

The background of the top half of the cover features a faint, stylized illustration of a coastal town on the left, with buildings of varying heights and windows. To the right, a large cruise ship is depicted, angled towards the viewer. The entire scene is rendered in a light, muted color palette, blending into the light blue background.

SMALL PORT

BIG TOURISM

Urban strategies for managing
cruise tourism in Tarragona



SMALL PORT BIG TOURISM

**Urban Strategies for Managing
Cruise Tourism in Tarragona**

TU Delft | Master thesis
MSc Architecture and the Building Environment
Track: Urbanism
Paula von Zeska de Toledo

COLOPHON

SMALL PORT | BIG TOURISM: Urban
Strategies for Managing Cruise Tourism in
Tarragona

Graduation Project 2023-24

P5 Report

June 2024

Author

Student number : 5716217

Research Studio

Planning Complex Cities

MSc Architecture, Urbanism and Building

Sciences: **Urbanism track**

Department of Urbanism

Faculty of Architecture and the Built
Environment

Delft University of Technology

First mentor:

Dr. Rodrigo O. Viseu Cardoso

Second mentor:

Dr. Ir. Carola M. Hein

ACKNOWLEDGEMENTS

I want to start this piece by expressing my profound appreciation for my mentors. Prof. Dr. Rodrigo O. Cardoso, thank you for all the guidance and for allowing me to explore different paths. And Prof. Dr.ing. Carola Hein, thank you for the maritime mindset and the push to be bolder. I would also like to thank Ir. Cecile Calis for letting the presentation moments go smoothly and lightly.

I am also grateful to my parents, Margaret and Fernando, for all the support they have given me throughout my life, which has allowed me to arrive here.

This year would have been more challenging without the support family I created in the Netherlands, so I would like to thank my friends from AHV and the B.B. group for all the shared laughter and tears. A special thanks to Roger, who has been my biggest motivator and emotional support this year.

Thanks to all my friends in Brazil, who cheered me on from a distance and kept me updated on the gossip. I would also like to express my appreciation to Prof. Dr. Carlos H. Arriagada, my bachelor's thesis supervisor, who showed me the importance of ports and guided me in applying for the master's here.

Finally, I thank everyone who has passed through my life this year; I wish I could write a three-page acknowledgement to name you all.

Paula, June of 2024

CONTENT

INTRODUCTION 01

Problem statement	14
Research aim	16
Location	18
Research question	20

FRAMEWORK & METHODOLOGY 02

Methodology	22
Methods per question	26
Research Framework	30

THEORIES 03

Theoretical roadmap	34
Overtourism	36
Sustainable tourism	40
Competition & Cooperation	44
Secondary Cities	46
Borrowed size Agglomeration shadow	48

THE CITY & THE CRUISE 04

History	52
The impact	54
The industry	56
Stakeholders	58
Sub-Question 1	62

CATALONIA & THE CRUISE 05

Context	72
Sub-question 2	76
SWOT Analysis	80
Policy Index	82

PROPOSAL 06

Scenario building	86
Sub-question 3	102
Stakeholder analysis	104
Vision	108
Sub question 4	116
Prototypes	120
Systemic section	142
Manifesto	144

CONCLUSION 07

Conclusion	150
------------	-----

REFERENCES

Image List	156
Reference List	158

APPENDIX

Reflection	164
Field trip	168



Figure 1: Collage with protests in front, cruises and cities.

ABSTRACT

This thesis explores the potential of sustainable cruise tourism to inspire regional and urban strategies aimed at maximizing benefits for secondary port cities. In recent years, there has been a growing concern about the impact of tourism on urban environments, especially on the effects of cruise ship tourism. This form of tourism brings immediate mass impact and minimal contributions to local economies. As a result, it causes spatial disruptions, alterations to public spaces, and protests in cities such as Venice and Barcelona. To face these challenges, some ports have implemented bans and restrictions. However, despite these measures, the cruise industry has continued to expand. This disparity will increase the number of cruise ship visits to secondary ports.

By using literature reviews, stakeholder analysis, and scenario building, this research explores how a change in the cruise industry in terms of the use of smaller vessels and regional cooperation, can impact

an entire region. The study highlights that maintaining a solid connection between the sea and land is important for sustaining a maritime mindset, boosting the economy, and preserving local culture, thereby fostering residents' stewardship.

Additionally, secondary cities can benefit economically from cooperation with larger urban centres, as outlined in the Agglomeration Shadow/Borrowed Size theory. Despite the potential benefits, the implementation of sustainable cruise tourism faces challenges, including resistance from established cruise companies and the need for significant public support. Empowering local governments to lead the transition is crucial, particularly in overcoming the dominance of major cruise operators. Cooperation among regions is also essential to ensure equitable distribution of tourism and economic benefits.

PROBLEM STATEMENT

The impacts of tourism in cities and the quality of inhabitant's lives have been intensively discussed in media and academia (Capocchi et al., 2019; Page & Duignan, 2023). For this research, the causes and impacts of excessive urban tourism will be applied and focused on port cities and, more specifically, the cruise ships' role in these places. The main consequence attributed to cruise tourism is the instant mass impact followed by minimum economic contribution. When docked, the cruise floods the city with passengers for a few hours, causing spatial impact and altering public space uses and routines (Capocchi et al., 2019). This has led to a series of protests in some European tourist destinations, like Barcelona and Venice. The groups complain about overcrowded spaces and the creation of infrastructures that only support tourism (Schemmer, 2022). As a response, some ports around the globe decided to implement restrictions. From a complete ban to changes in the dock rules, the industry appears to be under scrutiny (Roeloffs, 2023). However, the cruise industry keeps on growing, with 44 new cruises planned to be launched in the next 5 years (CLIA, 2023b).

Considering this contrast, it is relevant to think where these ships will go. A series of smaller ports are ready to receive, and already receiving, part of the fleet. Some of these have the advantage of being close to the leading tourist destination, which helps the cruise companies to advertise a well-known location. One

of these places is Tarragona, located in Catalonia, Spain, approximately one hour from Barcelona. Tarragona is the second most important port of the region, receiving 32 thousand tons of cargo and around 125 thousand passengers (2019) per year (Hein et al., 2023; MedCruise, 2023). On a survey made by the port authorities with approximately 200 inhabitants of Tarragona, it is possible to observe that 46% of the population is in favour of cruises. However, 48% of the inhabitants affirm that since 2015, the cruises have impacted daily life in some aspects (Riu, 2023a).

Nonetheless, Barcelona has an ongoing plan for tourism reduction. In 2019, the city received 3 million cruise tourists, the most significant number of Mediterranean ports (MedCruise, 2023). After arguments between the municipality and port authority, the first step was to close the terminal Nord, the closest to the city centre. Until 2026, the plan is to close other terminals, creating more space for interaction with the city and pushing tourist movements further (Port de Barcelona, 2023). With this, cruise companies are expected to go for the closest port, Tarragona.

Given the region's governance context, if cruise companies decide to move their fleets to Tarragona, the city might face the same overcrowded situation other destinations are suffering. The region has no organized plan to deal with tourism, specifically cruise tourism.



Figure 2: Passengers boarding cruise ship | AFP via Euronews, 2022

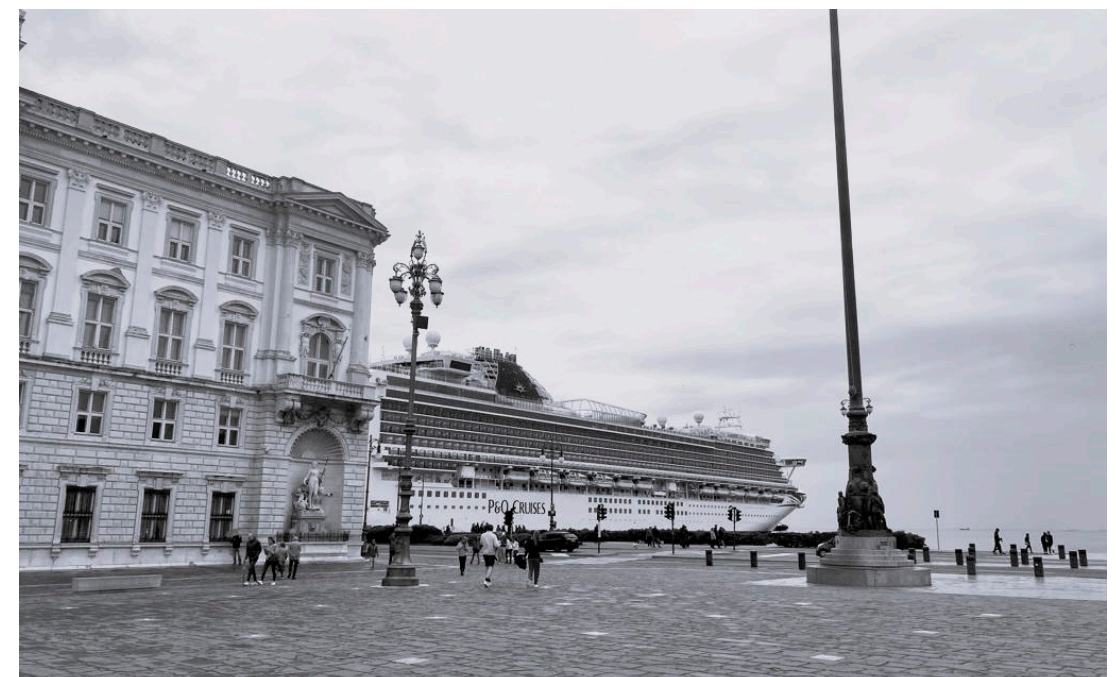


Figure 3: Cruise in Trieste | Knapp A., 2023



Create regional plan and strategies to improve cooperation between port cities.



Understand how small port cities can take advantage of cruise tourism.

RESEARCH AIM

The aim of this research project is to comprehend how a regional development plan can be stimulated through the changes in the cruise industry to draw benefits for the secondary port cities. For this, it is necessary to understand what is causing the shift in the industry, how these affects small port cities and understand which aspects of governance can be applied to regional development to facilitate the benefits.

In particular, the research focuses on the provinces of Tarragona and Barcelona in Spain, understanding their relations and how the region could gain from a cooperation regional development focused on cruise tourism. Choosing a case study helps to narrow situations and create localized solutions, helping policymakers and citizens to foresee future scenarios with multiple gains.

Figure 4: Illustrations depicting aim

LOCATION

The research project is located in the region (Comunidad autónoma) of Catalonia, in the provinces of Barcelona and Tarragona. As mentioned in the Research aim, having a specific location to facilitate the solution placement is interesting. Moreover, it is possible to analyse real policies and conditions. The two provinces were chosen given their cruise tourism context, having the first and second biggest cruise ports in the region, respectively. Despite the ports of the Balearic Islands (Palma, Alcudia, Mahon, Ibiza and La Savina as a group) appearing in third in the number of passengers in the Mediterranean (MedCruise, 2023) the region was not chosen given the scope of the research. When proposing Barcelona as the first main destination, the logical second place to feel impact is the closest port, which is Tarragona.



Figure 5: Location map | Population data from Idescat, 2023

RESEARCH QUESTION

In what ways can sustainable cruise tourism inspire regional and urban strategies that increase benefits for secondary port cities?

- 1 What are the present and future impacts caused by the transformation in the cruise tourism industry in secondary port cities?
- 2 What policies and governance dynamics guide cruise tourism in Barcelona-Tarragona?
- 3 Which regional development strategy can improve the tourism distribution for Barcelona-Tarragona?
- 4 What type of urban-scale intervention can benefit the tourism distribution in the region?

METHODOLOGY

The methodology is divided into four sub-questions, with detailed methods and expected outcomes. The project will approach two main scales: city and regional. At the scale column, it is possible to notice that the work will be structured in an up-growing/down-growing way, with the first two sub-questions being fundamental to answering the last two. On the following pages, the methods per question are further developed.

Scale	Sub-question	Method	Expected outcomes
City	What are the present and future impacts caused by the transformation in the cruise tourism industry in secondary port cities?	Literature review Case illustration	Have a bigger picture of the impacts of cruise ships in cities and how the industry is reshaping itself to achieve sustainable goals. Moreover, list and visualize present and future impacts of cruise tourism in secondary port cities.
Regional	What policies and governance dynamics guide cruise tourism in Barcelona-Tarragona?	Policy documents analysis SWOT analysis	Identify the gaps in the official documents and ongoing plans related to sustainable tourism. Create a map where is possible to visualize the policies and assess opportunities for development and cooperation on the regional and municipal scales.
Regional	Which regional development strategy can improve the tourism distribution for Barcelona-Tarragona?	Scenario Building Stakeholder analysis	Create scenarios and vision map with suggestion for a new development strategy. Understand how the stakeholders should position themselves to achieve the proposed goals.
City	What type of urban-scale intervention can benefit the tourism distribution in the region?	Case study Design proposition	Comprehend which types of small interventions can increase the benefits for the region.

METHODS PER QUESTION

SQ1:

What are the present and future impacts caused by the transformation in the cruise tourism industry in secondary port cities?

Objective: The first question focuses on comprehending the changes in cruise tourism and how the cities have changed, and will change, with them. The question focuses explicitly on secondary port cities since most of the existing research is on general (or major) cities.

Methods:

Literature Review: Understand the history of cruise ships; Understand how the cruise ship history connects with the city development; Comprehend what are the impacts of cruises;

Expected product: List of present and future impacts of cruise tourism and the selection of important elements that can be applied in sub-question 4

SQ2:

What policies and governance dynamics guide cruise tourism in Barcelona-Tarragona?

Objective: Find the gap in the policies and why the gap exists. Moreover, the question tries to understand the type of governance dynamic between the cities and how this affects the present situation.

Methods:

Policy document analysis: Find current policies and plans to understand where cruise tourism and tourism are cited;

Expected product: List of policy documents and a SWOT analysis of them; police index.

SQ3:

Which regional development strategy can improve the tourism distribution for Barcelona-Tarragona?

Objective: Explore different strategies to understand the most efficient way to improve tourism distribution and guarantee benefits from cruise tourism.

Methods:

Scenario Building: Create different scenarios to visualize how different combinations can be spatially distributed in the region; Understand the benefits and consequences of each design.

Stakeholder Analysis: Create a stakeholder analysis (power interest matrix) to reposition the stakeholders according to the best scenario; Understand what each stakeholder should do to achieve the proposed goal.

Expected product: Scenarios, region vision map and a stakeholder power-interest matrix.

SQ4:

What type of urban-scale intervention can benefit the tourism distribution in the region?

Objective: Explore different urban-scale interventions that could affect the movement and experience of locals and tourists through the provinces; Comprehend the benefits of the interventions and assess their impact.

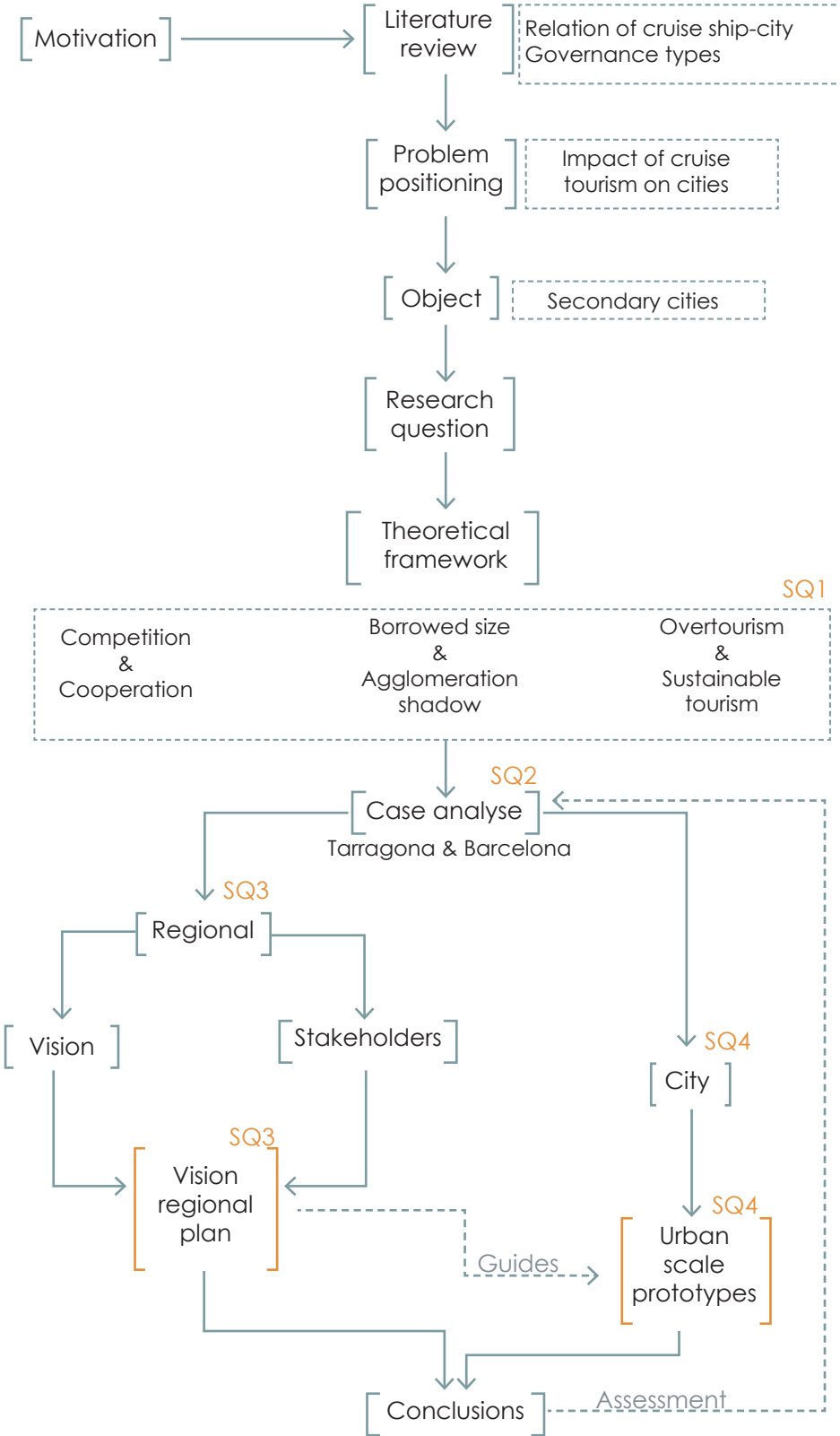
Methods:

Case study: Find good practices that can be study to inspire pilot projects in the area.

Design proposition: Develop small-scale interventions prototypes that could be replicate through the area.

Expected product: Design suggestion and systematic section of the area.

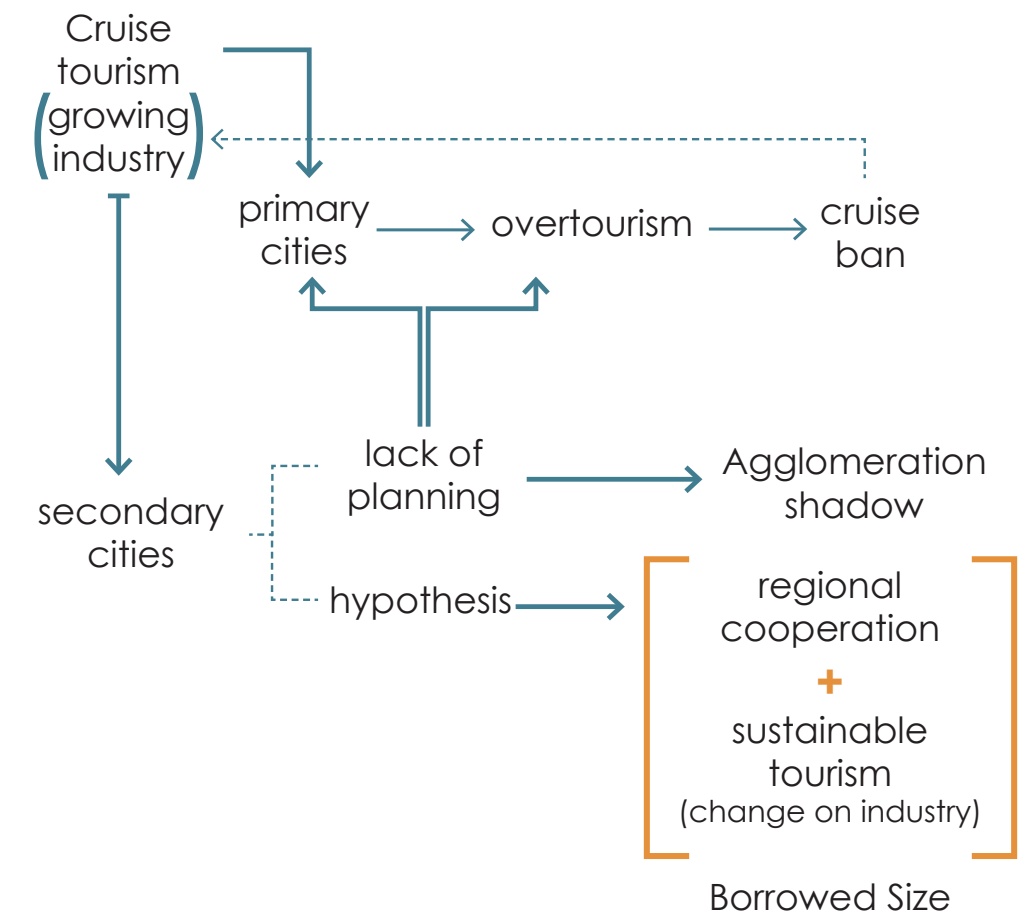
RESEARCH FRAMEWORK



THEORETICAL ROADMAP

The theoretical framework represents how the theories are connected and how they help to tell the research problem. First, there is cruise tourism and how it plays a role in primary cities. As mentioned in the research problem, cruises are seen as one of the causes of overtourism and are suffering restrictions. However, since the cruise industry is growing, it has started affecting secondary cities. These cities can follow two potential paths. The first leads to the same issues suffered by the primary city, with mass tourism problems leading

to a possible agglomeration shadow situation. The second, which is part of the proposition of this research, states that regional cooperation, combined with the change in the industry following a more sustainable path and therefore using smaller cruises, can bring benefits to the secondary city, positioning it in a possible borrowed-sized state. Each theory is explained in the next pages of the chapter, considering how it should be interpreted for this research.



OVERTOURISM

The term “overtourism” was first coined on the tourism news website Skift in 2016. The author Rafat Ali defined it as a hazard for popular destinations when tourism is not well-managed (Ali, 2016). Later, the World Tourism Organization of United Nations (UNWTO) defined as “the impact of tourism on a destination, or parts thereof, that excessively influences perceived quality of life of citizens and/or quality of visitors experiences in a negative way” (UNWTO, 2018, p.4). Despite the recent definition, the impact of the excess of tourists on a destination has been discussed in literature since the 1960s, with authors debating the impact on the environment and the life of residents. (Koens et al., 2018)

The recent growth in the debate was partly accompanied by the advance in the massification of tourism. According to Benner (2019) some impacts caused by this effect are related to the loss of culture and heritage, real-estate speculation, loss of liveability and sense of belonging, transport congestion and loss of the authentic character of the place, which, paradoxically, was what attracted tourists in the first place. This growth in urban tourism is understood to be a combination of three factors: low-coast airlines, an increase in temporary rents (e.g., Airbnb) and large cruise ships (Postma & Schmuecker, 2017).

The impact of tourism on a destination, (...) that excessively influences perceived quality of life of citizens and/or quality of visitors experiences in a negative way

(UNWTO, 2018 p. 04).



Figure 6: Graffiti in Barcelona | Lago, J. to AFP via Bloomberg, 2017

CNBC TRAVEL

‘They just come, take a nice selfie ... and leave.’ Overtourism returns, but cities are fighting back

PUBLISHED SUN, OCT 8 2023 6:43 PM EDT | UPDATED MON, OCT 9 2023 9:01 PM EDT

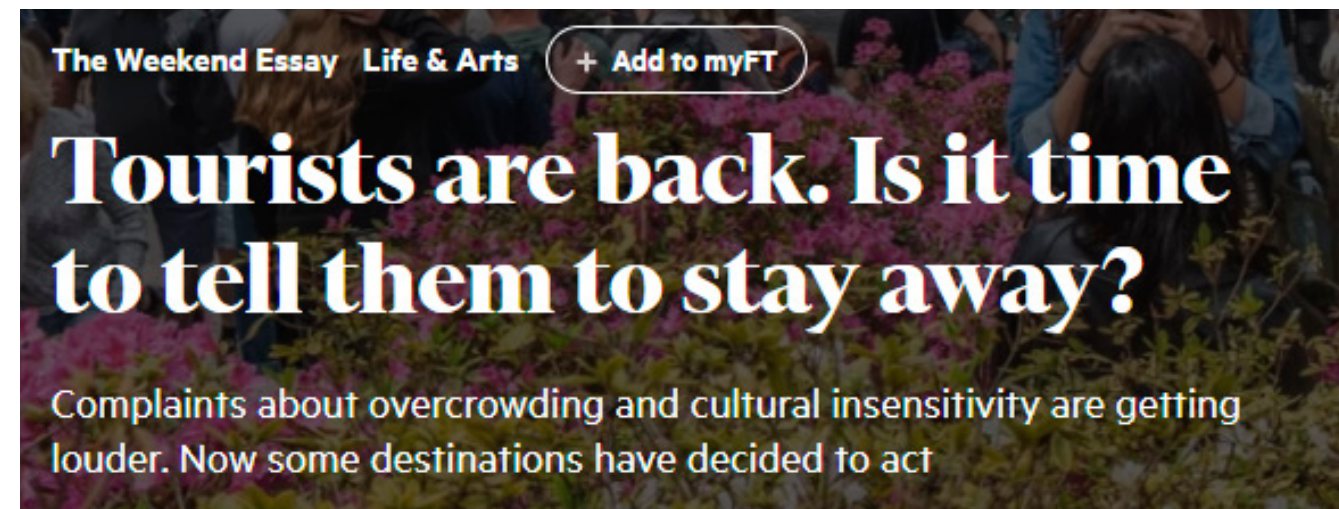


Figure 7: News headlines | Pitrelli, M (2023); Kuper, S. (2023)

Table 1: Issues attributed to tourism. | Adapted from Koens et al. (2018)

Issue	Type of Impact	Spatial distribution
Overcrowding in city's public spaces	Overcrowding on streets and pavements, as well as public transport, heavy traffic, loss of local identity	Tourist hotspots and newly developing tourist areas
Pervasiveness of visitor impact due inappropriate behavior	Noise, disturbance, loss of local identity	Tourist hotspots and newly developing areas
Physical touristification of city centers and other often-visited areas	Loss of amenities for residents due mono-culture of tourist shops and facilities	Tourist hotspots and city centers
Residents pushed out of residential areas due to Airbnb and similar platforms	Less availability of housing, loss of sense of community and security	Throughout city, mainly near tourist hotspots
Pressure on local environment	Increased waste, water use, air pollution	Throughout the city, near specific sites (harbor, road junctions)

The table was produced by Koens et al. (2018) and summarize problems attributed to tourism by residents and their spatial distribution. It is the result of interviews and shows mobility problems, displacement of inhabitants, and changes in culture and amenities. Moreover, it is possible to notice that most of the impacts occur in tourist hotspots, hinting the need for better distribution. However, according to the authors, the spread of tourist season during the year also gives the interviewees a negative impression of crowdedness all year long. Dioko (2017) affirm that these problems are augmented when the destination is small, has a low income per capita or is in economic stoppage once the tourist season is increased to improve the economy.

There is a general agreement between researchers that the solution involves new policies and governance with community debates. For Capocchi et al. (2019) governance and overtourism are directly connected, the authors propose a Venn diagram with

growth, concentration and governance forming the pillars of overtourism (Fig. 9). Here governance is approached as the resources available, relationship with airlines and technology development. For Dioko (2017), the interventions already in place are vague and complex, and new policies should consider community consensus.

It is clear that the massification of tourism is becoming a problem. Different destinations are dealing with it by implementing taxes or restrictions. It is important to discuss this topic more in the urbanism sphere, analysing policies in place and suggesting new ones. Despite authors such as Koens et al. (2018) writing about the impact on the cities, there is still room for research on design-based solutions for tourism problems, not only on a city scale but also regarding regions. A common starting point is to think about sustainable tourism. Therefore, some possible definition of it is stated in the next pages.



Figure 8: A crowd at the Trevi Fountain | Public domain via Wikipedia

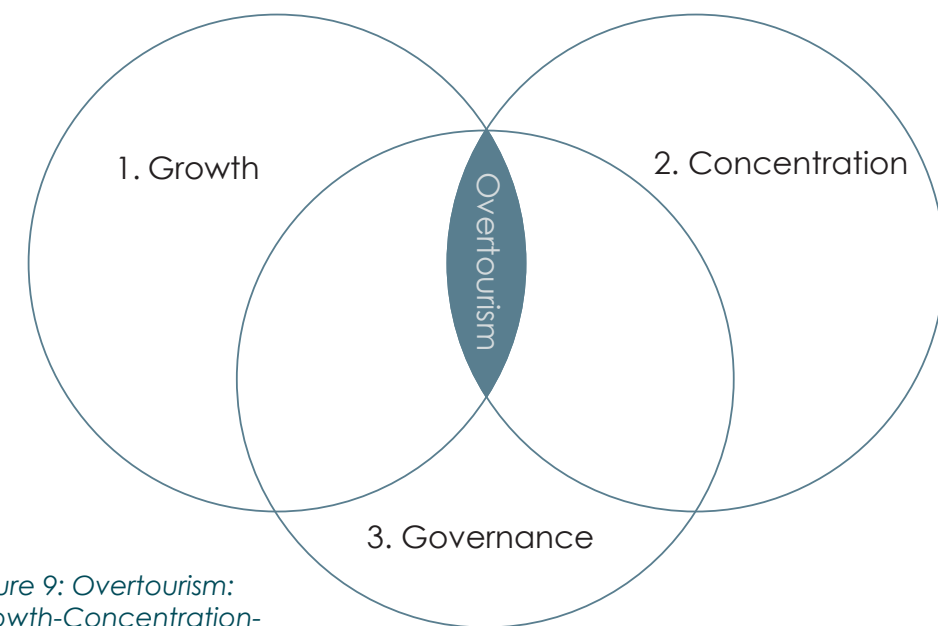


Figure 9: Overtourism: Growth-Concentration-Governance. | Capocchi et al., 2019

SUSTAINABLE TOURISM

In contrast to the idea of overtourism is the concept of sustainable tourism. Clarke (1997, as cited in Hardy et al., 2002) has written four positions on sustainable tourism through time. The first is the idea of being a dichotomy of mass tourism, where sustainability is connected with small-tourism. The second was related to scale, with sustainable tourism existing inside mass tourism but still connected with scale. The third was an evolution of it, with the idea that mass tourism could evolve into sustainable tourism, with sustainability being a goal. Finally, the last position declares that sustainable tourism applies to every tourism venture, independent of its scale.

Sustainable tourism arises with the term sustainable development, with concepts such as the Triple Bottom Line Theory (or the three "P's": people, planet, and prosperity) associated with it. It is possible to notice this in the UNEP & WTO (2005) definition of sustainable tourism:

"tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities" (p.12).

The different characteristics of the tourism sector observed on these aims link economic, social, cultural and environmental aspects. These characteristics demonstrate the stakeholders' role as a key factor when navigating sustainability. Moreover, it is essential to understand the roles of framework development and ways of guaranteeing cooperation between stakeholders (UNWTO, 2013). Once the tourism sector is based on the competitiveness of places and sectors, it is important to guarantee the interconnectivity of structures in a way that the tourism sector can cooperate (Streimikiene et al., 2021).

According to Hardy et al. (2002), when thinking about sustainable tourism, we should consider whether it is a flexible process that balances environmental, economic, and community concerns or if it is the community's responsibility to figure out where that balance should be struck. However, Cole (2006) affirms that there are a series of barriers to community participation in sustainable tourism, including a lack of knowledge. For this reason, she states the need for communities to understand the tourism development process and the needs and wants of tourists.

Aims for sustainable tourism (UNEP & WTO, 2005)

- 1) Economic Viability:** To ensure the viability and competitiveness of tourism destinations and enterprises, so that they are able to continue to prosper and deliver benefits in the long term.
- 2) Local Prosperity:** To maximize the contribution of tourism to the economic prosperity of the host destination, including the proportion of visitor spending that is retained locally.
- 3) Employment Quality:** To strengthen the number and quality of local jobs created and supported by tourism, including the level of pay, conditions of service and availability to all without discrimination by gender, race, disability or in other ways.
- 4) Social Equity:** To seek a widespread and fair distribution of economic and social benefits from tourism throughout the recipient community, including improving opportunities, income and services available to the poor.
- 5) Visitor Fulfillment:** To provide a safe, satisfying and fulfilling experience for visitors, available to all without discrimination by gender, race, disability or in other ways.
- 6) Local Control:** To engage and empower local communities in planning and decision making about the management and future development of tourism in their area, in consultation with other stakeholders.
- 7) Community Wellbeing:** To maintain and strengthen the quality of life in local communities, including social structures and access to resources, amenities and life support systems, avoiding any form of social degradation or exploitation.
- 8) Cultural Richness:** To respect and enhance the historic heritage, authentic culture, traditions and distinctiveness of host communities.
- 9) Physical Integrity:** To maintain and enhance the quality of landscapes, both urban and rural, and avoid the physical and visual degradation of the environment.
- 10) Biological Diversity:** To support the conservation of natural areas, habitats and wildlife, and minimize damage to them.
- 11) Resource Efficiency:** To minimize the use of scarce and non-renewable resources in the development and operation of tourism facilities and services.
- 12) Environmental Purity:** To minimize the pollution of air, water and land and the generation of waste by tourism enterprises and visitors.

Additionally, when thinking about cities, the term sustainable urban tourism can be used as a development approach that seeks to balance the benefits of tourism with future opportunities for the host community in urban areas. According to (Timur & Getz, 2009) economic, ecological, social, and cultural sustainability aspects are required to plan, develop, and manage tourism activities in cities. This ensures that tourism development is economically efficient, environmentally compatible, socially inclusive, and culturally respectful. Further, this type of sustainable tourism is associated with economic and socio-cultural impacts, in contrast to the nature and environmental consequences typically associated with sustainable tourism in natural settings (Maxim, 2015)

It is important to note that this research project will focus primarily on the social and economic aspects

of sustainability. Although highlighting environmental aspects, the report will not analyse the impact of pollution on the cruise industry or the future impacts of new cruise models. This decision was made based on the scope and time of this project. The research question and its sub-questions have spatial and government focus, giving more space to answers in the social-economic realm. Since the three pillars are interconnected, creating propositions for two of them might positively impact the third. The image (Fig.10) shows the project's position on the Triple Bottom Line triangle, with its location between people and prosperity. Regarding prosperity, it is interesting to connect sustainable tourism with the following terms in this research: competition and cooperation. As explained in the next pages, excessive competition between cities and regions can lead to unbalanced, unsustainable situations for the economy and people.

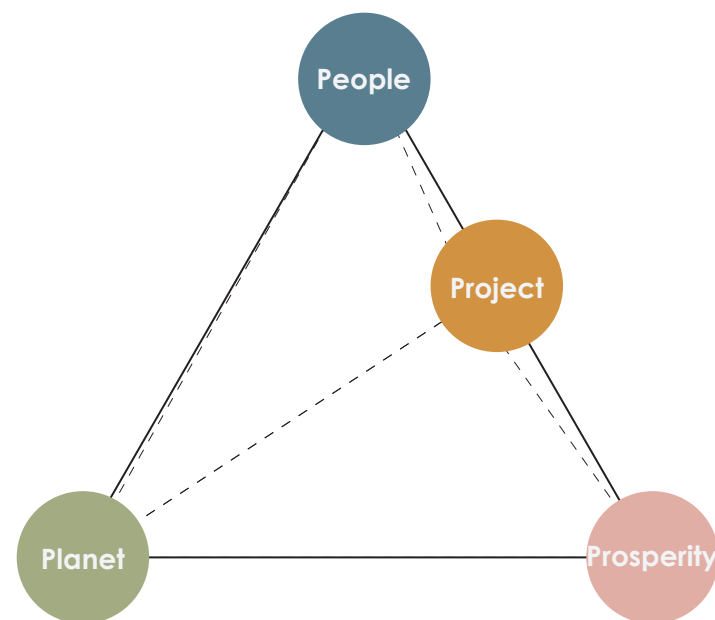


Figure 10: Position of project on bottom line triangle



Figure 11: Poster in Tarragona questioning about sustainable tourism and cruises | Author, 2024

COMPETITION & COOPERATION

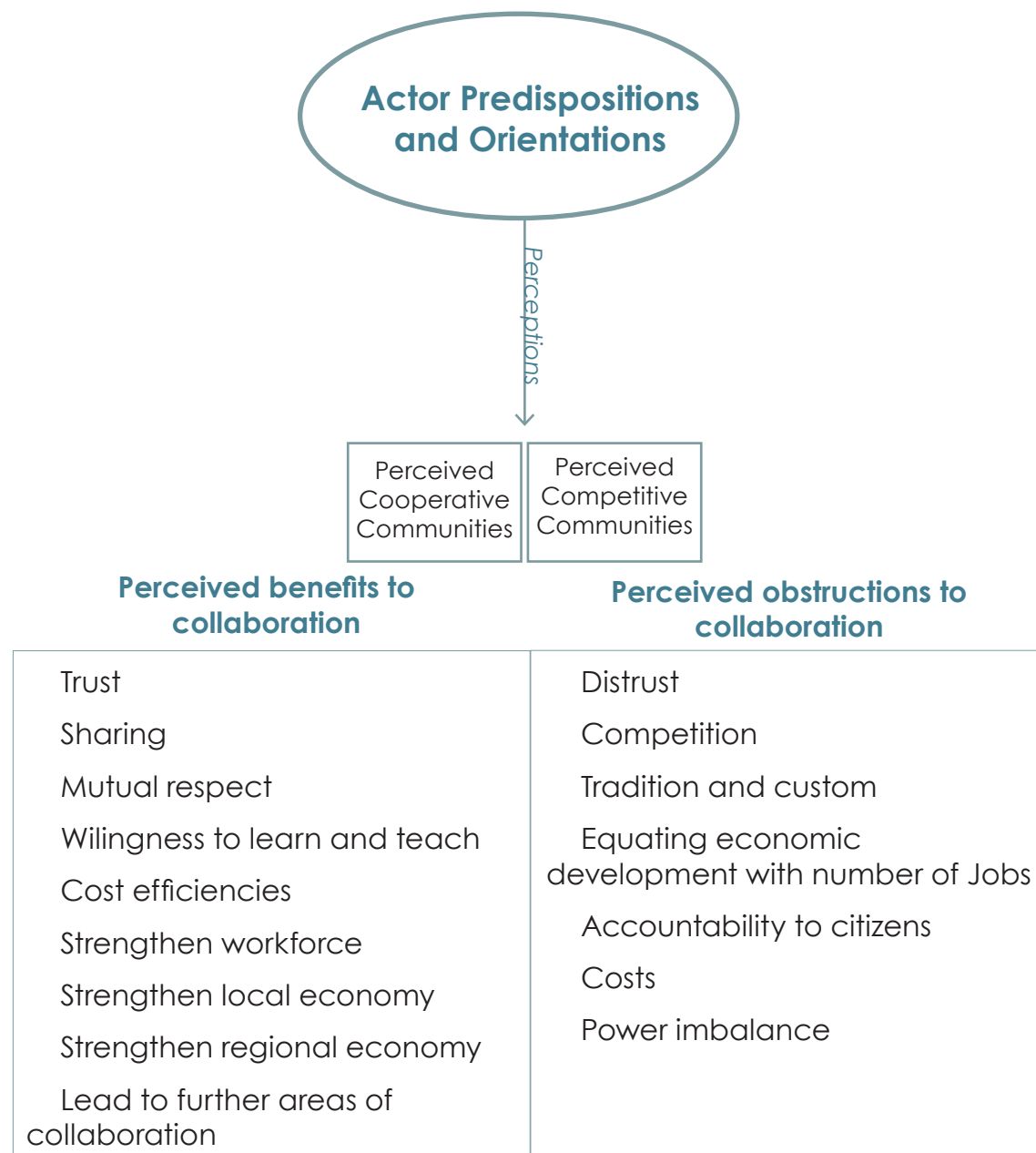


Figure 12: Perception on collaboration | Based on Gordon, 2017

Governments are naturally competitive given their development agenda and wish to maintain local autonomy. However, this competition might cause fragmentations and uncertainty for collaboration projects on a regional level (Gordon, 2007; Lee et al., 2012). The fragmentation and lack of collaboration also pose a problem when one unit's decision creates externalities that negatively affect the others (Feiock, 2009). There are a series of challenges in achieving cooperation among neighbouring jurisdictions, mainly due to the actions of senior governments. This lack of trust is usually caused by economic disparities (Wolfson and Frisken, 2000) and can arise due to transactional costs (Feiock, 2007). Nice (1987, as cited in Gordon, 2007) mentions that despite agreeing on the project cause, inequities in power, needs, and resources generate disagreements.

