





## Access Management Plan & Actions

Akrotiri Peninsula - Areas of Conservation

April 2024









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## 1. INTRODUCTION

This report is prepared in the frame of Darwin Plus Project: **DPLUS141: Habitat Restoration & Wise Use for Akrotiri & Cape Pyla**. The 3-year Project, which is funded by Darwin Plus in UK, aims to restore important wildlife habitats within the Cyprus Sovereign Base Areas, focusing on Akrotiri wetlands and native scrub on Cape Pyla (Dhekelia), to promote wise use of the area and at the same time to develop eco-tourism opportunities to support the local economy. The project partners are BirdLife Cyprus (leading role), Terra Cypria, the Cyprus Sovereign Base Areas Administration - Environment Department (SBAA ED) and the Royal Society for the Protection of Birds (RSPB).



## aim

Reduced disturbance to key wildlife species, including birds and marine reptiles, through the implementation of an access management plan for sensitive Akrotiri habitats This report comprises the Akrotiri Access Management Plan for consultation purposes, relevant to specific areas of conservation in the peninsula. Aim of the access management plan is to reduce the disturbance to key wildlife species living in the area, including birds and marine reptiles. The plan is designed to be implemented in a staggered manner, focusing first on reducing disturbance in most threatened sites. Outmost goal of the access management plan is to achieve improved conservation status for key habitats and priority species, with replicable management approaches and socio-economic gains through enhancement of alternative, sustainable tourism focusing on nature and wildlife.

The main idea behind the management of the access is to restrict to the lowest possible level the destructive behaviors within key conservation areas. These refer to behaviors like littering, vegetation/ habitats or sandy beaches trampling, vegetation cutting, hunting in non-designated areas etc. The access management plan, not only considers the conservation of biodiversity areas -which is of high priority- but at the same time the users' facilitation, so that a sustainable equilibrium can be achieved.

Some of the proposed actions in the access management plan have already been implemented, following consultation with the relevant stakeholders. In some areas, the proposed actions/ measures -concerning mainly in the Merras area- are yet to undergo consultation to achieve consensus for their implementation.

## 2. METHODOLOGICAL APPROACH

To meet the aforementioned goal, a stepwise approach was followed (Figure 2.1).

The prioritization of the access control measures was based on

- 1. conservation sensitivity
- 2. degree of fragmentation
- 3. areas with high visibility and high natural or cultural interest (e.g. bird hides, monasteries, ship wrecks, beaches),
- 4. restoration potential,
- 5. benefits
- 6. long-term sustainability

A factor that was also considered in the proposal of access control measures is the level of maintenance and monitoring costs both in terms of financing, but also human resources.



*Figure 1: Stepwise methodological approach followed for the development of the access management plan.* 

### 2.1. Drive the drivers

While different areas in Akrotiri support different kind of biodiversity, they all have a common, major pressure, which is the presence of a dense, in most cases unregistered and illegal, road network. The scientific literature on the negative impacts of road network on the biodiversity

is long<sup>1,2,3,4</sup>. Despite the undoubtful benefits of the existence of utilizable road network, roads are related to main causes of worldwide biodiversity loss. Reasons are: land use change, direct exploitation of resources, climate change, pollution and invasive species (Figure 2). Their negative impact is severely enhanced, when they enter natural ecosystems and formerly undisturbed areas <sup>3</sup>.

In Akrotiri area, the dense dirt road network can be related to a number of the negative impacts. Many of them are impasse or facilitate driving through areas that host protected species and habitats and/or during periods of ecological sensitivity, lead to remote areas often associated to illegal activities (e.g. waste dumbing, poaching), cause disturbance, trampling or fragmentation. Thus, the main access control measure to be applied, is the road closure by difference means. It is assumed that by restricting access to the numerous dirt roads fragmenting the areas with high conservation importance, a major direct benefit would be the retrieval of the lost habitats. A rough estimation of the habitats area retrieved was calculated by measuring the mean length and width of the dirt roads. The calculation of the area taken by the dirt roads was done using as basemap satellite world imagery Maxar Vivid\_Standard\_TR02\_21Q4 dated 24/07/2021, in ArcGIS software. The habitat types were related to the published map of habitat types at Akrotiri Special Area of Conservation<sup>5</sup>. The results are presented in Section 3.

<sup>&</sup>lt;sup>1</sup> Kati, V., Kassara, Ch., Psaralexi, M., Tzortzakaki, O. Petridou M., Papaioannou H., Galani. A. 2020. The Roadless Areas (RAs) as a tool of environmental planning in Greece. Pindos Perivallontiki & University of Ioannina, Ioannina, Greece: 10 p.

