

# The Strait of Otranto

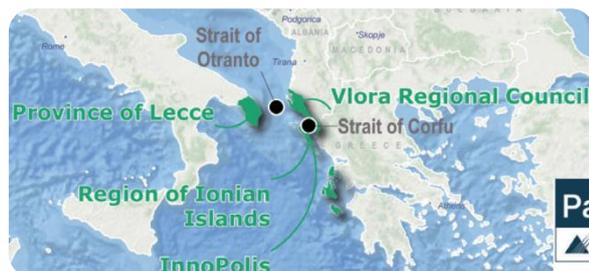


PASSAGE project partnership

Province of Lecce (IT)  
Regional Council of Vlora (AL)

Partner of the European Straits Initiative (ESI)

<http://www.europeanstraits.eu/Partners/Strait-of-Otranto>



## IDENTITY OF THE STRAIT

### The strait in a nutshell

The Strait of Otranto (Albanian: Kanali i Otrantos; Italian: Canaled'Otranto) connects the Adriatic Sea with the Ionian Sea and separates Italy from Albania. Its width from Kepi I Gjuhes, Karaburun, Albania to Punta Palascia, east of Salento is less than 72 kilometers (45 mi). The strait of Otranto has a very strategic position and for centuries has been a key to control all traffic flow from Mediterranean to Adriatic seas.

### The strait specificities

- Major transit area
- The EU has called several places on the Strait of Otranto "sites of Community interest" (SIC), for their environmental importance

### Main findings

- 12.7 MtCO<sub>2</sub>e were emitted within the Strait of Otranto's boundary in 2016, equivalent to the average emissions of about 1.9 million inhabitants in Europe<sup>1</sup>, which is 3.2% of Italian emissions and more than the Albanian emissions in 2014<sup>2</sup>.
- The industries in Brindisi represent the main emitter of the strait, with 88% of the emissions.
- The residential and commercial activities of the strait's regions represent a large part of the emissions.
- The road transport linked to the goods and passengers passing by the strait's ports (Brindisi, Durres and Vlora) is also an important emitter of the strait.

### Decarbonization paths

- Italy and Albania have ambitious targets of reduction of GHG emissions implemented in national strategies:
  - Reduction of emissions by 39% by 2030 and 63% by 2050 compared to 1990 in Italy
  - Reduction of emissions by 11.5% by 2030 compared to the baseline scenario in Albania
- The decarbonization path, based on the national targets applied to the strait's emissions, results in a reduction of the GHG emissions by 36% by 2030 compared to 2016

<sup>1</sup> Considering 6.8 tCO<sub>2</sub>e/capita. Source: Service of Observation and Statistics in France, based on data by EDGAR, World Bank, 2015

<sup>2</sup> Considering emissions of 403 MtCO<sub>2</sub>e in Italy and 9 MtCO<sub>2</sub>e in Albania in 2014. Source: CAIT Climate Data Explorer, World Resources Institute

## THE ORGANIZATIONAL PERIMETER

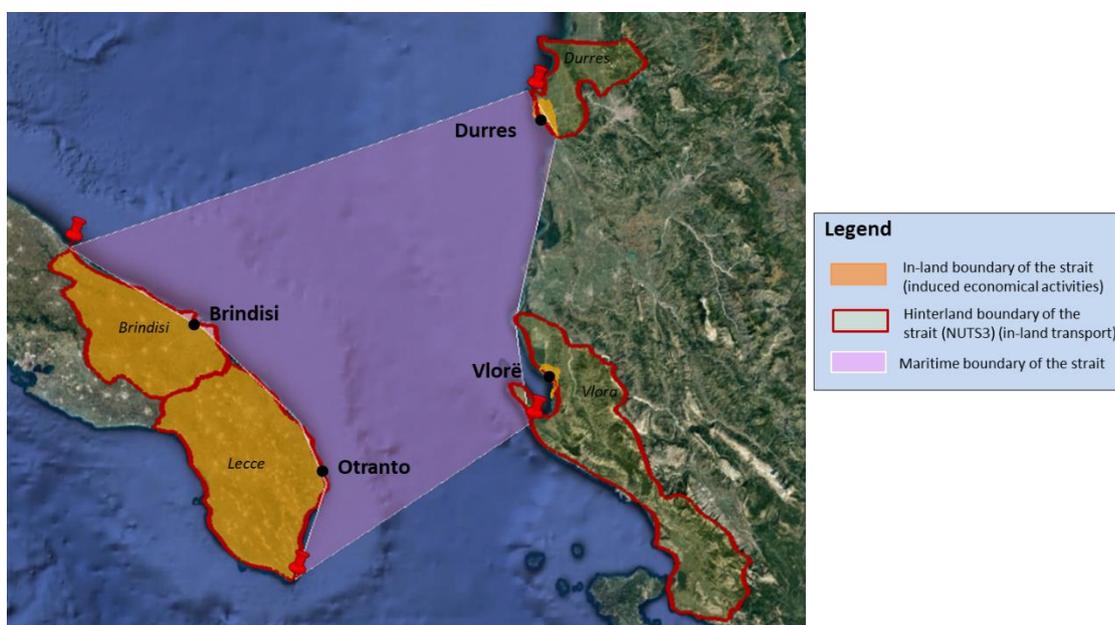
<i>The strait of Otranto</i>	ITALY	ALBANIA
<b>The PASSAGE administrative authorities</b>	Province of Lecce	Regional Council of Vlora
Inhabitants	815 597	183 105 inhabitants
Area (km <sup>2</sup> )	2 759	2 706
Density (inhab./km <sup>2</sup> )	296	138
Number of district authorities	97 comunes (Italian: comuni)	districts of Vlore, Saranda, Delvine. 7 municipalities.
Coastline (km)	-	244
Main city	Lecce Brindisi	Vlora Saranda

Major projects and links with PASSAGE: gas pipeline will cross the Strait of Otranto to bring Azerbaijani gas in Italy, through Greece and Albania, with potential serious repercussions for the environment, tourism and fishing.

The boundaries of the strait were determined as following:

- The maritime boundary is set according to the boundaries of the NUTS 3<sup>3</sup> region (Brindisi and Lecce regions in Italy as well as Durres and Vlora in Albania);
- The Italian border boundary is the Brindisi and Lecce regions (NUTS 3);
- The Albanian border boundary is Durres and Vlorë cities.

The following map shows the boundaries of the strait considered here:



Geographical boundary of the strait of the Strait of Otranto (Source: I Care & Consult)

<sup>3</sup> Nomenclature of territorial units for statistics (hierarchical system for dividing up the economic territory of the EU).