However, Gordon (2017) affirms that regional governance strategies can only obtain success when the competitive view is left aside. She states that communities can overcome the competition when cooperating on economic development issues, given that these efforts would spill over between them. Moreover, the interactions with more success are usually the ones with a specific purpose, for example, in "marketing, tourism and agriculture" (Gordon, 2017, p.73). The transaction costs are also reduced when the arrangements "increase the availability of information, reduce obstacles to bargaining, and reinforce social capital" (Feiock, 2007, p.59). And with the reduction of transactional costs, cooperative governance agreements will develop (Feiock, 2007).

The motivations for cooperation between governments include the public interest in collective benefits. For this reason, Feiock (2007) incorporates the institutional collective actions (ICA) into the discussion once the approach considers how participants take the costs and benefits of participation into their contributions to solutions. The author affirms that the ICA framework is focused on decentralized governance and that cooperation helps to bring trust to the involved parties. So, the formal or informal networks, policies, community characteristics and political institutions that the actors are embedded shape the success of regional governance.

Furthermore, Hoffmann et al. (2018) emphasize the paradoxical nature of competition and cooperation, suggesting that managing the tension between these activities requires appropriate mechanisms and organizational routines to handle them simultaneously within the same organizational unit. The author highlights the need for a balanced approach that integrates both competition and cooperation within regional governments to effectively drive urban development. If considering overtourism/sustainable tourism ideas, competition or cooperation positions can be posed as one of the causes for certain results. While competition can cause divisions and make it harder to elaborate projects, it is important for some economic aspects of tourism. The cooperation of planning and tourism projects within a region can help to balance this competition to create a more sustainable environment.

SECONDARY CITIES

The term secondary city usually comes with the idea of a city close to a more important one, which is less important. It was first popularized by Rondinelli (1982), who categorize them as being cities with at least 100,000 inhabitants that were not the largest in the country. However, for this research, the term secondary city will follow the definition of Pendras & Williams (2021), which states that secondary cities are

"cities that fuel, compete with and are otherwise relationally connected to a larger and putatively more 'successful' neighbouring cities, but which simultaneously maintain a degree of independent history and identity that mitigates against uncritically collapsing them into the mass of the 'city-region'." (p.2)

As explained by the authors, the term differs from others previously used once it does not necessarily evoke a national scale for the city, which would be more closely related to the term "second-tier cities". The secondary city, on the other hand, is related to a regional level. That also implies that one region can have multiple secondary cities. Moreover, Meijers & Cardoso (2021) say the discussion of secondary cities comes with the principle of a multicentric urban region. These regions are formed by the increase in integration and rearrangement of economic activities, which creates new interactions of people and urban spaces.

Hence, it is important to understand that being a secondary city does not mean the policies and management

must adjust and fit into the primary city's desires and plans. This idea might reinforce the pattern of a core city with a region around it, which can be unhealthy for regional development (Williams & Pendras, 2021a). The "one-size-fits-all" mindset does not work anymore, bringing the necessity of polycentric plans where governance exists in a network with functions and capacities working more than hierarchy (Roberts, 2014). In this research, secondary cities play a role in tourism distribution. As seen previously, cities have a tendency to compete with each other. Regarding tourism, primary cities are usually the ones chosen by tourists and that, consequently, receive more capital for development. However, this is one case where polycentrism and networks could be applied for a more sustainable development.

When adjusting the term secondary cities to secondary port cities, it is possible to understand it as the second port of a region. Nevertheless, given the definition presented, it is possible to understand it as part of a system of ports where the role is on sharing the market once the primary city port starts suffering saturation (Bazan-Lopes, 2002) and where hierarchy needs to be put aside to generate further developments. This research puts Barcelona Port as the primary port of Catalonia and places Tarragona Port as the secondary port of the region. Other ports are also part of the network; however, considering proximity and port numbers such as cargo and passengers, Tarragona is the most suitable candidate. This relationship between the primary and secondary cities can lead to unbalanced situations, with concepts explained in the next pages.

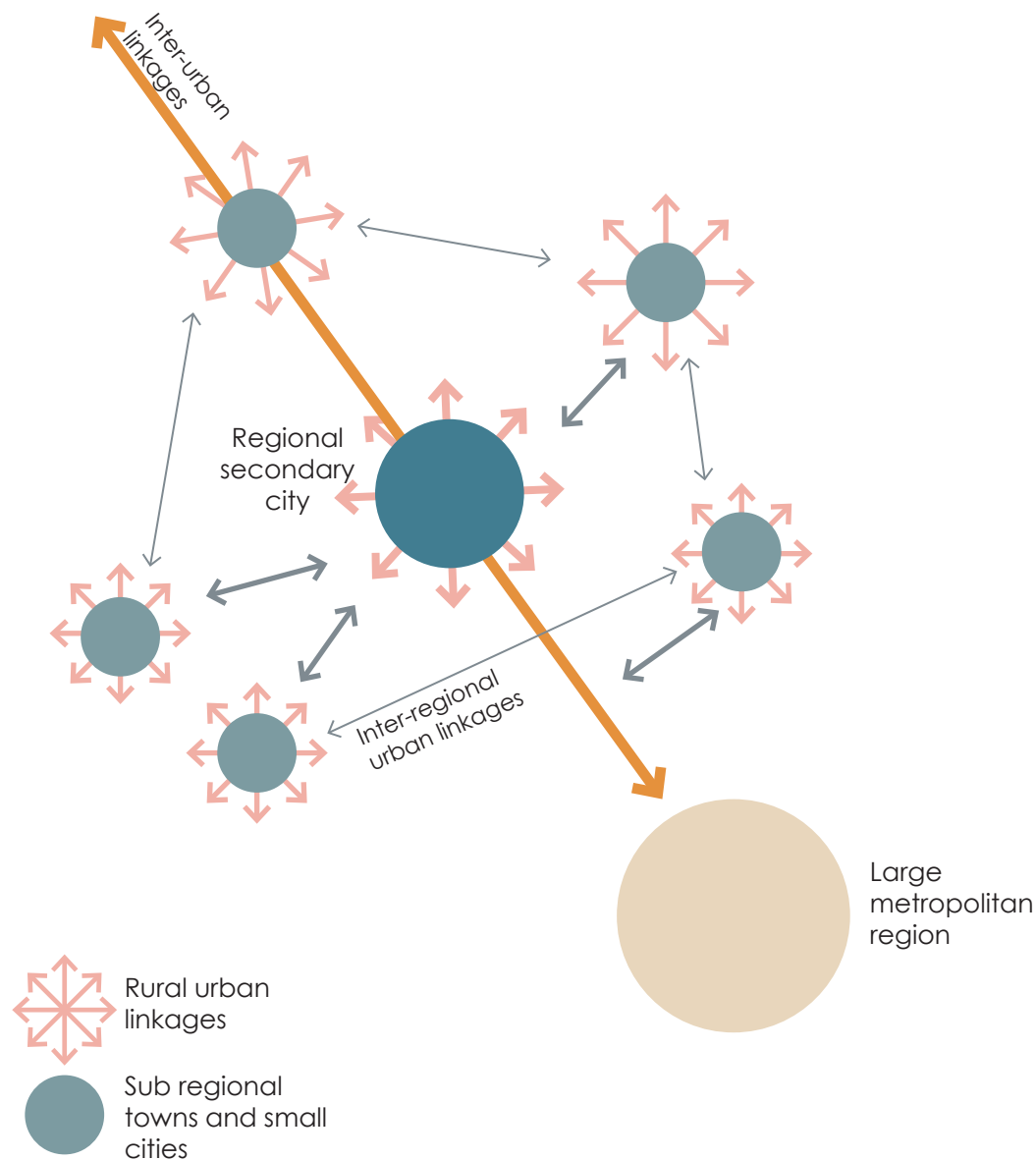


Figure 13: Relation of cities networks | Adapted from Roberts, 2014 [Cities Alliance (2019)]

BORROWED SIZE & AGGLOMERATION SHADOW

A possible lens to understand and analyse the regional relation of secondary cities is through the concepts of borrowed size and agglomeration shadow. The first was introduced by Alonso (1973) while discussing Zero Population Growth. He comments on the relationship between a city's size and economic growth. From this, he introduced the idea that small cities can retain the advantage of bigger areas, exhibiting characteristics that were not expected for their size, while maintaining the advantages of being small. At first, there is the idea that Borrowed Size occurs due to the proximity of places, once Alonso (1973, p.201) mentions "easy access to other centres". However, Meijers & Burger (2017) affirm that the borrowed size is more related to interaction than proximity or size, with some authors arguing that national and international connectivity is more important for performance (McCann & Acs, 2011, in Meijers & Cardoso, 2021).

The contra part of borrowed size was named by Krugman (1993) while developing a mathematical model to predict the growth of an urban centre based on economic sectors. In his model, he utilises the agricultural sector as a geographically fixed value and the manufacturing sector as a mobile value. The results show a balance between two cities, creating a two-city economy in most runs. The experiment also demonstrated that a city close to a "winning" location

with a higher economy had difficulty growing. This publication was the first time the term "Agglomeration shadow" appeared. Suppose a city falls under the agglomeration shadow of another. In that case, it can suffer not only from economic disadvantages but also from less available of cultural and other amenities (Williams & Pendras, 2021b).

As an extension of the concepts, Meijers & Cardoso (2021) improved a table previously developed by Meijers & Burger (2017). In this new table (Table 2), the authors consider the fact that some cities might behave just as expected, given their size. Including this idea, new categories appear: functional shadow, performance shadow and as expected. They conclude that paths of dependency and local circumstances influence the integration of an area. A historically important city, for instance, tends to have more functions than expected and carries more population. The authors also argue that even if the cities play different roles inside of a network, it is important to understand their interdependency to ensure that benefits and costs can be evenly spread through the region.

When considering the two cities, and their respective provinces, approached in this research, it is possible to try to establish an empirical relation between them. Barcelona is the primary city of the Catalonia region; it has the biggest population and attracts more

tourists. Both Barcelona and Tarragona are the capitals of the provinces; this could place them as borrowing size or functioning as expected inside their own provinces. Given that cities can "transit" in the table's dimensions through time, it is interesting to think about what

could happen if patterns in tourism change, for instance. As proposed in this research, the lack of appropriate regional planning could lead to a weak network and consequently put cities, such as Tarragona and others, into an agglomeration shadow position.

Table 2: Extension of the concepts of Borrowed size and Agglomeration shadow | Adapted from Meijers & Cardoso (2021)

Dimensions of borrowed size		Connection size ↔ function		
		Less functions than expected given size	As many functions as expected	More functions than expected given size
Connection size ↔ performance	Performs less than given size	Agglomeration shadow	Performance shadow	Borrowed functions
	Performs as expected	Functional shadow	As expected	Borrowed functions
	Performs better than expected given size	Borrowed performance	Borrowed performance	Borrowed size

The history

The history of cruises started in the 1800s. In 1844, an advertisement was placed in a journal announcing "A Six Weeks Tour, by Steam, to Athens, Smyrna, and Constantinople, calling at Gibraltar and Malta". From this, the Peninsular and Oriental Steam Navigation Company (now known as P&O) evolved. At the end of the century, they were announcing a better cruise with "electric light, electric bells, hot and cold baths, and first-class cuisine". The beginning of 1900 was marked as the launch of the first ship solely produced to be a luxury cruise line. The Prinzessin Victoria Luise, from the Hamburg-America Line, counted with restaurants, a gym and a shaded deck (Staveley-Wadham, 2020).

In the beginning, cruises used to depart from the same terminal as transatlantic migration ships, and the impact on city space was less noticeable than the impact on society. A piece from The Tatler in 1933 (Fig 14) depicts some routines inside the cruise (Staveley-Wadham, 2020). Noteworthy, they are not that different from today's.

After the Second World War, there was a noticeable decline in cruises as an excellent and luxurious means of transportation once it became faster to cross the Atlantic by plane.

Advances in technology have allowed for an increase in the size of cargo vessels. With that, some port infrastructure became obsolete, which initiated during the '80s a process of recovery of some waterfronts. The port cities noticed they could improve their image and include port activity in daily life. The waterfront renovation made them attractive enough to enter the tourist route and attract cruise ships. However, what started as a way to attract residents back to port ended in a different direction with a flow of tourists crossing the waterfronts into the historical city centres (Andrade et al., 2021). A boom on cruise tourism made the number of passengers jump from 500.000 in 1970, to 1.8 million in 1980 and almost 10 million in the beginning of 2000 (Peručić, 2019; Zapata, 2010)

Figure 14: Piece of cartoon in journal | The Tatler (1933) via The British Newspaper Archive

LEARN TO CRUISE



HOW THEY DO IT ON THE "CARINTHIA"

"Mel" has set down his impressions in black and white as a little guide to all and sundry. The ship was the Cunarder "Carinthia" —the sea itinerary the Canaries—and of course back again, touching en route at Gib., Tangier, Casablanca in French Morocco, Las Palmas, and Madeira. It is always entertaining to see even the most dignified playing deck quots and generally joining in the "jolly," which also includes ball-dancing, a tote on the run, fancy-dress carnivals, swimming contests, and so forth



Figure 15: Cruise ship docked in Venice in 2006 | CC via Wikipedia



Figure 16: Protest against cruise ships in Barcelona | López, C and Martí, A., 2023

The impact

The increased number of cruise tourists has had implications for popular tourist destinations. The flow of tourists is pushing residents away. Cities like Venice and Barcelona have experienced an increased number of temporary rents (e.g. Airbnb), forcing an exodus of inhabitants from the city centre because of the increase in prices. This also impacts the local economy once retail focuses exclusively on tourists, selling souvenirs produced in mass rather than local products. These factors are driving important tourist cities to implement taxes and regulations on tourists (Capocchi et al., 2019).

Another response to cruise tourism comes from the inhabitants. Venice and Barcelona have organized groups to arrange manifestations and give a voice to the issue, "Comitato No Grandi Navi" and "Zeroport", respectively. Schemmer (2022) tells the story of the Venetian group. According to the author, the group wants to maintain tourism but address political management issues, its social consequences, and the Port Authority's choices. It also expresses concern about the infrastructures that are dedicated to supporting tourism once "the local field of tension is situated between the limits of popular discourses about the city, the spatialization of the industry, and the governance of these processes." (Schemmer, 2022, p. 380).

On a more drastic turn, major port cities are banning cruises to dock or are implementing strong regulations. The most famous example is Venice, which in 2019 banned large vessels from its Lagoon and diverged them to Marghera, the industrial neighbour town. Additionally, several other locations

followed the trend. Bruges mayor Dirk De Fauw reduced the number of cruises allowed to dock to prevent the city from becoming "a complete Disneyland" (Le Bacq, 2019). On the Greek Island of Santorini, the number of passengers that could disembark was limited to 8,000 a day. In Barcelona and Amsterdam, the solution was to close the terminals near the city centre to minimize the influx of tourists (Roeloffs, 2023; Saraogi, 2019).

As can be seen, the city is impacted in different ways by cruises. As also mentioned in Overtourism theory (Chapter 3), public spaces suffer in the most visual way, accumulating tourists looking for attractions. Consequently, those spaces start moulding their economic environment to fulfil visitors' needs and wishes, creating an economy based on tourism and propagating retail with international standards. Additionally, mobility is also impacted by the extra flow of people, compromising the quality of transport for locals. This factor can also be impacted by the position of the terminal in relation to the city; if further from the centre, tourists will need to move in flows using public transport or private buses. On the other hand, a terminal right in the centre, when receiving mega cruises, can feel the flow impact at once, as happens in Trieste, Italy. As suggested in the Theories chapter, including more urban planning and design into topics such as overtourism and bringing concepts of cooperation can help fight these impacts. Highlighting the affected elements, such as economy, mobility, and public space, can be a useful starting point to connect theories and policies to practical urban/regional scale design solutions.



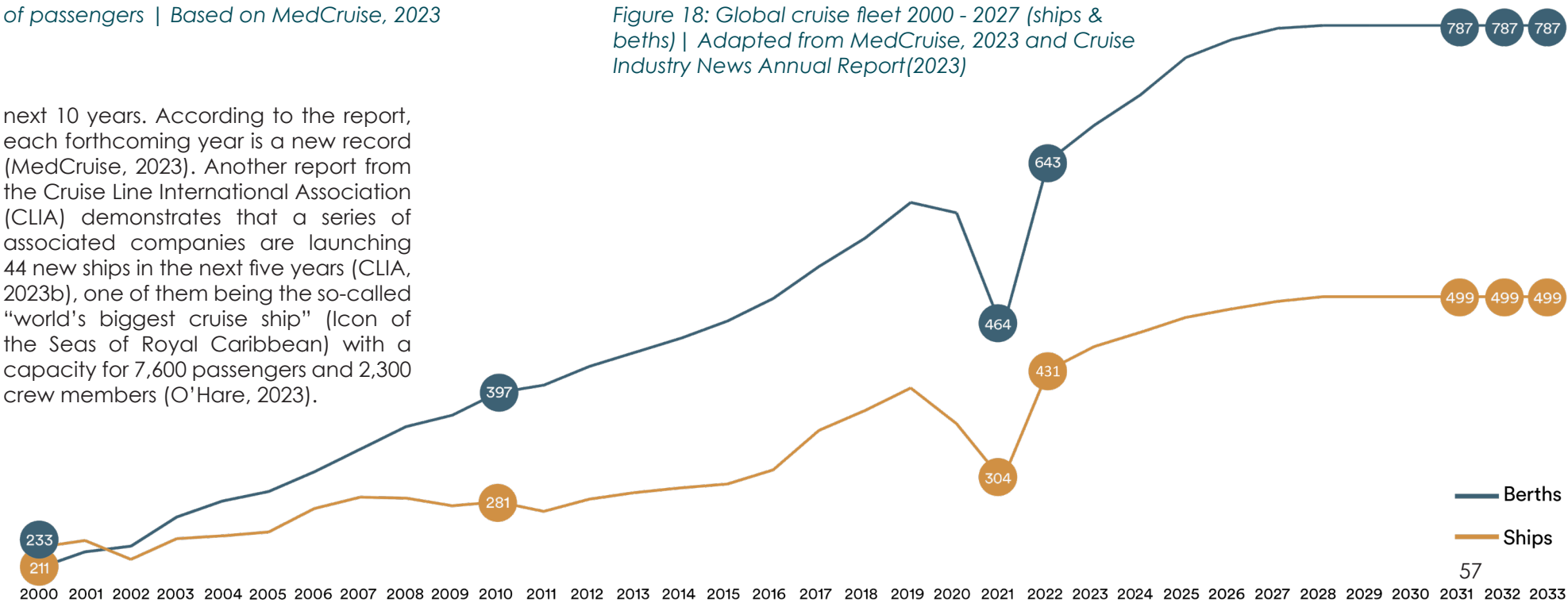
Figure 17: Top 10 Mediterranean ports in number of passengers | Based on MedCruise, 2023

The industry

According to the MedCruise Statistic Report of 2022 (MedCruise, 2023), the number of cruise calls in Mediterranean ports in 2022 increased by 7.30% compared to pre-pandemic levels, and the number of passengers was equivalent to 80% of the 2019 total. This demonstrates that the industry is not shrinking, meaning the impacts will also not. The map above (Fig. 17) shows the top 10 ports regarding the number of passengers in the Mediterranean, with Barcelona and Civitavecchia receiving more than 2 million passengers in 2022. Moreover, the graphic (Fig. 18) represents a tendency to increase in the number of cruises in the

next 10 years. According to the report, each forthcoming year is a new record (MedCruise, 2023). Another report from the Cruise Line International Association (CLIA) demonstrates that a series of associated companies are launching 44 new ships in the next five years (CLIA, 2023b), one of them being the so-called “world’s biggest cruise ship” (Icon of the Seas of Royal Caribbean) with a capacity for 7,600 passengers and 2,300 crew members (O’Hare, 2023).

Figure 18: Global cruise fleet 2000 - 2027 (ships & beths) | Adapted from MedCruise, 2023 and Cruise Industry News Annual Report(2023)



Nevertheless, the buzz generated by Royal Caribbean's new vessel contrasts with another industry movement. Some companies known for their luxury hotels, like Ritz-Carlton and Four Seasons, announced they are entering the cruise (or yacht, as they call it) industry. Moreover, the cruise group MSC launched in 2023 a smaller cruise line company with 400 cabins per vessel (Chang & Towey, 2023). This movement responds to the trend of ports becoming "greener," cruise ships being banned, and tourists becoming "eco-minded". It is also interesting to consider that the smaller vessels do not necessarily need to be shaped as an exclusive elite trip. Despite the movement that is taking place, the future of cruising can be proposed with smaller accessible vessels, with models such as hostels for instance.

Another movement toward sustainable cruise tourism comes with ports creating new infrastructures towards decarbonization, and ship companies adapting to meet the new standards. CLIA stated in its last report (CLIA, 2023a) that all its associated fleets will meet Net-Zero standards by 2050. New ships are being built already using Liquefied Natural Gas (LNG) or methanol power, and older ships are adapting to shore-side electricity to be able to turn the motor off while docked. However, according to Comer (2022),

for the International Council on Clean Transportation (ICCT), there are better solutions than LNG once it still produces methane in its final form. The author also mentions the need for more regulation, but he cites that those take time, and the industry should start changing regardless.

Considering that the bigger the vessel, the bigger the emissions, the smaller cruises might be going in the right direction. According to Stenius from the Finnish consulting firm Reddal, the small vessels can access more ports and meet more sustainable standards, allowing visitors to enjoy more time visiting destinations. Bigger vessels will need to invest more in entertainment on board to compensate for the prohibition of docking ports (Chang & Towey, 2023). Additionally, bigger cruises will probably do bigger routes, given the impossibility of docking anywhere, which increases supply logistics and fuel consumption. Smaller cruises can focus on closer destinations, creating small-scale trips. Therefore, considering the aims of this research, decarbonization is not enough to achieve sustainable goals. The use of small vessels would be more interesting given social aspects and the rise of mass tourism.



Figure 19: Ritz-Carlton Yacht Evrima next to MSC Cruise | Magic of the Caribbean, 2022

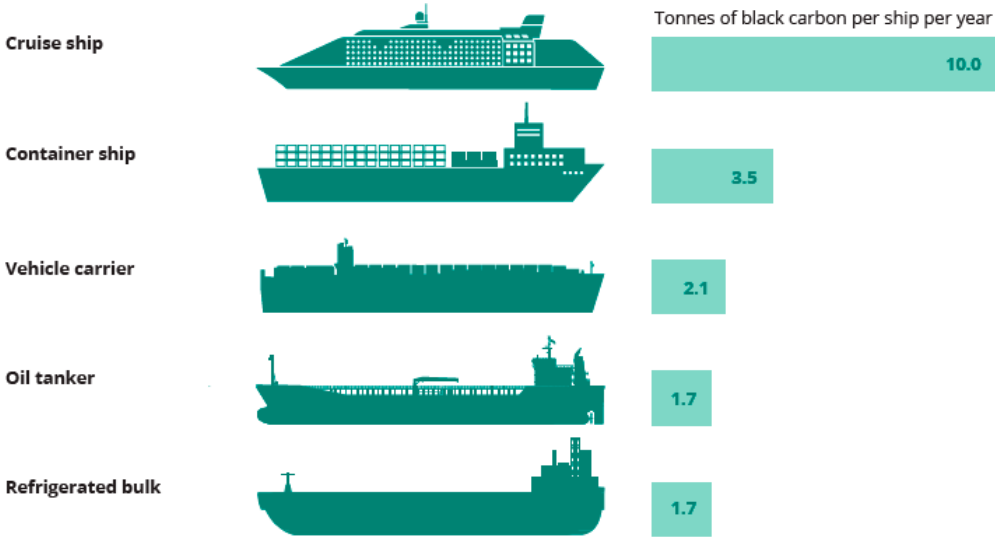


Figure 20: Annual Black carbon emission per vessel type in tonnes | Comer et al. (2017) in EMSA, & EEA. (2021)

Stakeholders

According to London & Lohmann (2014), stakeholders are important for cruise infrastructure for reasons such as contributing to the economic benefits of cruise tourism, managing environmental and social impacts, and improving the destination's attractiveness. Moreover, the authors mention the collaboration of stakeholders in providing financial resources and the power dynamics that influence decision-making and negotiation. This power dynamic is often expressed through the power cruise lines imposed in ports; according to Klein (2005 in London & Lohmann, 2014), they try to guarantee the best economic values, choosing ports and destinations where it is certain of profit. Additionally, the authors mention that the power dynamic can be altered by the approval

of governance, local businesses, and the community regarding the cruise industry. It is important to mention that four big cruise companies dominate the European market in the current situation: Carnival Corporations & PLC with 8 sub-companies having 45% of the market, Royal Caribbean Cruises LTD. with 6 sub-companies and 15%, Norwegian Cruise Line Holdings LTD. with 10% of the market and 3 sub-companies and MSC Group being the biggest independent cruise line with 15% of the market share (Statista, 2023). This demonstrates a possible unbalanced situation towards port decisions, with cruise companies holding more power than the cities.

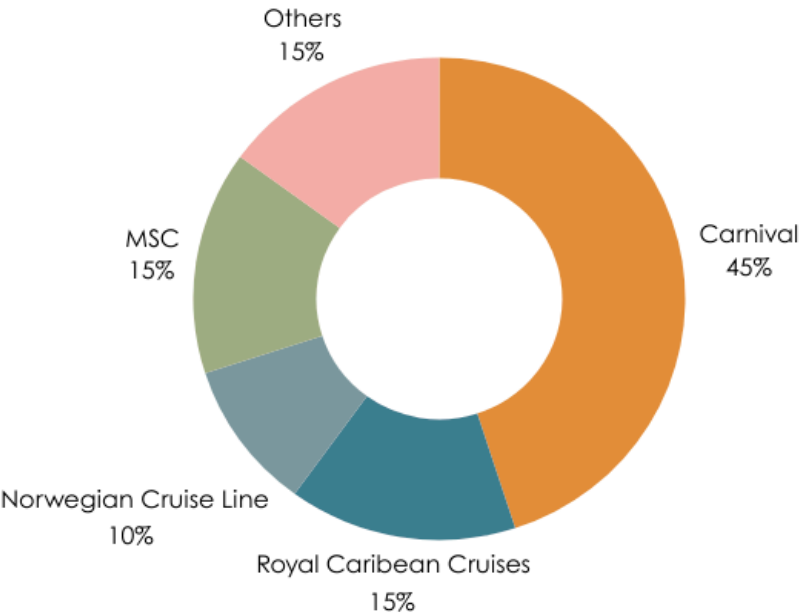


Figure 21: Cruise company share in Europe in 2021 | Adapted from Statista (2023)

For the purpose of this research, the general stakeholders and their relations can be divided into public, private and civil sectors. The analysis (Fig. 22) shows possible conflicts between them. In the Public sector, national and local governments usually have friendly relations. However, the government and port authority can have conflicts when the desires for the city development

are not aligned with the port's growth expectations, for instance. In Civil society, NGOs that fight to stop cruise tourism can present conflicts with cruise tourists but also can create conflict with non-active citizens in case of protests and other manifestations. An in-depth stakeholder analysis considering the stakeholders of the area is provided in Chapter 6 (p.104).

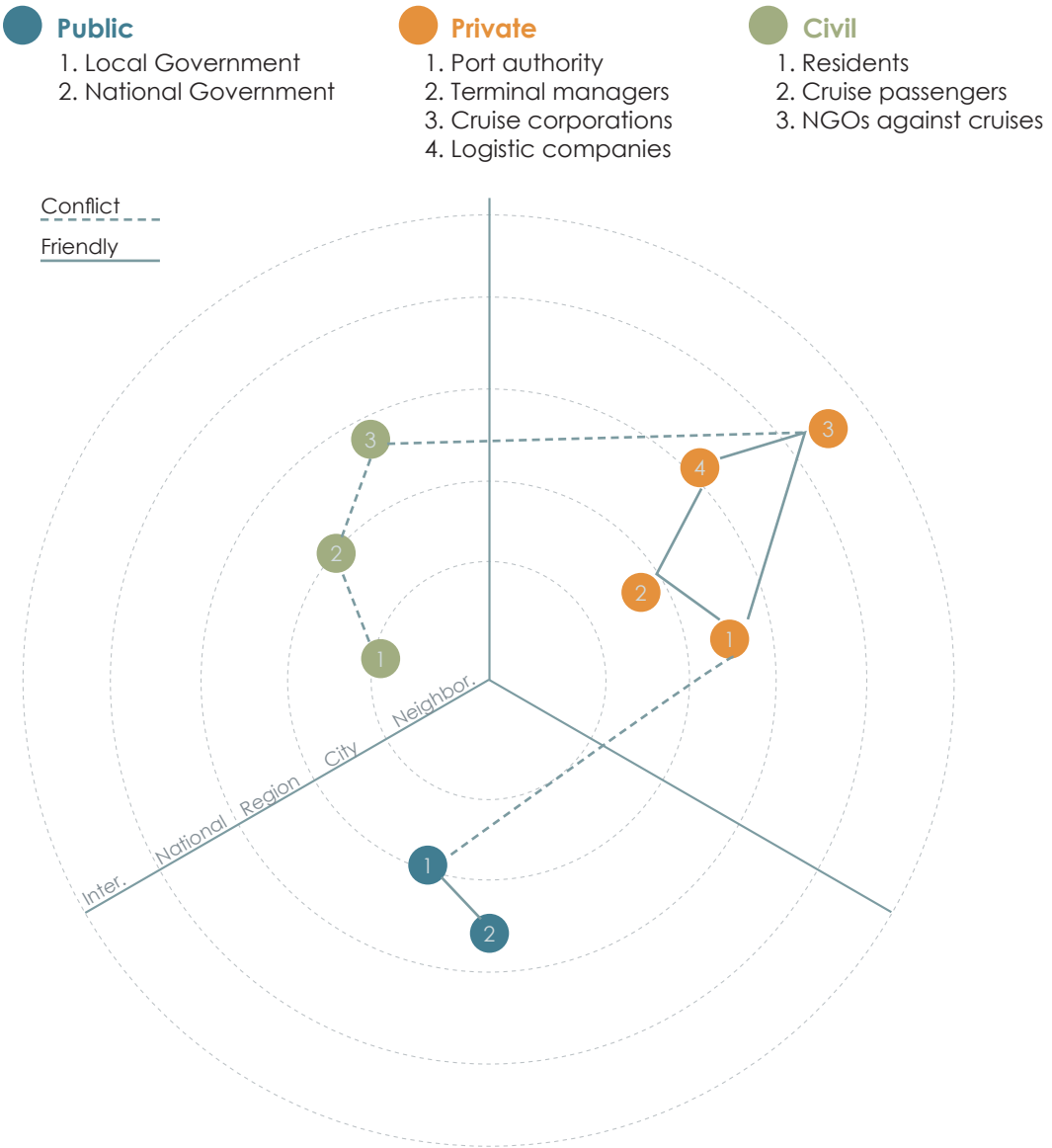


Figure 22: Stakeholder analysis

Table 3: Ports with cruise restrictions

Primary Port City	Restriction type	Secondary Port city
Venice, IT	Cruise ban	Marghera* (maybe Trieste)
Bruges, BE	Cruise limit per day	Zeeburg*
Barcelona, ES	Closing terminals	Tarragona
Norwegian Fjords, NO	Only zero emission vessels	-
Amsterdam, NL	Closing terminal	Rotterdam
Palma de Mallorca, ES	Cruise limit per day	-
Santorini, GR	Passenger limit per day	Another greek Island
Dubrovnik, HR	Cruise and passenger limit per day	Split
Bora Bora, PR	Passenger limit per day	-
Key West, US	Cruise limit per day Priority to smaller vessels	-
Charleston, US	Only call port	-
Juneau, US	Cruise limit per day	-

SQ1: What are the present and future impacts caused by the transformation in the cruise tourism industry in secondary port cities?

As seen above, port cities are finding ways of fighting overtourism and social issues attenuated by cruise ships. However, most of the examples are still referring to major touristic cities. It is also important to notice that the growth in the industry combined with the ban on docking is contradictory. If we will have more ships, where will they go? Here is where the secondary cities play a role. Some cities like Rome and Florence already use the nearby small city port to receive cruise tourists. Others, like Venice, started doing this after the banishment laws. These cities are located close enough to transport the passengers easily and quickly, like by bus or train, usually one hour from the leading destination. In some cases, like Civitavecchia, which serves as the port for Rome, the cruise call on companies' websites is announced as the main destination of Rome.

The table 3 shows the list of main cruise cities, restriction policies and their respective secondary cities where cruises (will) dock given restrictions imposed for the famous destinations. The secondary city column includes cities already receiving cruises for the main location, marked with a star. Those places are mainly industrial port cities, so it is important to understand that they already suffer from general impacts caused by ships and do not benefit from cruise tourism. The ports with no secondary option are islands or remote locations with no alternative port.

For these cities, cruise tourism

means more economy for the port. Nevertheless, they do not receive other gains from tourism, as most tourists want to visit more famous cities. Seeing two main possible futures following mega-cruises or smaller lines, it is noticeable that the small ones have more advantages when considering environmental and urban problems. They will pollute less and create less congestion in the city when docked. As seen in the industry part of this chapter, a small cruise line can allow the passengers more time to visit the sites, creating unique experiences if they partner with local governments, which can benefit secondary cities.

For this reason, the answer for SQ1 will be given considering the possible future of small cruise lines; later in the report, a more in-depth scenario study with both cases will be elaborated. As mentioned in "The Impact" (p.55), it is interesting to focus on elements of cities and regions that suffer more because of cruise tourism. For this reason, in SQ1, four topics were selected based on impacts on the spatial level: Terminal Location, Public Space, Mobility, and Economy. As seen in this section and in "Overtourism" (Chapter 3), the public space is the first to show the impacts on locals. Next, public transport and main roads are impacted, and finally, the retail and house prices start suffering with changes. The first topic (Terminal location) concerns how different locations impact the city differently.

The first table (Table 4) summarizes the history line of impacts from past to present. The terminals started on the same space as terminals used for immigration, which are usually located close to the city centre or in old port areas that are now surrounded by city fabrics. The tendency to move them further comes with the improvement in vessel size, which did not fit some older port structures. Also, for this reason, during the 2000s several cities received redevelopment plans for their waterfront areas, creating new public spaces. In the 2020s, public spaces are seeing residents leaving and giving space to tourists, and they are now being shaped for this new economy type. During the research less was found on mobility impact in history, which it could be associated with a modern problem related with mass tourism.

Table 4: Past and present impacts of cruise ships on environments elements

	Terminal Location	Public Space	Mobility	Economy
1960	Located on old immigration terminals	-	-	-
2000	Located on old immigration terminals	Water front revitalization	-	-
2010	Tendency to go further from the city centre	Shared among locals and tourists	-	Increase of "duty-free" stores and retails focus on tourists only
2020	Further from the city centre; Located on ports	Overcrowded, turned to touristic functions; centres develop only for tourism	Impact on public transportation	Tourism based economy

Table 5: Future impacts of cruise ships on environments elements

	Terminal Location	Public Space	Mobility	Economy
2030	Further from the city centre; Located on ports	Development of spaces for locals and tourists	Improving due less incomes at the same time	Creation of incentives to local retails
2040	Smaller vessels can go back to city centre terminals	Appropriation of new spaces as public space	Creation of new tracks and lines to inland	Local bussiness starting to take place
2050	Used also as public space	Shared among locals and tourists	Improved connectivity	Diversified economy where tourism impulse the other sectors

This second table (Table 5) concerns future situations, considering that cities opt to receive only smaller vessels. In the next five years, the industry has already planned to launch 44 ships, including mega cruises, so it should be the beginning of policy frameworks. 2040 is an intermediate step once some port authorities have long-term agreements with cruise companies. Finally, the 2050 goal was chosen for two reasons. First, it matches the European Union standards of climate neutrality. Second, most cruise ships released until 2025 will have passed their prime time since the lifespan of cruises is usually 30 years. This way, almost the entire fleet will have been renewed to meet new standards. The next pages show some comparisons between 2020 and 2050 with further explanations on each topic. With these changes, it would be possible to control situations of overflowing transportation systems and lack of improvement in the local economy. However, for this to happen, conversation between local governments is essential to avoid negative impacts on secondary cities. If regional planning for tourism does not exist, the cruise companies will keep using the small ports only as parking spots.

