterfront by thinking from the sea rather than from the land' and that it is through the culture of the sea, including that of going by sea, that the sustainability principles can find their actual realization. This narrative of “reuniting with the sea” run both through all the conference sections hosted by the Salone Nautico and a wealth of national and international programmes for the protection, conservation, preservation and enhancement of the uses of seas and oceans across the globe (e.g. The Ocean Race Summits, 2020; CLAIM, 2021; Maelstrom-H2020, 2021 InNoPlastic, 2021, CVC, 2021) denoting an upsurge of both public and private interest in, and commitment to, their ecological wellbeing and related cultural and educational significance (e.g. Miur, 2020). All considered, it can be argued that the approaches used for the regeneration and rejuvenation of seaside resorts so far contain an oversight that requires a deep exploration and an evaluation of alternatives that put the sea, including internal waters and the open sea, back at the centre of the coastal resort regeneration debate. Obviously, this would require tapping into the unexplored potential of the yachting and nautical tourism in coastal resort regeneration and sustainable development more generally.

Academic contributions to sustainable yachting and nautical tourism are variegated in scope and focus (e.g. Ioannidis, 2019; Trstenjak et al. 2020) but fail nonetheless to consider the many opportunities for yachting tourism to contribute to the sustainable development of coastal resorts that, instead, can be found elsewhere. The recent upsurge of interest in trails and cultural routes has been charted in some academic contributions (e.g. Timothy and Boyd, 2015; Genovese, 2016; Xuereb and Avellino, 2020). As somehow a novel product for a tourism sector that increasingly respond to an audience demanding active, participatory and meaningful experiences in the pursue of rich educational encounters in the outdoor, these products perform a sustainable tourism development function at the forefront of cross-border, cross cultural and cross sector systemic cooperation pursuing the valorisation and protection of natural and cultural heritage.

Italy alone is a very good example of these tourism trends. The Italian orography is predominantly characterized by a hilly (41.6%) and somehow less mountainous (35%) conformation whereas the remaining territorial configuration is comparatively characterized by a scarce presence of flat lands (23%) (ISTAT, 2021). It is not surprising, therefore, that due to the combined attractiveness of these geographical attributes and their related cultural features, the last few years have seen the growth of official programs aimed at the development of trails and tracks dedicated to the outdoor recreation sector (e.g. GIT, 2021; Bergsteiger Dorfer, 2021; and some minor ones FoodValleyBike, 2021; VenetoGravel, 2021) often prompted by the most obvious stakeholders (e.g. the Club AIpino Italiano in collaboration with the Alleanza Italiana per lo Sviluppo Sostenibile and regional authorities). Compared to a total available surface of around 302.000 square kilometers of land, the Italian maritime space exceeds the former of more than a half counting around 156.000 square kilometers of sea whilst extending over 8000km of coast. And yet, the use made of this maritime space is limited, especially in quantitative terms, to a narrow breadth and conservative spectrum of commercial, recreational and exclusive tourism functions. Although somehow counterintuitive when it comes to sea, the concept of “route”, of maritime origins anyhow, has been utterly overlooked in sustainable yachting and nautical tourism research. A possible explanation for this oversight can be that yachting is a foreign concept to the mobility paradigm which, although obvious considering the leisure connotation it holds, in reality the yacht, including the sailboat, is used as a means to move from place to place through the sea and the oceans for meaningful experiences of nature. Probably the most notable examples of this use of the sailboat are represented by the Progetto Mediterranea (PM, 2020), launched by the notorious writer Simone Perotti sailing for over 5 years across the Med region for cultural and ecological research and educational purposes, and internationally, by the Pelagic Expeditions (2012) with Skip Novac taking a public of researchers, filmmakers and the like to the discovery of the North and South Poles where sailing becomes a means to connect back with the natural elements reaching places otherwise out of reach for the tourism and leisure sector.

The concept of “route”, therefore requires a timely review of its potential in the context of coastal resort regeneration and development in the Adriatic and Mediterranean context more broadly. All key speakers at the Salone Nautico di Venezia, including academics, politicians and industry representatives, recognised the untapped potential that a sustainable yachting tourism development formula (including vessels that go from the megayacht – over 40 meters - to the sailboat) can play in the life of Italian coastal towns generally and coastal resorts and their hinterland in the specific but at the same time charted a missing link between the sea and the Italian coastal town that necessarily needs bridging if this potential is to be realized and, as a result, some questions need to be asked and research undertaken:

1. Is it plausible to develop a national network of routes (i.e. itineraries) in Italy connecting the sea and the land featuring both ecological (marine) and cultural elements with a distinctive experiential and educational profile for yachting tourism consumption by adopting the Council of Europe Cultural Routes model?
2. And therefore, can this model of yachting tourism become a seaside regeneration ingredient and therefore an instrument of sustainable development and so a contributor to the SDGs agenda?
3. And moreover, can it become a vehicle in outdoor education and participate in the expansion of the global citizen education framework by using the sea as an outdoor educational space for the direct experience of the marine environment through the practice of navigation skills generally and the practice of sailing in particular?