## THE FUNCTIONAL & OPERATIONAL PERIMETER

Within the strait area, different activities take place and might generate significant GHG emissions, that are not necessarily under the control of the PASSAGE authorities. The section below aims to list the main activities within the considered perimeter.



### PORTS

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The major ports of the strait are Brindisi, Durres and Vlorë.

The port of Durres is the most important Albanian port with more than 2.6 million tonnes of freight handled in 2016 and 516 calls to the port. The port of Vlorë handled 54 611 tonnes of freight in 2016 as well as 198 079 passengers and 27 ships calling at the port.

The port of Brindisi is a major port in Italia, with more than 10.1 million tonnes of freight handled in 2016 and almost 5 000 calls to the port.

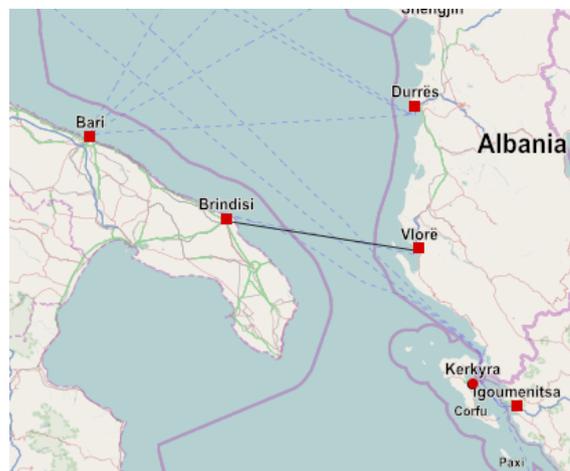


### MARITIME TRAFFIC

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As suggested by the literature review, the sea-based activity must be the main GhG source of emissions within a strait. The key figures of the **main maritime traffic** occurring in the Otranto Strait are reported below:

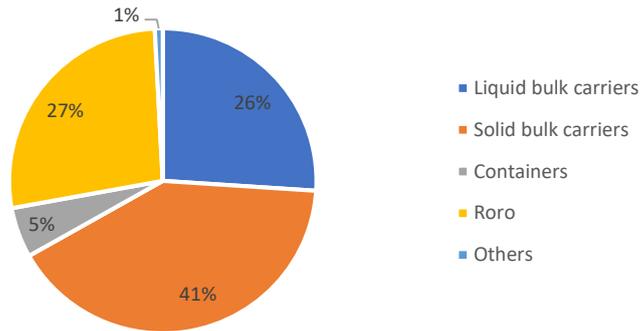
- **The local maritime traffic** concerns the trips between Vlorë and Otranto. This traffic represents 11 trips in 2016 and 17 330 tonnes of freight (mainly cement and computer parts) according to the Port of Vlora. No information was collected on the ferries between Italy and Albania, even though there seems to be a ferry line between Brindisi and Vlorë indicated in the following map.



Ferry lines from the port of Vlore (Source: Ferry Lines, 2014)

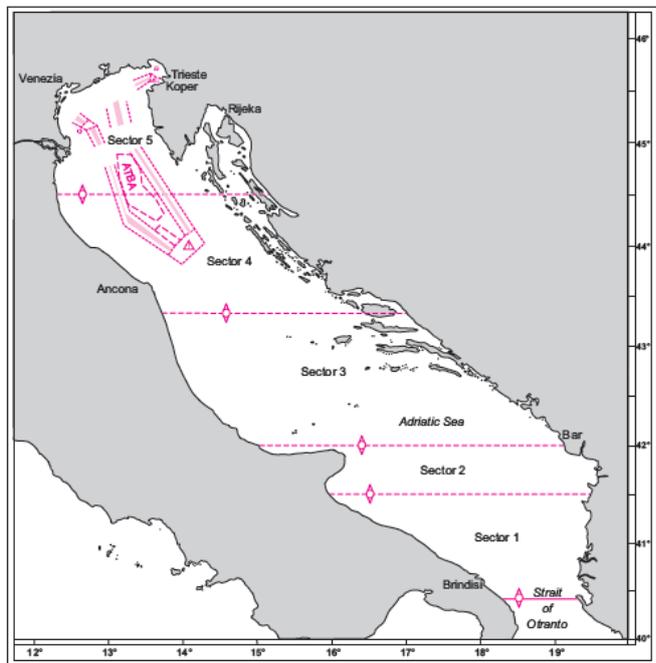
- **The maritime traffic with calls at the strait's ports** (Vlorë, Brindisi and Durres) concerns all the ships arriving at and leaving from the strait's ports, except for the ferries and ships that are included in the local maritime transport. The Port Call Statistics of each port contains information about the type of vessel calling to the port, as well as the port of origin or destination, the weight carried and other information about the size of the ship. When the Port Call Statistics was not available (as it is the case for the Port of Brindisi), the total weight carried per type of ship was considered.

### Weight carried per type of ship calling at the port of Brindisi



Repartition of weight carried per type of ship calling at the port of Brindisi (Source: I Care & Consult from data by the Port of Brindisi)

- The transit maritime cruise** concerns the vessels passing through the Otranto Strait without any calls to the strait's ports. It mainly concerns ship traffic coming or going to Ancona (4 500 ships per year in 2014) or Trieste (3949 ships per year). There is a mandatory reporting system in the Adriatic Sea for all oil tanker ships of 150 gross tonnage and above and for all ships of 300 gross tonnage and above. However, no information could be collected on this traffic.



Boundary of area of coverage of ADRIREP reporting system (Source: IMO, Ship's Routeing 2010)



IN-LAND TRAFFIC

Both freight and passenger traffic result in rail and road transport activities in the hinterlands.

Most of the goods are transported to their next destination by road in Albania and Italy. The national share for road and rail transport was used, as well as national statistics on distance based on Eurostat data. As Albania is not included in the Eurostat database, hypothesis was considered and the distance to the capital Tirana was taken into account:

Mode		Country	Modal share	Distance
Road transport	Freight	Italy	85%	124 km
		Albania	100%	150 km from Vlorë 40 km from Durres
	Passengers	Italy	94%	325 km
		Albania	100%	150 km from Vlorë 40 km from Durres
Railways	Freight	Italy	15%	225 km
		Albania	0%	/
	Passengers	Italy	6%	60 km
		Albania	0%	/

The following table presents the quantity of goods that were handled in the ports and transported in the hinterland:

Port	Quantity of goods (tonnes)	Number of passengers
Vlorë	54 611	198 079
Durres	2 693 792	-
Brindisi	10 080 263	538 639



## INDUSTRIES

There are a few industries in the petrochemical pole of Brindisi, mainly energy industries such as a thermoelectric power plant (Enel Produzione) and a turbogas power plant (Enipower).