Sources : Grindlay & Martínez-hornos, 2021; Capocchi et al., 2019; Koens et al., 2018; Pallis, 2015

2020

Terminal near city centre

Terminals close to the city centre create a more intensive and direct flow of tourists during embarkation and debarkation. And, with mega cruises, the feeling of overcrowding and urban congestion can be increased.

Terminal further city centre

When further from the centre, tourists are usually transported by buses from the companies or use public transport. This makes the flow happen in waves, but the final result is the same, especially on its impact on urban congestion.

Another possibility is that the passengers are transported to a nearby location that is more attractive for tourism or shopping reasons.

2050

Terminal near city centre

Given their size, the smaller cruises can take advantage of terminals close to the centre. Additionally, the flux of tourists will be smaller. They could also take advantage of other ports and marinas, redistributing tourists.

Terminal further city centre

Further terminals will keep the advantage of getting tourists into the city slowly, probably with buses but smaller ones, or causing less impact on public transport. However, in this scenario, these terminals can feel disconnected from the city.

Also, shore excursions can focus on other parts of the territory, proposing activities that connect the tourists with local values rather than typical tourist sites.

Terminal near city centre

Terminal further city centre

Terminal further city centre - excursions

Terminal near city centre

Terminal further city centre

Terminal further city centre - excursions

2020

Public spaces

Inhabitants complain about how public spaces are overcrowded; moreover, cruise tourists usually go to important places following a predetermined path once they have only a few hours to visit the city.

Mobility

Given the public space distribution, the public transport and roads around these spaces are more likely to suffer with a high influx of people. Additionally, in cases of tourists moving to another city, roads can also suffer the impact of excursion buses.

Economy

The tourism-oriented retail, especially focused on tourist hotspots, is usually not local, with souvenirs mass-produced. Restaurants and cafes also suffer from internationalization, losing local cultural characteristics. The economy of the city is mostly focused on the internationalization of tourism.

2050

Public spaces

Receiving fewer tourists per time can facilitate the management of public spaces, creating incentives for tourists to visit more places. Moreover, small vessels can stay longer docked, guaranteeing more time for tourists to explore places and creating possibilities for longer and tailored excursions.

Mobility

Fewer tourists disembarking per time means less impact on transport. Moreover, the distribution of public spaces and the possibility of exploring other areas can provide free transport for inhabitants. It is necessary to assess how tourists can be transported to further attractions.

Economy

New activities are proposed to better distribute tourism, which creates new jobs and evolves the local economy. Moreover, the creation of activities that are not only dependent on tourism creates security for the locals.



Context

Barcelona is the city in the Mediterranean region that receives the most tourists per cruise. In 2019 (pre-COVID-19 strikes), the city received more than 3 million passengers, and in 2022, with the industry recovering, it hit almost 75% of this number (MedCruise, 2023). The number represents one-third of the total of tourists received in 2022 (Ajuntament de Barcelona, 2023). However, the quantity of tourists has bothered the inhabitants. An organized group called “ZeroPort” fights for the degrowth of port and airport. They argue that the projects for increasing the infrastructure are unsustainable and augment social injustices like increases in housing prices, congestion on public transport and displacement of local businesses (ZeroPort, n.d.).

As a response, in 2022, the municipal government (Ayuntamiento de Barcelona) started a conversation table with the regional government (Generalitat de Catalunya) to discuss measures to reduce contamination by cruise ships and tourist massification. The mayor at the time, Ada Colau, had asked for the reduction of cruise arrivals, however by that time, no decision had been made about it (Blanchar, 2022). The proposal was to reduce the number of passengers to 200.000 thousand per month and a maximum of 3 cruises per day. By that time, the table agree on the creation of measurements to avoid the saturation of public spaces and improve the environment (Suné, 2023).

In 2023, the Ayuntamiento asked the Port of Barcelona to limit the dock

numbers at the terminal to 5, despite the agreement in 2018 of 7 points that were planned to be built until 2027. This is an example of the conflicts between the Government and the Port Authority cited in Chapter 4 (p.60). The same agreement states that the two docks close to the city centre (Barcelona Nort and Barcelona Sur) would be closed until 2025 (Rodríguez, 2023). In fact, by the end of 2023, the Barcelona Nort was closed. The idea behind the closing is to provide more public space and connect the city with the port. Furthermore, this docking location is a 10-minute walk from Las Ramblas, an important tourist sight in the city. Now cruise passengers will need to take a 30-minute shuttle bus to arrive at the city centre (El Mercantil, 2023; McGillivray, 2023). The closing of the terminals can be good for public space and tourist distribution; however, depending on the frequency and path of the shuttles, it can cause mobility disturbances in the area. Until June 2024 (when this research was finalized), no information was published on whether the measurements were working or whether new policies would be implemented.

Reflecting on the discussion in the previous chapter, it is logical to think about where the cruises can go considering the new implementations from Barcelona. One hour and a half from Barcelona, it is Tarragona. The city holds the second-biggest port in the Catalonia region and received more than 125 thousand cruise tourists in 2019 (MedCruise, 2023). Moreover, Tarragona



Figure 23: Tourist concentration in Las Ramblas | Carl Court/Getty Images via CBC



Figure 24: protest in Barcelona | Beeld afp via De Volkskrant

Port is building a new cruise terminal (Fig 24) that is planned to be open in the first quarter of 2024. The port has no limits to vessel sizes and has a draft of up to 19 meters, which allows big ships to dock. (Tarragona Cruise Port, n.d.). According to Javier Rodríguez, one of the directors of Global Port Holdings, the company responsible for Tarragona's cruise operations, the plan is to increase the number of passengers to 250 thousand in 5-10 years. Rodríguez also counts on Barcelona's restrictions to impose Tarragona as a new important destination (Riu, 2023b). Global Port Holdings is responsible for operating both cruise terminals.

The lack of appropriate planning

regarding tourist distribution for the city of Tarragona can be concerning. A survey made in 2022 with 500 residents of the area points out that 48% of the people consider cruise tourism beneficial for the region, especially in the economic aspects. Moreover, the same survey points out that 34% think no more than 100,000 passengers should arrive yearly (Riu, 2023a). That demonstrates that part of the population has some concern regarding the excess of tourists. However, neither the city nor the port has plans for tourism management. While Barcelona is creating measurements to stop impacts caused by the excess of tourism, Tarragona is, without a concrete plan, attracting more cruises to its port.



Figure 25: Cruise terminal project in Tarragona | Tarragona Cruise Port, n.d.

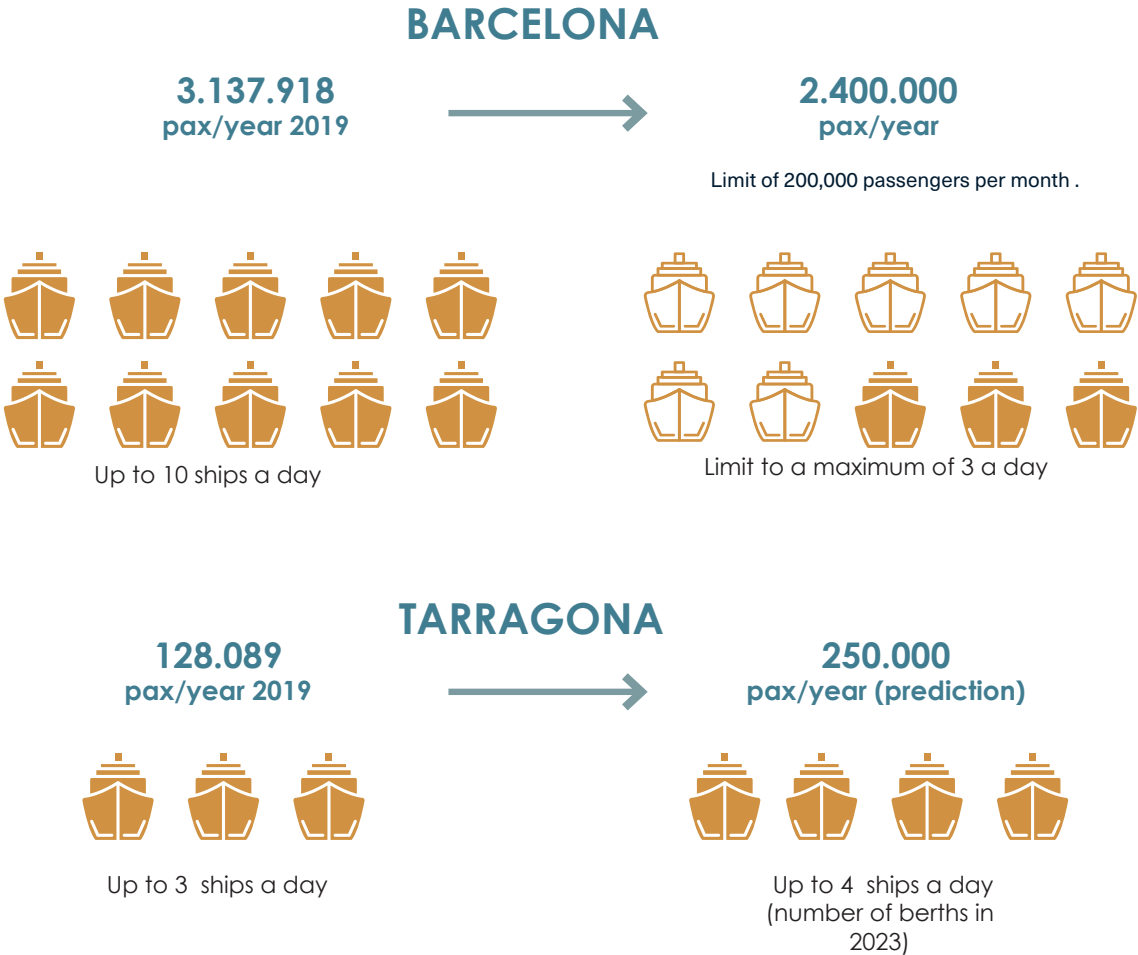


Figure 26: Comparisson of present and future situations of Barcelona and Tarragona ports

SQ2: What policies and governance dynamics guide cruise tourism in Barcelona-Tarragona?

City and port

Analysing the current plans and propositions for the port and city development, it is possible to observe a gap. Despite the construction of the terminal and the increase in passengers, Tarragona has no written plan to tackle tourism. On the **“Agenda 2030 for Sustainable Development from Port Tarragona”** (Port Tarragona, 2021), there is only one mention of “cruises”. In part 3 - “Més eficiència energètica i ús d’energies renovables” (More energy efficiency and use of renewable energy), sub-item ‘g’ states: “Study for the electrification of the cruise liner wharf.” (P.18). This demonstrates the worry about meeting sustainable carbon emissions goals while neglecting social impacts. Moreover, the **“Plan Director De Infraestructuras 2015-2035 Del Puerto De Tarragona”** mentions the lack of infrastructure for cruise tourism, but the increase of the activity. In items “6.5.4.- Oportunidad de desarrollo del tráfico de cruceros” (Opportunity for the development of cruise traffic) and “6.5.6.- Posicionamiento y atractivo de Tarragona para el tráfico de cruceros” (Position and attractiveness of Tarragona for the cruise traffic) (P.24), it is mentioned the saturation of Barcelona Port and the touristic places in Tarragona and its surroundings. Item “6.6.2.10.- Cruceros turísticos” (p.28) demonstrates that the infrastructure dedicated to cruises is not enough to suppress the future demand (Port Tarragona, 2022). Additionally, on the **“Normes de Planejament Urbanístic de Tarragona”** (Norms of Urban Planning of Tarragona) (Ajuntament de Tarragona, 2021) When they cite a change in one category of the urban plan, they mention the importance of tourist activities (p.51). However, no

direct strategy is mentioned.

For the port of Barcelona, the **“IV Plan Estratégico del Puerto de Barcelona 2021 – 2025 -Visión del Puerto 2040”** (Port de Barcelona, 2021) mentions on item “El Mecado” (p. 30) the importance of cruise ships for the port and plans of improving the infrastructure given the growth on vessels sizes and a plan for 100% onshore electric supply by 2034 (p.92). However, like Tarragona’s port, no mention of overtourism. On the other hand, Barcelona has a specific plan for tourism, **“Barcelona Tourism for 2020”** (Ajuntament de Barcelona, 2017), focusing on governance, sustainability, mobility and others. In this document, item “12. The effect of cruises on destinations” (p.37) mentions a special report that was made to assess the impact of cruise tourism, highlighting the difficulty of making joint strategies between institutions once the City council has little influence on the decisions made by the Barcelona Port. The item “M.1.2.2. Building bridges for ongoing dialogue with key players in shaping the destination” specifically mentions this need to negotiate policies with private and public organisations. Another item that deserves attention is in the “Tourist Mobility” (p.88) part with the item “M.6.3.3. Implementing policies to minimise the environmental impact”, which once again mentions the electrification of maritime transports. A **follow-up of the plan**, published in 2022 (Ajuntament de Barcelona, 2022), indicates some improvements in the topic, mentioning an agreement with the port to improve the city’s port spaces, the creation of a working group with CLIA to manage cruise tourists better and a specific plan for the mobility of cruise tourists.

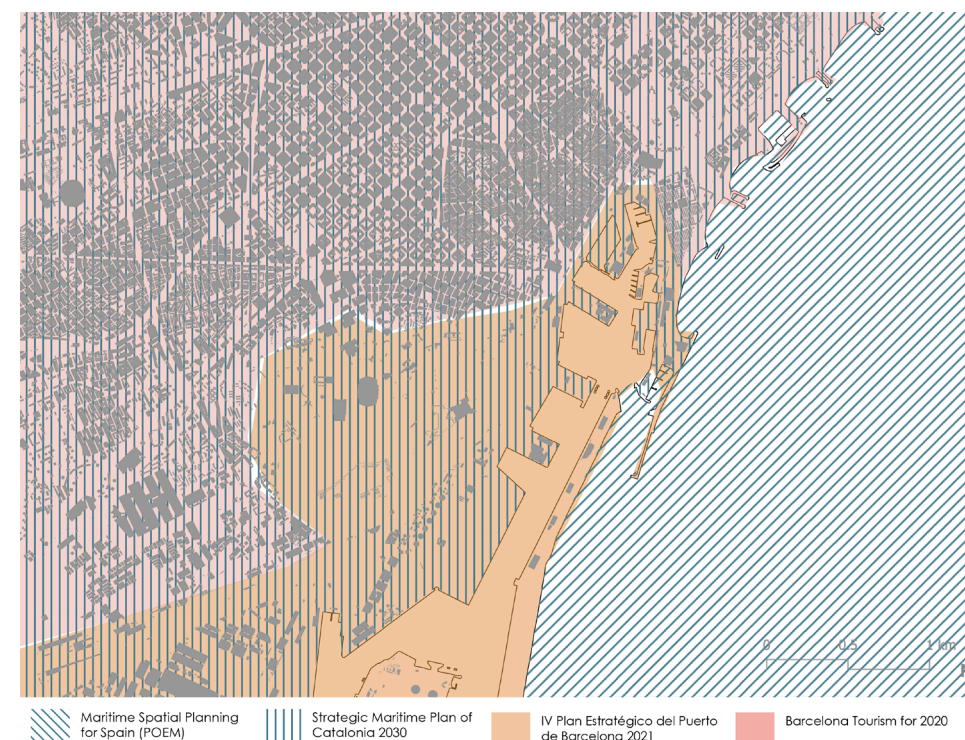


Figure 27: Policies applied in Barcelona

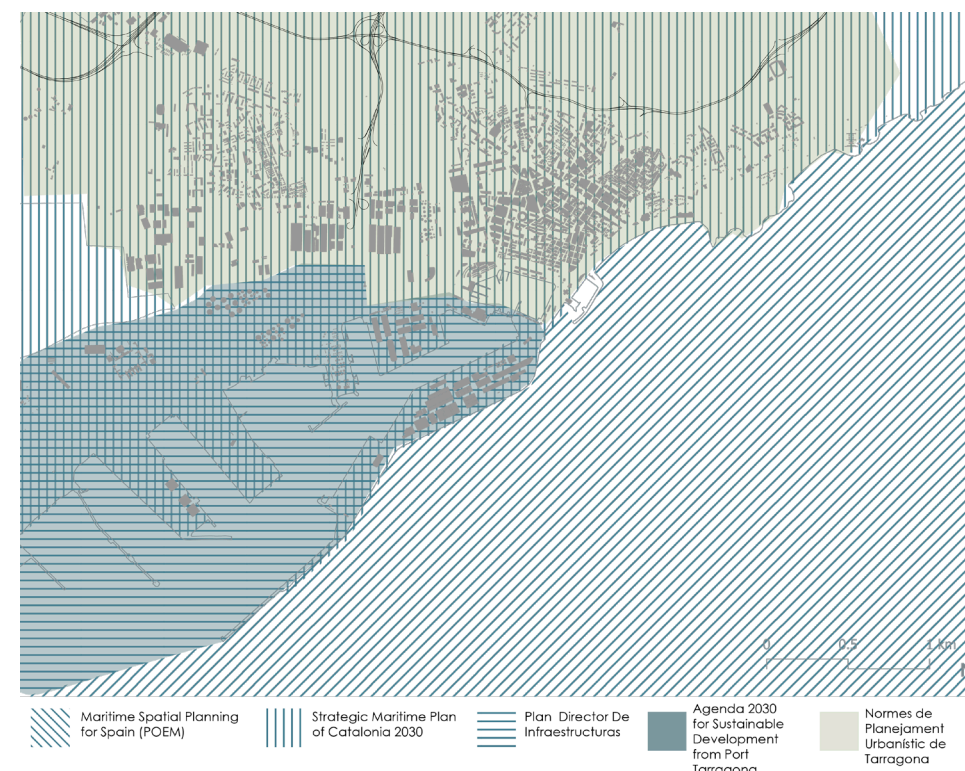


Figure 28: Policies applied in Tarragona

The maps summarize the proposals and plans on different scales to draw more conclusions. It is possible to observe the lack of conversation between the two port cities, Barcelona and Tarragona, despite being run by the same company (Global Port Holdings). However, considering the issues Barcelona faces with overtourism impacts, it would be interesting to propose cooperation in the region.

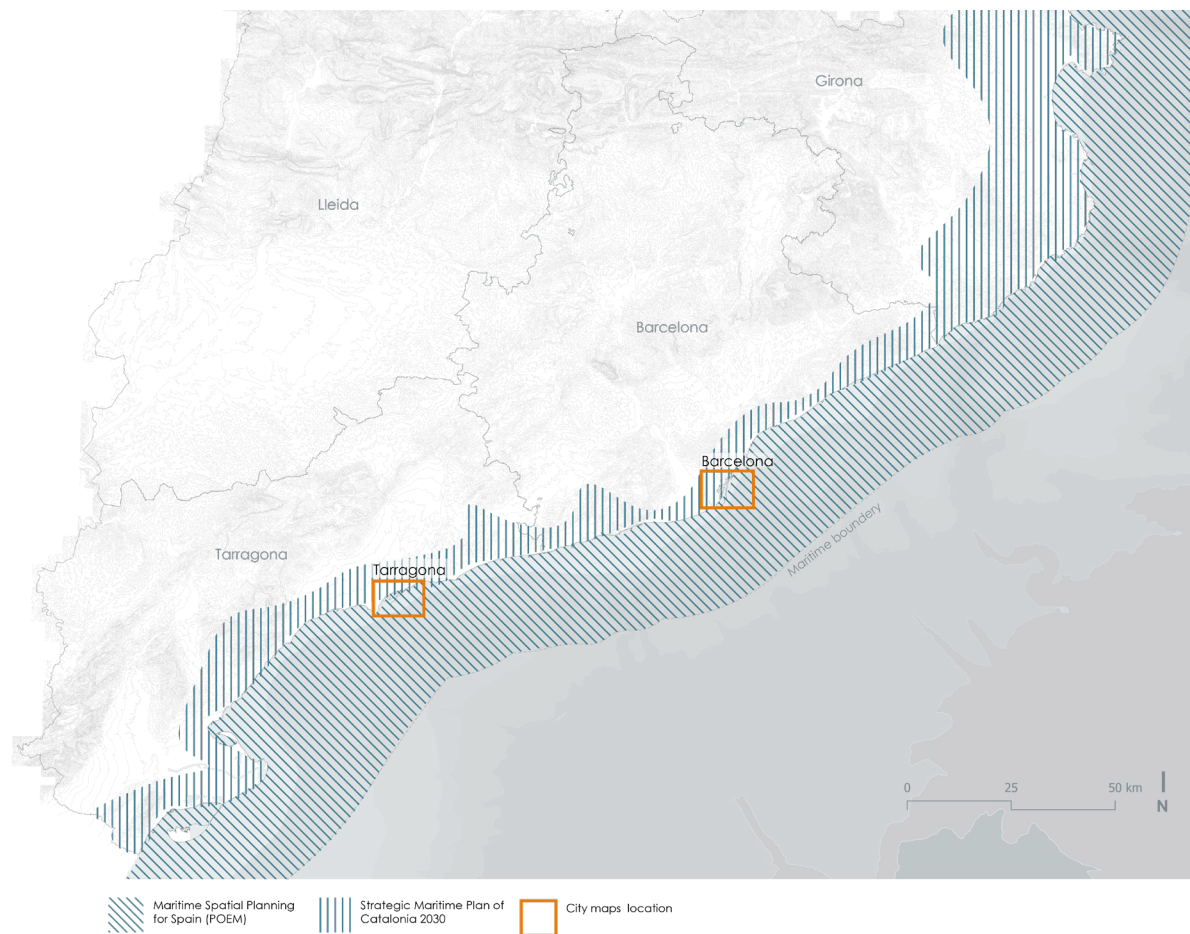


Figure 29: Policies applied in the region

Region

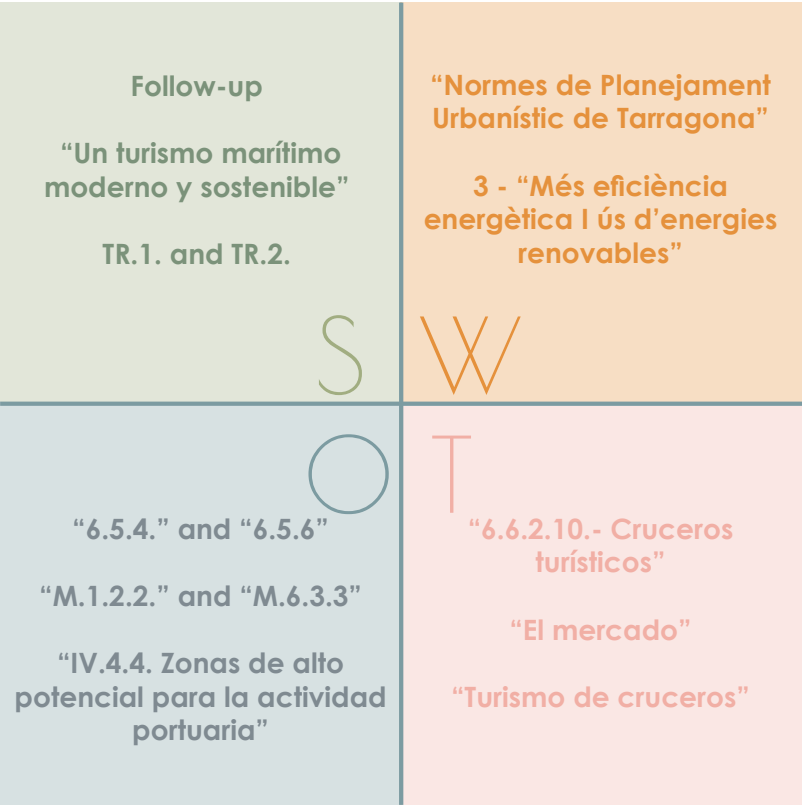
If we examine the regional scale, is the **“Strategic Maritime Plan of Catalonia 2030 – Strategic Plan 2018-2021”** (Estrategia Marítima de Catalunya 2030, 2018) and it is possible to see an incentive for cruise tourism in the whole region of Catalonia. More specifically, on page 51, the item “Turismo de cruceros” mentions bringing more cruises to Tarragona’s Port to open the port to be a home-port. When dealing with the negative impacts of cruises, the report mentions the environmental and social issues. For the second one, it is suggested the diversification of touristic activities for passengers, especially those connected with natural resources such as aquatic and fishing practices. It is important to notice that this plan is a general form for the region; it is the responsibility of each city to make its own plans. However, it does suggest lines of action and, for this thesis, it is important to mention “un turismo marítimo moderno y sostenible” (p. 106), whereas strategy 6 mentions the design of pilot actions to promote land activities for cruise tourists promoting the return of the territory. Additionally, the annexe to 2023-2026 points to the development of sustainable maritime tourism enhancing nature and heritage, including the proposition for excursions with the topics (Estrategia Marítima de Catalunya 2030, 2023).

National

At the national level is the Maritime Spatial Planning for Spain, or **“Planes de Ordenación del Espacio Marítimo (POEM)”**, published in 2023 and under implementation (Gobierno de España, 2023). Made after the EU Directive (2014/89) the plan has the goals of managing the maritime and land-sea interaction environments of the country, guaranteeing sustainable developments for the economy and planet. The coordination and implementation of the laws are shared between the national government and the Autonomous Communities (or Regions) and are divided into five pre-defined areas, with the “Demarcación Levantino-Balear” being the one encompassing Barcelona and Tarragona regions. Moreover, the regional plans followed some objectives such as the increase and protection of biodiversity, improving the use of maritime space, improved governance, participation of stakeholders, including coastal communities, and improved competition between maritime sectors. The POEM brings set objectives for managing the sectors regarding maritime tourism activities items “TR.1.” and “TR.2.” mentions the preservation of maritime landscapes where the cultural and touristic value is relevant and that the activities should not put the environment at risk. Moreover, in item “IV.4.4. Zonas de alto potencial para la actividad portuaria” (Zones of high potential for port activity) (p. 37) the plan mentions that areas where ports might be amplified must consider pre-existent activities such as maritime tourism and fishing practices.

SWOT Analysis

Following the aim of this research, “comprehend how a regional development plan can be stimulated through the changes in the cruise industry to draw benefits for the secondary port cities” (p.16), it is interesting to develop a Strength, Weaknesses, Opportunities, and Threats (SWOT) analysis of the policies. The SWOT analysis is divided into past factors (Strengths and Weaknesses) and future factors (Opportunities and Threats). Considered as past factors, defined plans and unchangeable decisions. And future factors, items that could be adapted or still need to be decided. The analysis is also made with specific items of the policies, given that most of the documents address not only the topics of this research.



The influence that managing cruise tourism and tourism have and how cooperation between entities is approached will be considered in the Strengths quadrant. The **Follow-up** of the “Barcelona Tourism for 2020” highlights the new cooperation

agreements and the development of a mobility plan focused on cruise tourism. At the regional level, the **“Un turismo marítimo moderno y sostenible”** item of the “Strategic Maritime Plan of Catalonia 2030” the suggestion of pilot designs for land activities that engage

with maritime tourism resonates closely with the aims of this thesis, showing that there is worries with environmental and social aspects of cruise tourism. Finally, the POEM (national plan) also figures two items at the Strengths, **“TR.1.” and “TR.2.”**. Both mention the use of coastal areas for tourism, guaranteeing the preservation of the environment.

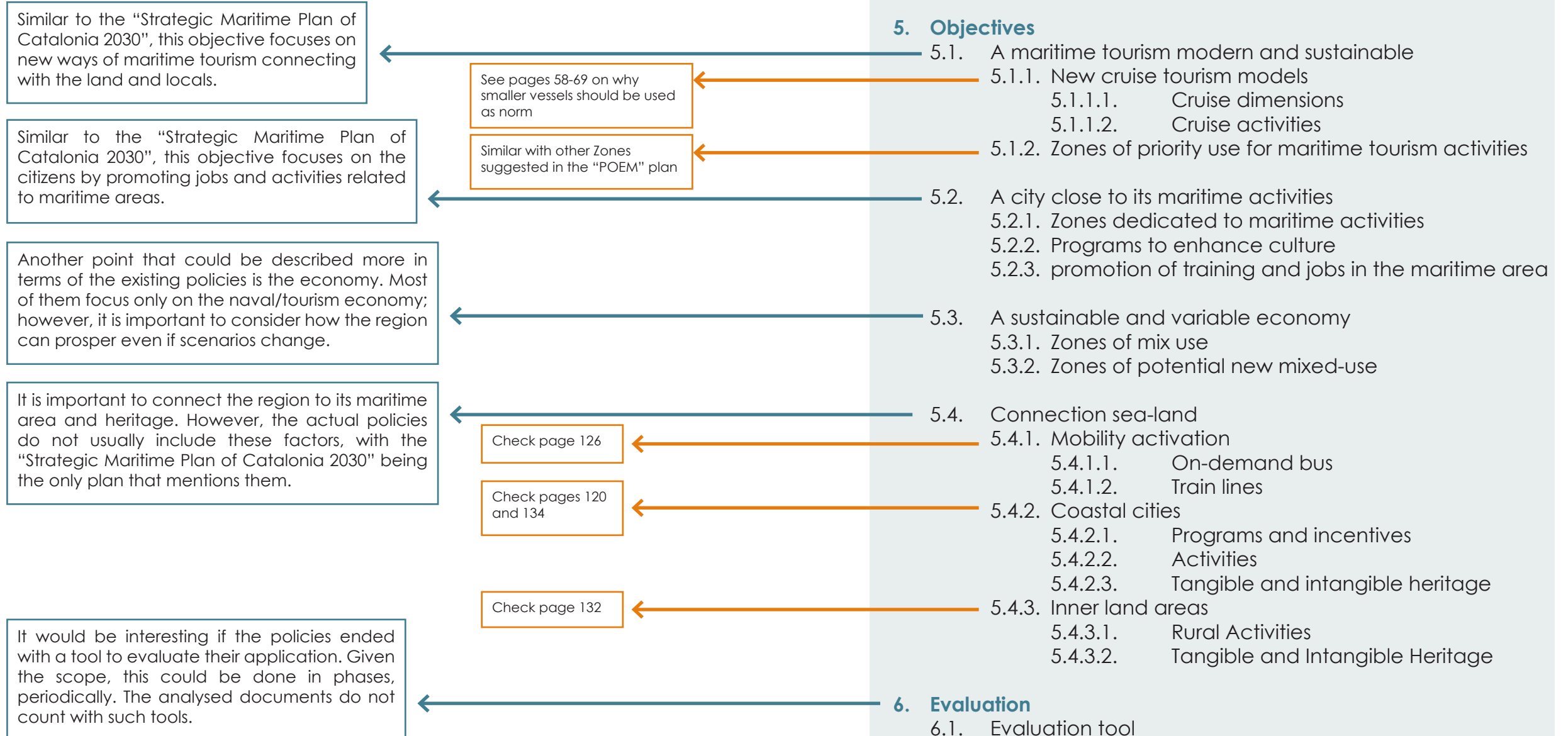
On the Weakness quadrant, the two items are part of Tarragona’s plans. The first is the entire **“Normes de Planejament Urbanístic de Tarragona”**, that do not mention the impacts of tourism on it. The city has a UNESCO heritage neighbourhood, it would be expected that at least a mention was made. Second, the “Agenda 2030 for Sustainable Development from Port Tarragona” has one mention on cruises, on item 3 - **“Més eficiència energètica i ús d'energies renovables”**. Although focusing on electrification, which is a positive thing, this item and document have no other comment on cruises. It is strange that the sustainable plan for the port does not consider the other impacts that cruises and tourism bring to the port and the city.

As Opportunities, the items **“6.5.4.- Oportunidad de desarrollo del tráfico de cruceros”** and **“6.5.6.- Posicionamiento y atractivo de Tarragona para el tráfico de cruceros”** of the “Plan Director De Infraestructuras 2015-2035 Del Puerto De Tarragona” can be seen as positive on trying to improve the tourism in the region, despite not mentioning mass tourism, it can be seen as a opportunity of implementation. The “Barcelona Tourism for 2020” has the items **“M.1.2.2. Building bridges for ongoing dialogue with key players in shaping the**

destination” and **“M.6.3.3. Implementing policies to minimise the environmental impact”** as opportunities. The first highlights the opportunity and need, to improve the communication between stakeholders. The second focuses on the environmental impact of mobility, bringing the importance of understanding how tourists move around the city. Finally, at the national level, the POEM brings item **“IV.4.4. Zonas de alto potencial para la actividad portuaria”** as an opportunity to understand and plan the uses of maritime environments.

Lastly, in the Threats quadrant, the “Plan Director De Infraestructuras 2015-2035 Del Puerto De Tarragona” appears with the item **“6.6.2.10.- Cruceros turísticos”**. This item shows a growth in cruise numbers and a lack of infrastructure. It is important to note that this document was mostly written and published while planning the construction of the new terminal, so the infrastructure is now in place. This situation is also highlighted in the “IV Plan Estratégico del Puerto de Barcelona 2021 – 2025 -Visión del Puerto 2040” in the item **“El mercado”**. The plan mentions the increase in vessel sizes and the lack of infrastructure at Barcelona port for them; for this reason, is also placed as a Threat. Despite having an item on the strengths, the “Strategic Maritime Plan of Catalonia 2030” does promote an increase in cruise tourism in the item **“Turismo de cruceros”** which might be posed as a threat. The item specifies attracting more cruises to Tarragona port.

Regarding the SWOT analysis, it is possible to understand that the different policies do not cover all the extensions of the situation. Considering the increase in vessel sizes and the uplift of mass tourism, the existing documents lack definitive plans for ports, their cities and regions. The Strengths and Opportunities demonstrate a turn to sustainability and an initial desire to contain tourism. On the other hand, the weaknesses and threats show no effort to control cruise sizes and problems with the existing infrastructure to support it. Therefore, it is interesting to think how a new policy document could be structured. Considering the scope of this research, its aims and sub-questions, here is a possible index of future policy.



SCENARIO BUILDING

Scenario building is a tool for creatively thinking about the future and identifying strategies to prepare for a range of possible outcomes; it is used to depict different alternatives and assess policy decisions. In urban planning, scenarios are commonly used when working with complex variables and different stakeholders, helping them to have a clear understanding of certain topics and seeing the big picture of decisions. (Chakraborty & McMillan, 2015; Khan et al., 2015). Moreover, it can be a good tool for participatory planning, fostering collaboration through a story-telling process (Abou Jaoude et al., 2022).

There are several ways of creating scenarios, Abou Jaoude et al. (2022) do an overview of the approaches and focus on Börjeson et al. (2006) methodology "given the extensive use" of the work. Börjeson et al. (2006) divide scenario building into three categories and six types (Fig 29). Each scenario responds to one question being "What will happen?" (Predictive), "What can happen?" (Explorative) and "How can a specific target be reached?" (Normative).

Predictive scenarios are often based on situations that will occur, with the derivate "Forecasts" focusing on likely developments based on existing conditions and "What-if" exploring the potential outcomes based on specific events. Explorative scenarios explore different possibilities of occurrence with a longer time horizon than the previous one. It is divided into "External", which focuses on factors beyond the control of actors, and "Strategic", which incorporates policies to analyse its consequences. Lastly, the Normative scenarios focus on realising specific future situations and consist of two types: "Preserving" scenarios, understanding how to reach the goal in the most cost-efficient way, and "Transforming" scenarios, when the structure in place needs to go under changes to meet the target. Abou Jaoude et al. (2022) compare this terminology with their pros and cons and include the possibility of mixing approaches, given the complexity and need for integration on projects urban planners can find.

Chakraborty & McMillan (2015) also use Börjeson et al. (2006) work when creating "A Scenario Typology for Practitioners". This typology describes nine components and sub-components that are part of the development of scenarios.

In this research, the Chakraborty & McMillan (2015) typology will be applied to the development and understanding of scenarios. The chosen sub-components, as well as the typology of the scenario, will be further explained in the next section.



Figure 30: Scenario typology with three categories and six types | Adapted from Börjeson et al. (2006)

1. Organizational Structure:

Unitary, Strong Leader, or Loose Coalition - Describing the relation among entities involved in the scenario

2. Scope:

Single Issue, Comprehensive, or Problem-Oriented - To understand the breadth of the project

3. Scenario Type:

Normative, Predictive, or Explorative - Using the terminology of Börjeson et al. (2006)

4. Outcome:

Awareness, Vision, or Policy Recommendation - That focus on the desired product or result of the scenario process

5. Stakeholder Engagement:

General Public, Government Agencies, or Interest Groups - About the nature of participants involved in the process.

6. Participation Extent:

Inform Only, Seeking Feedback, or Joint Fact Finding - Categorizing the level of involvement of participants.

7. Engagement Medium:

Web-Based, Face-to-Face, or Hybrid - To understand where the inputs from participants will come from.

8. Scenario Construction and Analysis Tools:

Qualitative, Planning Support Systems, or Computer Modeling - Describing the tools and techniques used for crafting the scenarios.

9. Resources:

Statutory or Recurring, Opportunity-Based, Fundraised - About the possible resources to create the scenario.

Method:

As mentioned, Scenario Building is a good tool for developing future scenarios. Given the main research question “In what ways can sustainable cruise tourism inspire regional and urban strategies that increase benefits for secondary port cities?” and the explanation of Börjeson et al. (2006) terminologies, it is appropriate to think of the building of this scenario under an Explorative type, more specifically a Strategic scenario typology, that, according to the authors, responds to the question, “What can happen if we act in a certain way?”. This type of approach includes policy measures to address a specific issue or achieve a desired outcome, exploring the consequences of different decisions and policies. According to the authors, Explorative scenarios are particularly relevant when the structure to build scenarios around is unknown or when there is a need to explore the consequences of alternative developments.