## Research aim and agenda

Given the breadth of the discussion above, this research will address, initially, question a) and b) therefore aiming at exploring the plausibility and applicability of the Council of Europe Cultural Routes model to the development of a national network of sea routes, and annexed cultural itineraries, starting with the North Adriatic Sea in Italy to foster a coastal regeneration agenda that brings the sea back into the sustainable development manoeuvres of second-generation coastal resorts and adjacent spaces. In order to achieve this aim, the activities in the following section will be fulfilled within the timeframe of one year.

## plan of activities: secondary research, research methods and METHODOLOGY

***Secondary research***

Secondary research will involve a review of the literature spanning the following bodies of work (a to c) and this is in order to substantiate the research gap whilst building the knowledge base on which to fully rationalise and contextualise the research aim a related set of objectives.

1. Yachting/nautical tourism and the blue economy in relation to sustainability (including sustainable development) and seaside towns regeneration.
2. Yachting and the mobility paradigm
3. Yachting tourism and the Cultural Routes of the Council of Europe (EUCR). The EU cultural routes represent a model of sustainable tourism development with cross-border cooperation featuring a clear integrated and systemic approach to planning and development. The review will focus also on the Phoenician’s Route as an exemplar featuring a significant connection with the Mediterranean area and, therefore, a pertinent example of cross border development cooperation around a maritime based culture. Analysis of secondary resources will involve success factors, pitfalls and its potential as a model to be adopted and potentially replicated at a different scale across the Italian maritime space to foster a planning and development culture of cooperation across the Adriatic sea first extendable to the remaining peninsula.

***Primary research***

Primary research will consist of two phases involving two distinct sets of units of analysis.

On one side, it will involve the analysis of both policy documents and official reports in order to assess the current strategic scenario regarding both regeneration/rejuvenation schemes, and the place, although not exclusively, of yachting tourism within them. At the same time, this phase will involve an assessment of any cultural and ecological educational programmes also available to adults in order to foster knowledge of the sea through sailing practices, in particular, and yachting in more general terms.

The second unit of analysis involves key representatives of the yachting tourism sector and yachting sector more generally some of which have already been approached informally (e.g. **Giorgio Ardito**, owner of Porto Turistico di Marina Uno and administrator of FVG marinas; **Simone Morelli,** President of Settore Locazione Nautica and Charter of Confindustria Nautica as well as CEO and founder of NSS Charter to name a few). From a research method point of view, this element of the research will involve a qualitative approach featuring face-to-face semi structured interviews. The analysis of the emergent discourse will be conducted in order to highlight the various forces at play either fostering or hindering the development of the eco-cultural routes. Semi structured interviews will be conducted also with key exponents of the ‘alternative yachting community’ (e.g. Simone Perotti – Mediterranea; Giovanni Soldini – Maserati; Skip Novac – Pelagic) in order to gather info about their experience as public icons, sailors and innovators in the use of the sea for ecological and cultural purposes in the attempt to delineate a potential model on which to construct a network of sea routes and itineraries with national and international potentials.

The spatial scope for this research is yet to be fully defined. At this stage, for reasons of accessibility to primary data, the North Adriatic section of the Italian sea can be considered as a starting point for this research. Rimini in particular is a significant context where to start. Form a theoretical point of view it is classed as a well performing second generation seaside resort that managed to keep a balance between the consumeristic culture of mass tourism, a maritime culture of sailing (Max Serena, captain of Luna Rossa racing the 36th edition of the America’s Cup, still holds an influential role in the sailing profile of the town) and fishing with a working harbour and a seashore dictating the local pace of life. Secondly, its location in the vicinity of Venice as epitome of the overtourism phenomenon puts Rimini in a significant position in regard to the sea as a vehicle for an audience that demands both yachting facilities and a trail of cultural venues in which to immerse. Thirdly, Rimini “Sea wellness” project and the recently new developed public private cooperation among the Municipality, Fondazione Cetacea and the Club Nautico, makes the city a natural laboratory for enquiring the role of the sea in its regeneration path.