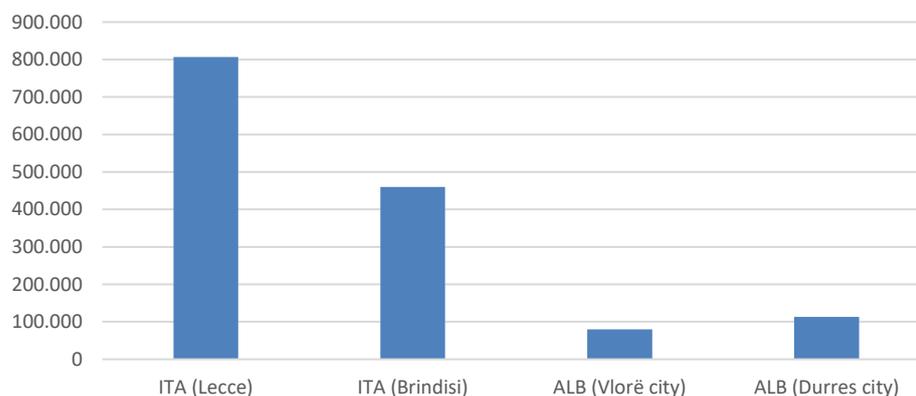
Enipower power plant in Brindisi (Source: Enipower)



## CITIES

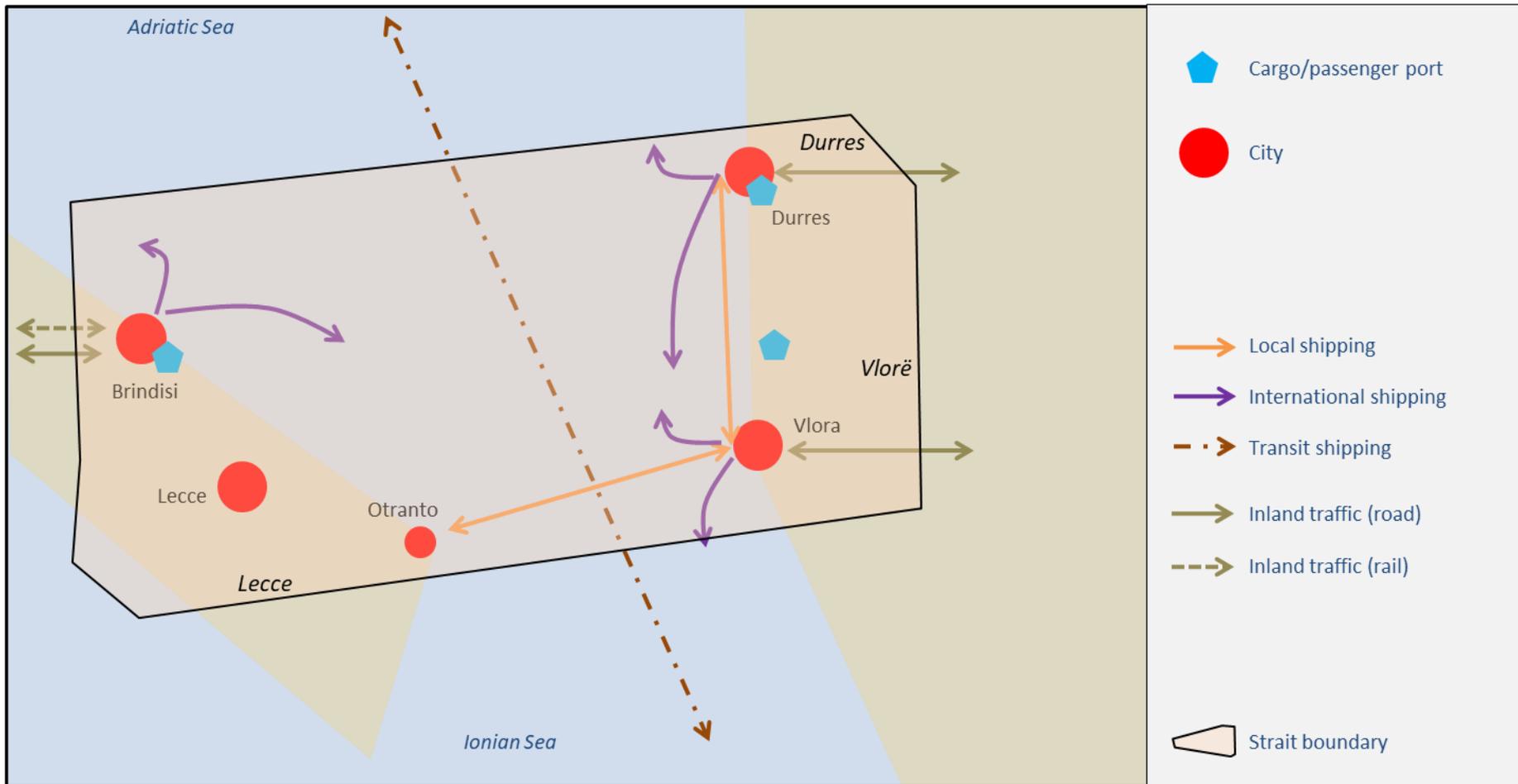
The regions of Lecce and Brindisi (Italy) and Vlorë and Durres (Albania) also present emissions due to the energy consumption in the residential and commercial sectors. Those emissions are estimated based on the population of the strait's main regions and the national GHG inventory.

Population of the strait's regions



Population of the main regions of the Strait of Otranto (Source: I Care & Consult from data by Eurostat – NUTS 3 and Pop-Stat.Mashke.org )