Avin & Goodspeed (2020) also discuss explorative (or exploratory) scenarios affirming practitioners have moved

beyond the normative approach, given the use of more uncertainties. However, the authors appoint a lack of guidance, suggesting that scenarios constructed under the explorative form should anchor it on goals and values. Additionally, they advise against the creation of an overly complex scenario structure once the use of multiple scenario drivers can be difficult to analyse and explain.

Another way of improving the scenario narrative is with Chakraborty & McMillan (2015) typology. The table (Table 6) shows the meaning of each sub-component and how the project responds to the typology. For the construction of this scenario, it is being concerned the research aims to “Create regional plans and strategies to improve cooperation between port cities” and “Understand how small port cities can take advantage of cruise tourism” mentioned on page 14. Moreover, the discussion on the Theories (Chapter 4) and the developments of Cruise tourism and the impacts caused are also thought.

Table 6: Chakraborty & McMillan (2015) methodology applied on the research

Component	Chooosen Sub-component	Description Chakraborty & McMil-lan (2015)	Project application
Organizational Structure	Loose Coalition	No specific leader or different groups lead different parts	The project considers the multitude of stakeholders, as presented prior
Scope	Problem-Oriented	Has the purpose to solve a well-defined challenge	The goal of the scenar-io is to improve tourism distribution
Scenario Type	Explorative	Identify what can hap-pen in a plausible future	Including real policies and ideas to develop scenari-os for the region
Outcome	Vision	Identify shared goals	Creation of a vision map for the region
Stakeholder Engage-ment	General Public, Gov-ernment Agencies, and Interest Groups	The nature of participants involved	if the project was taken forward multiple groups would need to provide input
Participation Extent	Inform Only	Educate groups about possible impacts	At the research level the outcomes are only infor-mative
Engagement Medium	-	How inputs are mad	not applicable
Scenario Construction and Analysis Tools	Qualitative	Uses data gathered in-cluding actors inputs	The research has a quali-tative approach
Resources	-	How funds get to the sce-nario building planning	not applicable

Scenario Drivers:

Scenario drivers are the key forces, trends, and uncertainties that significantly impact the future and will shape the scenarios. For this research, three drivers were chosen based on the context of the cruise industry and the hypothesis of regional cooperation: "Cruise size", "Travel scale", and "Regional connection". As suggested by Avin & Goodspeed (2020)The drivers were kept minimum to avoid overly complicated scenarios. Later, the drivers were transformed into sliders with ranges to facilitate the creation of visual scenarios and comprehend their impact on each other.

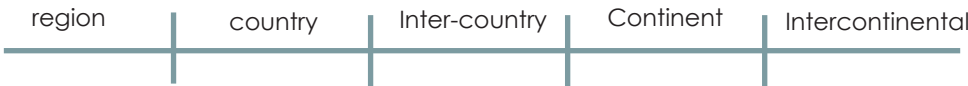
Cruise Size

As explored in Chapter 4 (The City and the Cruise), the cruise industry is working on two extremes: mega cruises (with more than 5.000 passengers) and small lines (with less than 100 passengers). It is important to notice that small lines are not necessarily luxury lines for this research, but it is about changing the patterns and mindset of companies and passengers. Therefore, the "Cruise Size" slider has the following characteristics



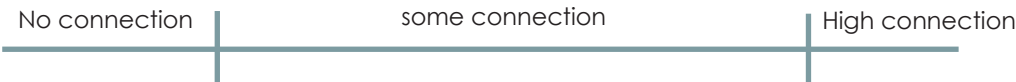
Travel Scale

Based on Overtourism and Sustainable Tourism (Chapter 3), we understand the existence of a type of tourism that looks for the most important places, taking longer paths so the passenger can explore the destinations. For this reason, the "Travel Scale" slider resonates with the extremes of intercontinental travel, where a cruise would travel between continents and local trips, with the cruise going inside a region, from port to port. This difference impacts on fuel consumption, the logistics of supplying the vessel and the time on-port.

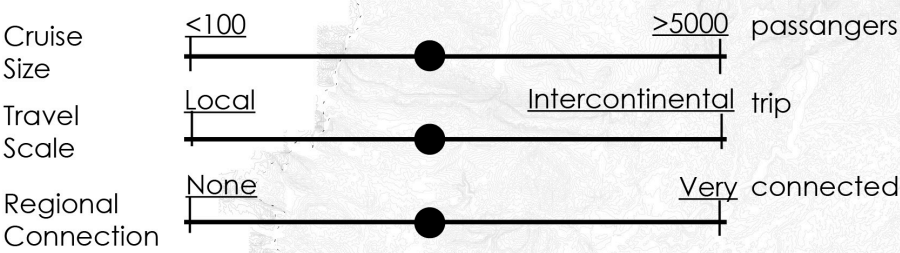


Regional connection

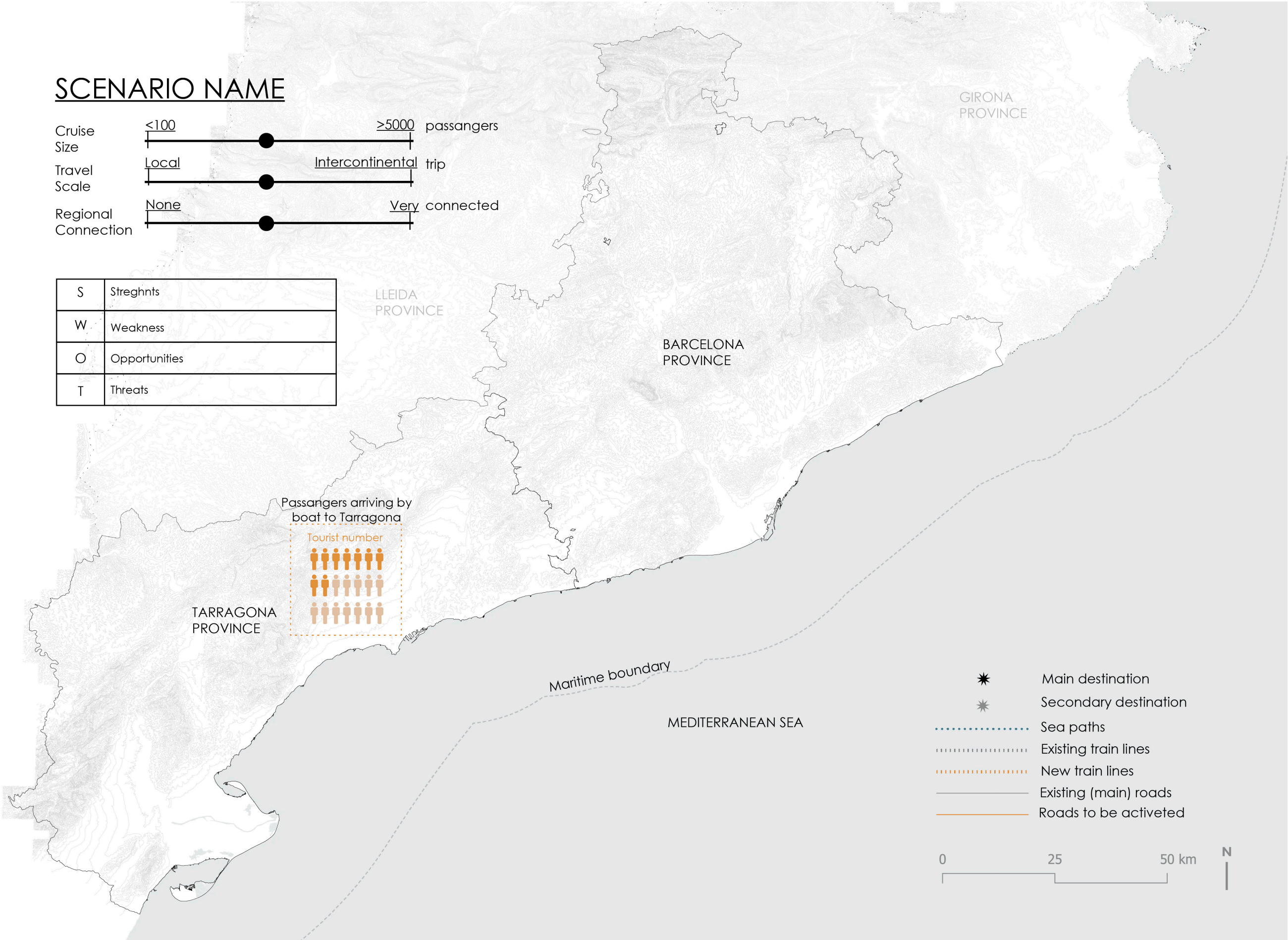
Regional connection: The borrowed size and agglomeration shadow presented in the Theories chapter (Chapter 3) has as a key factor connectivity. For one city, group of cities, or region to achieve a situation of borrowed size, the connection between these places must exist. The chapter explains that it is not necessarily a physical connection because of globalization; however, given the project scale and goals, it is important that this connection happens through some transportation. For this reason, the "Regional Connection" slider also uses extremes, with 'No connection' meaning a lack of policies and no extra public transport, and 'Connected' meaning the implementation of policies dedicated to regional connection and more transport.



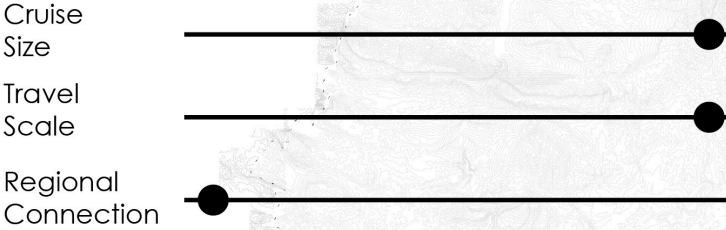
SCENARIO NAME



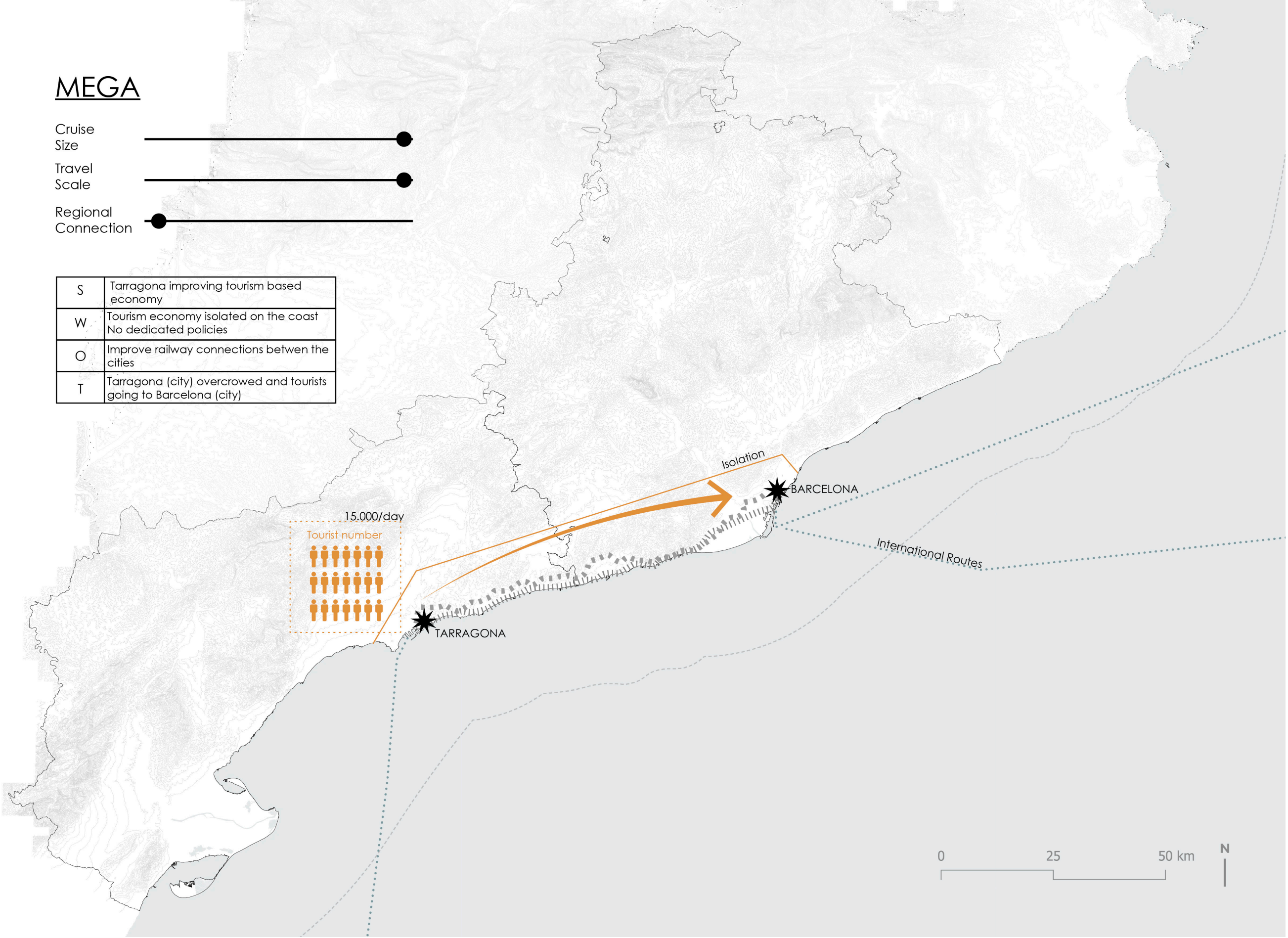
S	Strengths
W	Weakness
O	Opportunities
T	Threats



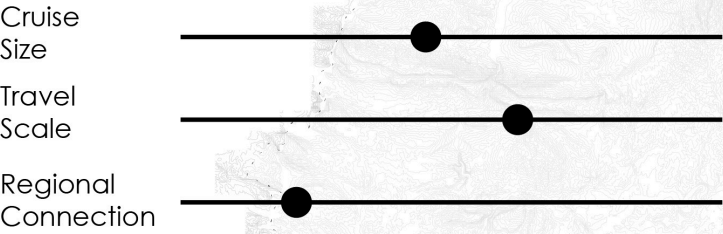
MEGA



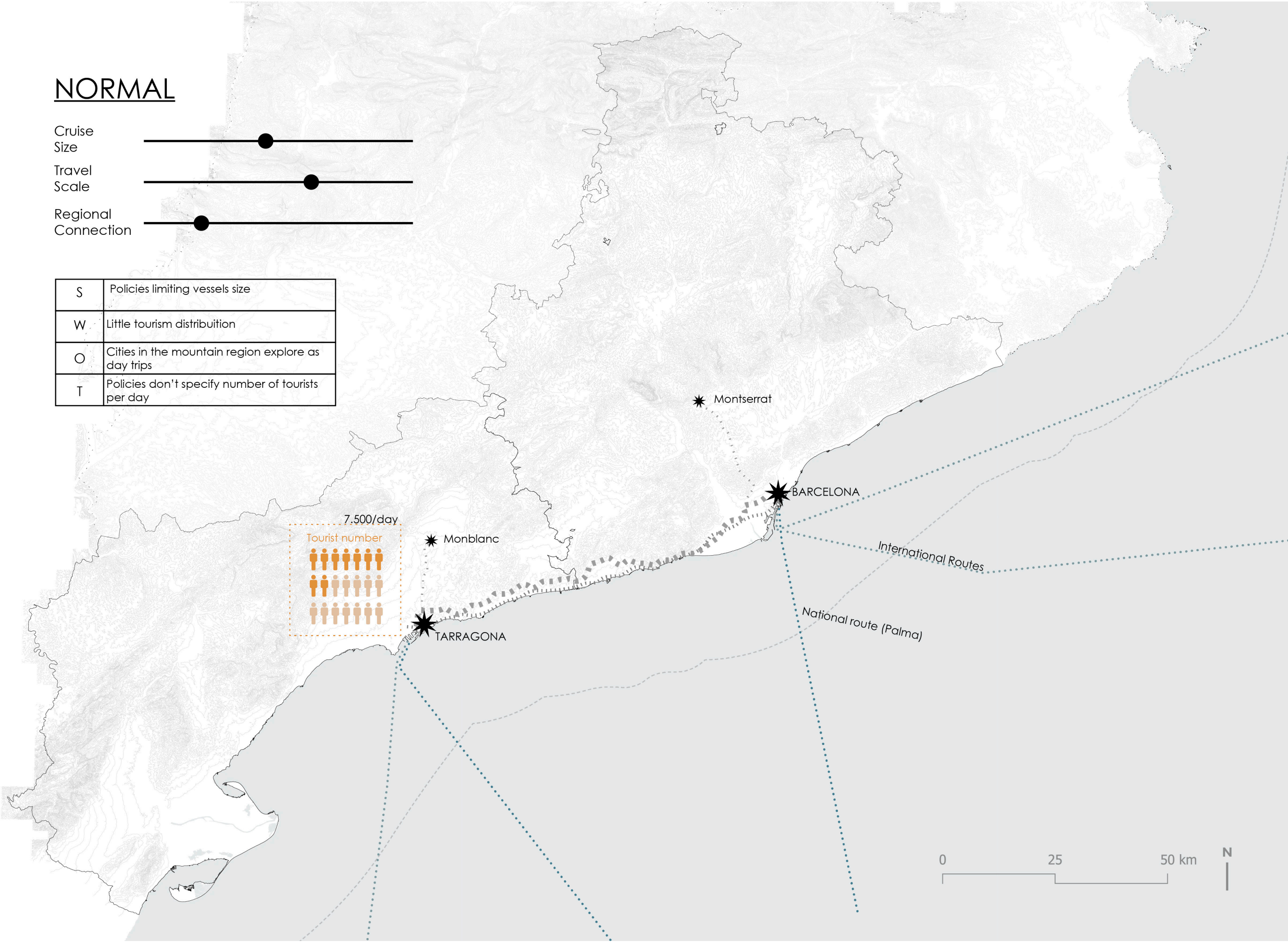
S	Tarragona improving tourism based economy
W	Tourism economy isolated on the coast No dedicated policies
O	Improve railway connections between the cities
T	Tarragona (city) overcrowded and tourists going to Barcelona (city)



NORMAL



S	Policies limiting vessels size
W	Little tourism distribution
O	Cities in the mountain region explore as day trips
T	Policies don't specify number of tourists per day



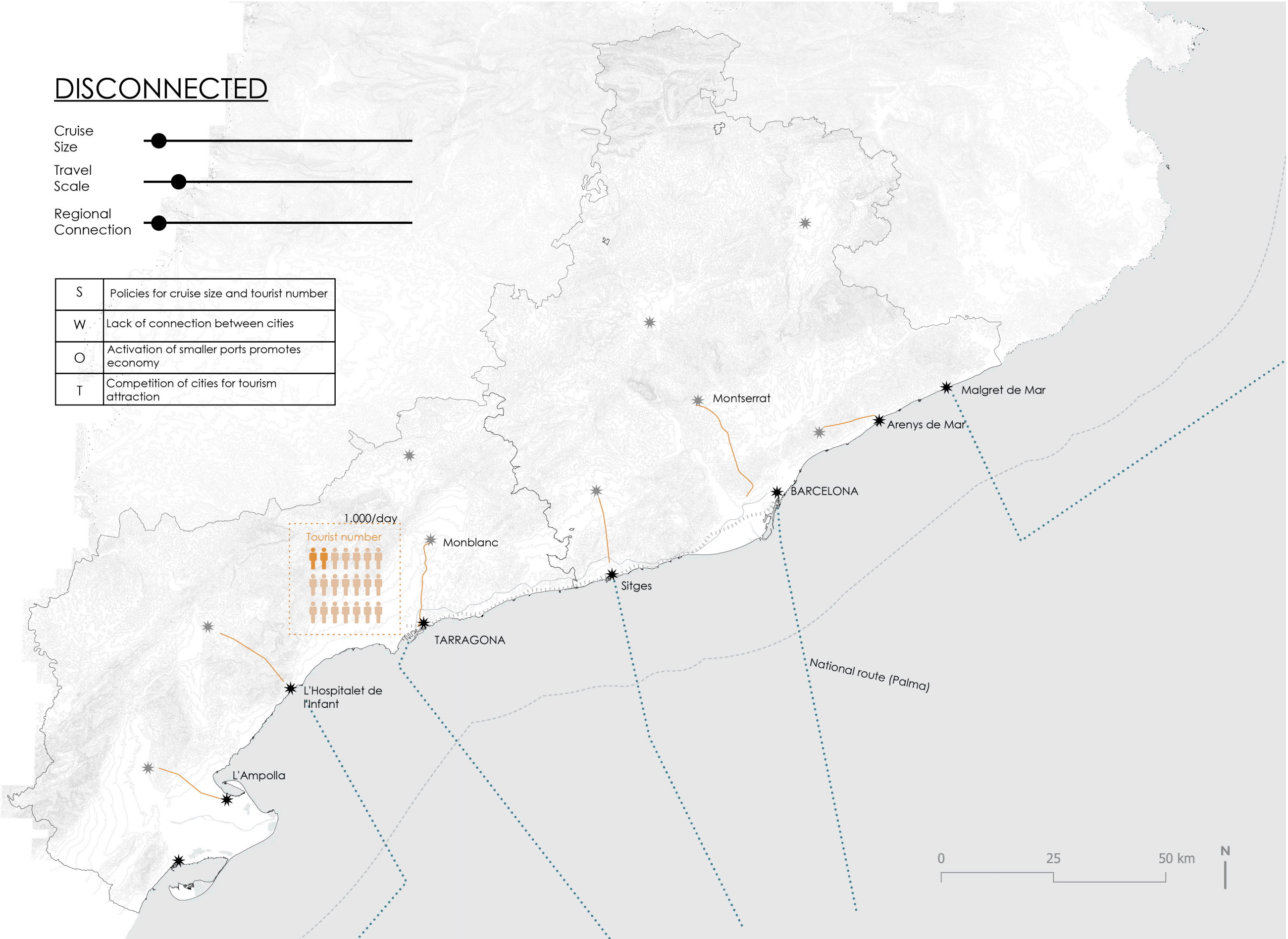
DISCONNECTED

Cruise Size

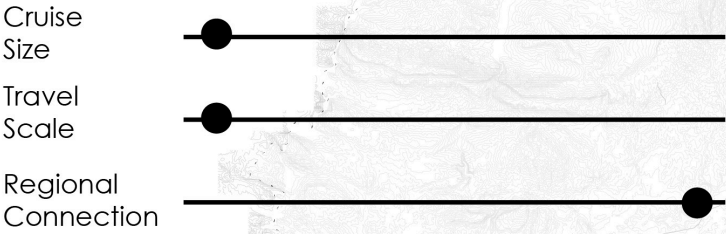
Travel Scale

Regional Connection

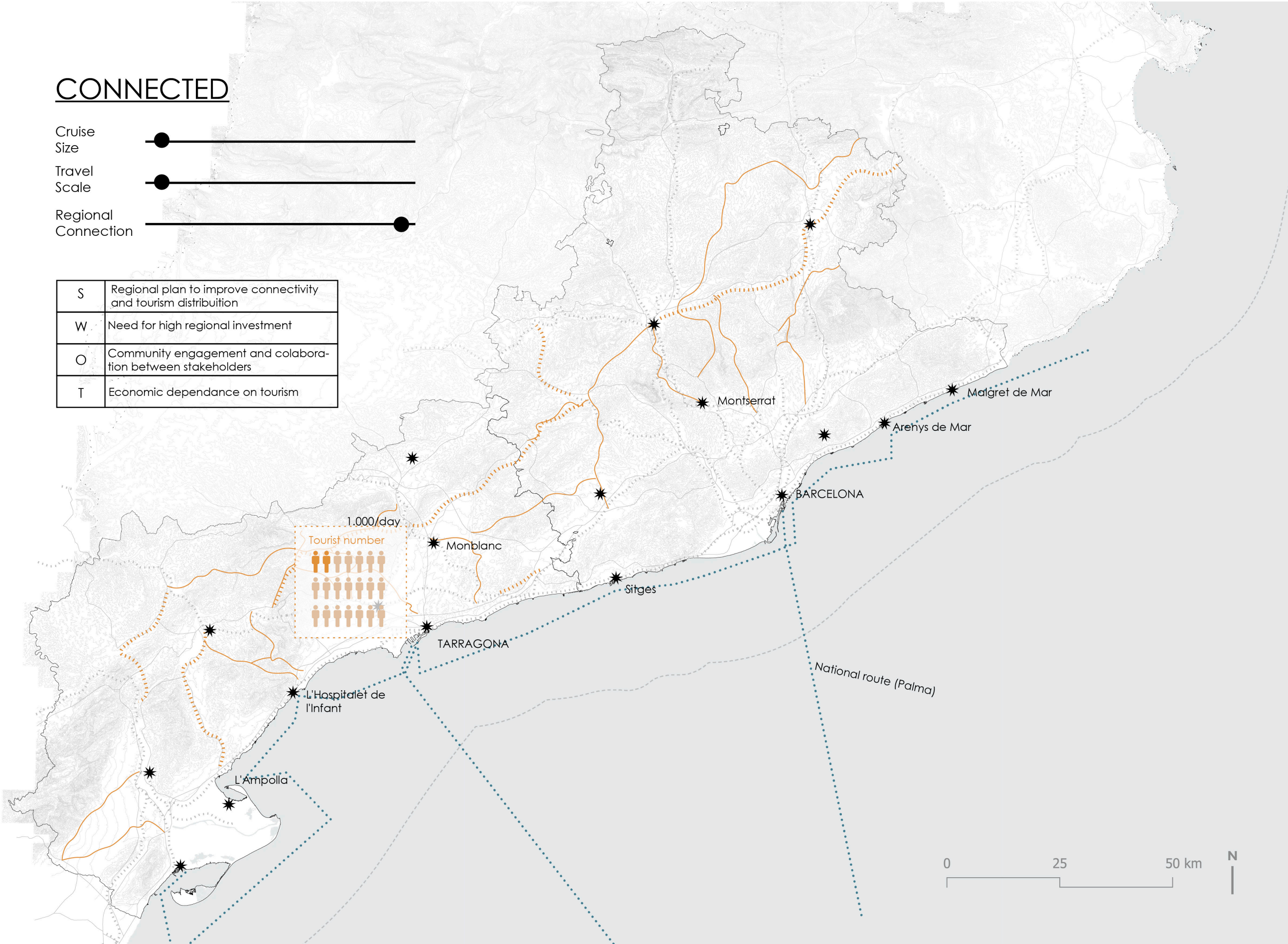
S	Policies for cruise size and tourist number
W	Lack of connection between cities
O	Activation of smaller ports promotes economy
T	Competition of cities for tourism attraction



CONNECTED



S	Regional plan to improve connectivity and tourism distribution
W	Need for high regional investment
O	Community engagement and colaboration between stakeholders
T	Economic dependance on tourism



SQ3: Which regional development strategy can improve the tourism distribution for Barcelona-Tarragona?

It is important to understand the scenarios' results to start answering sub-question 3 (SQ3). For that, a SWOT table was included for each to demonstrate the proposition or lack of policies related to vessel sizes, number of visitors, and connectivity. After that, choosing only one scenario to work on can facilitate the stakeholders' analysis and the creation of a vision map to point to possible strategies.

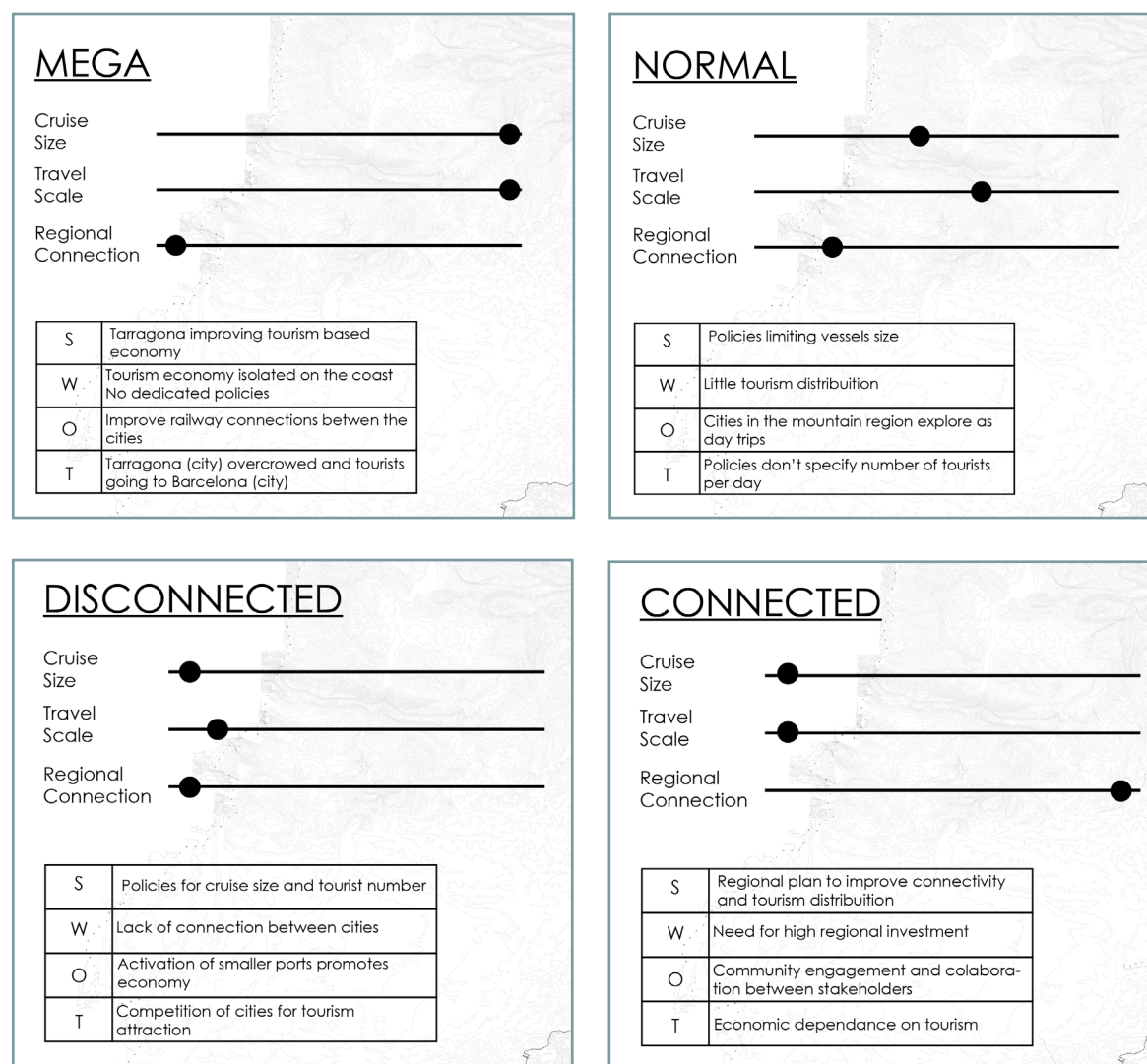


Figure 31: Summary of SWOT of scenarios

Scenario SWOT

In the "Mega" scenario, it is assumed that cruises carrying more than 5000 passengers are the majority. In this scenario, the city of Tarragona is improving its economy since is receiving more tourists, which could be considered a strength. Additionally, there is an opportunity for improving the railway connections and roads between the two port cities, given that visitors might still go to Barcelona for day trips. On the other hand, this also poses a threat; Tarragona can be overcrowded with tourists and still "lose" tourists to the more attractive city.

In the "Normal" scenario, there is the need for a limitation on the vessel's size, which can be posed as a strength. The scenario has this name once is close to what is happening now: the mega cruises are still not dominant. There is the opportunity for shore excursions to the mountain region. However, the weakness of this scenario is also the low distribution of tourists since both cities still act independently. Meaning the shore excursions would be dependent on the cruise company's decision. Finally, the non-limitation of tourists can appear as a threat when considering the lack of other policies that could help with the distribution.

In contrast, the "Disconnected" scenario needs policies for vessel size and tourist number once the smaller ports start to become active. This activation is a good opportunity to improve the local economy and promote new destinations. However, the scenario has a low regional connection, meaning the lack of policies and plans to connect different cities by sea or land, which is a weakness.

Additionally, this lack of cooperation plans can create competition situations.

The "Connected" scenario, on the other hand, has a high scale of regional connection, meaning the need for regional cooperation and appropriate plans, which is posed as a strength. This level of cooperation raises opportunities for community engagements, working with local projects and stakeholders to improve possible new areas. However, for this scenario it would be necessary a high investment coming from the region to realise all the plans, which can be a weakness. Additionally, there is a chance for the region, or individual cities, to develop an economy based on tourism, which can be seen as a threat.

Going back to answer the main research question, "In what ways can sustainable cruise tourism inspire regional and urban strategies that increase benefits for secondary port cities?" and analysing the result of the scenarios, the "Connected" scenario appears to be the more aligned. The scenario is also closer to the suggestion in Chapter 4 of using smaller vessels, and to the conclusions of the items in the Theories (Chapter 3). In this scenario, smaller vessels can travel between the small ports of the region, promoting tourism distribution and creating new economic areas. This way, it could be possible to improve the mass tourism of Barcelona, keep tourism in Tarragona and create a more balanced regional economy, not only based on tourism.

Stakeholders analysis

To understand the regional development, it is important to analyse the interaction between stakeholders in the area. As mentioned in the stakeholder section (Chapter 4), it is essential to know the stakeholders in a maritime cruise context, given some power relations presented. Additionally, to implement such a scenario, collaboration between them is key, especially considering the plans for connectivity and the new cruise models. The main stakeholders in the area are divided into the public sector, private sector, and civil society. In the analysis on the side page (Fig. 32), it is possible to see some of the interactions between them classified as conflictive and friendly, meaning no conflicts but no cooperation necessarily.

From the public sector, the Municipalities would comprehend all municipalities in the region, with the cities of Tarragona and Barcelona highlighted as province capitals. The Catalonia government appears responsible for organising the provinces, and the Spanish Government is responsible for general legislation, such as the POEM (2018) analysed in the policies (chapter 5). No conflicts were found between them. The different levels of government have fairly friendly relations, occasionally cooperating.

In the private sector, there is Global Port Holdings, the company responsible for cruise management in ports, with an international reach. Barcelona and Tarragona Port are both operated by the holding; however, they appear on a national and regional scale considering their reach and power. The big cruise corporations are more specifically

demonstrated in the stakeholder section of Chapter 4 and are responsible for 85% of the fleet. At the same time, the small cruise corporations account for 15% of the total. These groups can have some conflicts considering the difference in power they hold. Finally, the logistics companies are responsible for supplying the cruises with food and other needs. In this case, the change in travel scale can impact how logistics are made, as explained in the "travel scale" driver.

For civil society, the residents are the main ones affected by overtourism situations, but it is also important to add the tourists as stakeholders once they need a mindset change to achieve the proposed scenario. They are divided into cruise passengers, given that they are the ones able to regulate the market, local tourists, meaning internal region tourism, and international tourists, that might fly to the region. Additionally, the region has Non-governmental Organizations (NGOs) focused on tourism and cruise tourism; they pose an important stakeholder in acting to convince other residents to change their general mindset. This last group is the one with higher conflict with the cruise companies. They might also have some conflicts with tourists.

On the next pages, a Power-Interest matrix shows the stakeholders' actual empirical positions and a new matrix considering the chosen scenario ("Connected") demonstrating how they should be positioned to achieve the goals of smaller vessels, more connectivity and more sustainable tourism.