<sup>&</sup>lt;sup>2</sup> Bennett, V.J. Effects of Road Density and Pattern on the Conservation of Species and Biodiversity. Curr Landscape Ecol Rep 2, 1–11 (2017). <u>https://doi.org/10.1007/s40823-017-0020-6</u>

<sup>&</sup>lt;sup>3</sup> Ward AI, Dendy J, Cowan DP. Mitigating impacts of roads on wildlife: an agenda for the conservation of priority European protected species in Great Britain. Eur J Wildl Res. 2015;61(2):199–211. doi:10.1007/s10344-015-0901-0.

<sup>&</sup>lt;sup>4</sup> Garriga N, Santos X, Montori A, Richter-Boix A, Franch M, Llorente GA. Are protected areas truly protected? The impact of road traffic on vertebrate fauna. Biodivers Conserv. 2012;21(11):2761–74. doi:10.1007/s10531-012-0332-0

<sup>&</sup>lt;sup>5</sup> <u>https://www.sbaadministration.org/images/AEEIC/sac/20160112-Akrotiri\_SAC\_MAP.pdf</u> (Accessed 04/2023)



*Figure 2: The relation of road network to possible negative impacts of biodiversity lose (Adapted from Kati et al. 2020).* 

### 2.2. Access control measures

Depending on the protected features, the pressure and threats; different access control measures were promoted. These included soil embankments, ploughing, crash and bar gates, poles, boulders and planting of tall native bushes. It was also considered that hiking trails too provide access control; even though, they are associated to the need of a nearby parking place. Three hiking trails have been proposed in this framework, two of which are approved and are in the design phase. One trail –at the Merras area- will undergo further consultation. For all the hiking trails, nearby existing parking areas have been designated.

| Access control measures |  |
|-------------------------|--|
| Soil embankments        |  |
| Ploughing Crash gates   |  |
| Planting Bargates       |  |
| Hiking trails           |  |
| Poles Boulders          |  |

### 2.3. The steps

### Identify key conservation areas

This step included the identification of key conservation areas, based on hosted biodiversity, for implementation of access management with the aim of ensuring these areas are kept free of visitor disturbance all year round, or at specific (defined) times of the year, as appropriate for the species concerned. To do so, a number of available information on species, habitats their pressures and threats were utilized:

- Red Data Book Plants (species, status, distribution)
- Akrotiri Peninsula Management Plan
- Important Bird Areas
- Special Protection Areas (nesting/resting/feeding areas for birds)
- Special Areas of Conservation

# 2

### Identify key stakeholders

Depending on the key conservation area, different users and stakeholders were identified, the needs of whom we tried to accommodate. A non-exhaustive list of key stakeholders and users follows:

Land owners – Authorities
Police/ Fire Departments – Utility services
Wildlife recorders/ observers (birdwatching dragonflies, butterflies, orchids etc.)
Conservation wardens – Mosquitoes spraying
Photographers (wildlife, landscape, features, culture, weddings etc.)
Nature enthusiasts – Recreation/leisure seekers
Hikers – Cyclists
Hunters – Anglers/ fishermen
Researchers – Swimmers/ surfers

### Identify safe access routes

Safe access routes for visitors (separately for vehicles, bicycles and walkers), plus parking areas, recreational areas (existing restaurants/cafes) and facilities for enhancing disturbance-free visitor viewing of wildlife (existing hides, new screens and information signs) were considered, taking into account existing and proposed plans. The British Bases Policy Statement<sup>6</sup>, published in 16.05.2022 was reviewed. The Policy Statement suggests the locations of main and secondary roads as well as proposed cycling and hiking routes. Moreover, the access control measures implemented in the context of the "Medis Wet 2" project<sup>7</sup> aid the delimitation process of safe access routes. The areas at which access was blocked were considered, as well as the location of the surveillance cameras in operation, along with the removal of destructive activities, such as the motocross lane.



## 4

### Consultation

In order to safeguard the long-term effectiveness of the access management plan, - prior to its final design and implementation - a consensus from the authorities and key stakeholders is required. The implementation of the access management requires coordination among different authorities (including plan for blocking off existing routes through sensitive wildlife areas, where needed) and shared common views. As already mentioned, part of the proposals for the access management plan have undergone the consultation phase (consultation meetings with the relevant authorities to set agreed milestones for implementation, sitevisits, re-drafting of access management proposals, acceptance, permissions issuance etc.). These have already been implemented under this project (see Section 3). The proposals for the access management plan of Merras area are in draft final form and will be undergo consultation with key stakeholders and authorities for review and discussion.