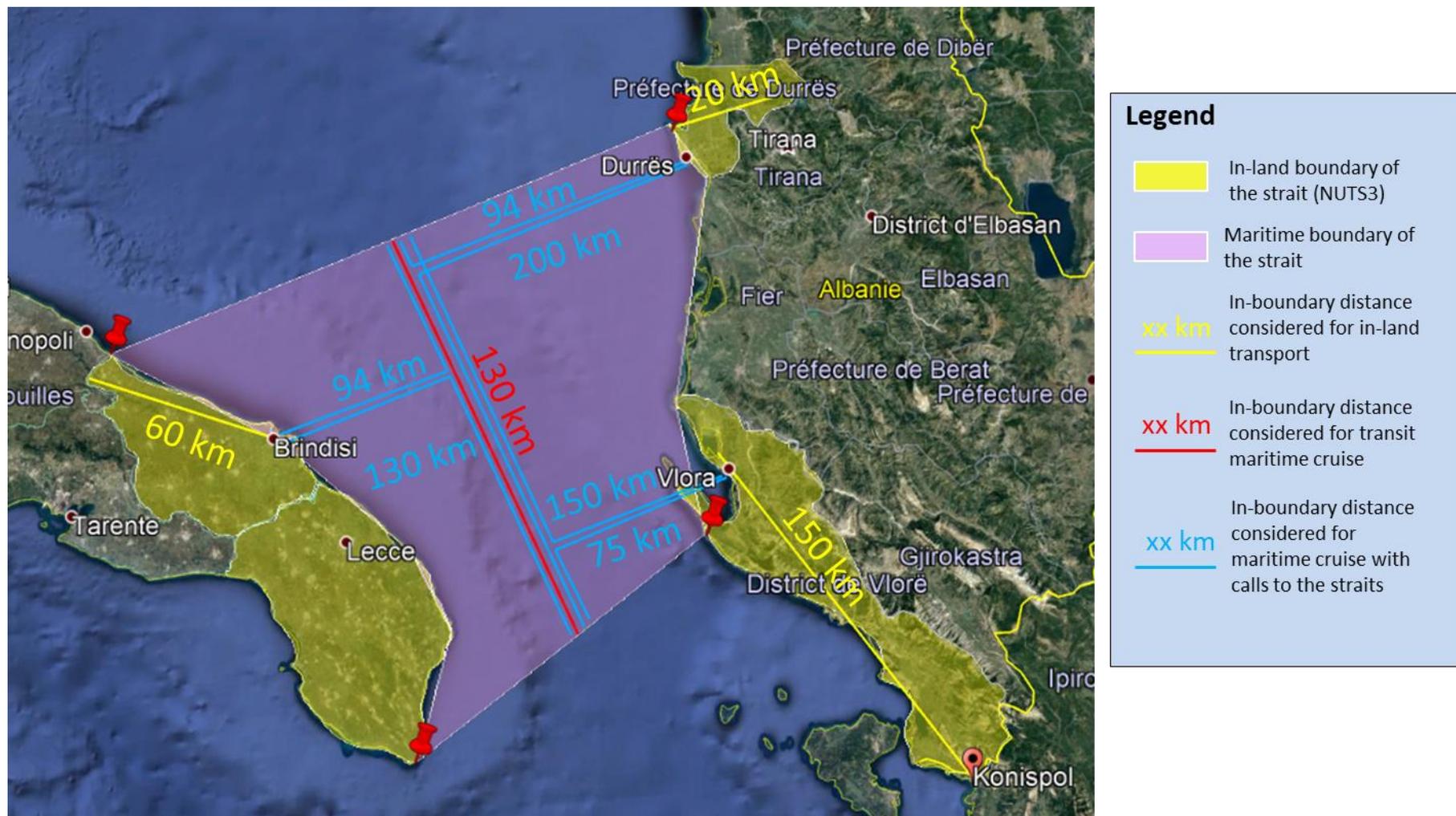
**SCHEMATIC “CHOREME” REPRESENTATION OF THE STRAIT**



Schematic “choreme” representation of the Strait of Otranto (Source: I Care & Consult)

## GEOGRAPHIC REPRESENTATION OF THE STRAIT

This map presents the main distances considered within the boundary based on the geographic boundary of the strait, as defined in the methodological note. The NUTS3 regions were considered to delimit the maritime boundary of the strait.



Representation of the geographical boundary of the strait (Source: I Care & Consult)

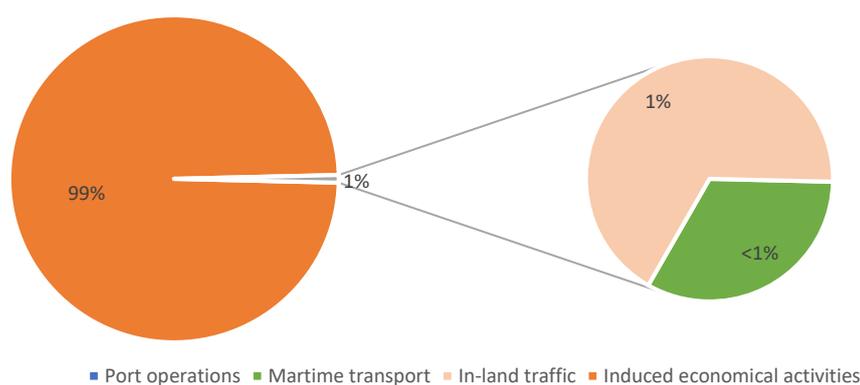
## THE MAIN GHG EMISSIONS SOURCES

This section aims to gather the main GHG emissions sources within the strait perimeter.

The latter are calculated thanks to the data collected from existing studies carried out by the PASSAGE administrative authorities, the local stakeholders, the literature reviews, and processed by I Care & Consult.

The Strait of Otranto emitted **12.7 MtCO<sub>2e</sub>** in 2016. The main source of emission is the induced economical activities with 99% of the total emissions mainly from the industries in Brindisi, followed by the in-land transportation with 1% and the maritime transport representing less than 1% of the emissions. The emissions are mainly impacted by the industries in Brindisi. It is important to note that some emission sources were not estimated based on a lack of data (such as the emissions from ports operation as well as emissions from the ferries between Brindisi and Vlorë and the emissions from the transit maritime). Therefore, this study is very incomplete and the emissions are estimated to be a lot higher.

Emissions within the Strait of Otranto's boundary



Repartition of emissions from the Strait of Otranto (Source: I Care & Consult)

Emission source (within the strait's boundary) in tCO <sub>2e</sub>		Italy	Cross-border	Albania
Port operations 	Energy consumption	NC		NC
	Ships in port areas	NC		NC
Maritime transport 	Local maritime cruise		55	
	Maritime cruise with calls to the strait's ports		31 377	
	Transit maritime cruise		NC	
In-land traffic 	Road transport	51 836		9 630
	Railway transport	2 691		0
Induced economical activities 	Industries	11 163 390		0
	Cities	1 384 799		87 787
<b>TOTAL</b>		<b>12 602 716</b>	<b>31 432</b>	<b>93 417</b>

The emissions due to the strait's activity but emitted outside of the boundary (due to in-land and maritime transport outside of the boundary) were also estimated. Considering these indirect emissions, the strait is responsible for the emissions of 12.9 MtCO<sub>2e</sub>, from which 99% are emitted within the boundary. It is important to note that some of the indirect emission sources could not be estimated due to lack of information (such as the out-boundary maritime transport from ships calling to the Ports of Brindisi and Durres, cruises calling to the Port of Vlorë and the out-boundary transit maritime cruise).



## PORTS

These emissions concern the emissions from the energy consumption of the ports and from the ships in port areas (manoeuvring and at berth, consuming energy for the main and auxiliary engines). These emissions are occurring within the strait's boundary.