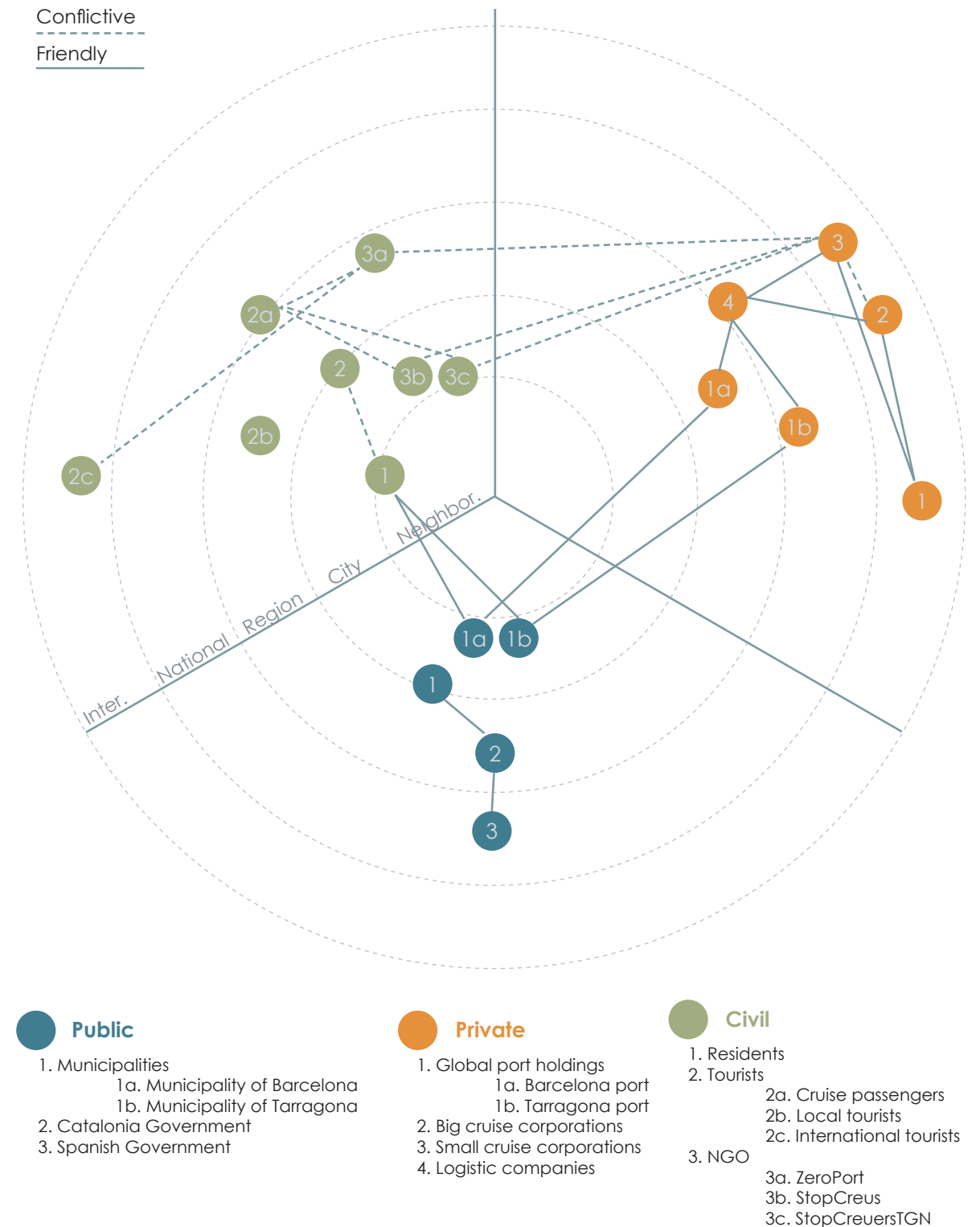
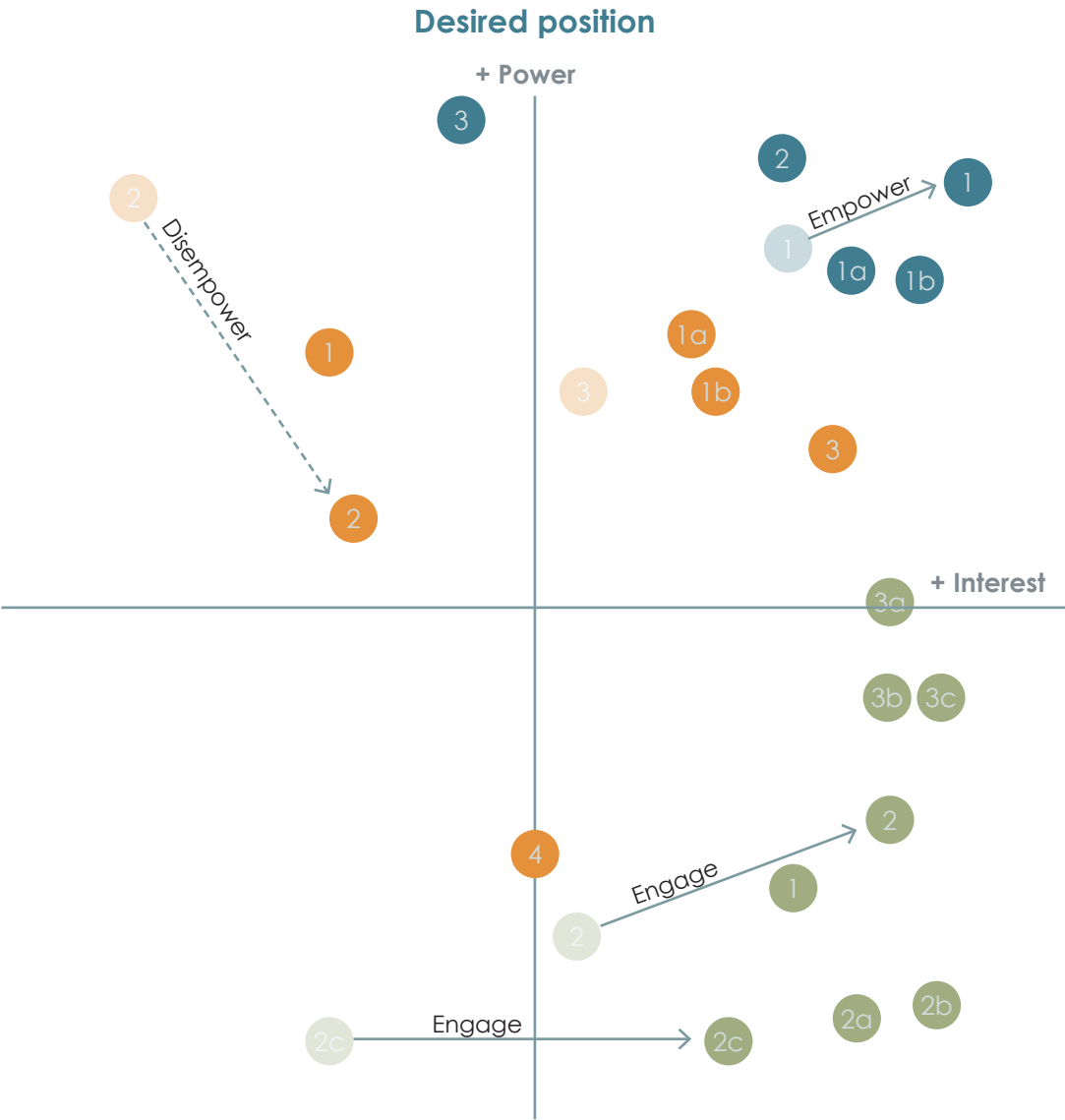
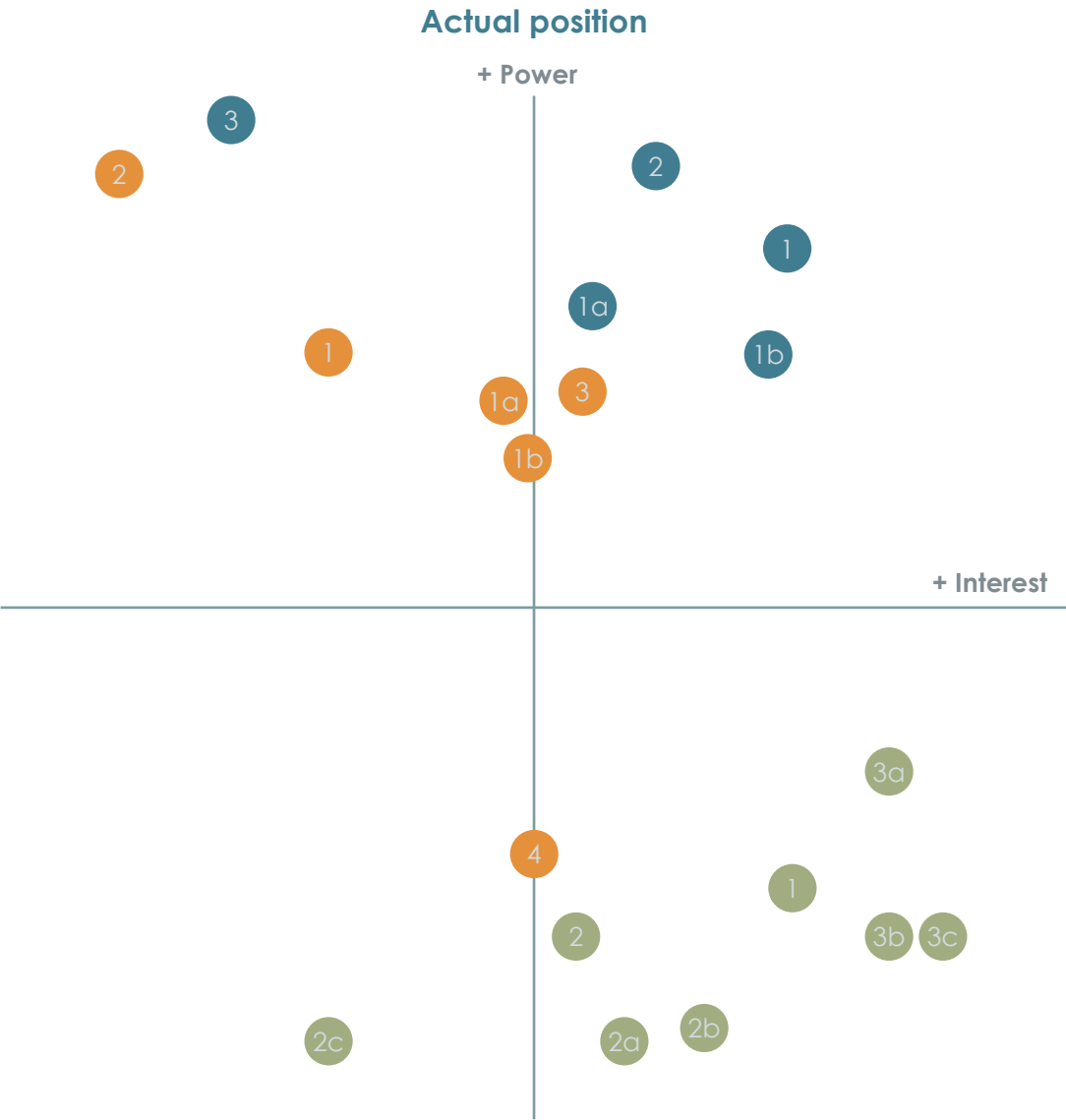


Figure 32: Stakeholder analysis

Power-Interest Matrix



- Public**

 - 1. Municipalities
 - 1a. Municipality of Barcelona
 - 1b. Municipality of Tarragona
 - 2. Catalonia Government
 - 3. Spanish Government
- Private**

 - 1. Global port holdings
 - 1a. Barcelona port
 - 1b. Tarragona port
 - 2. Big cruise corporations
 - 3. Small cruise corporations
 - 4. Logistic companies
- Civil**

 - 1. Residents
 - 2. Tourists
 - 2a. Cruise passengers
 - 2b. Local tourists
 - 2c. International tourists
 - 3. NGO
 - 3a. ZeroPort
 - 3b. StopCreus
 - 3c. StopCreuersTGN

The new positions of stakeholders demonstrate that most of them should become more interested in the topic. Some of them are highlighted by their importance to change. First, the big cruise corporations should lose their power due to their high monetary influence over ports and cities, as explained earlier. On the other hand, municipalities should be empowered to fight over their decisions without considering the monetary gains or losses of big corporations. Finally, tourists need to be engaged in a more sustainable mindset to accept small-scale and regional types of tourism.

VISION

Considering the “Connected” scenario, the vision portrays smaller boats navigating inside the region, connecting the small ports. The inland is then activated with improved road and train connections, creating more tourist distribution opportunities, new jobs, and activating new areas for the economy not to be tourism-dependent. Moreover, high cooperation is achieved by regional integration. The vision for 2050 aims at a region that is integrated through tourism but is not dependent on it. The different economic activities work independently, guaranteeing more equity and justice for the residents.

The scenario, the elements presented in sub-question 1 (mobility, terminal location, economy, and public space), and the context of the region helped determine the main vision elements, which are divided into three categories: Sea, Land, and Heritage.

Sea:

Maritime Spatial Planning (MSP) is an approach that involves different disciplines and stakeholders to manage and distribute activities in marine area (Ansong et al., 2021; Ehler et al., 2019). MSP is part of the “Integrated Maritime Policy of the EU” and had an MSP Directive created in 2014 (Directive 2014/89). This means that every EU state member was obligated to create a plan starting in 2021 and lasting for ten years (European MSP Platform, n.d.). In the vision, sea and sea-land interaction activities are proposed as a complement to the Spanish MSP (cited in Chapter 5, creating more uses and shaping the form of the coast. The items in this category regard elements located within maritime contexts, not only located on the sea but that carry relations with it.



Small ports: The activation of smaller ports is made through the use of smaller vessels. This activation is important to create a maritime connection and enhance culture and heritage points.



Diving points: Creating new diving areas or promoting existing ones can benefit the local economy once they attract a new type of tourist. The region has a famous submerged park in the city of Tarragona, which shows the potential for business and the appreciation of submerged heritage.



Natura 2000: The existing Natura2000 areas could also be promoted to sustainable tourism. During 2017-2024, Spain implemented a framework for marine Natura2000 areas. The Life-Ip Intemares project had the goal of improving the management and monitoring of existing areas while involving different stakeholders, such as socio-economic sectors and sea users (European MSP Platform, 2024).



Cofradías: Cofradías de Pescadores are fisherman associations located in coastal cities. Creating incentives such as “Fisherman for a Day” (Cap A Mar, n.d.) can promote this activity and benefit the local community, promoting traditional practices and including modern technologies.



Floating structures: Another possible appropriation of the sea is the creation of floating structures that can be used for different purposes, such as tourism, logistics, residence, and others. Considering a tourism plan, the structures can be hotels or other support for small cruises.



Oil Platform: The deactivated Rapsol Oil Platform could be repurposed, promoting new coral and fish habitats, diving spots and tourist attractions.

Land:

The goal of this vision is to promote the land use through the sea. Promoting agrotourism to those doing sea tourism can be a way of improving the distribution and the economy of inland areas. This can be done through partnerships with ports and terminals to advertise local products, promote day-shore excursions leading to these locations, and facilitate product placement in vessels and waterfront markets. Promoting agrotourism can also incentivise regenerative agriculture practices, guaranteeing an economic profit to producers even during off-peak tourism seasons. At the vision map are the most important product locations:



Rice: The south of the region promotes the encounter of sweat and salt water, creating the perfect environment for rice plantations. The area has an Origin-Denominated Product for the rice produced there, D.O.P. Arroz del Delta del Ebro. The incentive and promotion of the region could raise the economy and, therefore, the quality of life of the citizens while maintaining a traditional practice.



Olives: Catalonia region produces around 30 Tn of olive oil yearly (PRODECA, 2024a), however, in the past few years it has faced droughts and loss in production (La Vanguardia, 2023). Regenerative agriculture projects such as Olivares Vivos (n.d.) and incentives in agrotourism such as "The Ancient Olive Trees of the Territorio Sénia" (EU Heritage in Action, 2021) project can help the region recover economically and keep communities alive.



Wine: Similar to the olives, Catalonia wine production also represents 20% of the Spanish share (PRODECA, 2024b) with the drought also lowering the production (El Independiente, 2024). However, wine tourism is already popular in the area, with wine routes throughout the region. For this reason, it is important that the regions adopt regenerative agriculture practices and experiment with new grape types (European Commission DG Environment, 2023) this way the effects of climate change can be attenuated.

Heritage:

According to Graham (2002), heritage "is that part of the past which we select in the present for contemporary purposes". In its text, Graham discusses the economics and cultural uses of heritage. He tackles heritage as being the most important asset of international tourism, mentioning the sustainable use of it. For Fontanari (2016), there is a contrast between the preservation of urban heritages and mass tourism, raising the relevance of planned governance; he also points to the use of the UNESCO Historic Urban Landscape (HUL) approach as a way of achieving this. The study area is filled with both tangible and intangible heritages, including the Roman ruins in the city area of Tarragona. Catalonia region has heritage routes and appears to be proud of its culture.



Handcrafts: The northeast of the region is popularly known for its handcrafting abilities. Artists produce laces, baskets, and traditional ceramics. Partnerships with artisans can bring these products closer to ports through itinerant markets, or the use of products inside ships. Additionally, daily workshops can attract visitors to different cities.



Building heritage: The region has a series of buildings considered heritage from different eras. From Roman ruins to Gaudi's projects, Catalonia is filled with history. The creation of thematic routes can help to spread visitors across the region, promoting architecture and urban futures.



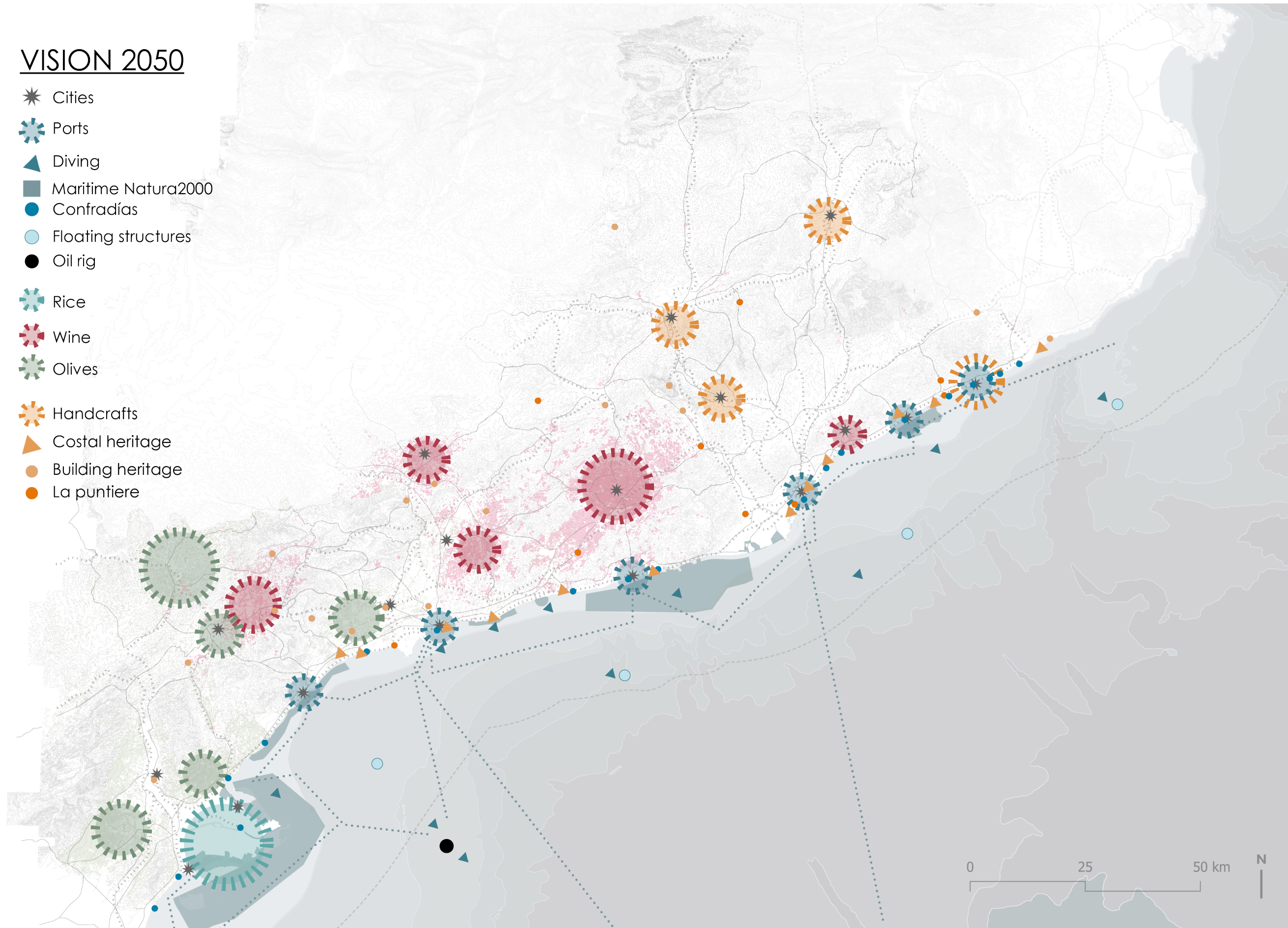
Coastal heritage: The concentration of heritage points, specifically in coastal areas, is also high. In the new vision, it would be interesting to create a maritime heritage route, maybe on a historical ship, to observe these monuments from the sea perspective.



The Lacemaker statue: Lacemaking is a handcraft deep in Catalan history, more specifically, the figure of the lacemaker. Known as "La puntaire," this statue is present in nine locations in the region. The one in Arenys de Mar tells the story of a poem written in 1885 by Manuel Ribot i Serra (H David, 2022). The revival of these statues through a route could bring back this narrative, enhancing spaces and heritage.

VISION 2050

- ✱ Cities
- ⚙ Ports
- ▲ Diving
- Maritime Natura2000
- Confradías
- Floating structures
- Oil rig
- ⚙ Rice
- ✱ Wine
- ⚙ Olives
- ⚙ Handcrafts
- ▲ Costal heritage
- Building heritage
- La puntiere



Vision Strategies

The distribution of tourists is important to relieve cities suffering from overtourism. The creation of strict policies for tourism, such as regulating temporary rents and controlling entrance into the city, could work. However, for the purpose of this research, new solutions were thought of, considering the desire to create borrowed-size situations between the regions, improving the connectivity of cities. For this, the chosen scenario and vision map show which new areas can be activated to improve tourism distribution while improving connectivity. Different strategies must be applied for different uses, creating specific solutions for the problems.

As mentioned, a maritime spatial plan is needed to better distribute activities in sea areas. One of the propositions of the scenario and vision is the connection of smaller ports. This connection needs an appropriate transport, meaning a smaller vessel that can access all the marinas or docks. Here, the proposition is for the creation of small cruise lines that take a very local route. These lines can follow a different pattern than the usual luxury small yachts; it is possible to think of a future of cruising with hostel-cruise or thematic boats, for instance. The idea is to keep people connected with the activity of cruising while guaranteeing sustainability. As mentioned in Chapter 4, people have been taking part in cruises for the last 200 years, without mentioning other sailing activities. It is logical to try to keep this activity in a more sustainable way. For this, strict policies will be necessary from the local governments, and the power relations mentioned in Chapter 4 need to be switched from the cruise companies to the ports. It is up to the local governments to create measures that dictate how the industry will work to improve the cities. Policies such as

vessel size, number of passengers and time in port can dictate how the future of cruises will be shaped.

Moreover, Natura2000 and diving areas can be stimulated as daily trips in partnership with tourism agencies; the promotion of these areas for sustainable tourism can guarantee the preservation of biodiversity and culture. For this, applying policies related to preservation and partnership with research groups and sustainability agencies can provide a framework for ecotourism while ensuring long-term conservation goals. Considering the Confrarias, promoting community engagement and education initiatives can foster local stewardship. In this way, incentives for this group and the promotion of traditional fishing activities can increase the local economy and keep traditions alive.

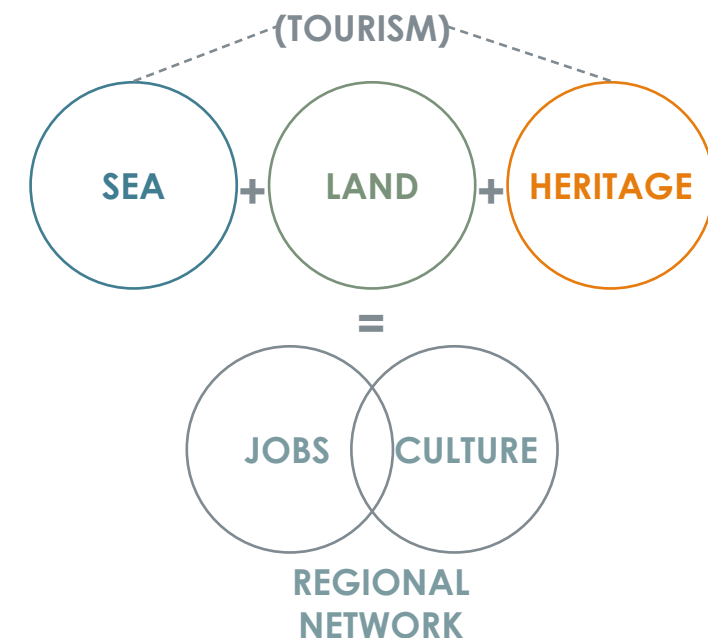
The rice, olive, and wine areas need government incentives to enhance production, especially given the loss of production due to climate hazards. Moreover, appropriate plans and policies can create incentives for locals to stay in the region, avoiding populational shirking. The inland region has a very important agricultural scenario; the connection between these activities and the maritime ones can improve local economies and cultural relations. To create this connection, it is necessary to partner with tourism agencies, from the government or private, to create appropriate routes and advertisements. When discussing small cruise tourism, the routes are usually one-day tailored shore excursions; for the agricultural areas, those routes can be focused on helping the farmers or tasting the products. The creation of cooperatives can also promote the land through regenerative agriculture and "soil to table" routes and programmes; this is not only good for

tourists but also guarantees the spread of knowledge among locals.

Finally, for the heritage points, it is important to guarantee the balance between tourism promotion and sustainability. The UNESCO HUL has tools for urban planners and stakeholders, such as civic engagement, regulatory systems, financial tools, and knowledge and planning tools. The region already promotes its heritage points, in particular archaeological and architectural, such as Tarragona's Roman ruins, which is a UNESCO heritage, and Barcelona's architectural buildings, especially Gaudi's. Additionally, the region has specific artisanal routes that can be found on the government website. However, considering the vision, they should be further promoted and connected with other tourism actions. It is interesting to show visitors more than what they are used to see. Creating a maritime route through coastal heritage points can be an interesting strategy to promote history and maritime culture.

Additionally, incentives can be created for the retail of handcrafts in terminals or new tourist points.

In sum, the points of the Vision Map can be transformed into specific strategies for the region. The vision appeals to an integrated region where sea tourism benefits the inland economy and, therefore, enhances local communities. What might at first look like a tourism plan is actually a plan to improve regional connectivity and balance, creating more opportunities for locals. The idea is that tourism serves as a booster for economic practices, not as the only economic means. It is important to identify new stakeholders in this network such as Artisans, Fisherman, Winemakers, and others. The network balance will only work if every group is properly heard in the decision-making process, and for that participatory approaches should be developed and applied.



SQ4: What type of urban-scale intervention can benefit the tourism distribution in the region?

The last sub-question is back to the city scale. For that, the elements presented on SQ1, as being important for the port city, are brought back. This four elements have an impact on the urban scale, but are, as consequence, reflected to the region. The public space is the first element when thinking about residents-visitors interactions. They are usually main attractors, or hosting main attractions. When expanding for a regional perspective, they can be responsible for moving people from different cities and sights. It is important to think public spaces as places of exchange, allowing that both, tourists and inhabitants feel comfortable when using it. As seen prior, overcrowdings and the change of uses is pushing residents always, the creation of more spaces distributed on the territory can and policies guaranteeing local retails, for instance, can help to ease the situation. Temporary attractions could also be seen as a solution for attending high tourism season, creating flexible and adaptable spaces can guarantee that off-peak the place is still functioning for locals.

When regarding mobility policies and plans need to be put in place to improve connectivity between areas.

The complain of locals is dividing their daily commute with a crowd of tourists. Barcelona took a unexpected solution and removed one of the bus lines from appearing in mobile apps. The bus route to Park Güell still exists, however if tourists look for it, they will not find information. According to locals, the solution worked (Burgen, 2024). Although clever, in social-media era, the solution will probably be temporary. Local governments could invest on resident-exclusive lines, improving walk routes for tourists or creating transport alternatives such as electric bikes. On the regional level, the creation of touristic routes can help to manage the need of transportation. Pre-defined paths can count with more investment and plans guaranteeing the comfort for all. If new lines are added, especially with bus, it is important to be aware of possible congestion, doing previous analysis of the situation. Moreover, would be interest to opt for the use of electric vehicles, minimizing the environmental impact.

For the economy element, there are two levels. When regarding cities it is important to go back of what was mention on the Overtourism part (Chapter 3), and develop a local retail economy that is not tourists focus. The

development of policies regarding the percentage of international stores or use of spaces could be useful to tackle the problem. Moreover, incentives to local shopkeepers could also work. On the other hand, at the bigger regional level perspective, a region economy based on tourism is also not good. In times of crisis, such as COVID-19, it was proven that the non-diversification defectively impacts the livelihood of citizens (UNWTO, 2023). The mix of activities such as connecting tourism with agriculture or heritage practices, could be a way of improving the situation. On off-peak seasons those activities keep producing and on peak seasons they receive extra income from tourism.

Finally, for terminal location, will be considered the vision for small vessels and the use of terminals near to the city centre. Some terminals, such as in Yokohama, Japan, and Lisbon, Portugal, have been built planning the integration of the city. Both terminals have accessible rooftops that can be used as extensions of public space, and in Lisbon the surroundings were also plan as a park for the city. Other cities such as Trieste and London use heritage facilities as their terminals. The first solely use the building as terminal facility, in the other

hand, in London, the Tilbury terminal has a project to include commercial and cultural uses with the goal to enhancing the heritage (Tilbury on the Thames Trust, 2022). Thinking the cruise terminal as more than just a embarkation/debarkation space can bring to the inhabitants a sense of belonging. It is important to create a balance between terminal activities and public spaces. Advances on technology such as self-checking and baggage terminals and facial recognition systems, already applied in airports, can cut out some spaces and facilitate the blend. The areas of debarkation should also be thought to promote local products and heritage. Since this will have a high tourist concentration, would be interested to create an environment to reflect the culture. This can be the place to join public space and economy and guarantee a fair space for locals to commercialize their practices. Additionally, the disembarkation space should also be connected with mobility, in the literal sense, but also on educating visitors on how to move around the region.

Interactions

Focusing on the application of this for elements can serve as a starting point for the development. As seen in SQ1, some developments can take up to 30 years to be fully seen; for this reason, the application of smaller cases can be interesting to show society that the project is moving. Moreover, these elements can be used as guidelines as

shown in the Police Index (p. 83) and combined in different ways depending on the territory. Their interaction is also fundamental for the goal of a connected region. Below, some possible interactions are presented in a fairly positive way. However, exclusively positive outcomes would only be achieved in the ideal scenario where

cooperation happens in a fair just way. Considering the scope of this research, some negative outcomes are discussed in the conclusions.

In the following pages, prototypes for each element (public space, mobility, economy and terminal), showcasing good practices and ideas

of implementation in the study area were developed to apply the vision on a smaller scale. It is important to notice that the cases are just examples and not exact solutions; multiple projects could fit as possible ideas.

Public Space



To guarantee that public spaces have easy access to transports



To make public spaces close to terminals, therefore close to tourists and locals



Create public space that stimulate local economies

Terminal Location



Create a network through sea and land connecting terminals



To make the terminals also a public space, creating spaces that could be use not only for passengers



To guarantee the promotion of local products in the new cruise models

Mobility



Guarantee that public transport is available in terminal areas



Provide easy and just connection between spaces



Specific lines for tourism, creating more jobs for locals

Economy



New areas are connected guaranteeing access of local and tourists



Use economic activities, such as agriculture and fishery, to promote public interactions



Bring locals to work and promote products in terminal locations and cruises

PROTOTYPES

P Public space

What: A pop-up/temporary public space

Interactions:

- M** Bus stops and route connections in between spaces
- E** Creation of jobs and promotion of local products in the areas
- T** Use of the marinas/terminals as new public spaces



Figure 33: Swale barge in New York City | Swale (2024)

Swale barge NYC

Swale is a 40-meter barge repurposed as a floating forest. The project started in 2016 as an artwork to bring food production to the South Bronx, one of the largest food deserts in the United States. A law in New York forbids food to be grown or picked on public land, so Swale arrives as a quiet protest, using the common law of the water as a loophole. Working with local communities, the

barge, made the residents stewards of the public space, allowing them to harvest and take care of it. The 500 daily visitors show the project's success, and the plan is for a second barge in the summer of 2024. Moreover, the initiative inspired the creation of the first land urban farm in NYC by the Parks Department (Swale, 2024).

In the region...

A way of improving cooperation between stakeholders in the public space can be the proposition of temporary interventions. The creation of these spaces can have multiple purposes such as an experiment to residents test new uses, reclaim spaces, and promote social cohesion (Galdini, 2020; Sobral, 2020).

In the region, the creation of temporary movable public spaces can be interesting for communities in smaller cities. Given the energy transition plan, the coal plant in Tarragona, as in other places, will be gradually abandoned. Not only will the physical space need to be repurposed, but the barges used for coal transport will also need new uses.

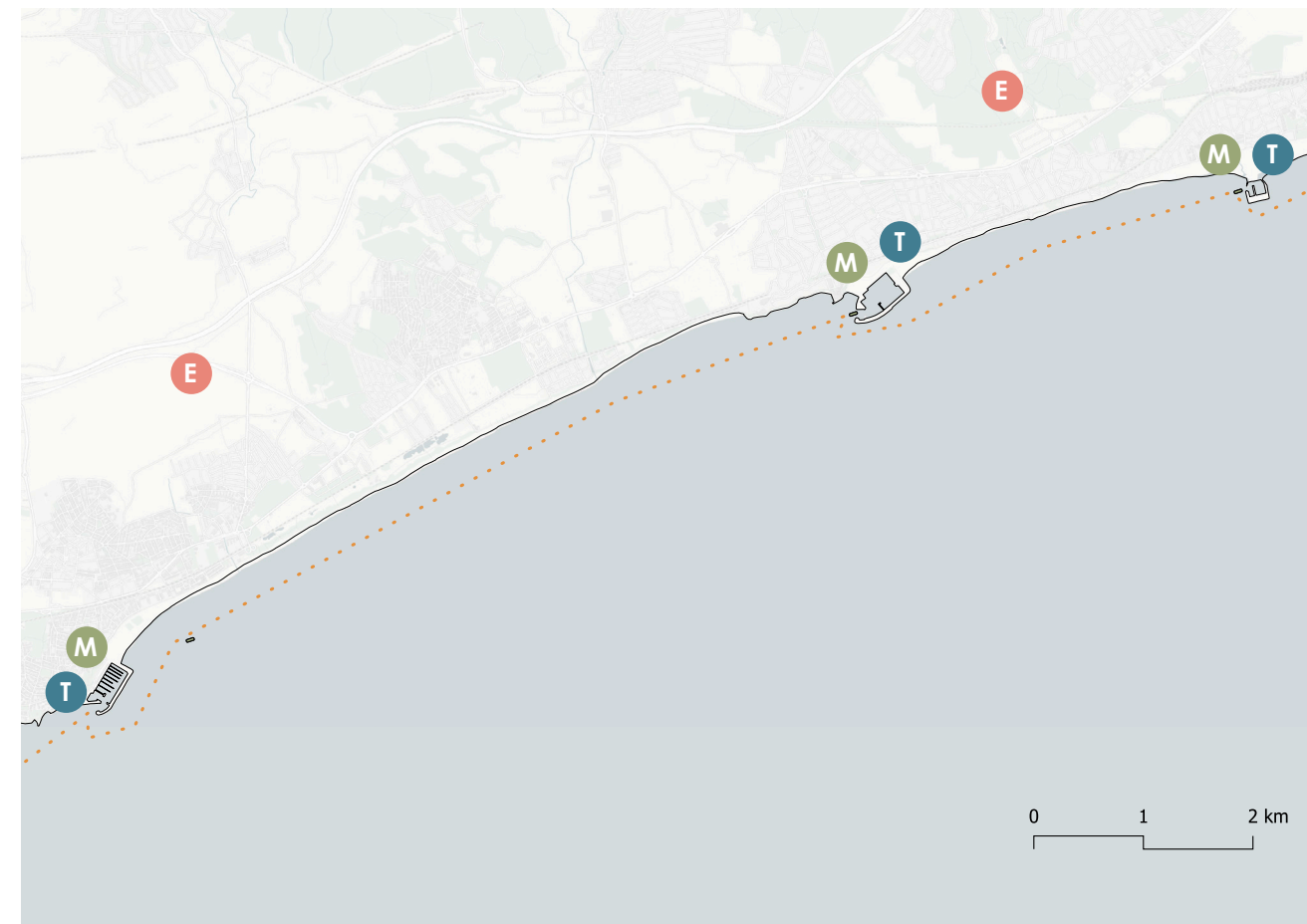


Figure 34: Barge moving in the area with interactions

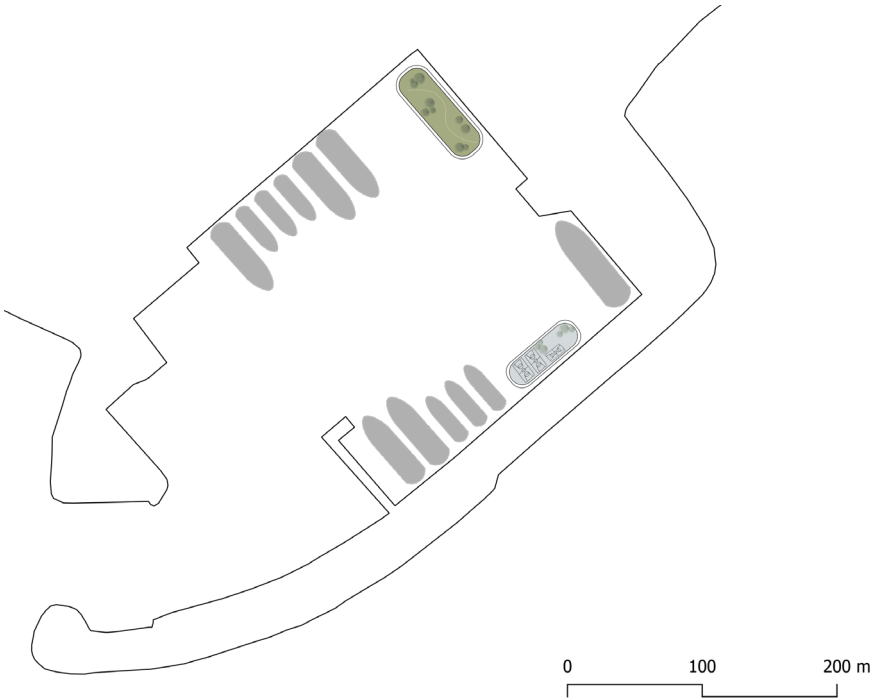


Figure 35: Barges in marina

The barges could be moved between marinas (as shown in Fig. 34 at the previous page), occupying the same space as bigger yachts (Fig. 35); moreover, each barge could have its own use. The image (Fig. 36) shows the interactions of the elements in a marina of the area.