The research process illustrated so far only considers the activities necessary in order to respond to question a) and b) (section 2, p. 4). The knowledge base and deliverables for this first research spanning one year of activities are however designed in order to continue the research into a second year with the aim of fostering also knowledge into the outdoor and global citizenship education domains.

## Expected research outputs and deliverables

Among the expected deliverables there is the production of an evidence base capable of influencing public policy in Italy in a way that measures are put in place to facilitate or ease access to the development of a responsible and therefore sustainable yachting tourism sector capable of having a key role to play in the sustainable development of coastal communities through regeneration and rejuvenation schemes. This knowledge base will feature in foreseen two publications in selected peer reviewed scientific journals in the realm of sustainable tourism and management.

## References

Agarwal, S., Jakes, S., Essex, S., Page, S.J. & Mowforth, M. (2018) "Disadvantage in English seaside resorts: A typology of deprived neighbourhoods", *Tourism management,*vol. 69, pp. 440-459.

Agarwal, S.J. (1999). 'Restructuring and local economic development: implications for the seaside resort regeneration in Southwest Britain'. *Tourism Management*, Vol no. 20, pp. 511-522.

Agarwal, S.J. and Shaw, G. (2007). *Managing Coastal Resorts: a Global Perspective* Clevedon: Channel View Publications.

Beatty, C. and Fothergill, S. (2003). *The Seaside Economy. The final report on the seaside towns research projects*. Centre for Regional Economic and Social Research: Sheffield Hallam University.

Bergsteiger Dorfer (2021) *Mountaineering Villages.* Available at <https://eng.bergsteigerdoerfer.org> [Accessed: 08/06/2021].

Bouma, J.A. & Van Beukering, Pieter J. H (2015) *Ecosystem services: From concept to practice*. Cambridge University Press.

CLAIM (2021) *Claiming Litter by Developing and Appling Innovative Methods in European Seas.* Available at: <https://www.claim-h2020project.eu> [accessed: 08/06/2021].

CLG (2006-2007). *Coastal Towns: Second Report of Session 2006-07*. Communities and Local Government Commitee; House of Commons. The Stationery Office Limited: London.

Coles, T. and Shaw, G. (2006). 'Tourism, Property, and the Management of Changes in Coastal Resorts: Perspectives from South West England'. *Current Issues in Tourism*, Vol no. 9, 1, pp. 46-68.

Cooper, C. (1990). 'Resorts in decline: the management response '. *Tourism Management*, Vol no. 11, 1, pp. 63-67.

Cracknell, D., White, M.P., Pahl, S., Nichols, W.J. & Depledge, M.H. 2016, "Marine Biota and Psychological Well-Being", *Environment and Behavior,*vol. 48, no. 10, pp. 1242-1269.

CVC (2021) *Il Centro Velico Caprera supporta Clean Sea Life.* Available at: <https://www.centrovelicocaprera.it/centro-velico-caprera-supporta-clean-sea-life/> [last accessed: 12/06/2021).

DEM (2012) Foundation for Deep Ecology. Available at: <http://www.deepecology.org/deepecology.htm> [accessed: 08/06/2021].

Edney, G. (2021) *Ocean Spirit. Te Wairua O Te Moananui.* Available at: <https://oceanspirit.org/author/haapaiglenn/> [08/06/2021].

Figini, P. & Vici, L. (2012) "Off-season tourists and the cultural offer of a mass-tourism destination: The case of Rimini", *Tourism management (1982),*vol. 33, no. 4, pp. 825-839.

FoodValleyBike (2021) Turismo in Bicicletta tra Food Valley e Natura. Available at: <https://www.foodvalleybike.com> [Accessed 08/06/2021].

Fordham, G., Hutchinson, J. & Foley, P. (1999), "Strategic Approaches to Local Regeneration: The Single Regeneration Budget Challenge Fund", *Regional studies,*vol. 33, no. 2, pp. 131-141.

Forte, A. (2009). *Seaside towns in transition and the discourse of tourism in urban Regeneration: The case study of Hastings*. Unpublished PhD thesis. UK: University of Brighton.

Fothergill, S. (2008). *England’s Coastal Towns: A short review of the issues, evidence base and research needs.* Centre for Regional Economic and Social Research, Sheffield Hallam University.