As no information was provided by the ports, this emission source could not be estimated.



## MARITIME TRAFFIC

These emissions concern the emissions from the maritime transport within the strait's boundary. They represent less than 1% of the total emissions.

### ○ Local maritime cruise

This source of emissions concerns the ships navigating between Vlorë and Otranto and between Vlorë and Durres. These emissions occur only within the strait's boundary. It represents **55 tCO<sub>2</sub>e**.

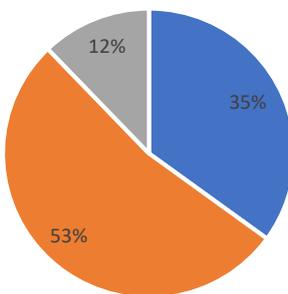
In 2016, 17 330 tonnes of freight travelled between Vlorë and Otranto, mainly cement as well as computer parts and iron. 5 269 tonnes of freight travelled between Vlorë and Durres, mainly stone tiles.

### ○ Maritime cruise with ships calling at the strait's ports

This source of emissions concerns all the ships calling at each of the strait's ports (Vlorë, Durres and Brindisi) travelling to or from a port outside of the strait. It represents **31.4 ktCO<sub>2</sub>e**. This only includes the part of the trip that is realized within the strait's boundary.

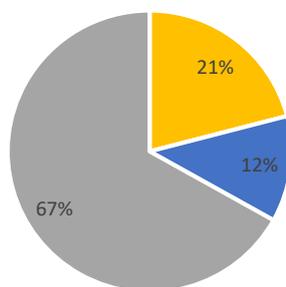
Most of the emissions come from the Port of Brindisi, which handles more than 10 million tonnes of freight while the port of Durres handles more than 2.6 million tonnes of freight and the port of Vlorë only handles 54 611 tonnes of freight. The roro ships in the Port of Brindisi are the main GHG emitters with 18.5 ktCO<sub>2</sub>e emitted within the strait's boundary.

In-boundary emissions from the vessels calling at the port of Durres



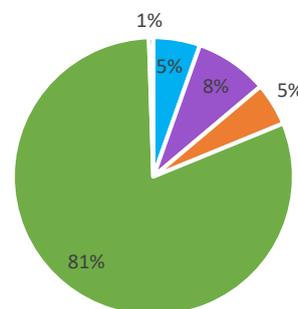
■ General cargo ■ Containers  
■ Cruises

In-boundary emissions from the vessels calling at the port of Vlorë



■ Oil tankers ■ General cargo  
■ Cruises

In-boundary emissions from the vessels calling at the port of Brindisi



■ Liquid bulk carriers ■ Solid bulk carriers  
■ Containers ■ Roro  
■ Others

**Repartition of emissions from maritime transport with calls to the strait's ports per type of ship (Source: I Care & Consult, based on data provided by the ports)**

### ○ Transit maritime cruise

The transit maritime cruise concerns the ships passing through the Strait of Otranto without calls to the strait's ports. As no data could be collected on this traffic, the emissions could not be estimated.



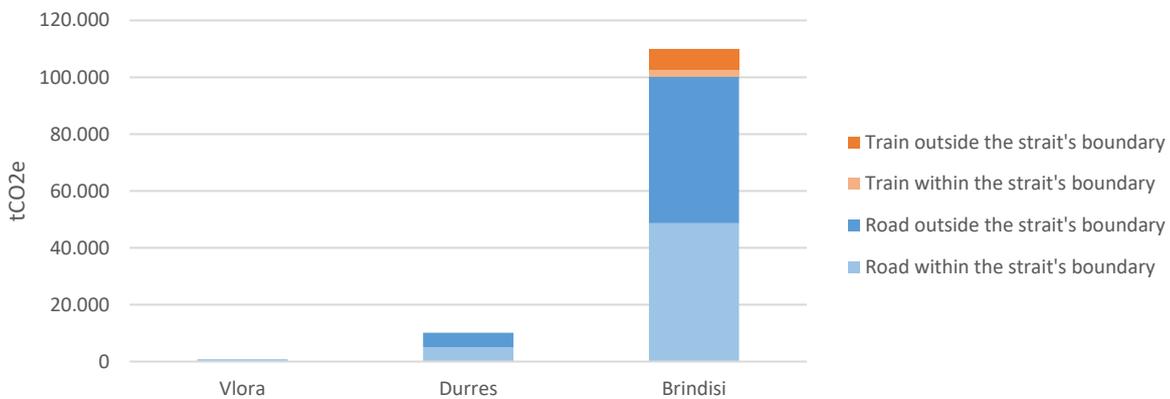
## IN-LAND TRAFFIC

These emissions concern the emissions from the in-land transport (road and railway transport) within the strait's boundary.

The road transport is the most important source of in-land traffic emissions and represents about **61.5 ktCO<sub>2</sub>e**.

Concerning the freight traffic, even though the distance travelled was considered lower for Brindisi and Durres than for Vlorë, the emissions are higher due to a higher amount of goods transported. The road transport is the most important source of emission and the amount of emissions is similar within and outside the strait's boundary.

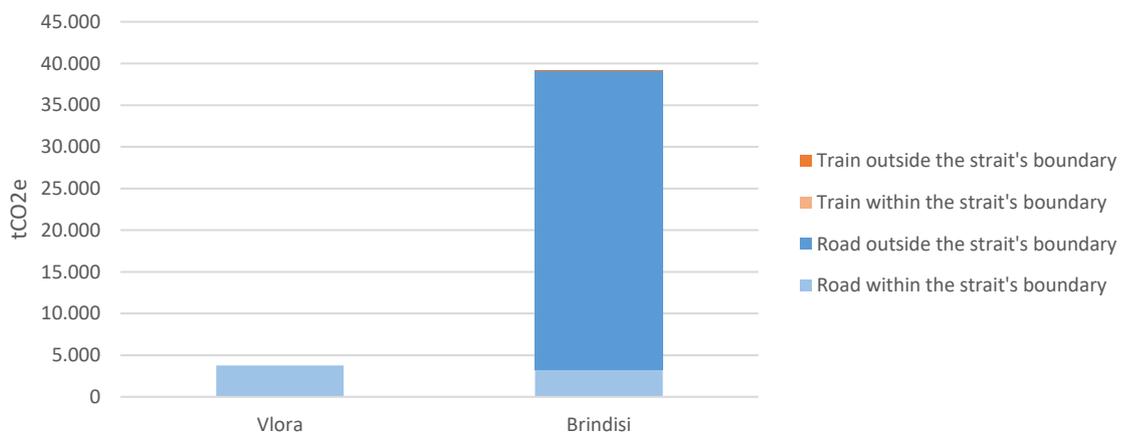
Emissions from in-land traffic of freight in the Strait of Otranto



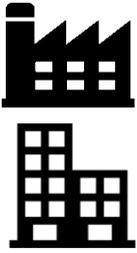
Emissions from in-land traffic of freight in the Strait of Otranto (Source: I Care & Consult)

Concerning the passenger traffic, only the ports of Vlorë and Brindisi provided information on the number of passengers travelling through the port. The emissions are more important outside of the strait's boundary due to higher distance travelled by the passengers passing by Brindisi.