### Implementation

After consultation and consensus and granting of permissions, various access management actions and measures were implemented in March 2023 in the areas of Eucalyptus Forest and Lady's Mile (see Section 3).

<sup>&</sup>lt;sup>6</sup> https://sbaadministration.org/index.php/development/building-applications/building-policy-

statement (accessed 04/2023)

<sup>&</sup>lt;sup>7</sup> <u>https://terracypria.org/project/med-is-wet-2/</u> (accessed 04/2023)

## Monitoring

Through staggered implementation of access management, the numbers of key migrant and breeding bird species are expected to at least maintained in the short-term (project duration) and increase in medium-to-long term (after project end).

To monitor the effectiveness of the access management plan:

- targeted bird surveys during migration, wintering and breeding periods, showing 'before and after' numbers for key bird species are undertaken. The bird surveys will continue after project end to assess longer-term results. The records of occurrence and number of Kentish Plover *Charadrius alexandrinus* at Lady's Mile pools will be taken as a key indicator for that sensitive site, for example.
- the number of marine turtle nests on key nesting beaches will be monitored. The target is at least to maintain the numbers in the short-term (project duration) and increase in medium-to-long term (after project end). Turtle nest counts on key beaches, will continue after the project end to assess longer-term results.
- the illegal waste dumping sites of inert materials and garbage within the eucalyptus forest will be monitored prior and after the installment of the access control measures.

## **Outmost goals**

- restore key habitats and species with long-term nature conservation gains secured through enhanced, low-impact visitor use, with associated gains for wildlife tourism
- secure reduced disturbance to key wildlife species, including birds and marine reptiles
- reduce the illegal waste dumping sites within the eucalyptus forest

## 3. ACCESS MANAGEMENT PLAN & IMPLEMENTED ACTIONS

Each location has its unique conservation priorities, different pressures and threats, as well as various users' needs to be accommodated. For ease of communication and interpretation, the access management plan is presented separately given the three geographical locations of implementation:



For each location, the types of access control measures (barriers) are presented, as well as the implementation status (completed/pending consultation). The exact location of each barrier is given, along with photographic records. A map is also associated to each location. In the digital version of this report, maps in .kmz and .shp formats are also available.



Colour coding of Access Management Plan interpretation

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- Akrotiri Access Management Plan -



EUCALYPTUS

### Table 1:Details of access control measures implemented at Eucalyptus Forest

| Location          | Objectives for access<br>control measures   | Type of access control measures                               | Implementation Status  |
|-------------------|---|---|--|
| Eucalyptus Forest | <ul> <li>-Reduce disturbance to bird<br/>species using the area as<br/>resting and feeding ground</li> <li>-Eliminate illegal activities<br/>with direct and indirect<br/>impact to biodiversity (e.g.<br/>poaching, waste dumping)</li> <li>- Reduce trampling and<br/>cutting of Red Data Book<br/>flora species</li> </ul> | <ol> <li>3 crash gates</li> <li>8 soil embankments</li> </ol> | Implemented in March 2023 & November 2023 - Locks were put in all 3 crash gates and sets of keys were given to all relevant stakeholders -Soil embankments were created to restrict access to narrower areas |

*Figure 3:Locations of access control measures implemented at Eucalyptus Forest.* 

An interactive online version of the map can be visited through the following site: <u>https://www.google.com/maps/d/u/0/edit?mid=1wl815tErNmqdte7cfBO6L6LWtePgzbs&usp=sharing</u> (Accessed 04/2023).



## EUCALYPTUS FOREST ACCESS MANAGEMENT PLAN

| ×    |   |
|------|---|
| Lega | <mark>end</mark><br>Crash Gate<br>Soil embankment |
| 900  | m<br>450 0  |

| Description | Type of barrier | X         | Y         |
|-------------|-----------------|-----------|-----------|
| EF-CG1      | Crash Gate 1    | 32.950134 | 34.627994 |
| EF-CG2      | Crash Gate 2    | 32.963171 | 34.63227  |
| EF-CG3      | Crash Gate 3    | 32.99567  | 34.643052 |
| EF-S -1     | Soil embankment | 32.951596 | 34.626764 |
| EF-S-2      | Soil embankment | 32.95246  | 34.627179 |
| EF-S -3     | Soil embankment | 32.954149 | 34.62748  |
| EF-S -4     | Soil embankment | 32.966212 | 34.633978 |
| EF-S-5      | Soil embankment | 32.967656 | 34.635393 |
| EF-S-6      | Soil embankment | 32.990423 | 34.642137 |
| EF-S-7      | Soil embankment | 32.992125 | 34.642269 |
| EF-S-8      | Soil embankment | 32.993579 | 34.642593 |