Fothergill, S. (2008). *England’s Coastal Towns: A short review of the issues, evidence base and research needs.* Centre for Regional Economic and Social Research

Gale, T. (2007). The problems and dilemmas of northern european post-mature coastal

Gaudelli, W. (2016)*Global Citizenship Education. Everyday Transcendence.* Routledge: New York.

Genovese, R.A. (2016), "Cultural Routes between East and West: A Network for Cooperation between Mediterranean Cities", *Procedia, Social And Behavioral Sciences,*vol. 223, pp. 619-625.

GIT (2021) *The Grand Italian Trail*. Available at: [www.sentieroitalia.cai.it](http://www.sentieroitalia.cai.it) [accessed: 11/06/2021].

Hardy, S, Hart, T and Shaw, G (1991) *The Role of Tourism in the Urban and Regional Economy*, pp.11-18. London: Regional Studies Association.

Hoffman, L.M., Fainstein, S.S. and Judd, D.R. (2003) *Cities and Visitors: Regulating People, Markets and City Space*. Oxford: Blackwell.

Hoyle, B.S, Pinder, D.A and Hussain, M.S (1988) (Ed) *Revitalising the Waterfront: International dimensions of Dockland redevelopment.* pp.93-113. London: Belhaven.

InNoPlastic (2021) *Innovative Approaches Towards Prevention, Removal And Reuse Of Marine Plastic Litter.* Available at: <https://www.innoplastic.eu> [Last accessed: 12/06/2021].

Inskeep, E. (1991). *Tourism Planning. An Integrated and Sustainable Development Approach.* Chichester, John Wiley & Sons.

Ioannidis, S.A.K. (2019) ‘An Overview of Yachting Tourism and Its Role in the Development of Coastal Areas of Croatia’. *Journal of Hospitality and Tourism Issue*s, Vol: 1 No: 1 30-43.

ISTAT (2021) *Principali dimensioni geostatistiche e grado di urbanizzazione del Paese.* Available at: [https://www.istat.it/it/archivio/137001 - :~:text=La superficie complessiva dell%27Italia,pianura (23,2%25)](https://www.istat.it/it/archivio/137001#:~:text=La%20superficie%20complessiva%20dell%27Italia,pianura%20(23%2C2%25)) [Accessed: 01/06/2021].

Jordon, P. (2001). 'Restructuring Croatia's coastal resorts: Change, sustainable development and the incorporation of rural hinterlands'. *Journal of Sustainable Tourism*, Vol no. 8, 6, pp. 525-539.

Judd, D.R (2003) *The Infrastructure of Play. Building the Tourist City*. New York: M.E. Sharpe.

Judd, D.R and Fainstein, S.S (1999) *The Tourist City*. New Haven CT: Yale University Press.

Kalltorp, O., Elander, I., Ericsson, O., Frazen, M. (1997) *Cities in Transfromation - Transformation in Cities. Social and Symbolic Change of Urban Space.*, pp.119-135. Hants, England: Ashgate.

Knowles, T. and Curtis, S. (1999) "The market viability of European mass tourist destinations. A post-stagnation life-cycle analysis", *International Journal of Tourism Research,*vol. 4,1 no. 4, 2; pp. 87-96.

Leonard, A.R. (2016), "Seaside town regeneration and the interconnections between the physical environment, key agencies and middle-life migration", *Journal of policy research in tourism, leisure and events,*vol. 8, no. 2, pp. 107-126.

*Maelstrom-H2020 (2021) Remove, Recycle, Give it a Good use. Repeat.* Available at: <https://www.maelstrom-h2020.eu> [last accessed: 12/06/2021].

Maserati (2018) *Maserati multi 70 is dealing with plastic debris, 2000 miles away from Hong Kong.* Available at: <https://maserati.soldini.it/maserati-multi-70-is-dealing-with-the-plastic-debris-in-the-ocean/> [last accessed: 12/06/2021].

Miur (2020) *Concorso Nazionale: La Cittadinanza del Mare*. Available at: <https://www.miur.gov.it/-/concorso-nazionale-la-cittadinanza-del-mare-> [last accessed: 12/06/2012].

Mowforth, M. and Munt, I. (2016), *Tourism and sustainability: development, globalisation and new tourism in the third world.*Fourth edn, Routledge, Abingdon, Oxon; New York, NY.

Naess, A. (1988). ‘Self-realization: An ecological approach to being in the world’. In J. Seed, J. Macy, P. Fleming, and A. Naess. *Thinking Like a Mountain* (pp. 19-30). Philadelphia: New Society Publishers.