Emissions from in-land traffic of passengers in the Strait of Otranto



Emissions from in-land traffic of passengers in the Strait of Otranto (Source: I Care & Consult)



## INDUCED ECONOMICAL ACTIVITIES

This source concerns the emissions from the industries and from the cities (residential and commercial emissions from energy consumption) which occur only within the strait's boundary. It represents **12 632 ktCO<sub>2e</sub>**.

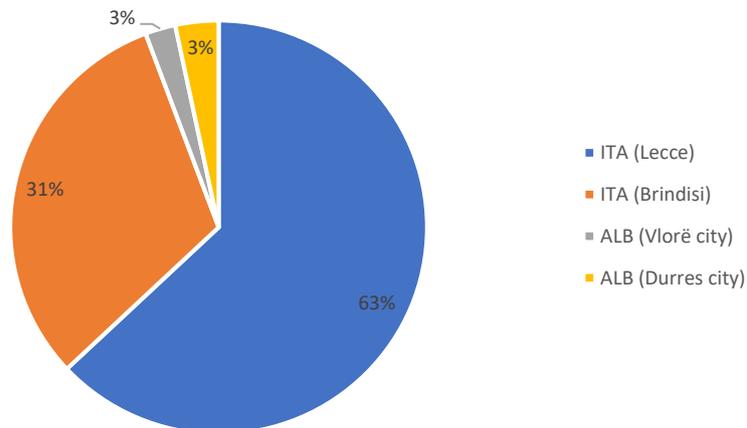
- **Industries**

Many industries were identified close to the Port of Brindisi. They emitted **11.2 MtCO<sub>2e</sub>** in 2016. The most important emitter of GHG is the *Centrale Termoelettrica di Brindisi Sud* site (Enel Produzione S.p.A) and the *EniPower S.p.A. – Stabilimento di Brindisi*, located on the Petrochemical Pole of Brindisi, near the port.

- **Cities**

The emissions from the cities were estimated based on the number of inhabitants in the NUTS 3 region which shore correspond to the strait (Lecce and Brindisi in Italy). For Albania, which is not part of the European Union, the cities of Vlorë and Durres were taken into account in this study. They emitted about **1 468 ktCO<sub>2e</sub>** in 2016.

Emissions from the induced economical activities (residential and commercial) in the strait's regions



Emissions from the Strait of Otranto's regions (Source: I Care & Consult)

## DECARBONIZATION PATHS

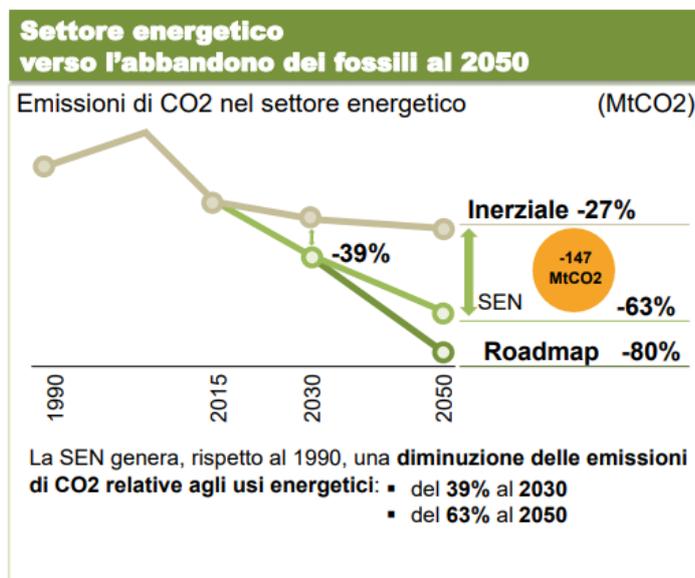
In the last years, the threat of climate change is being addressed globally by the United Nations Framework Convention on Climate Change (UNFCCC). The EU emissions represent about 10% of total global emissions and its Member States have ratified the UNFCCC's Kyoto Protocol in 1997 and the Paris Agreement in 2015, setting emission targets to limit the global emissions and keep global warming below 2°C. The EU aims to decarbonize its energy system and cut its greenhouse gas emissions by 80% to 95% by 2050. To achieve this goal, it has set a binding target of reducing emissions by at least 40% compared to 1990 levels by 2030. Many European countries have adopted national programmes aimed at reducing emissions.



Italy adopted its National Energy Strategy in 2017. The document results from a participative process that involved the Italian Parliament, the Regions and over 250 stakeholders, including associations, companies, public entities, citizens and representatives of academia. The objective of the strategy is to make the national energy system more competitive, more sustainable and more secure. The main targets are to reduce the final energy consumption by a total of 10 Mtoe by 2030, reaching a 28% share of renewables in total energy consumption by 2030 and a 55% share of renewables in electricity consumption by 2030, strengthening supply security, narrowing the energy price gap, furthering sustainable public mobility and eco-friendly fuels and phasing out the use of coal in electricity generation by 2025.

The Italian National Energy Strategy 2017 lays down the actions to be achieved by 2030 in accordance with the long-term scenario drawn up in the EU Energy Roadmap 2050, which provides a reduction of emissions by at least 80% from their 1990 levels.

The target set concerning the greenhouse gas emissions is to reduce them by 39% by 2030 and by 63% by 2050, compared to 1990.