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Table 2:Details of the access control measures implemented at Lady's Miles.

| Location  | Objectives for access control measures  | Type of access control measures | Implementation Status  |
|-----------|---|---------------------------------|--|
|           | -Reduce habitat & flora trampling   | 1 crash gate                    | Implemented in March 2024<br>- Lock was placed and sets of keys were given to all relevant<br>stakeholders |
|           | -Reduce disturbance to birds and specially  | 1 bar gate                      | Implemented in March 2023<br>Bar gate installed to restrict car access to the dunes                        |
| ly's Mile | to ground nesting birds   | 19 soil embankments             | Implemented in March 2023  |
| Lad       | - Reduce disturbance to turtle nesting area<br>(e.g. sand compactness, access, nest |                                 | Salt Lake  |
|           | trampling)  | 3 poles                         | Implemented in March 2023  |
|           | -Eliminate illegal activities with direct and                                       | 5 poies                         | Poles were installed to restrict car access to saline lagoon   |
|           | indirect impact to biodiversity (e.g.   | 1 area to be ripped             | Implemented in November 2023   |
|           | poaching, waste dumping)  | 1 hiking trail                  | Implemented in February - March 2024   |

In Lady's mile, the area that was protected because of the above actions is around ~ 290 ha and it includes breeding and feeding grounds for birds and other species (reptiles and invertebrates), as well as the following three habitats:

- 5420: Cisto-Micromerietea phrygana
- 1420: Mediterranean halophilous scrubs (Arthrocnemetalia fruticosi)
- 5212+5420: Arborescent matorral with Juniperus spp. (Juniperus phoenicea) and Cisto-Micromerietea phrygana

Additionally, due to the creation of illegal dirt roads from car access, it has been estimated that around 3 ha of the above 3 habitats will be restored.

### Figure 4:Locations of the access control measures proposed or implemented at Lady's Mile.

An interactive online version of the map can be visited through the following site: <u>https://www.google.com/maps/d/u/0/edit?mid=1wl815tErNmqdte7cfBO6L6LWtePgzbs&usp=sharing</u> (Accessed 04/2023).



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| 058   | 34.639102   |   |
| 339   | 34.607656   |   |
| 825   | 34.641722   |   |
| 626   | 34.641484   |   |
| 095   | 34.641575   |   |
| 543   | 34.608801   |   |
| 187   | 34.608863   |   |
| 489   | 34.610002   |   |
| 412   | 34.611823   |   |
| 569   | 34.613508   |   |
| 26Z   | 34.013819   |   |
| 208   | 34.614673   |   |
| 148   | 34 614969   |   |
| 284   | 34.615499   |   |
| 113   | 34.618515   |   |
| 417   | 34.619085   |   |
| 983   | 34.620007   |   |
| 835   | 34.620984   |   |
| 333   | 34.627041   |   |
| 111   | 34.630896   |   |
| 362   | 34.631578   |   |
| 998   | 34.634468   |   |
| J32   | 54.054952   |   |
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-c-MERRAS

For ease of illustration, the access control measures of Merras will be presented in two arbitrary sub-sections -Merras South and Merras North- due to the large size of the area.

Table 3:Details of the access control measures proposed for Merras South.

| Location | Objectives of access control measures | Type of access control measures  | Implementation Status               |
|----------|---------------------------------------|--|-------------------------------------|
|          | - Reduce habitat & flora              |  |                                     |
|          | trampling                             | -2 Crash gates – option. The instalment of crash gates will regain       |                                     |
|          |                                       | connectivity of the sensitive dune habitats, however, the eastern        |                                     |
|          | -Reduce habitat fragmentation         | access by car, from Akrotiri to Merras will be restricted up to the fish | The implementation of access        |
|          | and loss                              | port. The degree, to which this is acceptable in terms of health and     | control measures in Merras Area     |
|          |                                       | safety access, turtle monitoring access, mosquitoes spraying etc, will   | could not proceed in the            |
|          | -Reduce disturbance to birds and      | be further discussed. If the area is left in its natural route, the dune | framework of the project due to     |
| uth      | specially to ground nesting birds     | system will shortly recover.   | military use of the area. Access    |
| s So     |                                       | -Soil embankment/ boulders/ ploughing/ revegetation                      | management plans and actions        |
| irra     | - Reduce disturbance to turtle        | The landform of Merras area is very flat, thus eliminating access for    | for this area need further          |
| Σe       | nesting area (e.g. sand               | conservation purposes is essentially non-possible. A combination of      | consultation mainly with the        |
|          | compactness, access, nest             | soft, natural access control measures has been proposed to control       | military administration.            |
|          | trampling)                            | access where possible. It is suggested that the instalment of boulders   | However, this section for Merras    |
|          |                                       | is combined where possible, with planting of native high bushes such     | Area is included in this report for |
|          | -Eliminate illegal activities with    | as Lycium schweinfurthii.  | future reference.                   |
|          | direct and indirect impact to         | -Delimitation of perpendicular access to the beach                       |                                     |
|          | biodiversity (e.g. poaching, waste    | -Hiking Trail  |                                     |
|          | dumping, motocross)                   |  |                                     |

Figure 5:Locations of the access control measures proposed for Merras South.