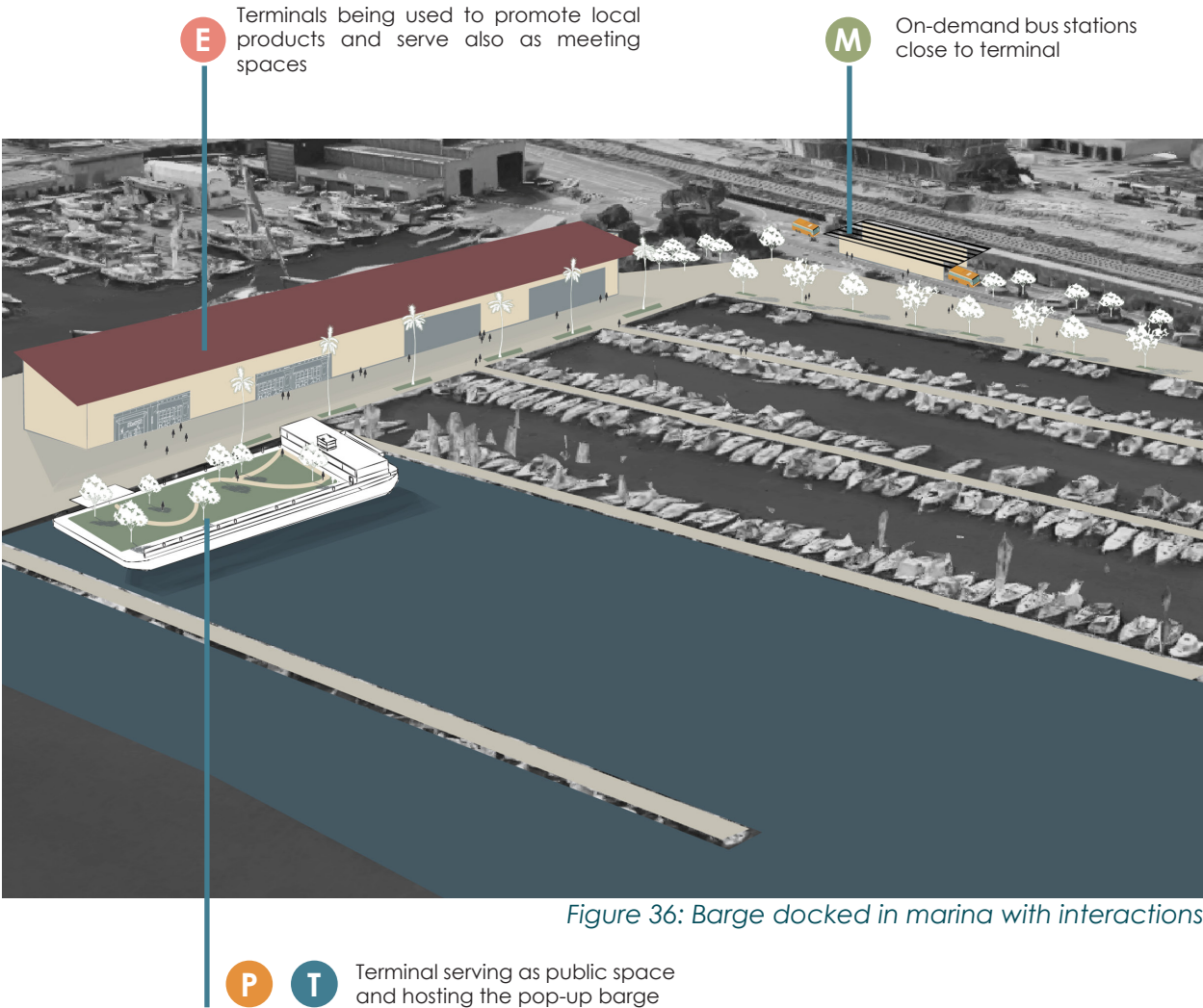


Figure 36: Barge docked in marina with interactions

Barges

Here are some examples of uses for the barges. Similar to the original Swale barge, one of the barges for the area could be a public park or urban forest. This could bring green areas for cities with small green public spaces, and in the case of tourism peak season could be used to expand existing spaces. Another possible idea is the use of sports courts. The size of barges varies, but considering an 80 by 30-meter barge, it is possible to fit official-sized courts such as basketball and futsal. The barges can be used to promote regional competitions, joining visitors and tourists in different cities. As a third option, the barge could also have a closed space serving as a gathering space for associations, museums, restaurants, or even movable terminals. The options are, therefore, infinite.

Considering the goal of improving tourism distribution, the creation of a temporary public space can serve as an attractor that makes visitors move according to its location. This can help to manage the distribution in the region, facilitating the control over mobility, for instance.

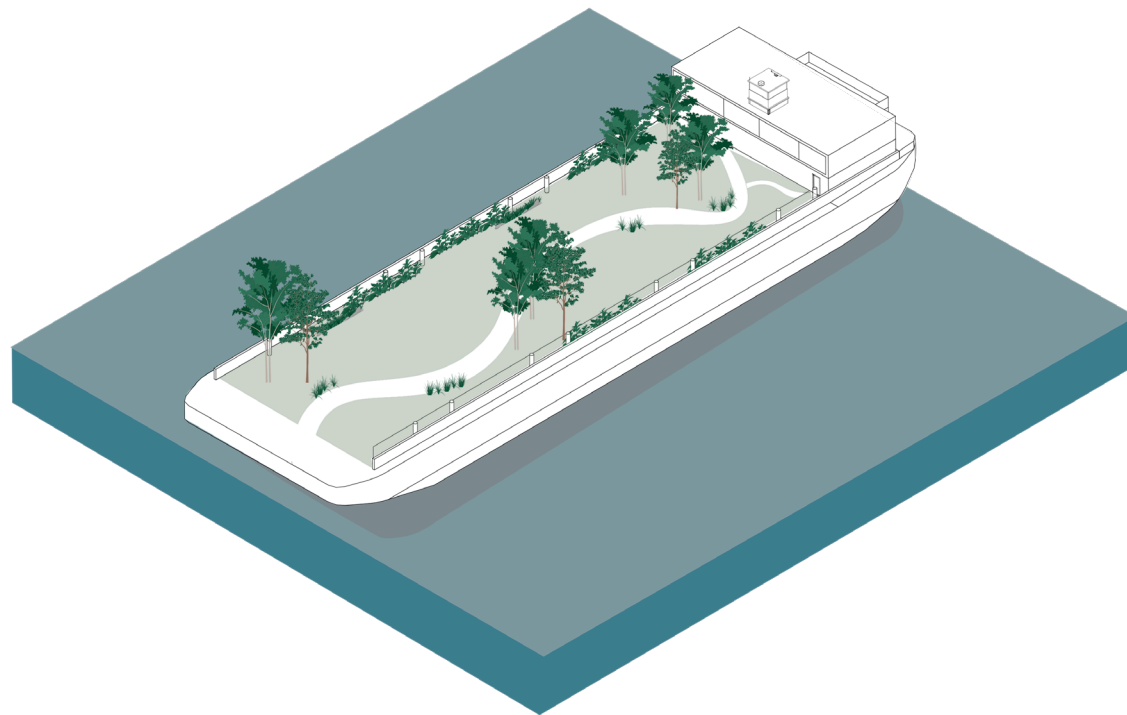


Figure 37: Park barge

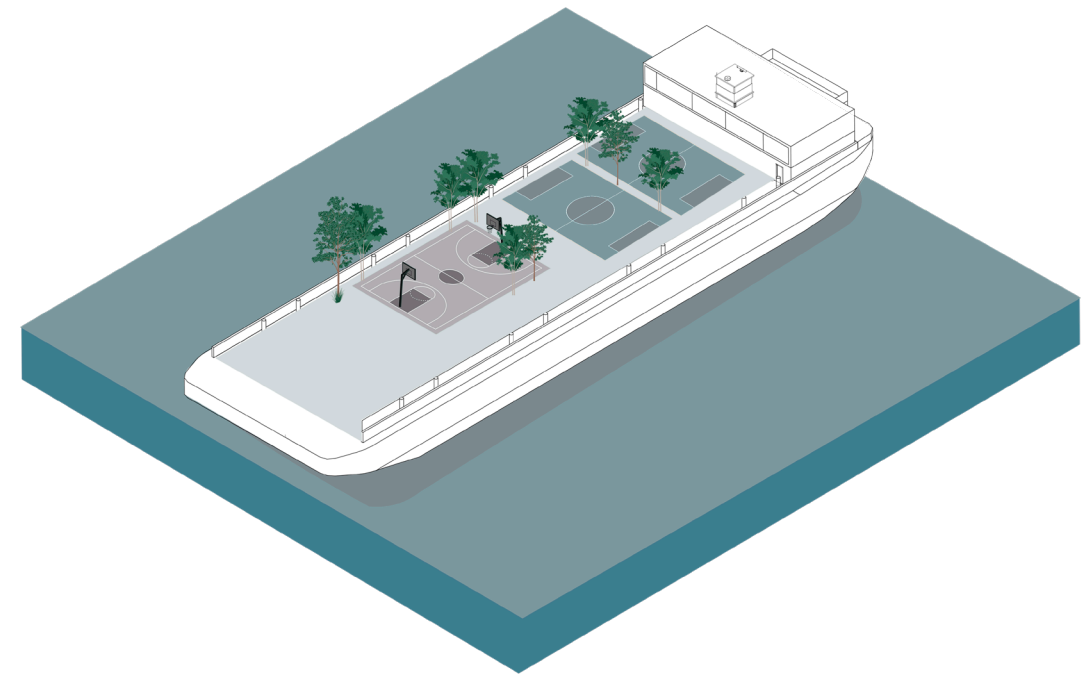


Figure 38: Sports barge

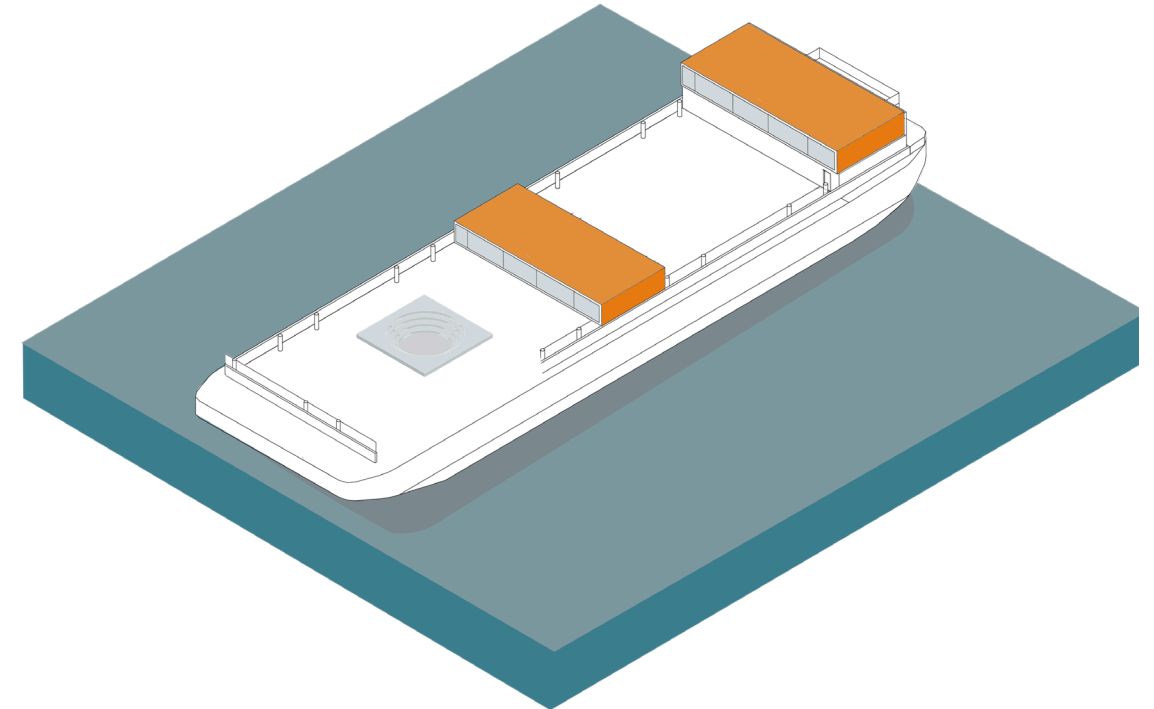


Figure 39: Gathering barge

M Mobility

What: An on-demand public transport service

Interactions:

- P** Connection of new spaces
- E** Creation of jobs
- T** Transport from the terminals to tourist areas



Figure 40: FLASH Project bus | Interreg Europe (2024)

FLASH Project

A public transport improvement project is underway in North Saxony, aiming to serve rural areas better. One of the initiatives under this project is called FLASH (FahrerLoses Automatisiertes SHuttle), an automated on-demand bus system. To make it work the project has been split into four phases, including vehicle development, route analysis, and passenger testing. The project aims to support sustainable, innovative, and future-oriented transportation, making local transport in the region

more attractive and fostering further development. FLASH can carry up to 20 passengers and travel at 60 km/h speeds, meeting current demand. Operating costs are similar to regular public transport, and the service quality is continuously enhanced through data analysis. The service is always punctual and reliable, to use the transport passengers sign up in advance (Interreg Europe, 2024).

In the region...

As explained prior, the regional connection is fundamental to the project. However, some parts of the region, especially the mountain areas, are poorly connected by public transport. Creating new train lines is possible, but for small villages, a bus is a more appropriate option. It is important that the bus line is trustworthy, being available for the residents when they need it. Additionally, an on-demand system can be useful not only for locals but also for visitors. The movement of tourists to certain destinations could also be done by special lines to not interfere with locals commuting.

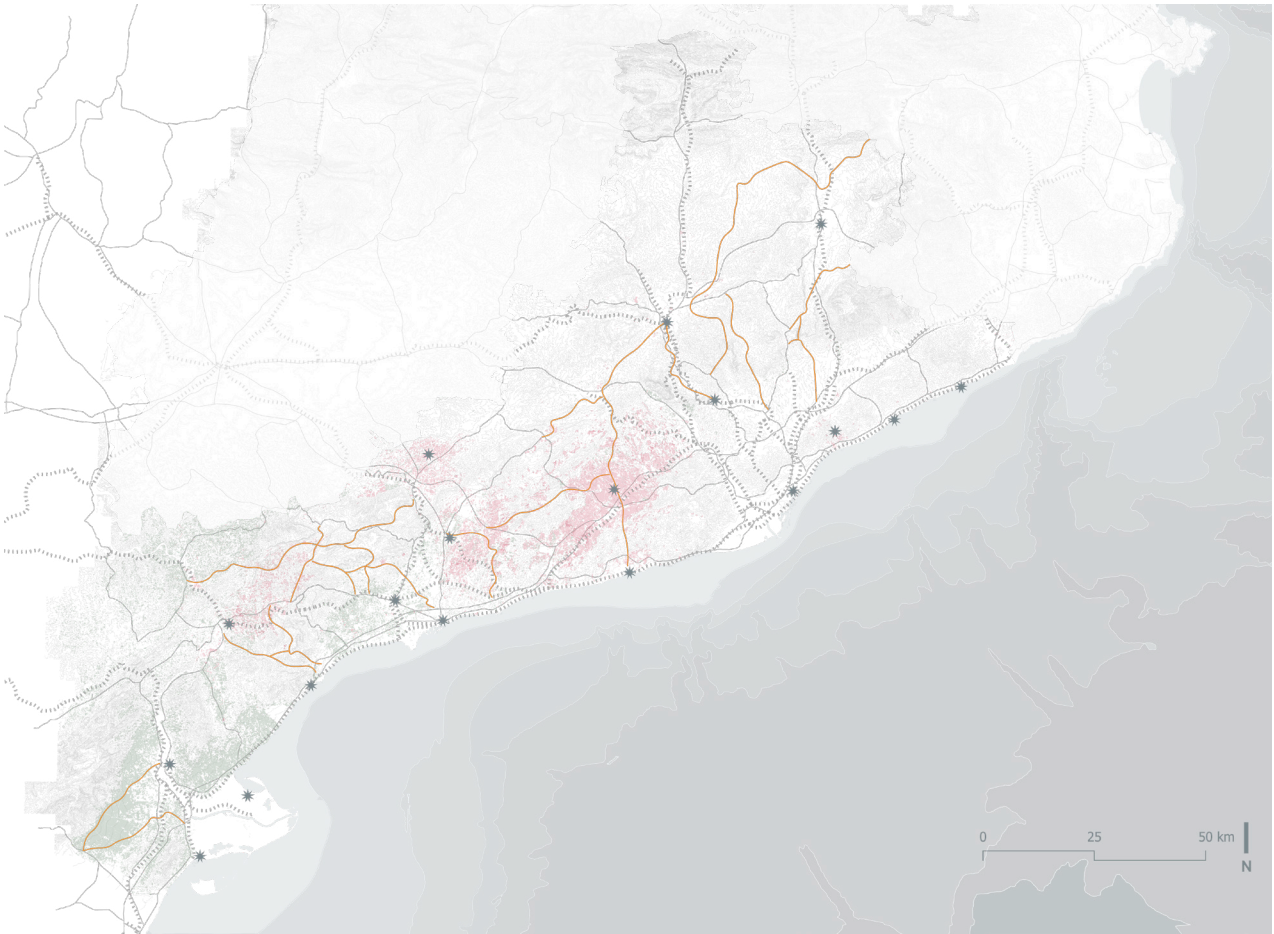


Figure 41: Mobility map with new proposed bus paths

Villanova de Prades

As an example in the area, the mountain region of Tarragona has a series of small towns where the connection with bigger towns can only be made by car. When checking the path with public transport between the town of Villanova de Prades and Montblanc on Google Maps, the suggestion can take up to 6 hours to ride (Fig. 43). The distance by car between the two cities is 25 minutes.

An on-demand bus could facilitate transport in the region. Moreover, when discussing tourism, an on-demand bus could also pose as a solution for crowded transport, with groups booking public transport in advance, making it easier to manage the quantities.

A closer look at the proposed routes shows highlights roads that could serve as paths for the new public transport. The idea is to connect the new different activities in the area, including the terminals by public transport.

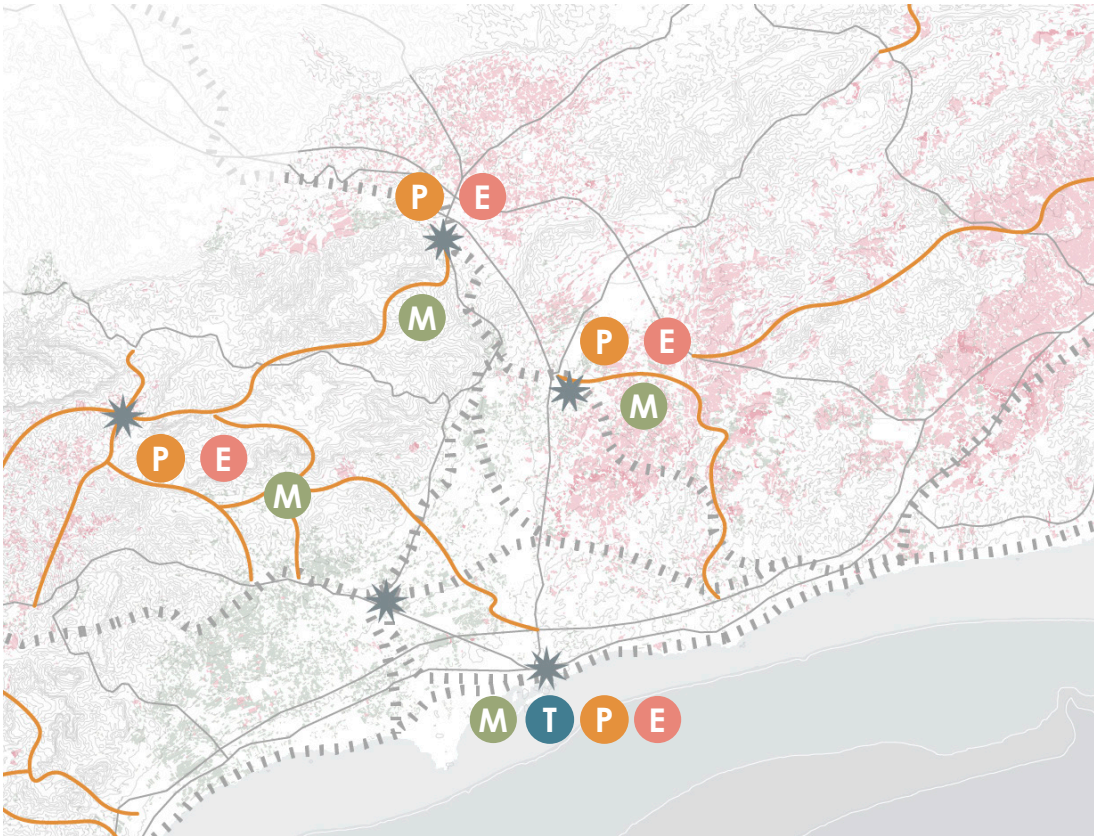


Figure 42: Interactions of the elements in the region

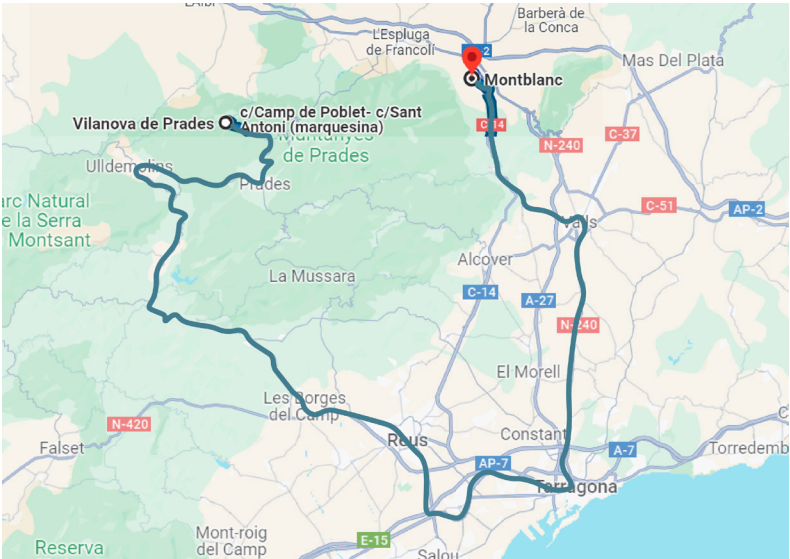


Figure 43: Google Maps suggestion of public transport route | Google, 2024

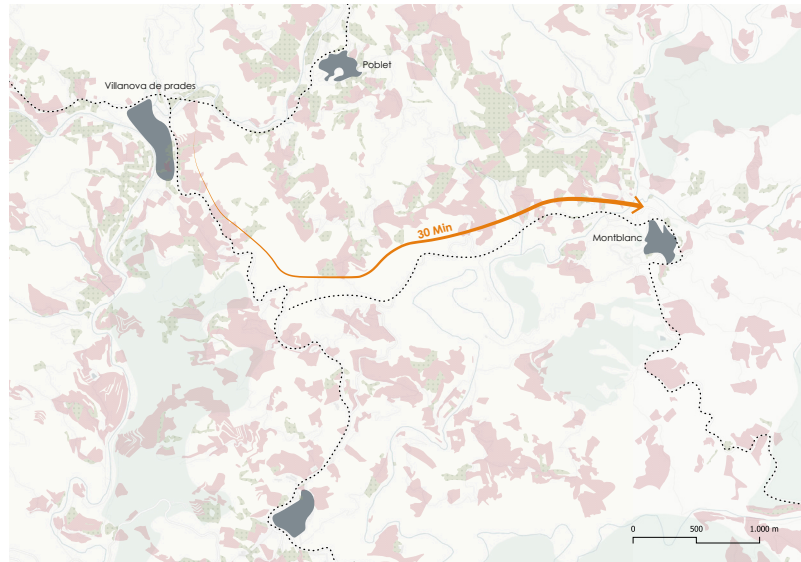
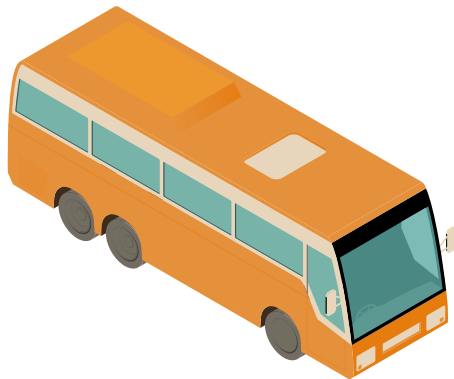


Figure 44: Possible path with on-demand bus

Capacities



20 pax/bus
Time frame: on-demand, variable

Given the shape and narrow streets of some villages, a small/microbus would be the best suggestion. They have a carrying capacity of around 20 passengers. Considering the actual tourism scenario, this might not seem much, but when applied to the proposed vision, small electric buses could be used to transport groups on day excursions, for instance.

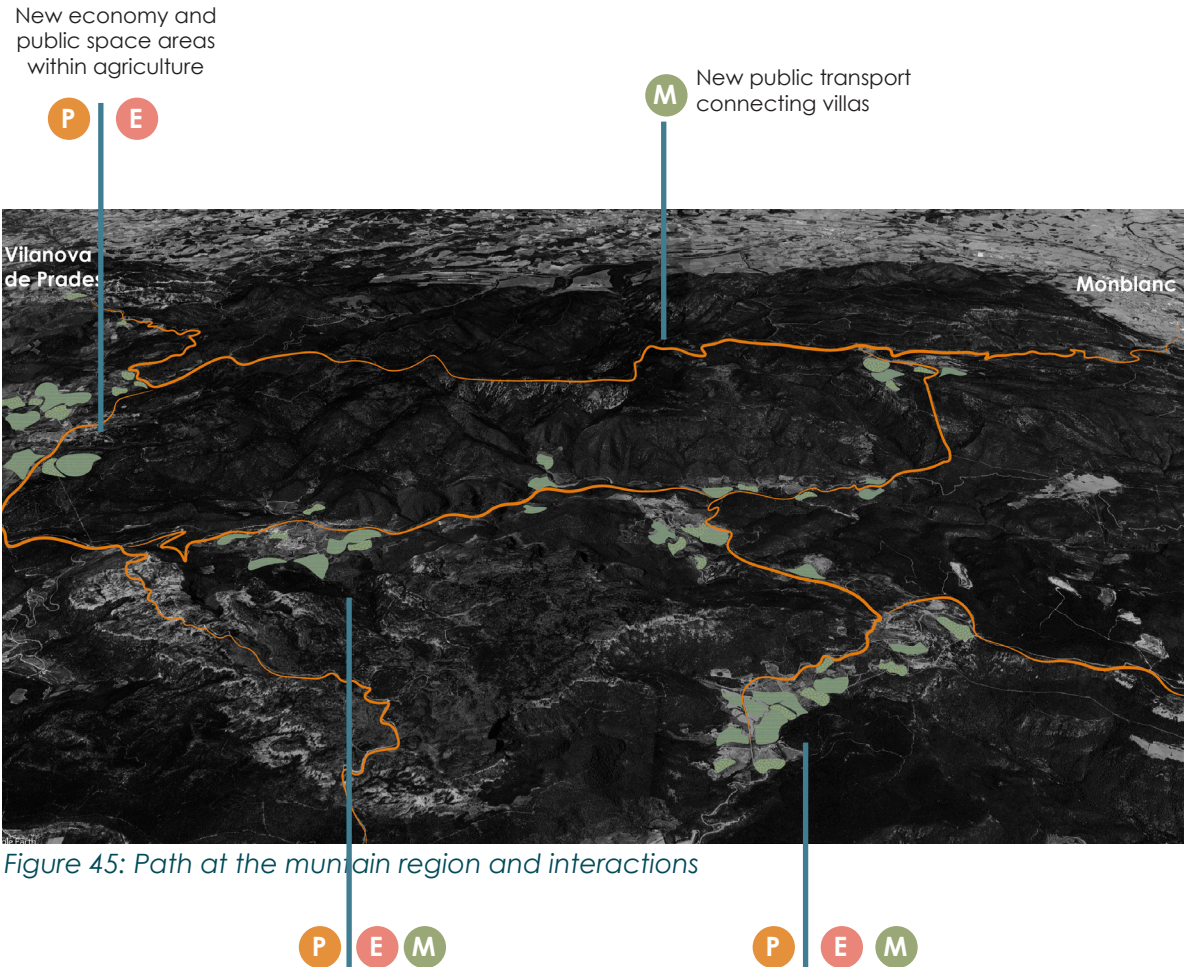


Figure 45: Path at the mountain region and interactions

E Economy

What: Job creation by the activation and mix of local activities

Interactions:

- P** Pop-up spaces to activate new areas
- M** On-demand bus as connection
- T** The new products can be showcased in terminala areas



Figure 46: From fisherman to manor house project | EU Rural Pact Community (2022)

From fisherman to manor house

In Posavje, Slovenia, a farming cooperative identified an opportunity to mix local practices by connecting aquaculture with viticulture while preserving cultural heritage. This initiative led to the development of a new type of tourism that blends culture and nature. The cooperative created two visitor hubs and restored cultural sites, creating a tourism package that attracted visitors. This increased tourism and more job opportunities for the locals, such as jobs

to manage and market this tourism mix, alongside promoting its fish and wine. The winery now has a visitor centre with educational spaces and tasting rooms. Additionally, guided tours allowed the restoration of sites to become a popular attraction. The project has not only revitalized the region's economy but also preserved the cultural landscape by bringing life into overlooked heritage sites (EU Rural Pact Community, 2022).

In the region...

For the vision to work on a regional level, it is important that the economy is balanced so cooperation can prevail over the competition, promoting a borrowed-size situation for the smaller towns. For this reason, it is interesting to create initiatives that not only promote tourism but also work as job promoters, keeping traditions alive and creating other sources of income. In the area, different activities such as olive oil and wine production, fishing, and handcrafts can be incentivized through the creation of cooperatives and partnerships.



Figure 47: Mora d'Ebre

The region has several towns with olive and wine plantations and heritage points. In Mora de'Ebre, for example, cooperation between activities could enhance tourism attraction and help preserve its heritage. Groups could meet in the city castle for food tasting, and after take a canoe in the Ebro river to appreciate the heritage monument with a distance, for example.

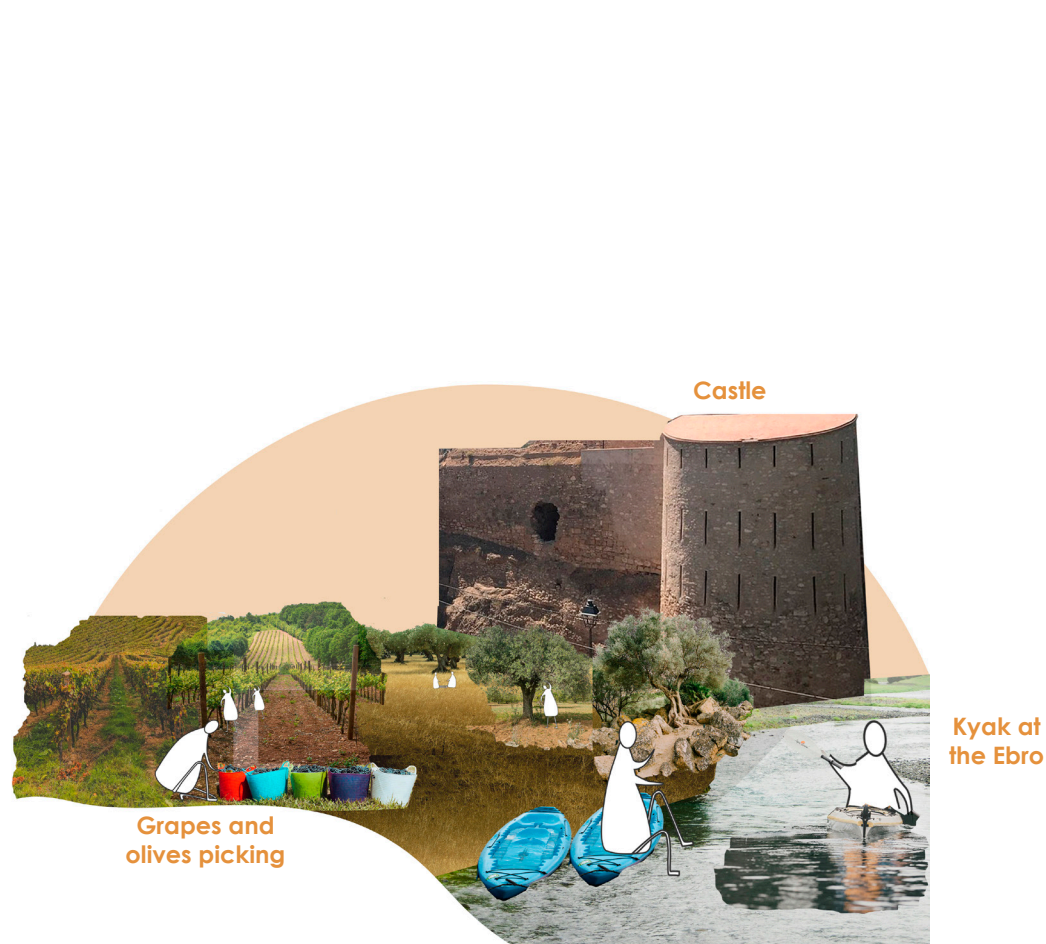


Figure 48: Mora d'Ebre activities

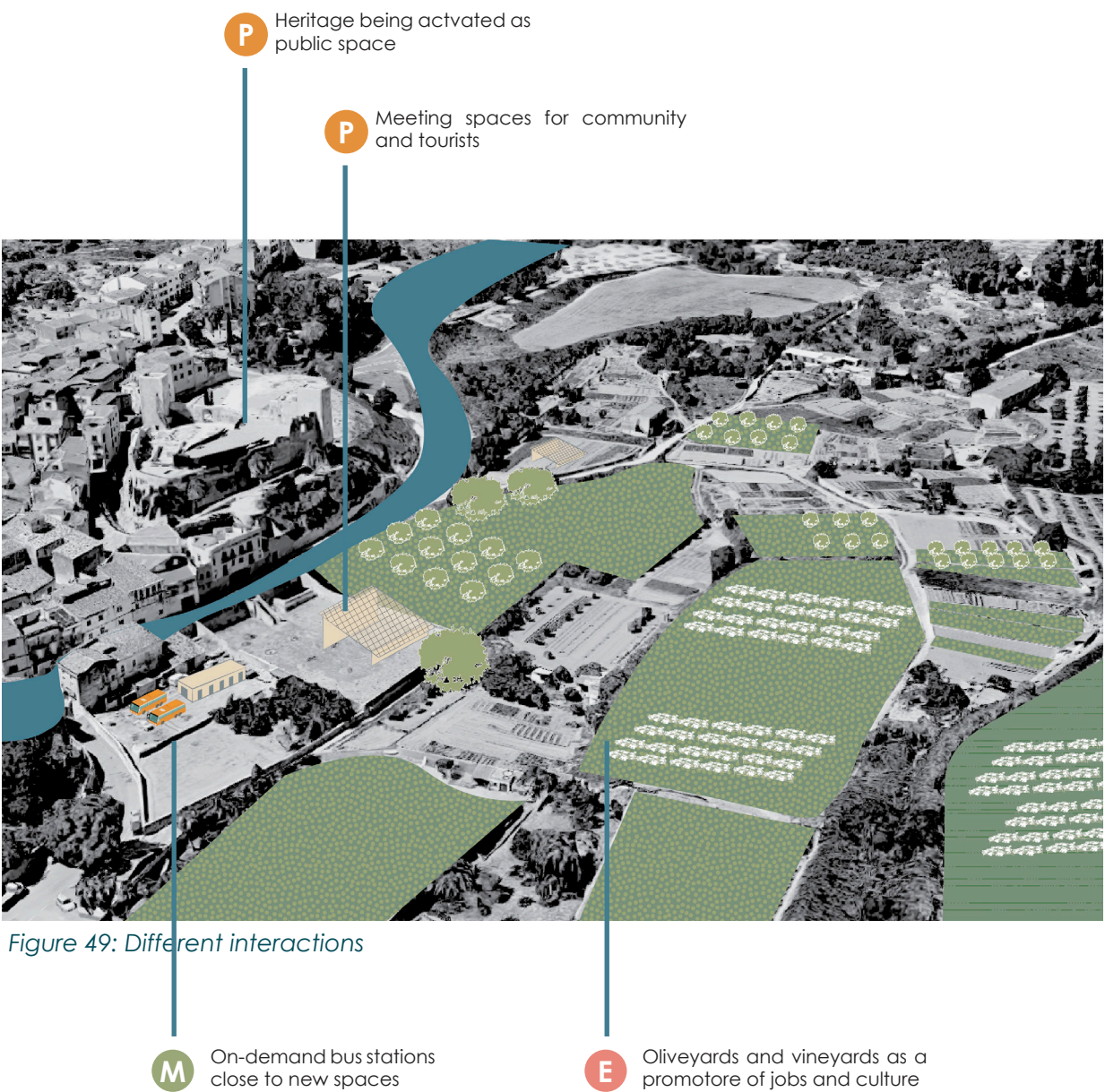


Figure 49: Different interactions

T Terminal location

What: A terminal connected with the city

Interactions:

- P** Pop-up ideas and terminal as public space
- M** Departure points of public transports
- E** Promotion of local products and job creation



Figure 50: Boulevard Euroméditerranée | Ilex (2015)

Boulevard Euroméditerranée

In Marseille, since the 50's the city has lost contact with its port and shoreline because of the construction of a motorway viaduct. The structure was dismantled and replaced by a tunnel, following 3 kilometers. This way, in 2015, the city created a place for a new boulevard reconnecting with the waterfront and developing new quality public spaces for the city (Euroméditerranée, 2015).

In the region...