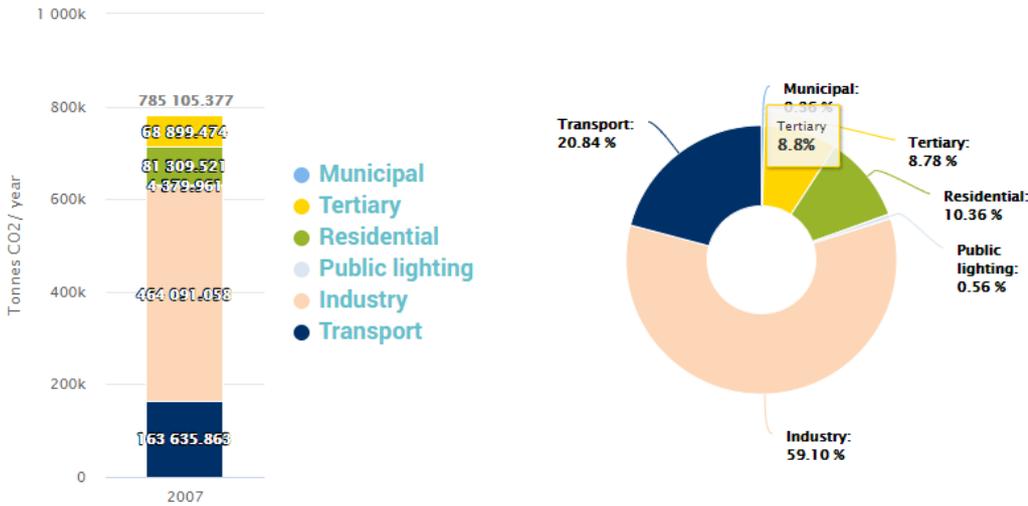
**Predicted evolution of greenhouse gas emissions in the energy sector (Source: Italian National Energy Strategy, Ministero dello Sviluppo Economico, 2017)**

The National Energy Strategy includes sectoral emissions reduction:

- Industry (including energy industry): reduction of emissions by 38% between 2016 and 2030
- Buildings: reduction of emissions by 24% between 2016 and 2030
- Transport: reduction of emissions by 16% between 2016 and 2030
- Agriculture and other emissions: reduction of emissions by 4% between 2016 and 2030

Moreover, many cities in Italy are signatories of the Covenant of Mayors, such as Brindisi. With an adhesion in 2012, Brindisi committed to an overall CO2 emission reduction target of 20% by 2020 compared to 2007 and submitted an action plan, approved in 2014, to achieve this target.

### Greenhouse gas emissions



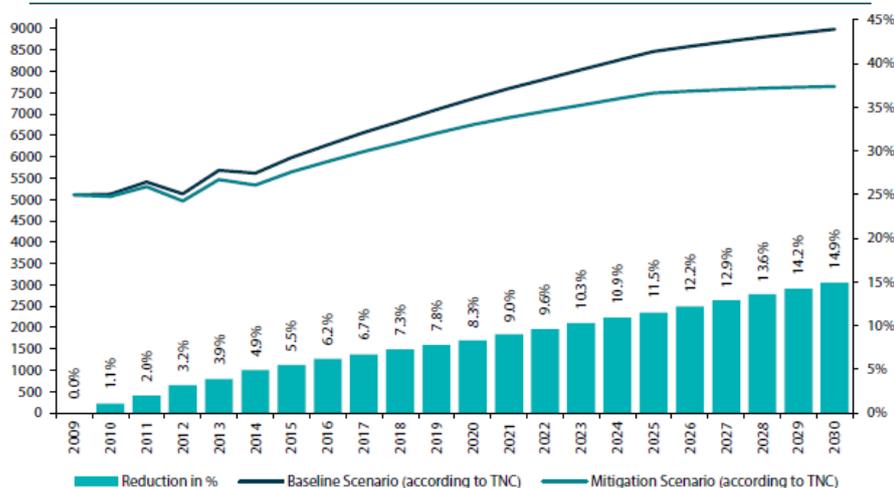
Baseline Emission Inventory of Brindisi (Source: Covenant of Mayors)



### ALBANIA

Albania’s emissions represent only 0.017% of global emissions and the net per capita GHG emissions was 2.76 tCO<sub>2</sub>e, which is less than a quarter of the emissions from high-income countries. Even though, Albania is a country with a low-carbon economy and a low per capita GHG emissions, the Albanian government adopted the INDC (Intended Nationally Determined Contributions) document in 2015 and submitted it to the UNFCCC Secretariat. Albania is committed to reduce its CO<sub>2</sub> emissions by 11.5% as compared to the baseline scenario for the period 2016 to 2030 and to decouple greenhouse gas emissions from its economic growth. This reduction is equivalent to a CO<sub>2</sub> emission reduction of 708 ktCO<sub>2</sub>e by 2030 and to an increase of the emissions by 47% by 2030 compared to 2009 in the Energy & Transport sector. The long-term goal is to achieve 2 tCO<sub>2</sub>e/capita in 2050.

Figure 5.23 Baseline Scenario, Mitigation Scenario and the evaluated reduction potential of GHG emissions (in Gg of CO<sub>2</sub> eq.) from the energy&transport sector



Evolution of Emissions from energy & transport in the Baseline and Mitigation scenarios (Source: Third National Communication of the Republic of Albania on Climate Change)

In the context of the EU Accession process, Albania also transposes and implements parts of the EU legislation, including legislation on climate change. As one of the Contracting Parties of the Energy Community Treaty, in line with the EU 20-20-20 objectives, Albania has to adopt a binding national target of 38% of renewables in the final total energy consumption of the country in the year 2020 compared to 2009, within the preparation and adoption of a National Renewable Energy Plan, which was adopted in 2016. Moreover, the first endorsed National Energy Efficiency Action Plan also sets a binding target of 9% of energy efficiency in 2018 compared to 2009.



## INTERNATIONAL SHIPPING SECTOR

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Maritime transport emits around 1 000 MtCO<sub>2</sub>e annually and is responsible for about 2.5% of global greenhouse gas emissions (3<sup>rd</sup> IMO GHG Study). Shipping emissions are predicted to increase between 50% and 250% by 2050, depending on future economic and energy developments. According to the 2<sup>nd</sup> IMO GHG Study, ship's energy consumption and CO<sub>2</sub> emissions could be reduced by up to 75% by applying operational measures and implementing existing technologies. The EU and its Member States have a strong preference for a global approach led by the International Maritime Organization (IMO) to reduce the energy consumption and GHG emissions of the shipping sector<sup>4</sup>. The European Commission's 2011 White Paper on transport suggests that the EU's CO<sub>2</sub> emissions from maritime transport should be cut by at least 40% from 2005 levels by 2050, and if feasible by 50%. However international shipping is not covered by the EU's current emissions reduction targets.

In 2013, a strategy was set out by the Commission to include maritime emissions into the EU's policy for reducing its domestic GHG emissions. The strategy consists in three steps:

- Monitoring, reporting and verification of CO<sub>2</sub> emissions from large ships using EU ports
- Greenhouse gas reduction targets for the maritime transport sector
- Further measures including market-based measures in the medium to long term

From 2018, the MRV companies (ships over 5000 gross tonnes loading/unloading cargo/passengers at EU maritime ports) are to monitor and report their related CO<sub>2</sub> emissions, submit to an accredited MRV shipping verifier a monitoring plan and submit the verified emissions through THETIS MRV (a dedicated European Union Information system currently under development by the European Maritime Safety Agency).