An interactive online version of the map can be visited through the following site: <a href="https://www.google.com/maps/d/u/0/edit?mid=1wl815tErNmqdte7cfBO6L6LWtePgzbs&usp=sharing">https://www.google.com/maps/d/u/0/edit?mid=1wl815tErNmqdte7cfBO6L6LWtePgzbs&usp=sharing</a> (Accessed 04/2023).





- Delimination of perpendicular access
- Rocks/ Soil embankment/ploughing/revegetation
- Soil embankment/ploughing/revegetation

|    | х         | Y         |
|----|-----------|-----------|
|    | 32.939684 | 34.588434 |
|    | 32.937535 | 34.592366 |
|    | 32.9361   | 34.593206 |
|    | 32.936186 | 34.592691 |
|    | 32.941618 | 34.588019 |
|    | 32.940391 | 34.588223 |
|    | 32.940555 | 34.588238 |
| on | 32.940433 | 34.588601 |
|    | 32.939445 | 34.587331 |
|    | 32.93956  | 34.587605 |
|    | 32.939866 | 34.58792  |
| on | 32.939898 | 34.588311 |
|    | 32.937539 | 34.592461 |
|    | 32.936084 | 34.593697 |
|    | 32.935933 | 34.593714 |
|    | 32.935727 | 34.593714 |
|    | 32.937106 | 34.594264 |
|    | 32.93728  | 34.594035 |
|    | 32.935929 | 34.595818 |
|    | 32.936057 | 34.595857 |
|    | 32.9357   | 34.598784 |
|    | 32.935243 | 34.598864 |
|    | 32.936924 | 34.599921 |
|    | 32.935732 | 34.601028 |
|    |           |           |

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Table 4: Details of the access control measures proposed for Merras North.

| Location     | Objectives of access control measures  | Type of access control measures  | Implementation Status  |
|--------------|--|--|--|
| Merras North | <ul> <li>Reduce habitat &amp; flora<br/>trampling</li> <li>Reduce habitat fragmentation<br/>and loss</li> <li>Reduce disturbance to birds and<br/>specially to ground nesting birds</li> <li>Eliminate illegal activities with<br/>direct and indirect impact to<br/>biodiversity (e.g. poaching, waste<br/>dumping, motocross)</li> </ul> | <ul> <li>-Soil embankment/ boulders/ ploughing/ revegetation</li> <li>The landform of Merras area is very flat, thus eliminating access for conservation purposes is essentially non-possible. A combination of soft, natural access control measures has been proposed to control access where possible. It is suggested that the instalment of boulders is combined where possible, with planting of native high bushes such as <i>Lycium schweinfurthii</i>.</li> <li>-Soil embankment</li> <li>Even though the motocross plane was removed and access was closed in the context of the Medis Wet 2 project, field inspection revealed the need for further soil embankment.</li> </ul> | The implementation of access<br>control measures in Merras Area<br>could not proceed in the<br>framework of the project due to<br>military use of the area. Access<br>management plans and actions<br>for this area need further<br>consultation mainly with the<br>military administration.<br>However, this section for Merras<br>Area is included in this report for<br>future reference. |

Figure 6:Locations of the access control measures proposed for Merras North.

An interactive online version of the map can be visited through the following site: <u>https://www.google.com/maps/d/u/0/edit?mid=1wl815tErNmqdte7cfBO6L6LWtePgzbs&usp=sharing</u> (Accessed 04/2023).



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| ment    |           |           |  |  |  |
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| ion     | 32.927701 | 34.619552 |  |  |  |
| ion     | 32.928137 | 34.621063 |  |  |  |
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| ion     | 32.925286 | 34.620154 |  |  |  |
| ion     | 32.924833 | 34.619883 |  |  |  |
| nt<br>: | 32.924534 | 34.61978  |  |  |  |
| ion     | 32.927035 | 34.622705 |  |  |  |
| ion     | 22.9201/2 | 24.02504  |  |  |  |
| ion     | 32.924435 | 34.027290 |  |  |  |
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- Akrotiri Access Management Plan -