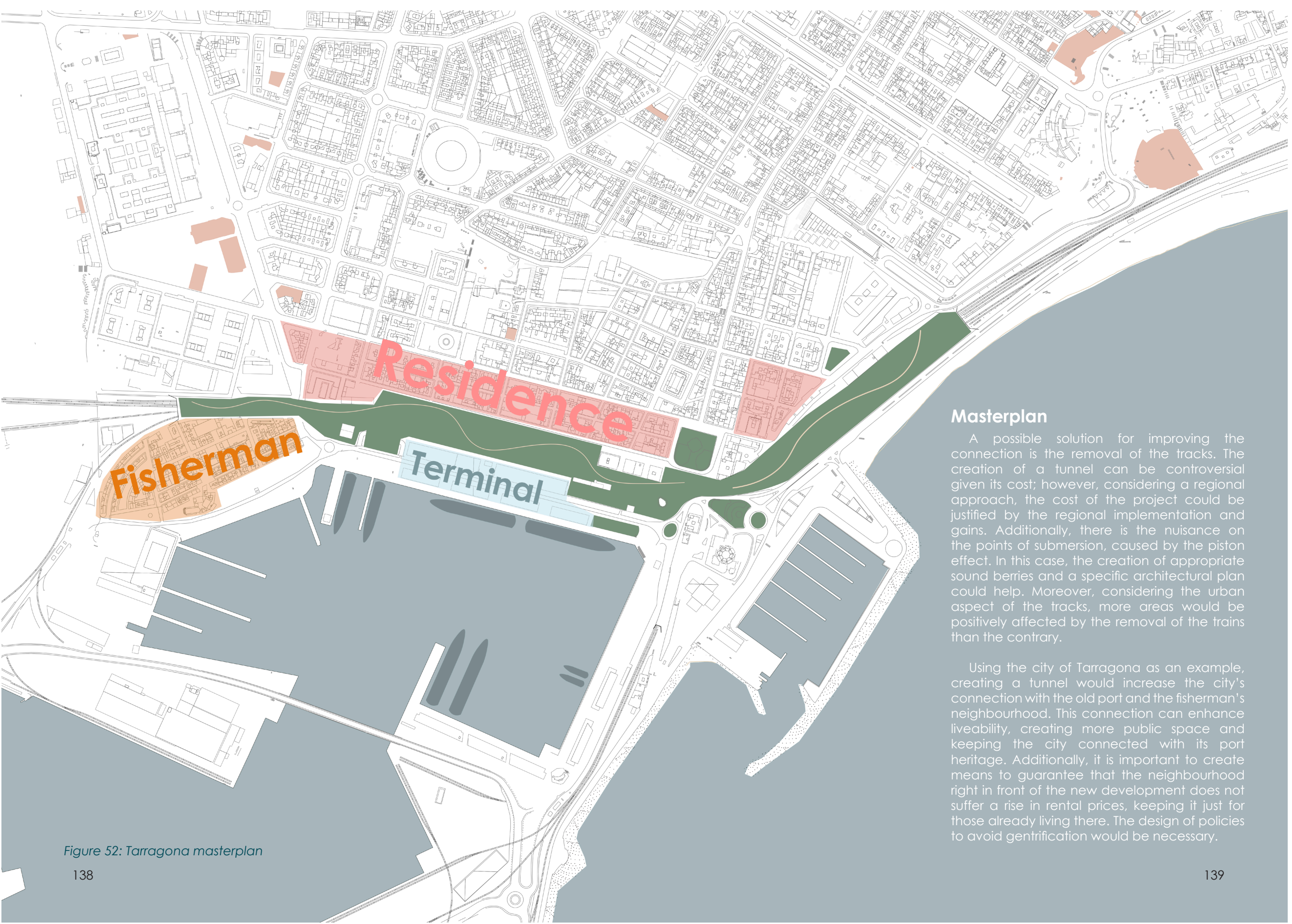
The connection of port and city is important to keep alive the maritime mindset and create in the community a sense of belonging in the port city. It is important to showcase the daily port life, being aware of possible nuisances caused by its activities, such as sound and air pollution, considering an industrial port. However, if the port

comprises lower-impact activities such as passenger terminals, marinas or small-scale fishing, it is interesting to create physical connections increasing proximity. From a tourism point of view, it is also interesting that this connection is facilitated, creating space for more activities.

For the city of Tarragona and others in the region, the connection port-city is cut by a barrier: the train tracks.



Figure 51: Cities in the region cut by the train line with elements interacting



Masterplan

A possible solution for improving the connection is the removal of the tracks. The creation of a tunnel can be controversial given its cost; however, considering a regional approach, the cost of the project could be justified by the regional implementation and gains. Additionally, there is the nuisance on the points of submersion, caused by the piston effect. In this case, the creation of appropriate sound berries and a specific architectural plan could help. Moreover, considering the urban aspect of the tracks, more areas would be positively affected by the removal of the trains than the contrary.

Using the city of Tarragona as an example, creating a tunnel would increase the city's connection with the old port and the fisherman's neighbourhood. This connection can enhance liveability, creating more public space and keeping the city connected with its port heritage. Additionally, it is important to create means to guarantee that the neighbourhood right in front of the new development does not suffer a rise in rental prices, keeping it just for those already living there. The design of policies to avoid gentrification would be necessary.

Figure 52: Tarragona masterplan

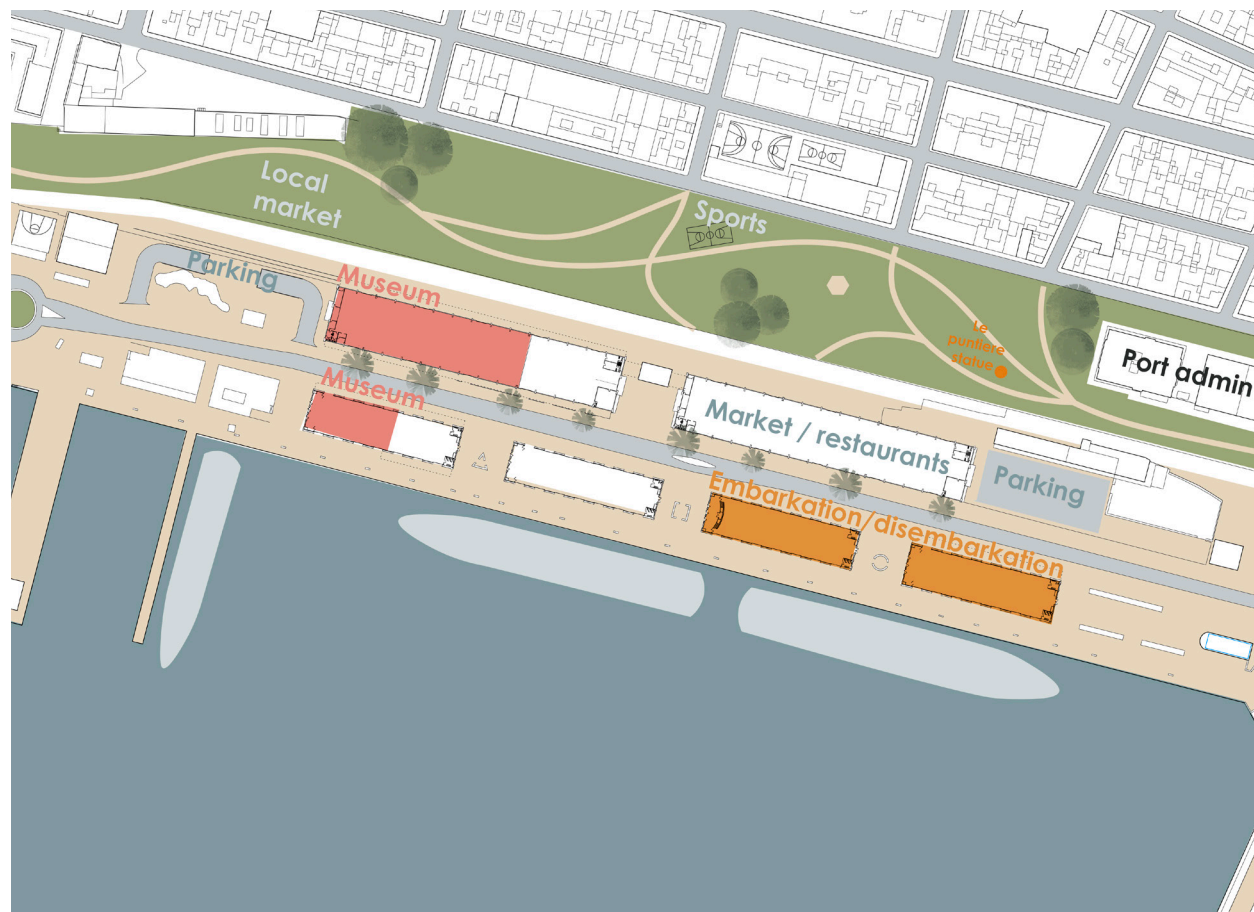


Figure 54: Tarragona new terminal plan

When zooming on the possible new terminal, it is essential to highlight functions important for a cruise, such as embarkation/debarkation areas, security checks and dispatch zones. Moreover, the area near the terminal serves as a buffer zone for tourists and residents. The creation of spaces and uses that blend both groups can be a strategy. In the warehouse, there is the

Tarragona Port Museum, but functions such as restaurants, markets and stores with local products can increase the use of the area. The park area can serve as a decompression area when multiple boats dock at once, alleviating the area by water. Additionally, the residents can use the area for daily activities, such as practising sports (now residents use the pier to the cruise terminal for it).

Figure 53: Section showing tunnel, terminal and park

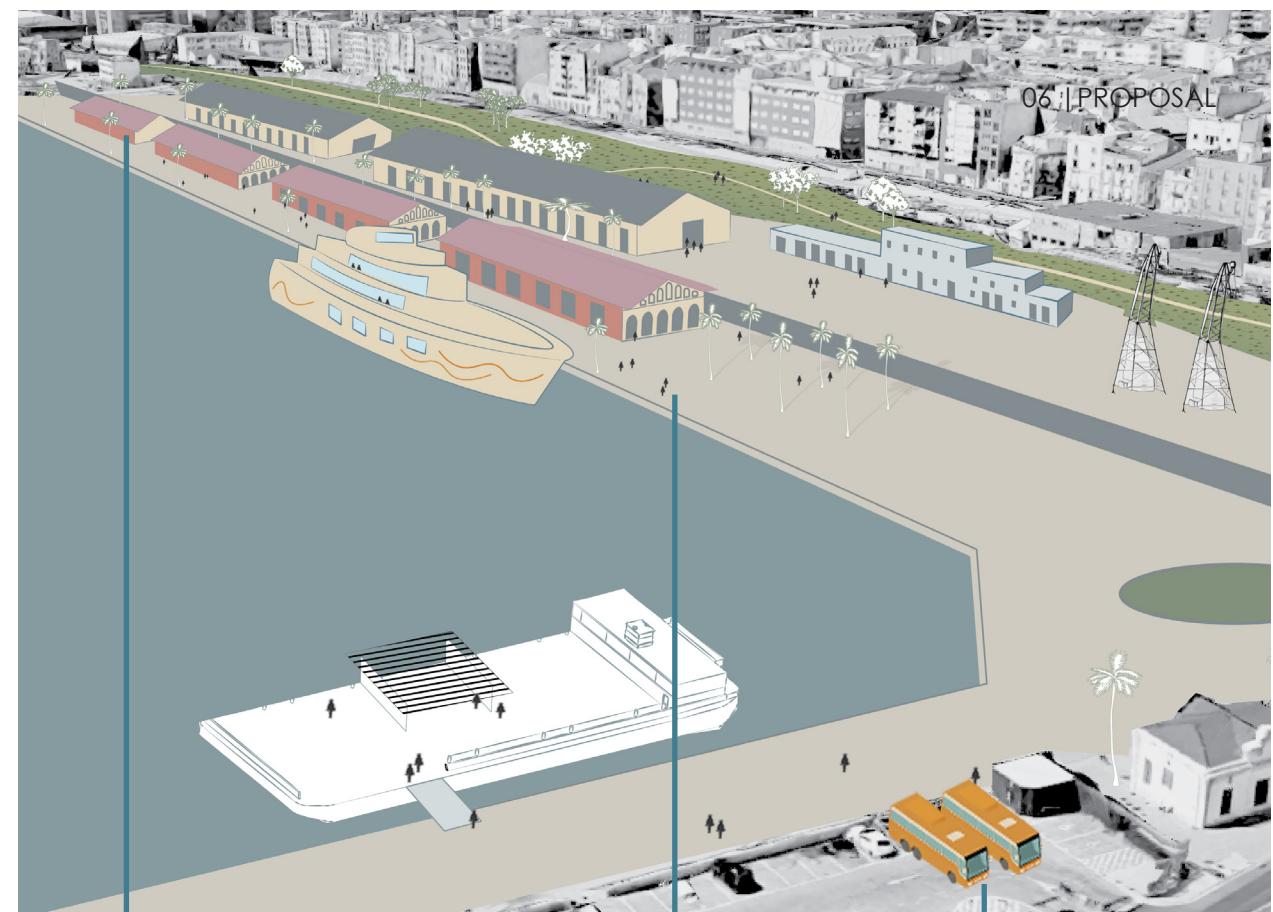
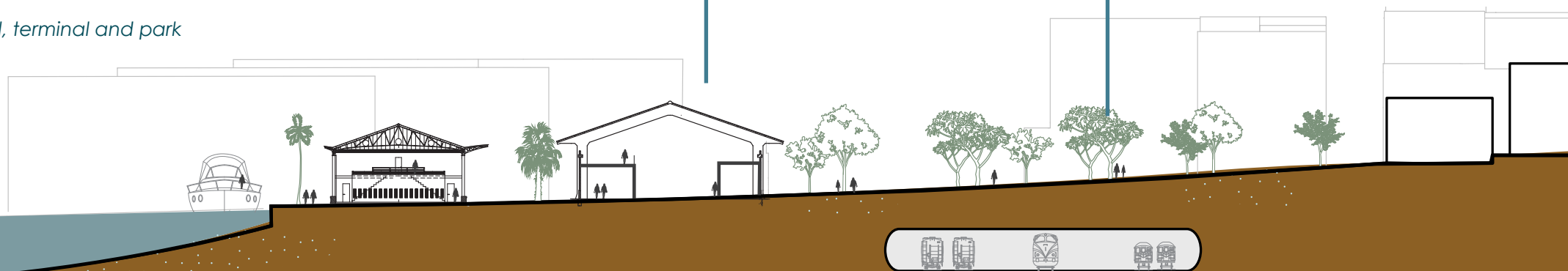


Figure 55: Interaction of the elements

E

Terminals being used to promote local products and serve also as meeting spaces

P

Terminals being used to promote local products and serve also as meeting spaces

M

Terminals being used to promote local products and serve also as meeting spaces

SYSTEMETIC SECTION

The following systematic section cuts through the area from Tarragona to the beginning of the Prades mountain region and shows the connection between the sea-land of the different proposed activities. As explained previously, regional cooperation and policies are needed to improve connections and relations between cities. However, a regional plan will not work without small-scale interventions. Promoting maritime activities will attract residents and visitors, enhancing maritime mindset and heritage; when connecting this activity with inland, it is possible to create a network of routes and activities that guarantee cooperation and diversity in the region. A new Policy Framework, the vision strategies and the spatial elements that derive into the prototypes can be used to promote the inhabitants' liveability.

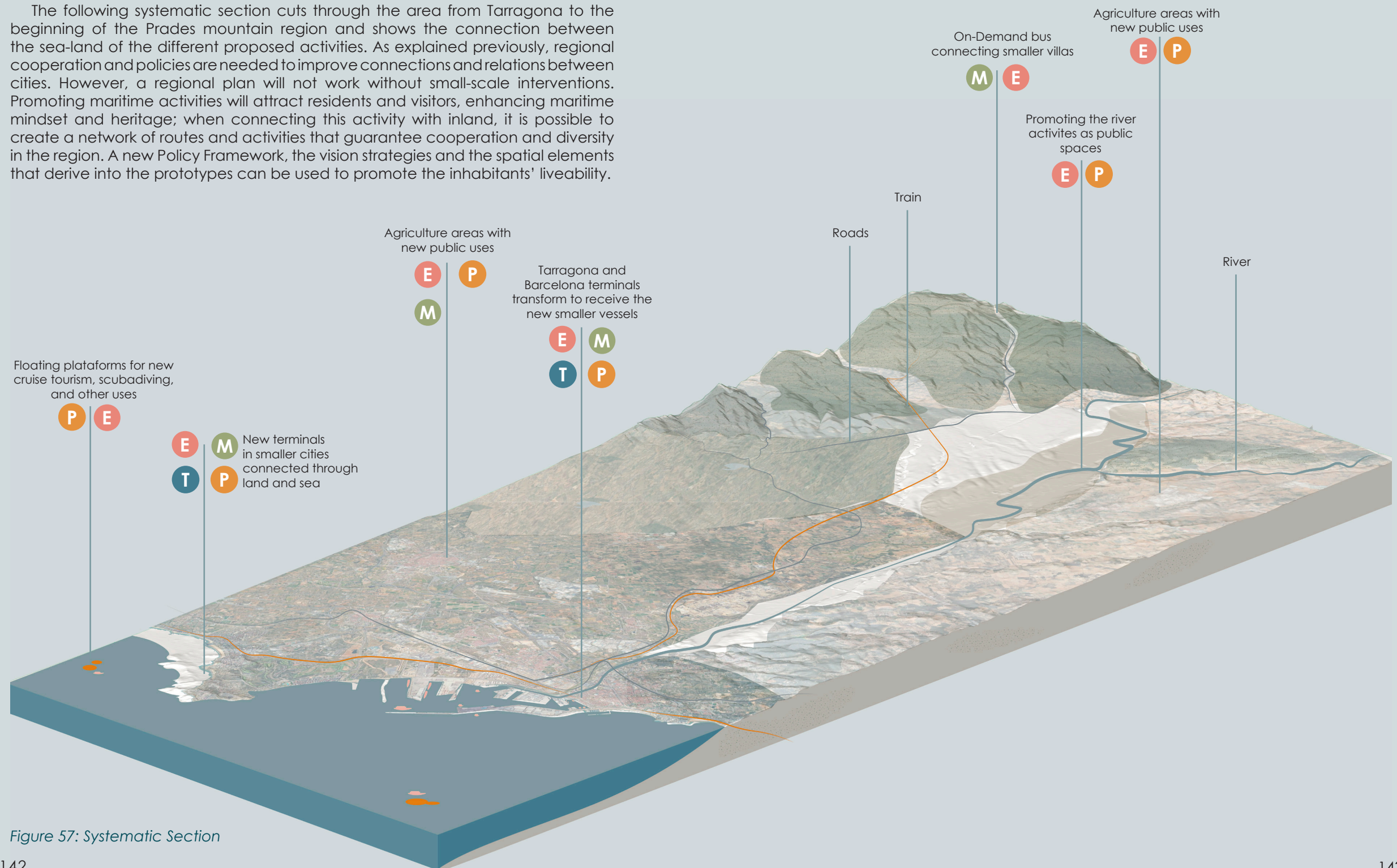


Figure 57: Systematic Section

MANIFESTO

For the changes proposed in this research to happen – smaller vessels, sustainable tourism, regional connections – different stakeholders need to be engaged. As shown earlier in this chapter (p.106), municipalities need to be empowered, and big corporations need to lose their power to control the ports. But more than that, it is really important to engage the citizens to advocate for change. It can be hard to convince regular citizens with a research thesis, so one way of communicating can be a Manifesto. For ages, manifestos have flooded people's hands and heads, bringing new and arranged ideas; for instance, "The Founding and Manifesto of Futurism" (1909) was printed on the cover of a big newspaper and is considered the igniter of many other manifestos in the art world (Hanna, 2014). From politics to arts, manifestos have been used as a powerful tool to express ideas. In the architecture and urbanism field manifestos have also been used in different movements. The CIAM: Charter of Athens (1933), for instance, settled ideas of modernism and modern cities that were perpetuated for a long. Appleyard & Jacobs (1982) published Towards an Urban Design Manifesto, an article that acts as a response manifesto to the CIAM Charter, which was completing 50 years.

However, the manifesto presented in this research thesis is not purely an Urban Planning manifesto or an art movement. It was written from the perspective of an urban planner advocating for change in the tourism sector. And it has what Hanna (2019) defined: one perspective. According to the author, manifestos introduce new ways of thinking, are outrageous and "bring urgent causes to light" (p.15). The limited perspective of the manifestos is what brings its paradoxical trait, being provocative and critical while highlighting important points. The items of the Manifesto respond to conclusions made during this research and advocate for abrupt change in the aspects. Other manifestos published by Catalan NGOs against cruises, such as "ZeroPort" and "StopCreurs" (StopCreuers, n.d.; ZeroPort, n.d.) demand the stop of cruise tourism and the construction of respective infrastructures, but this is not the goal of this research. However, the "ZeroPort" one brought interesting demands, such as the creation of a new Natura2000 area and the elimination of tax privileges for port activities. In the following pages, the written manifesto completes the poster's information (Fig. 58).

Figure 58: Manifesto Poster



Manifesto for Sustainable Port Communities

Cruise tourism affects cities and their citizens, instantly flooding spaces with tourists that bring little benefits to the local economy. The massification of tourism needs to end so the liveability of locals can thrive again. Some cities and landscapes are already endangered by different types of anthropogenic acts. Using these places as mere background scenarios for social media pictures is unsustainable and can compromise the environment, . This Manifesto outlines crucial points of change focusing on cruise tourism. Without action, port cities will become theme parks, displacing residents and eradicating local cultures.

Now, four corporations regulate the cruise industry. This concentration of power leaves small port cities in a hostage situation, limiting their decision-making over money. Additionally, given the lack of international regulation, the industry keeps finding room to build bigger vessels.

We must reclaim our port cities! It is time to empower the citizens and municipalities to make stronger decisions on cutting ties with big cruise corporations! It's also important to teach travellers around the world to support local tourism more. There's no room for expansion in large group tours and quick consumption. The future of tourism must prioritise sustainability and respect for local communities!

1. Slash cruise sizes now!

It is unsustainable to have 5,000 passengers disembarking at once. The intense volume clogs public transport and creates overcrowded situations. The cruise industry needs to make immediate changes to create an environment that is also good for residents.

2. Enforce sea-land interaction

Now, the industry brings little to no benefit to cities, creating infrastructure that is only used by them and tourists who will not consume local products. A good interaction of sea-land activities can guarantee that local communities thrive.

3. Push local products

The massification of tourism also brings retail internationalisation and the fast consumption of products. Bringing local products to terminals and inside of the cruises creates a better connection with the land and promotes local practices.

4. Protect cultural heritage

Shore excursions need to be planned with locals. It is unacceptable to fill cities with people who ignore local traditions and knowledge. Protecting tangible and intangible heritage should be necessary when developing new plans and policies.

5. Sustainable tourism is a must

We must consider sustainability in all realms: environment, society, and economy. Tourism can be used to highlight traditions, moreover, cruise tourism can reinforce a maritime heritage. But all this needs to be done considering practices and places that do not harm the environment and society.

Relation with the thesis research

As explained in Chapter 4 (p.58), the cruise industry is changing. This change suggests a path for smaller vessels. Given their size, these are more sustainable, consume less fuel, and cause less impact. They also enter smaller marinas, allowing short-distance trips.

Policies presented in Chapter 5 (p.76) propose a better interaction of sea-land areas. However, as explained in the "Sea" item of the Vision (p.109), it is essential to enforce these connections, highlight maritime heritages, create better ecosystem protections, and create new opportunities for locals and tourists.

In Chapter 3 (p.36), the consequences of the massification of tourism are explained, and one of them is the internationalization of products. This manifesto item highlights this consequence and proposes what is suggested in the Vision (p.114): the connection with local producers of handcrafts and food. This connection can enhance local economies bringing gains from tourism, but also increasing off tourism season production.

In the Vision elements, heritage is posed as a main item (p.111). The importance of tangible and intangible heritage and the UNESCO HUL to protect urban landscapes is discussed. Given the massification of tourism, places are being used as backgrounds, not receiving the appropriate importance.

Back on the Theories (Chapter 3) overtourism and sustainable tourism are explained. Both items highlight the importance of consciously thinking while planning tourism and how sustainability goes beyond the physical environment. Considering the Vision elements (p.109-111) and the prototypes (p.120-142), the manifesto concludes by evoking this need to be applied in future projects and plans.

CONCLUSION

To answer the research question, "In what ways can sustainable cruise tourism inspire regional and urban strategies that increase benefits for secondary port cities?" this research proposes the integration of the region and the use of small cruise ships to inspire connectivity. These smaller vessels would be responsible for connecting the coastal cities and new attraction points in the sea. This connection would also inspire the connection of inland regions through daily excursions, heritage routes and cultural experiences promoting local activities and jobs. The connections sea-land are fundamental to keeping the maritime mindset alive, enhancing the economy and promoting culture, guaranteeing that the region and its inhabitants are proud and act like stewards of the area.

Sub-question 1 (SQ1) and Sub-question 4 (SQ4) focus on how the city would behave and what the city can do to face cruise tourism. Public space, economy, mobility and terminal location were approached as elements of attention for the project to work. The elements act separately but influence each other, functioning as a network, not being independent. The research explored how each element reacts to possible changes in the cruise industry, exposing the need for planning. For this reason, this study suggests creating specific plans for each of these elements, focusing on cooperation and sustainable

ideas. It was shown that the lack of cooperation in a region can create a loss in community and economic values, creating competition situations that can be hard to overcome by smaller towns. This is directly connected with the Agglomeration shadow/ Borrowed size theory, where secondary cities can economically benefit from larger ones. To avoid agglomeration shadow situations, it is essential to guarantee a fair distribution of equities, focusing on regional governance that also takes secondary cities into account (Williams & Pendras, 2021a).

As seen in Sub-question 2 (SQ2), from the region's policies, this cooperation is still lacking. Few documents enhance or promote cooperation between organizations, still centred on local gains. During the research, which extend until June of 2024, no policy document of province cooperation was found. The suggestion on this topic is to create conversations between governments and stakeholders, especially between provinces. Barcelona seems to be trying to solve its overtourism problems alone, creating policies that can spill over to its neighbouring cities, such as minimizing the number of cruises and tourists. A cooperation approach, can build strategies to better distribute tourism in the entire region. As suggested on page 80, a new policy, framing more specifically the cruise tourism situation, can be a solution since none of the policies studied embraces all the

problems caused by overtourism/cruise tourism. The index developed in this research is an example, considering the exact topics approached in the thesis. For future researchers and policymakers, it is suggested to create a full policy plan considering environmental, social and economic aspects of cruises and tourism. It became clear that the lack of planning allows more impacts.

Moreover, in the regional aspects, Sub-question 3 (SQ3) brings ideas to the particular case studied. Using the scenario-building method allowed the exploration of different alternatives for the future, considering possible policies. As mentioned in SQ2, the lack of policies and plans can lead to a scenario where mega cruises dominate the market and overflow the cities (as seen in scenario "Mega" on page 92). Because of the scope of this research and the timeframe, one scenario was chosen for deeper analysis. It is, therefore, suggested that future research look into other possible scenarios to understand more impacts, consequences or even positive sides of them. As a continuation of SQ3 a Vision for 2050 was developed to apply the scenario "connected". The vision has stated the need to promote local aspects such as heritage and agriculture to enhance local economies. Both aspects are connected with the third aspect of maritime spatial planning (MSP). This last one is still in the initial phases of application in urbanism research and projects, especially in master's level of academia such as this

report. It would be interesting if future research proposes and elaborates more in-depth on this topic, given its relevance. Although approaching topics further from urbanism, such as maritime ecology, MSP also plans the relation of the transition territory of sea and land, which is also part of the urbanism field. Moreover, the possible use of the sea through platforms for housing or leisure also connects architecture and the building environment to MSP.

SQ3 also brings a key aspect of the research: the stakeholders. A network of stakeholders working together is important for the scenario and further vision to occur. In the current scenario, big cruise corporations dictate how the ports behave, given their monetary power. Moreover, tourist behaviour is being shaped for mass consumption. For this reason, it is valuable to pay attention to these two groups and push them to change. In future research, participatory plans and other participation strategies could be developed to bring a voice for the different stakeholders involved and create roadmaps to balance their power relations.

It is also important to note that the suggestions proposed in this research have not been tested on-site nor developed with public opinion. Therefore, a series of points can impose risks and limitations on the project. For instance, the project is based on changes in the cruise industry. Although this change makes sense from a sustainability point of view, a lot of effort

from public opinion would be needed for it to happen. It is naive to believe that the biggest companies in the sector would change their profit models without pressure from governments and the public. For this reason, the fundamental key of the project is empowering the local governments to take the front on the change. As seen in the stakeholders part of Chapter 4, and again in SQ3, the power established by four cruise companies is too high, putting the port cities in a type of “hostage” situation on accepting what the industry dictates. If the city is non-dependent of cruise tourism, it is easier to implement practices for sustainable tourism. If cooperation between the regions is established, the economic processes could also be shared, meaning bigger cities could create financial conditions to support the sustainable decisions of smaller ones. In the research case, the city of Barcelona banning cruises alone can impose an unbalanced rise for the city of Tarragona. If they both cooperate, the entire region can benefit.

A second limitation of this project is related to the scenario-building methodology. The scenario tool constructed for the research is limited to the area, and it might not consider all the variables. Although the chosen drivers are relevant, other drivers, such as climate change and fuel type, could change the results. Moreover, the chosen scenario (Connected) is to answer a very specific set of aims and goals, not considering in-depth economic and social developments. It is suggested

that future researchers analyse these impacts when considering the use of small cruise ships. Other suggestions for future works include the creation of a roadmap to policy development for the area, the development of terminals/port areas that include public spaces, and the creation of a framework for cooperation between coastal cities.

This research project shows how cooperation can improve a region. Choosing the tourism and cruise sector as an example demonstrates the importance of stakeholders' cooperation and intergovernmental policies. Additionally, the project sheds light on the potential of sustainable cruise tourism to benefit secondary port cities. Although done in an extreme scenario, excluding all mega cruises, the research brings ideas that can be implemented at different levels. The use of extreme lines stands with the idea that even implementing one of these practices can already make a difference. It is important for researchers and urban planners to keep thinking about the topics approached here, such as overtourism, cooperation, secondary cities, and maritime spatial planning, and the connection between them. When almost half of the world's population lives in coastal areas, the planning of these areas is fundamental.

O8 REFERENCES

IMAGE LIST

1. Author (2024). Collage depicting research theme.
2. Euronews (2022). Passengers boarding cruise ship [Photograph]. AFP via Euronews <https://www.euronews.com/travel/2022/06/07/barcelona-imposes-new-cruise-tax-on-touriststo-combat-emissions-from-monster-ships>
3. Knapp, A. (2023) Trieste with cruise. [Photograph] authorization given by the author
4. Author (2024). Illustration depicting aims [Illustration] made on Adobe Illustrator based on Knapp, A (2023) and <https://unsplash.com/photos/a-view-of-a-city-from-across-the-water-1JI9BDZODEc>
5. Author (2024). Map with the location [Illustration]
6. Lago, J. (2017) [A tourist takes a picture of the city's panorama as he stands next to a wall graffiti reading at Park Guell in Barcelona on Aug. 10.] [Photograph]. AFP via Bloomberg. <https://www.bloomberg.com/news/articles/2017-08-16/barcelona-tourists-hit-by-eggs-asprotests-mount-over-crowds>
7. Pitrelli, M. (2023) Screenshot of CNBC headline [Screenshot]. CNBC. <https://www.cnbc.com/2023/10/09/cities-are-fighting-back-against-overtourism-venice-amsterdam-bali.html> and Kuper, S. (2023) [Screenshot]. Financial Times. <https://www.ft.com/content/334c8e70-8434-439a-b181-f07c5495af4c>
8. Brodie319 (2004). A crowd at the Trevi Fountain in Rome, Italy. [Photograph]. Wikipedia. https://pt.m.wikipedia.org/wiki/Ficheiro:Trevi_fountain_with_crowds.jpg
9. Capocchi, A., Vallone, C., Pierotti, M., & Amaduzzi, A. (2019). Overtourism: Growth-Concentration- Governance. [Graphic] Overtourism: A Literature Review to Assess Implications and Future Perspectives. Sustainability, 11(12), 3303. <https://doi.org/10.3390/su11123303>
10. Author (2024). Position of project on bottom line triangle. [Illustration]
11. Author (2024). Poster in Tarragon. [Photograph]
12. Gordon, V. (2007). Perception on collaboration. [Graphic] Partners or competitors? Perceptions of regional economic development cooperation in Illinois. Economic Development Quarterly, 21(1), 60–78. <https://doi.org/10.1177/0891242406291573>
13. Roberts, B. (2014). Regional secondary cities. [Illustration]. Cities Alliance (2019), Connecting Systems of Secondary Cities, Cities Alliance/UNOPS, Brussels.
14. The Tatler (1933). Learn to cruise. [Journal] The Tatler Journal in The British Newspaper Archive - Illustrated London News Group. <https://www.britishnewspaperarchive.co.uk/viewer/bl/0001852/19331108/014/0015>
15. Venice-life (2006). Cruise ship towers over Ca' Giovanni Caboto [Photograph]. Wikipedia. https://commons.wikimedia.org/wiki/File:Cruise_ship_towering_over_Venice.jpg
16. López, C and Martí, A. (2023). [Barcelona and Tarragona residents demonstrate in La Rambla boulevard against cruise ships on May 7, 2023]. CatalanNews. <https://www.catalannews.com/society-science/item/residents-call-for-drastically-reduce-cruises-in-marcharound-barcelona-center>
17. Author (2024). Top 10 Mediterranean ports in number of passengers [Illustration] Based on MedCruise (2023). MedCruise Statistics 2022. In MedCruise Secretariat (Issue 1). www.medcruise.com
18. MedCruise (2023). Global cruise fleet 2000 - 2027 (ships & beths) [Graphic] MedCruise (2023). MedCruise Statistics 2022. In MedCruise Secretariat (Issue 1). www.medcruise.com
19. Magic of the Caribbean, 2022. Ritz-Carlton Yacht Evrima next to MSC Cruise [Photograph] <https://www.facebook.com/JAandBZ/posts/5556073027846779/>
20. EMSA, & EEA. (2021). Annual global BC emissions by ship type in tonnes. [Illustration]. European Maritime Transport Environmental Report 2021. <https://doi.org/10.2800/3525>
21. Author (2024). Graphic of Market Share. [Graphic] Base on Statista, 2023. <https://www.statista.com/forecasts/1249020/market-share-cruises-europe#:~:text=In%20Europe%2C%20cruises%20in%20the,15%20percent%20market%20share%20each.>
22. Author (2024). Stakeholder Analysis
23. Court, C. [Photograph]. Getty Images via CBC. <https://www.cbc.ca/radio/sunday/thesunday-edition-for-january-13-2019-1.4971523/how-can-we-stop-overtourism-from-ruining-theworld-s-great-cities-and-natural-wonders-1.4971776>
24. Beeld afp via De Volkskrant (2024) Protest in Barcelona [Photograph] Beeld afp. <https://www.volkskrant.nl/beter-leven/antikapitalisten-barcelona-zetten-aanval-in-opmassatoerisme-toerisme-vermoordt-de-buurten~b4ed23ae/>
25. Tarragona Cruise Port (n.d.). Cruise terminal project in Tarragona. [Illustration]. <https://www.tarragonacruiseport.com/>
26. Author (2023) Present and future of cruise in the region. [Illustration]
- 27-29. Author (2024). Maps of policies in the region [Illustration]
30. Adapted from Börjeson et al. (2006). Scenario typology with three categories and six types
31. Author (2024) Summary of SWOT scenarios.
32. Author (2024) Stakeholder analysis
33. Swale (2024). Floating barge in New York. [Photograph] <https://www.swalenyc.org/>
- 34-36. Author (2024). Barge in the area with interactions [Illustrations]
- 37-39. Author (2024). Barge types [Illustration]
40. Interreg Europe (2024). FLASH Project bus [Photograph] <https://www.interregueurope.eu/good-practices/flash-driverless-automated-shuttle-arrives-in-northern-saxony>
- 41-42. Author (2024). Maps of mobility in the area [Illustration]
43. Google (2024) Adapted from Google Maps by Author (2024)
- 44-45. Author (2024). Maps of mobility in the area [Illustration]
46. EU Rural Pact Community (2022). From fisherman to manor house project [Photograph] https://ruralpact.rural-vision.europa.eu/good-practice/combining-aquaculture-and-cultural-heritage-boost-tourism-posavje-slovenia_en#tab_id=description
- 47-49. Author (2024). Images depicting Mora D'Ebre. [Illustrations]
50. Ilex (2015). Boulevard Euromediterranee [Photograph] <https://www.ilex-paysages.com/portfolio/la-cite-de-la-mediterranee/>
52. Author (2024). Google Maps base showing disconnection. [illustration and Collage]
- 53-54. Author (2024). Masterplan of new area [Illustration]
55. Author (2024). Illustration of the terminal. [Illustration]
56. Author (2024). Systematic Section [Illustration]
57. Author (2024). Manifesto Poster. [Collage]