## STRAIT OF OTRANTO

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At the strait level, the application of the national objectives (disaggregated by sector) results in a reduction of the emissions **by 36% by 2030**, compared to 2016. The following table presents the main hypothesis made to estimate the decarbonization path of the Strait of Otranto.

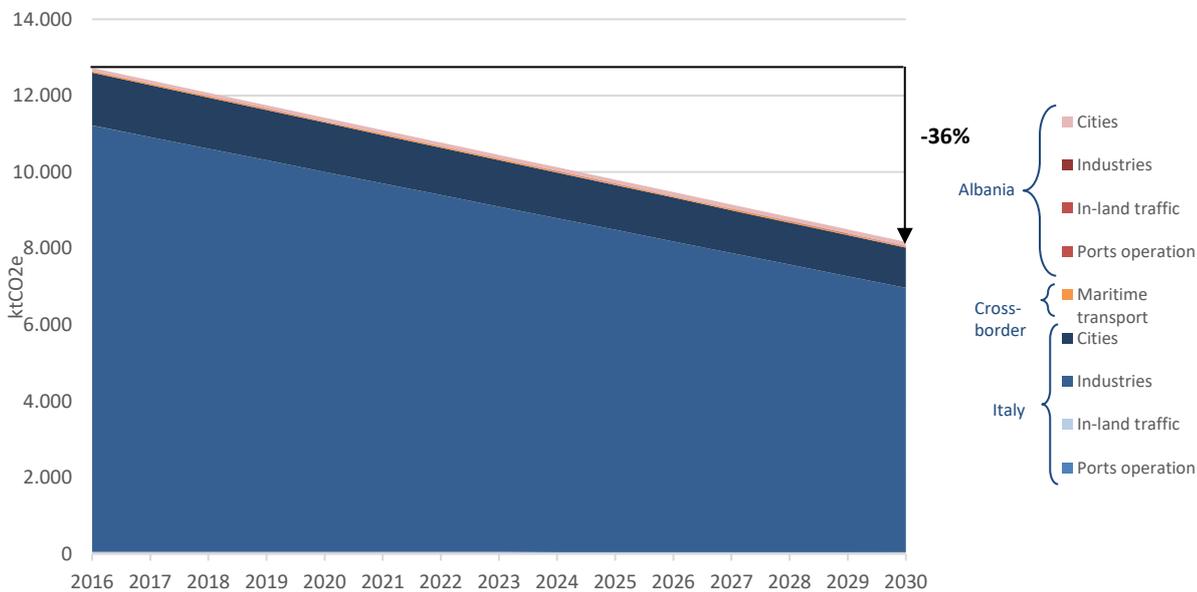
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<sup>4</sup> Reducing emissions from the shipping sector, European Commission [https://ec.europa.eu/clima/policies/transport/shipping\\_en](https://ec.europa.eu/clima/policies/transport/shipping_en)

Emission source (within the strait's boundary)	Source of hypothesis	% of reduction	Emissions 2016 (tCO <sub>2</sub> e)	Emissions 2030 (tCO <sub>2</sub> e)
Port operations 	European Commission's target on CO <sub>2</sub> emissions from maritime transport	-40% between 2005 and 2050 (corresponding to -12.3% between 2016 and 2030)	NC	NC
Maritime transport 	European Commission's target on CO <sub>2</sub> emissions from maritime transport	-40% between 2005 and 2050 (corresponding to -12.3% between 2016 and 2030)	31 432	27 566
In-land traffic 	Transport target in Italian National Energy Strategy and Albania's Target in INDC	IT: -16% between 2016 and 2030 AL: +47% between 2009 and 2030 (corresponding to +30.6% between 2016 and 2030)	64 157	58 380
Industries 	Industry target in Italian National Energy Strategy and Albania's Target in INDC	IT: -38% between 2016 and 2030 AL: +47% between 2009 and 2030 (corresponding to +30.6% between 2016 and 2030)	11 163 390	6 921 302
Buildings 	Building sector target in Italian National Energy Strategy and Albania's Target in INDC	IT: -24% between 2016 and 2030 AL: +47% between 2009 and 2030 (corresponding to +30.6% between 2016 and 2030)	1 468 585	1 161 873
<b>TOTAL</b>			<b>12 727 564</b>	<b>8 169 120</b>

This reduction is due to the actions implemented at all the levels (national, regional, local) and corresponds to the path that is being taken with the actual strategies. The emissions can also be reduced by implementing new actions specifically on the strait's boundary.

Decarbonization path for the Strait of Otranto



Decarbonization path for the Strait of Otranto, based on the national sectorial targets (Source: I Care & Consult)

## ACTION PLAN

The Strait of Otranto elaborated a joint action plan with the Strait of Corfu contributing to the reduction of the strait's emissions. The action plan is declined in 5 main actions. These actions are mainly cross-border actions to strengthen the cooperation between the three regions:

- “Local government supporting climate change mitigation”: this action consists in supporting the cities of the strait engaging in the Covenant of Mayors and creating a “Covenant of Otranto Strait Mayors”, as well as establishing an Otranto strait network for mitigation and adaptation to climate change and establishing a Memorandum of Understanding for Climate resilience between the regions (Region of Puglia, region of Ionian Islands and Regional Council of Vlora).
- “Energy efficiency certificate for the port buildings”: this action consists in proposing energy efficiency certificate and measures for the port buildings in Vlora, Corfu and Brindisi, as well as promoting the methodology to be recommended for all public buildings in the regions.
- “Energy efficiency on maritime transport vessels – Green shipping”: this action consists in promoting a green shipping model, securing energy efficiency in maritime vessels by promoting sustainable shipping drivers, research and innovation and policy recommendation.
- “Energy Communities info pack & Awareness raising”: the local communities need to be sensitized regarding energy efficiency, climate change and low carbon economy. A web platform will be developed acting as a knowledge reference point for the support of energy communities.
- “Green certificate for tourism”: this action consists in creating green certificate for the tourism sector.

The following table presents the actions reducing emissions from each source.

Thematic axes	Cross-border
<b>Port operations</b> 	<ul style="list-style-type: none"> <li>• Energy efficiency certificate for the port buildings</li> </ul>
<b>Maritime traffic</b> 	<ul style="list-style-type: none"> <li>• Energy efficiency on maritime transport vessels – Green shipping</li> </ul>
<b>Induced economical activities</b> 	<ul style="list-style-type: none"> <li>• Local government supporting climate change mitigation</li> <li>• Green certificate for tourism</li> </ul>