Naess, A. & Rothenberg, D. (1989) *Ecology, community and lifestyle: outline of an ecosophy.*Cambridge University Press, Cambridge.

O'Connor, S. (2019) ‘Britain’s fragile seaside towns lay bare a dysfunctional economy. We export problems to the places least able to cope, then expect them to be resilient’. Financial Times, Opinion UK Inequality, 9th April 2019, Available at: <https://www.ft.com/content/b5317c64-59ee-11e9-9dde-7aedca0a081a> [last accessed 12/06/2021].

Pelagic Expeditions (2012) Accessible at: <http://www.pelagic.co.uk/over_overview.asp> [accessed: 12/06/2021].

PM (2020) *Progetto Mediterranea*. Available at: <https://progettomediterranea.com/en/home-en/> [Accessed: 12/06/2021)

Pollard, J. and Rodriguez, R.D. (1993). 'Tourism and Terremolinos: Recession or reaction to environment?'. *Tourism Management*, Vol no. 12, 1, pp. 247-258.

Potter, R.B. (2018) *Geographies of development: an introduction to development studies.*Fourth edn, Routledge, Abingdon; New York.

Richards, G. and Wilson, J. (2007). 'The Creative Turn in Regeneration: Creative Spaces, Spectacles and Tourism in Cities '. *In* Smith, K. Melanie (Ed). *Tourism, Culture and Regeneration*, pp.12-24. Wallingford: CABI.

Roberts, P.W., Sykes, H. & Granger, R. (2017) *Urban regeneration.*2nd edn, SAGE, London.

Robertson, M. (2017) *Sustainability. Principles and Practices*. Oxon: Routledge.

Sheffield Hallam University.

Smith, K. Melanie (2007) (Ed) *Tourism, Culture and Regeneration*. Wallingford: CABI.

Smith, M.K. (2004). 'Seeing a New Side to Seasides: Culturally Regenerating the English Seaside Town'. *International Journal of Tourism Research*, Vol no. 6, pp. 17- 28.

SNV (2021a) *Salone Nautico di Venezia*. Available at: <https://www.salonenautico.venezia.it> [accessed 12/06/2021].

SNV (2021b) *Salone Nautico di Venezia*. Riflessioni sui fronti d’acqua. Availaele at: <https://www.youtube.com/watch?v=OMk_lzVBvDc&list=PL5zajFFjh7_XjtfuY9--m342d6mu9hp_W&index=6&t=5413s> [last accessed: 12/06/2021].

Telfer, D.J. and Sharpley, R. (2016) *Tourism and Development in the Developing World*. Oxon: Routledge.

The Ocean Race Summits (2020) *The Ocean Race Summits #2 The Hague Report.* Available at: <https://www.theoceanrace.com/en/sustainability/the-ocean-race-summits.html> [accessed 08/06/2021].

Timothy, D.J. and Boyd, S.W. (2015) *Tourism and Trails: cultural, ecological and management issues.* Bristol, UK: Channel View Publications.

tourism resorts. *In:* Agarwal, S. J. & Shaw, G. (eds.) *Managing Coastal Resorts: a* *Global*

Trstenjak, A., Žiković, S. & Mansour, H. (2020) "Making Nautical Tourism Greener in the Mediterranean", *Sustainability,*vol. 12, no. 16, pp. 6693.

Twining-Ward, L. and Baum, T. (1998). 'Dilemmas facing mature island destinations: Cases from the Baltic '. *Progress in Tourism and Hospitality Research*, Vol no. 4, 2, pp. 131-140.

UK Parliament (2019) ‘Seaside towns must be inspired to reinvent themselves, says Lords report’. House of Lords. Available at:<https://www.parliament.uk/external/committees/lords-select/regenerating-seaside-towns/news/2019/seaside-report-published/>[last accessed 12/06/2021].

Urry, J. (2002). *The tourist gaze.* London: Sage.

VenetoGravel (2021) Veneto Gravel: Unsupported Bike Adventure. Available at: <https://www.venetogravel.it/en/> [Accessed 08/06/2021].

Walton, J.K. (2000). *The British Seaside: Holidays and Resorts in the Twentieth Century.* Manchester: Manchester University Press.

Xuereb, K. & Avellino, M. (2020) "The Phoenician Cultural Route as a Framework for Intercultural Dialogue in Today’s Mediterranean: a Focus on Malta", *Almatourism (Rimini),*vol. 10, no. 20, pp. 17-36.