REFERENCE LIST

- Abou Jaoude, G., Mumm, O., & Carlow, V. M. (2022). An Overview of Scenario Approaches: A Guide for Urban Design and Planning. *Journal of Planning Literature*, 37(3), 467–487. <https://doi.org/10.1177/08854122221083546>
- Ajuntament de Barcelona. (2017). *Barcelona Tourism for 2020 A collective strategy for sustainable tourism*. <https://ajuntament.barcelona.cat/turisme/en/strategic-plan>
- Ajuntament de Barcelona. (2022). *AVALUACIÓ DEL PLA ESTRATÈGIC DE TURISME 2020*. <https://ajuntament.barcelona.cat/turisme/en/strategic-plan>
- Ajuntament de Barcelona. (2023). *The city keeps its tourist appeal intact*. https://www.barcelona.cat/infobarcelona/en/the-city-keeps-its-tourist-appeal-intact_1248222.html
- Ajuntament de Tarragona. (2021). *Normes de planejament urbanístic Memòria descriptiva i justificativa Normes de Planejament Urbanístic de Tarragona Tarragona 2021*.
- Ali, R. (2016, August 23). *Exploring the Coming Perils of Overtourism*. <https://skift.com/2016/08/23/exploring-the-coming-perils-of-overtourism/>
- Alonso, W. (1973). Urban Zero Population Growth. In *Source: Daedalus*, Fall (Vol. 102, Issue 4).
- Andrade, M. J., Costa, J. P., & Jiménez-Morales, E. (2021). Challenges for european tourist-city-ports: Strategies for a sustainable coexistence in the cruise post-COVID context. *Land*, 10(11). <https://doi.org/10.3390/land10111269>
- Ansong, J., Calado, H., & Gilliland, P. M. (2021). A multifaceted approach to building capacity for marine/maritime spatial planning based on European experience. *Marine Policy*, 132. <https://doi.org/10.1016/j.marpol.2019.01.011>
- Appleyard, D., & Jacobs, A. (1982). *Toward An Urban Design Manifesto*. <https://escholarship.org/uc/item/35v0b85k>
- Avin, U., & Goodspeed, R. (2020). Using Exploratory Scenarios in Planning Practice: A Spectrum of Approaches. *Journal of the American Planning Association*, 86(4), 403–416. <https://doi.org/10.1080/01944363.2020.1746688>
- Bazan-Lopes, M. J. (2002). Transformations in Port-Cities in Times of Globalisation: The Case of the Rio de la Plata Estuary. *ISOCARP*. https://www.isocarp.net/Data/case_studies/186.pdf
- Benner, M. (2019). *From overtourism to sustainability: A research agenda for qualitative tourism development in the Adriatic*.
- Blanchar, C. (2022). El Govern rehúye la regulació de los cruceros que pide Colau en Barcelona. *El País*. <https://elpais.com/espana/catalunya/2022-06-02/el-govern-rehuye-la-regulacion-de-los-cruceros-que-pide-colau-en-barcelona.html>
- Börjeson, L., Höjer, M., Dreborg, K. H., Ekvall, T., & Finnveden, G. (2006). Scenario types and techniques: Towards a user's guide. *Futures*, 38(7), 723–739. <https://doi.org/10.1016/j.futures.2005.12.002>
- Burgen, S. (2024). Barcelona bus route removed from map apps to tackle tourist overcrowding. *The Guardian*. <https://www.theguardian.com/world/2024/apr/16/barcelona-bus-route-removed-map-apps-tourist-overcrowding-park-guell>
- Cap A Mar. (n.d.). *Fisherman for a day*. Retrieved 2 May 2024, from <https://capamarbcn.com/en/experiencias/fisherman-for-a-day/>
- Capocchi, A., Vallone, C., Pierotti, M., & Amaduzzi, A. (2019). Overtourism: A Literature Review to Assess Implications and Future Perspectives. *Sustainability*, 11(12), 3303. <https://doi.org/10.3390/su11123303>
- Chakraborty, A., & McMillan, A. (2015). Scenario planning for urban planners: Toward a practitioner's guide. *Journal of the American Planning Association*, 81(1), 18–29. <https://doi.org/10.1080/01944363.2015.1038576>
- Chang, B., & Towey, H. (2023, September). *The biggest cruise ships keep getting bigger and it's splitting the industry in 2*. Business Insider . <https://www.businessinsider.com/small-cruises-surprising-advantages-over-mega-ships-2023-10?amp>
- CLIA. (2023a). New environmental data report confirms step change in cruise industry uptake of new environmental technologies. In Press Release. <https://cruising.org/en-gb/news-and-research/press-room/2023/september/new-environmental-data-report-confirms-step-change-in-cruise-industry>
- CLIA. (2023b). *STATE OF THE CRUISE INDUSTRY SEPTEMBER 2023 UPDATE*.
- Cole, S. (2006). Information and empowerment: The keys to achieving sustainable tourism. *Journal of Sustainable Tourism*, 14(6), 629–644. <https://doi.org/10.2167/jost607.0>
- Comer, B. (2022). WHAT IF I TOLD YOU CRUISING IS WORSE FOR THE CLIMATE THAN FLYING? In *International Council on Clean Transportation*. <https://theicct.org/marine-cruising-flying-may22/>
- Dioko, L. (Don) A. N. (2017). The problem of rapid tourism growth – an overview of the strategic question. In *Worldwide Hospitality and Tourism Themes* (Vol. 9, Issue 3, pp. 252–259). Emerald Group Publishing Ltd. <https://doi.org/10.1108/WHATT-02-2017-0005>
- Directive 2014/89. (2014). *establishing a framework for maritime spatial planning*. https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2014.257.01.0135.01.ENG
- Ehler, C., Zaucha, J., & Gee, K. (2019). Maritime/marine spatial planning at the interface of research and practice. In *Maritime Spatial Planning: past, present, future* (pp. 1–21). Springer International Publishing. https://doi.org/10.1007/978-3-319-98696-8_1
- El Independiente. (2024). La producción de cava y vino en Cataluña caerá un 30% por la sequía. *El Independiente*. <https://www.elindependiente.com/espana/cataluna/2024/02/01/la-produccion-de-cava-y-vino-en-cataluna-caera-un-30-por-la-sequia/>
- El Mercantil. (2023). El puerto de Barcelona cierra la etapa de los cruceros en los muelles del World Trade Center. *El Mercantil*. <https://elmercantil.com/2023/10/03/el-puerto-de-barcelona-cierra-la-etapa-de-los-cruceros-en-los-muelles-del-world-trade-center-2/>
- Estrategia Marítima de Cataluña 2030*. (2018).
- Estrategia Marítima de Cataluña 2030*. (2023). *Pla 2023-2026 EMC*. <https://agricultura.gencat.cat/web/.content/08-pesca/politica-maritima-plans-programes/enllacos-documents/fitxers-binariis/EMC-pla-pluriennal-2023-2023-catala.pdf>
- EU Heritage in Action. (2021). *Oil and ancient olive trees. An engine for sustainable development*. <https://culturalheritageinaction.eu/oil-and-ancient-olive-trees-an-engine-for-sustainable-development/>
- EU Rural Pact Community. (2022). *Combining aquaculture and cultural heritage to boost tourism in Posavje, Slovenia*. https://ruralpact.rural-vision.europa.eu/good-practice/combining-aquaculture-and-cultural-heritage-boost-tourism-posavje-slovenia_en#tab_id=description
- Euroméditerranée. (2015). *Boulevard Euroméditerranée*. <https://www.euromediterranee.fr/en/projects/boulevard-euromediterranee>
- European Commission DG Environment. (2023). *Science for Environment Policy*. European Commission DG Environment News Alert Service, Edited by the Science Communication Unit. https://environment.ec.europa.eu/news/biodiversity-and-production-wine-can-be-optimised-simultaneously-where-organic-management-enhanced-2023-08-02_en

European MSP Platform. (n.d.). *Introduction to MSP*. The European Maritime Spatial Planning Platform. Retrieved 2 May 2024, from <https://maritime-spatial-planning.ec.europa.eu/msp-eu/introduction-msp>

European MSP Platform. (2024). *Integrated, Innovative and Participatory Management for N2000 network in the Marine Environment*. <https://maritime-spatial-planning.ec.europa.eu/projects/integrated-innovative-and-participatory-management-n2000-network-marine-environment>

Feiock, R. C. (2007). Rational Choice and Regional Governance. *Journal of Urban Affairs*, 29(1), 47–63. <https://doi.org/10.1111/j.1467-9906.2007.00322.x>

Feiock, R. C. (2009). Metropolitan governance and institutional collective action. *Urban Affairs Review*, 44(3), 356–377. <https://doi.org/10.1177/1078087408324000>

Fontanari, E. (2016). The Historic Urban Landscape Approach - Heritage And Urban Regeneration In The Twenty First Century. *International Planning History Society Proceedings*, 17(4). <https://doi.org/10.7480/iph.2016.4.1304>

Galdini, R. (2020). Temporary uses in contemporary spaces. A European project in Rome. *Cities*, 96, 102445. <https://doi.org/10.1016/j.cities.2019.102445>

Gobierno de Espana. (2023). *2023 Planes de ordenación del espacio marítimo - RESUMEN EJECUTIVO*. <https://www.miteco.gob.es/es/costas/temas/proteccion-medio-marino/ordenacion-del-espacio-maritimo.html>

Gordon, V. (2007). Partners or competitors? Perceptions of regional economic development cooperation in Illinois. *Economic Development Quarterly*, 21(1), 60–78. <https://doi.org/10.1177/0891242406291573>

Graham, B. (2002). Heritage as Knowledge: Capital or Culture? *Urban Studies*, 39. <https://doi.org/10.1080/0042098022012842>

Grindlay, A. L., & Martínez-hornos, S. (2021). Cruise Ships and Urban Mobility in Mediterranean Spain. *International Journal of Transport Development and Integration*, 6(1), 12–24. <https://doi.org/10.2495/TDI-V6-N1-12-24>

H David. (2022, December 13). *Agnès the lovelorn lacemaker of Arenys de Mar: the story of a Catalan statue*. Lace in Context. <https://laceincontext.com/tag/la-puntaire/>

Hanna, J. (2014, June 24). *Manifestos: A Manifesto*. The Atlantic. <https://www.theatlantic.com/entertainment/archive/2014/06/manifestos-a-manifesto-the-10-things-all-manifestos-need/372135/>

Hanna, J. (2019). *The Manifesto Handbook - 95 Theses on an Incendiary Form*. Zero Books.

Hardy, A., Beeton, R. J. S., & Pearson, L. (2002). Sustainable tourism: An overview of the concept and its position in relation to conceptualisations of tourism. *Journal of Sustainable Tourism*, 10(6), 475–496. <https://doi.org/10.1080/09669580208667183>

Hein, C., van Mil, Y., & Ažman Momirski, L. (2023). *Port City Atlas*. TU Delft OPEN Publishing. <https://doi.org/10.59490/mg.73>

Hoffmann, W., Lavie, D., Reuer, J. J., & Shipilov, A. (2018). The interplay of competition and cooperation. *Strategic Management Journal*, 39(12), 3033–3052. <https://doi.org/10.1002/smj.2965>

Interreg Europe. (2024, February 13). *FLASH - Driverless Automated Shuttle arrives in Northern Saxony*. <https://www.interregeurope.eu/good-practices/flash-driverless-automated-shuttle-arrives-in-northern-saxony>

Khan, S., Sara, L. M., Sydenstricker-Neto, J., Sutherland, C., & Hordijk, M. (2015). Scenario building as a process and tool in urban governance. In *Geographies of Urban Governance: Advanced Theories, Methods and Practices* (pp. 193–214). Springer International Publishing. https://doi.org/10.1007/978-3-319-21272-2_10

Koens, K., Postma, A., & Papp, B. (2018). Is overtourism overused? Understanding the impact of tourism in a city context. *Sustainability (Switzerland)*, 10(12). <https://doi.org/10.3390/su10124384>

Krugman, P. (1993). On the number and location of cities. *European Economic Review*, 37(2–3), 293–298. [https://doi.org/10.1016/0014-2921\(93\)90017-5](https://doi.org/10.1016/0014-2921(93)90017-5)

La Vanguardia. (2023). La producción de aceite vuelve a caer en Tarragona en plena subida de precios. *La Vanguardia*. <https://www.lavanguardia.com/local/tarragona/20230921/9242805/segunda-campana-consecutiva-tarragona-produccion-aceite-oliva-cae-mitad.html>

Le Bacq, T. (2019, June 11). Brugge heeft genoeg (van) dagjestoeristen: “Drie keer zoveel toeristen als inwoners, dat kan niet meer”. *Nieuwsblad*.

Lee, I. W., Feiock, R. C., & Lee, Y. (2012). Competitors and Cooperators: A Micro-Level Analysis of Regional Economic Development Collaboration Networks. *Public Administration Review*, 72(2), 253–262. <https://doi.org/10.1111/j.1540-6210.2011.02501.x>

London, W. R., & Lohmann, G. (2014). Power in the context of cruise destination stakeholders' interrelationships. *Research in Transportation Business and Management*, 13, 24–35. <https://doi.org/10.1016/j.rtbm.2014.11.004>

Maxim, C. (2015). Drivers of Success in Implementing Sustainable Tourism Policies in Urban Areas. *Tourism Planning and Development*, 12(1), 37–47. <https://doi.org/10.1080/21568316.2014.960599>

McGillivray, R. (2023). Partial Barcelona Cruise Ship Ban to Begin in October. *Cruise Hive*. <https://www.cruisehive.com/partial-barcelona-cruise-ship-ban-to-begin-in-october/109202>

MedCruise. (2023). MedCruise Statistics 2022. In *MedCruise Secretariat* (Issue 1). www.medcruise.com

Meijers, E., & Burger, M. (2017). Stretching the concept of 'borrowed size'. *Urban Studies*, 54(1), 269–291. <https://doi.org/10.1177/0042098015597642>

Meijers, E., & Cardoso, R. (2021). Shedding Light or Casting Shadow? Relations Between Primary and Secondary Cities. In M. Pendras & C. Williams (Eds.), *Secondary Cities: Exploring uneven development in dynamic urban regions of the global north* (pp. 25–54). Bristol University Press.

O'Hare, M. (2023). The world's biggest cruise ship is almost ready. In *CNN Travel*. <https://edition.cnn.com/travel/article/icon-of-the-seas-royal-caribbean/index.html>

Olivares Vivos. (n.d.). Olivares Vivos. Retrieved 2 May 2024, from <https://www.olivaresvivos.com/en/learn-about-olivares-vivos/>

Page, S. J., & Duignan, M. (2023). Progress in Tourism Management: Is urban tourism a paradoxical research domain? Progress since 2011 and prospects for the future. In *Tourism Management* (Vol. 98). Elsevier Ltd. <https://doi.org/10.1016/j.tourman.2023.104737>

Pallis, T. (2015). *Cruise Shipping and Urban Development State of the Art of the Industry and Cruise Ports*. www.internationaltransportforum.org/jtrc/DiscussionPapers/jtrcpapers.html

Pendras, M., & Williams, C. (2021). Secondary Cities: Introduction to a Research Agenda. In M. Pendras & C. Williams (Eds.), *Secondary Cities: Exploring uneven development in dynamic urban regions of the global north* (pp. 1–24). Bristol University Press.

Peručić, D. (2019). ANALYSIS OF THE WORLD CRUISE INDUSTRY (Issue 1).

Port de Barcelona. (2021). *IV Plan Estratégico del Puerto de Barcelona 2021 – 2025*. <https://www.portdebarcelona.cat/es/negocio-y-servicios/el-puerto-del-futuro/plan-estrategico-2021-2025>

Port de Barcelona. (2023). *El Port de Barcelona cierra la terminal Norte del World Trade Center y traslada unas 340 escalas anuales de cruceros y ferris al muelle Adossat [press release]*. <https://www.portdebarcelona.cat/es/web/comunicacio/notes-2023>

- Port Tarragona. (2021). *Sustainability plan Agenda 2030 for Sustainable Development*. <https://www.porttarragona.cat/ca/port/port-sostenible>
- Port Tarragona. (2022). *PLAN DIRECTOR PORT TARRAGONA 2015-2035*. <https://www.porttarragona.cat/es/port/infraestructuras-en-desarrollo>
- Postma, A., & Schmuecker, D. (2017). Understanding and overcoming negative impacts of tourism in city destinations: conceptual model and strategic framework. *Journal of Tourism Futures*, 3(2), 144–156. <https://doi.org/10.1108/JTF-04-2017-0022>
- PRODECA. (2024a). *EL SECTOR DEL ACEITE*. <https://www.prodeca.cat/es/sectores/el-sector-del-aceite>
- PRODECA. (2024b). *El sector del vino en Catalunya*. <https://prodeca.cat/es/sectores/el-sector-del-vino-en-catalunya>
- Riu, N. (2023a). El 48% de la població cree que los cruceros son «bastante» o «muy» beneficiosos. In *Diari de Tarragona*. <https://www.diaridetarragona.com/tarragona/el-48-de-la-poblacion-cree-que-los-cruceros-son-bastante-o-muy-beneficiosos-BH15037446>
- Riu, N. (2023b). Global Ports prevé alcanzar los 250.000 cruceristas desde Tarragona a medio plazo. *Diari de Tarragona*. <https://www.diaridetarragona.com/tarragona/global-ports-preve-alcanzar-los-250000-cruceistas-desde-tarragona-a-medio-plazo-NH11164823>
- Roberts, B. H. (2014). *Managing Systems of Policy Responses in International Development*. https://www.citiesalliance.org/sites/default/files/1d%20%28i%29%20-%20Managing%20Systems%20of%20Secondary%20Cities%20Book_low_res.pdf
- Rodríguez, P. (2023). Colau pide al Puerto de Barcelona reducir de siete a cinco las terminales de cruceros. *El Diario*. https://www.eldiario.es/catalunya/barcelona/colau-pide-puerto-barcelona-reducir-siete-cinco-terminales-cruceros_1_10171713.html
- Roeloffs, M. W. (2023, June 21). War On Cruise Ships? Amsterdam Latest Port To Limit Or Ban Cruise Liners. *Forbes*. <https://www.forbes.com/sites/maryroeloffs/2023/07/21/war-on-cruise-ships-amsterdam-latest-port-to-limit-or-ban-cruise-liners/>
- Saraogi, V. (2019). Not just Venice: six countries which have banned cruise ships. *Ship Technology*. <https://www.ship-technology.com/features/cities-who-banned-cruise-ships/?cf-view&cf-closed>
- Schemmer, J. (2022a). Social Resistance and Spatial Knowledge: Protest Against Cruise Ships in Venice. *NTM International Journal of History and Ethics of Natural Sciences, Technology and Medicine*, 30(3), 377–406. <https://doi.org/10.1007/s00048-022-00340-z>
- Schemmer, J. (2022b). Social Resistance and Spatial Knowledge: Protest Against Cruise Ships in Venice. *NTM International Journal of History and Ethics of Natural Sciences, Technology and Medicine*, 30(3), 377–406. <https://doi.org/10.1007/s00048-022-00340-z>
- Sobral, L. (2020). *DOING TOGETHER: FROM TEMPORARY USE OF PUBLIC SPACES TOWARDS A COCREATED CITY*. <https://thecityateyelevel.com/stories/doing-together-from-temporary-use-of-public-spaces-towards-a-co-created-city/>
- Statista. (2023, July 11). *Cruise company market share in Europe 2021*. <https://www.statista.com/forecasts/1249020/market-share-cruises-europe#statisticContainer>
- Staveley-Wadham, R. (2020, August). *The Cult of the Cruise – A Look at the History of the Cruise Holiday*. The British Newspaper Archive. <https://blog.britishnewspaperarchive.co.uk/2020/08/03/the-history-of-the-cruise-holiday/>
- StopCreuers. (n.d.). *Manifest Stop Creuers*. Retrieved 17 June 2024, from <https://www.stopcreuers.cat/manifest>
- Streimikiene, D., Svagzdiene, B., Jasinskas, E., & Simanavicius, A. (2021). Sustainable tourism development and competitiveness: The systematic literature review. In *Sustainable Development* (Vol. 29, Issue 1, pp. 259–271). John Wiley and Sons Ltd. <https://doi.org/10.1002/sd.2133>
- Suné, R. (2023). Colau exige limitar los cruceros en Barcelona este verano. *La Vanguardia*.
- Supersudaca, Bruno, S. S., Delgado, M., & Madrazo, F. (2019). From heritage to Feritage: How economic path dependencies in the Caribbean cruise destinations are distorting the uses of heritage architecture and urban form. In *Adaptive Strategies for Water Heritage: Past, Present and Future* (pp. 363–381). Springer International Publishing. https://doi.org/10.1007/978-3-030-00268-8_19
- Swale. (2024). *Swale NYC*. <https://www.swalenyc.org/about-1>
- Tarragona Cruise Port. (n.d.). *Tarragona Cruise Port*. Retrieved 10 January 2024, from <https://www.tarragonacruiseport.com/>
- Tilbury on the Thames Trust. (2022). *Tilbury on the Thames*. <https://tott.org.uk/>
- Timur, S., & Getz, D. (2009). Sustainable tourism development: How do destination stakeholders perceive sustainable urban tourism? *Sustainable Development*, 17(4), 220–232. <https://doi.org/10.1002/sd.384>
- UNEP, & WTO. (2005). Making Tourism More Sustainable - A Guide for Policy Makers (English version). In *Making Tourism More Sustainable - A Guide for Policy Makers (English version)*. World Tourism Organization (UNWTO). <https://doi.org/10.18111/9789284408214>
- UNTWO. (2018). 'Overtourism'? – Understanding and Managing Urban Tourism Growth beyond Perceptions, Executive Summary. In *'Overtourism'? – Understanding and Managing Urban Tourism Growth beyond Perceptions, Executive Summary*. World Tourism Organization (UNWTO). <https://doi.org/10.18111/9789284420070>
- UNWTO. (2013). Sustainable Tourism for Development Guidebook - Enhancing capacities for Sustainable Tourism for development in developing countries. In *Sustainable Tourism for Development Guidebook - Enhancing capacities for Sustainable Tourism for development in developing countries*. World Tourism Organization (UNWTO). <https://doi.org/10.18111/9789284415496>
- UNWTO. (2023). *Impact assessment of the COVID-19 outbreak on international tourism*. <https://www.unwto.org/impact-assessment-of-the-covid-19-outbreak-on-international-tourism>
- Williams, C., & Pendras, M. (2021a). Conclusion: advancing the secondary city perspective. In M. Pendras & C. Williams (Eds.), *Secondary Cities: Exploring uneven development in dynamic urban regions of the global north*. Bristol University Press.
- Williams, C., & Pendras, M. (2021b). Situating the Secondary City: Uneven development and regional gentrification in Tacoma, WA . In M. Pendras & C. Williams (Eds.), *Secondary Cities: Exploring uneven development in dynamic urban regions of the global north*. Bristol university Press.
- Zapata, J. G. (2010). Cruise tourism: economic, socio-cultural and environmental impacts. In *Int. J. Leisure and Tourism Marketing* (Vol. 1, Issue 3).
- ZeroPort. (n.d.). *Manifest*. Retrieved 10 January 2024, from <https://zeroportbcn.wordpress.com/manifest-ca/>

APPENDIX

REFLECTIONS

1. What is the relation between your graduation project topic, your master track (A, U, BT, LA, MBE), and your master programme (MSc AUBS)?

The track of Urbanism is about integrating natural and artificial environments with society's social, political and cultural aspects. I started the graduation year with a not-formed idea in mind. I knew I wanted to study the impact of cruise ships given new port restrictions, which I have kept until the end, but I was uncertain about what lens to put. From the beginning, I was certain that a small-scale design intervention, as proposed in one of the Studios in Urbanism, was not ideal for the topic given its character of a multitude of stakeholders and policies. For this reason, Planning Complex Cities was my first studio choice; I wanted to understand the relations between organisations and how everyone plays a role in the area. The studio focuses on the actors responsible for making this environment, their social actions, governance positions, engagements, and correlations. Therefore, the focus of my graduation project is on these correlations. The aim is to understand how a regional development plan can be stimulated through the changes in the cruise industry to draw benefits for the secondary port cities. Therefore, it is necessary to understand what is causing the shift in the industry, how this affects small port cities, and which aspects of governance can be applied to regional development to facilitate the benefits. All these relate to studio and graduation track goals. Moreover, it is important to note that

the Master's program in Architecture, Urbanism and Building Sciences is multidisciplinary, so this research project is also multidisciplinary. Urban aspects are combined and reflected among economic, social, and architectural elements, understanding the benefits trans-discipline can bring to the field

2. How did your research influence your design/recommendations and how did the design/recommendations influence your research?

The outcomes (scenarios, vision map and prototypes) were all derived from research. Literature review and stakeholder analysis made me realise the important points that should be present in the final propositions. On the scenario building part, the first drivers were 'cruise size', 'travel scale', and 'fuel'. However, after start designing and draw the scenarios, I noticed that fuel influenced the area less than I expected. For this reason, the driver was changed to 'regional connection', which ended up being more relevant to the whole research. Moreover, for the vision map, all the elements presented are previously explained by research, which made me go back and forth between choosing an element based on a fact or adding a fact because I believed some element would make sense. For instance, I added maritime Natura2000 areas in the vision, and while researching about it, I found that I could also add diving points as possible elements.

3. How do you assess the value of your way of working (your approach, your used methods, used methodology)?

I started my approach by choosing a site, which I did based on data. Barcelona is the biggest cruise port in Europe, and it had the plan of drastically reducing the number of dockings, which could directly impact the second Catalan cruise port, Tarragona. From this point, I need to admit that my personal approach varied a lot. I believe this happened because I was not fully familiar with the area, which made me change the scale of the project three times during the year. I began working on the area between the cities of Tarragona and Barcelona, solely analysing the interaction between the two ports and the connection between the cities. After, I took a field trip to Tarragona, which made me start thinking on an urban scale, choosing "urban elements" to analyse. And finally, I upscale to the entire provinces of Tarragona and Barcelona to propose an integrated plan between sea and land. I do not believe this was the best way of facing the research. Although it gave me knowledge of different facts about the area, the non-linearity of it made me lose some time in research. The next time, or if this research could be done over, I would waste a bit more time in the beginning, choosing a clear path. Despite that, I do think both my mentors were able to guide me while giving me the right amount of freedom to explore. I also believe that this made me realise what I liked or not about the project; jumping in between scales made me understand what I liked or not about each of them. And this made me build a research project I am happy with. This year, I have heard multiple times that 'this is the last time you have to do things

on your own', meaning after graduating, a superior will probably guide you. And I believe I was able to follow this with the push of my mentors.

As a result, I do think my research answered my research questions. Despite not following the most traditional work approach, I did follow known methodologies such as literature studies, scenario building and stakeholder analysis. The latest was very important in confirming the existing conflicts in the area and highlighting some power relations, such as between cruise corporations and ports. The scenario building started as a small idea and became one of the outcomes, with four scenarios showing possible futures for the area. I believe it is also important to highlight that the scenario building worked in parts. The construction of the scenario is interesting, but I do believe more time and research would be needed to better develop it in a way that could be replicable. Other than that, it was a valuable asset in my research to define the vision map for the area. Still about the vision map, the elements that should figure on it were defined after the literature studies, however the most important element, the small cruise ships, was derived from that and conversations with my second mentor. From the research, it is clear that smaller vessels are more sustainable than mega cruises. However, the uses in a non-luxury way were discussed in conversations.

4. How do you assess the academic and societal value, scope and implication of your graduation project, including ethical aspects?

Given the cruise industry's growth, creating a positive environment for impacted city residents is essential.

With current protests against overtourism and specifically against cruises, citizens are showing the impact and discomfort they feel. These summed up with the gap in policies and planning projects, make this research topic important to inform policymakers and urban planners. In the academic world, it is possible to find research on the impacts of overtourism and cruise tourism, but they are mostly focused on major cities. Focusing on smaller ports or the connection with the region can be good for a more integrated plan. Additionally, this research shows some impacts on society and proposes design solutions for it, which is also hardly seen in published work. I suggest that future research give more importance to the built environment, applying the recommendations on actual sites.

Furthermore, if applied, this project would have a high societal effect, given the conclusions are about region connectivity, improvement of public space, economy and mobility. However, it is important to note that despite trying to fix the world through planning and tourism, the project still addresses one of the most polluting industries. Because of time and personal choice, the sustainability point was not explored in-depth. Sustainable tourism choices go further than renewable cultural practices; it involves transport industries, hotels and retail. More specifically, in the research context, the cruise industry has the highest pollution level among tourism transports, and as stated in the conclusions, it needs a full mindset change for the industry to change.

5. How do you assess the value of the transferability of your project results?

The project has a nice proposition of stakeholders positioning and ideas for

port cities. In general terms, it is possible to apply the concepts in other regions to enhance connectivity through cruise tourism. However, the project also presents very particular aspects, for instance, two cruise ports relatively close to each other, already given economy for the cities, agriculture based on assets that are easily transformed into tourist attractions, and a high concentration of heritage points, especially on the coast. These made the vision map elements very place-specific. In this case, transferability might be hard. Additionally, as mentioned in a prior question, the Scenario Building tool is not fully transferable. More research would be needed so the drivers can be further developed and assessed for possible transferability.

6. How did the research shed light on the role of urban planners in fostering collaboration among diverse stakeholders?

I started the research with the hypothesis of a low collaboration level between the ports of the region. This hypothesis was confirmed after analysing policy plans and summed with the discovery of a lack of collaboration between the city governments as well. The report has two stakeholder analyses, the first general to port cities and cruise industry, and the second focuses on the studied region. In both, it is possible to see a higher level of power for the cruise industry when compared with the port authorities. The focus analysis has a current power-interest matrix and a future, with what positions the stakeholders should take. This change in position will only be possible through engagement and collaboration. As an urban planner, our role is to facilitate this conversation, presenting plans and propositions to

those involved. Moreover, the creation of tools such as participation roadmaps and public meetings for participation can also be proposed by the urban planner. However, in my research project, no specific part of the report was dedicated to it. In future research, I would like to dedicate more time to this part of the process.

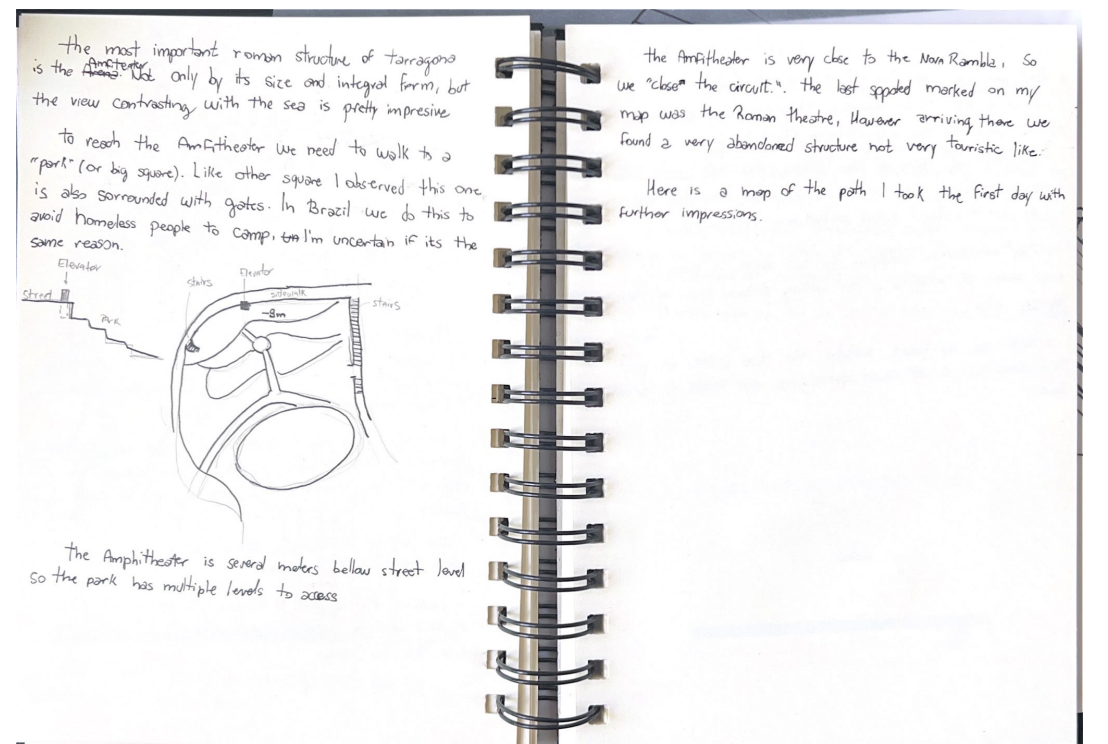
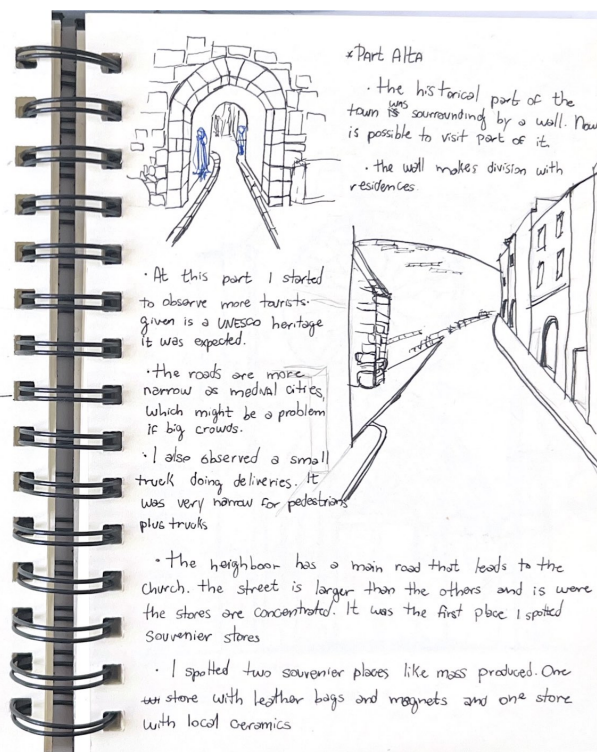
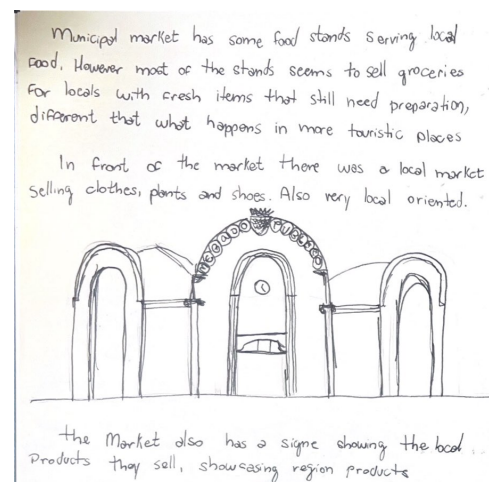
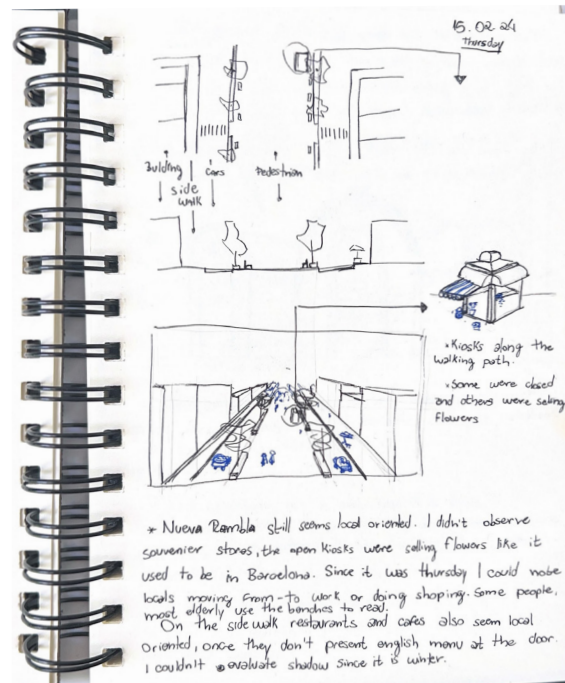
7. How did the work contribute to reimagining the role of urban planner in fostering sustainable practices related to maritime tourism?

The work has a brief explanation of Maritime Spatial Planning (MSP). I believe that this section could be developed further in future research. While researching MSP, I learned that it is a new practice with less than 20 years of application in law. It has always been an interdisciplinary approach, joining, for instance, policymakers, geographers and biologists. Recently, it has also attracted planners, given its nature and its relation with coastal cities. I believe that my work poses as a small contribution with the vision map, showing urban planners that the plan of the sea is also relevant to a global approach on regional design. Moreover, the propositions made on the project follow sustainable lines, being aware of preservation areas and low-impact activities. Urban planners are usually focused on the land areas, but thinking about a future where water can take over, saying sea-level rise events, and planning how we use our water areas should be as important. Even if the contribution of the work is not big, planting small ideas can be the beginning of bigger interventions.

FILD TRIP

As part of my graduation year, I went on a short field trip to the city of Tarragona. The two-day journey made me notice some small-scale details that were missing in my knowledge of the region.

It was interesting to observe how the city is divided into three parts: the historic centre (UNESCO Heritage), the regular city, and the port city. The first is where the tourists concentrate most, and I could observe more signs of massification, including protest graffiti. The second and third parts are divided by the train line and present different characteristics. Another interesting point related to the port was to see how far the cruise terminal is, which is inaccessible by walking.



- * the first day we went and returned by train. It is a 8€ per way, and we got a two way ticket.
- * It is a 1:30h trip, however there was an issue with stolen cables on the way delaying for 2 hours.
- * On the way there all the windows in my wagon were graffitied blocking most of the views. On the way back I could see the beach cities in between TGN and BCN
- * the connection between the two cities is good. the train station of Tarragona is on walking distance from all the touristic sites.
- * there are no buses between the two cities on good time schedules, so all cruise excursions are made by private buses.



16.02.24
Friday

- * the second day we went by car and access the city direct on the port side.
- * the train tracks create a physical barrier dividing port area and city centre. And the crossing is made by an underground passage.
- * I notice some robot bikes/electric scooter around the city, maybe a transportation option. Also important to note the city has lots of slopes and no specific bike lane
- * the plan for the day is to follow the port heritage route:

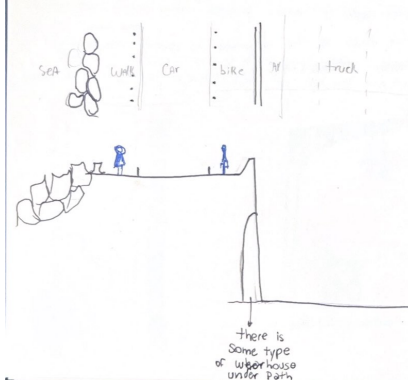
- * By the afternoon I decided to walk on the direction of the cruise terminal. half way there is the last stop of the heritage route.

- * From the warehouses to there we passed through the yacht marina.

- * Is easy to mistake the path to the dock with the marina one, moreover they are in different levels.

- * the yacht part has some restaurants and cafes, I see a lot of potential for more use

- * After a short the access is only by foot or bike, not car unless authorized.



Lighthouse of bonys
is the last stop of the heritage route, and it took me an hour (almost) from the beginning to here.
At this point I understood why people don't walk from the terminal.
this is the point where the path divide, having a gate to access the terminal part
I followed the path until the same 'line' as terminal, other 600m ahead.

- * Until the lighthouse there are only two sitting places, most of the people were exercising on bikes or running

- * there's one public toilet close to the lighthouse

- * the cruise terminal is still under construction, and its expected to be ready on April when cruise season starts

- * Not sure if employees go to that port by car or if the companies offer some type of transport, because there is no public transport

Last thoughts:

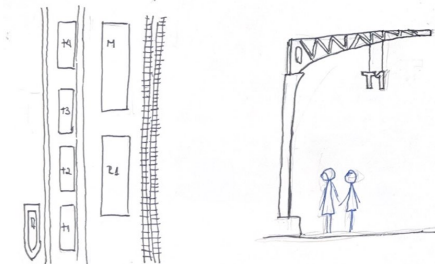
- * the idea I had for the port between terminal/city fell through when I saw the level difference, so I need to rethink this
- * the passengers can't walk all that way, so I need to think on alternatives to the bus
- * the city seems still rooted on its tradition with everyone knowing Catalan (speaking)
- * the signs of touristification were more observed on the old part of the town, however I've been there on off-season period
- * the city has a important oil hub that I didn't visit
- * At the tourist info point there was a pamphlet for wine tour on the region



the visit started at the old warehouses, they are renovated and used as museums and events.

I didn't observed as many tourists as at the old town. there was some people strolling around the pier and some on the museum.

the Port museum was a surprise, its free and really well structure. Very interest point for local and tourists



touristic stand selling off shore excursions with seafood tasting

* From a very short walk distance we reach the fisher's neighbor El Serollo. Here is the concentration of restaurants

* Most of the restaurants are on the water front. They also showcase english menus at the door

* the neighbor also has the place where auctions are made. Both the new and old one, but neither were open to the public

* the inside of the neighbor is mostly residential and it ends at the train track

Given a turn in the project during research and design, I did not work on such a small scale.

However, the knowledge about the port was helpful in the design of the last prototype, "Terminal location".

Photos, February 2024



Protest manifestations against tourism and cruises in the old part of town



Path of 4 km to the current cruise terminal



Souvenir shops in the old part of town



Old port, now used as private marina and musuems

