

2022/23 ENG

Enlarged Partial Agreement on Cultural Routes of the Council of Europe Certification cycle 2022-2023

Candidate route:
TRANSHUMANCE TRAILS & RURAL ROADS

Independent expert report

Cultural route
of the Council of Europe
Itinéraire culturel
du Conseil de l'Europe



Cultural Routes of the Council of Europe Certification Cycle 2022-2023

Independent Expert report

Transhumance Trails & Rural Roads

Author's information:
Antonio Vizcaíno Estevan
Freelance consultant

**The opinions expressed in this independent expert report are those of the author, and do not engage the Enlarged Partial Agreement on Cultural Routes of the Council of Europe.*

TABLE OF CONTENTS

Tabla de contenido

1. Executive Summary (1 page).....	5
2. Introduction (1 page)	6
3. Main Body Evaluation (15-20 pages).....	7
3.1 Cultural Route Theme	
3.1.1 Definition of the theme of the route	
3.1.2 Historical and cultural context	
3.1.3 Council of Europe values represented by the theme	
3.2 Fields of Action	
3.2.1 Co-operation in research and development	
3.2.2 Enhancement of the memory, history and European heritage	
3.2.3 Cultural and educational exchanges for young Europeans	
3.2.4 Contemporary cultural and artistic practice	
3.2.5 Cultural tourism and sustainable cultural development	
3.3 Cultural Route Network	
3.3.1 Overview of institutional /legal structure of the network	
3.3.2 Overview of the financial situation of the network	
3.3.3 Current composition of the network by country and type of member	
3.3.4 Strategy for the network extension in the three years to come	
3.4 Communication tools	
3.4.1 Current state of communication tools developed by the network (graphic charter, communication materials, logo, communication channels, signposting, maps, etc.)	
4. Conclusions and recommendations (2-3 pages).....	22
5. List of references	26
6. Annex 1: Expert field visit and interviews with the network management and members.....	27
7. Annex 2: Expert assessment checklist.....	29
8. Annex 3: List of acronyms, figures and tables	38

1. Executive Summary

This report presents the results of the application for certification of the Transhumance Trails and Rural Roads route.

The assessment has been carried out on the basis of: 1) the documentation provided by the technical team in accordance with the parameters established by the Enlarged Partial Agreement on Cultural Routes of the Council of Europe; 2) online interviews conducted with different members of the network, specifically with representatives from Sweden, Spain, Portugal and Italy; 3) a three-day field visit to Tenerife (Spain), where the management of the route is currently based.

The project addresses a pertinent and very interesting topic that has a great potential to connect with memories, heritages and territories that have been often left out of the tourist circuits. It has a solid scientific background thanks to the collaboration of a multidisciplinary team of specialists that has been part of the project since its origins.

The institutional and legal structure seems to be adequate for the development of the functions set out in the statutes. The network, however, needs to be strengthened through the incorporation of new members and the establishment of the appropriate operating dynamics. Actually, one of the greatest challenges of the project is to develop joint initiatives between the different members of the network, especially with regard to cultural and educational activities. On the financial side, it is also indispensable to diversify sources of income to ensure the financial solvency of the project, which until 2022 has been largely dependent on a single institution. However, the technical team is aware of all these limitations and is working to overcome them in the near future. In this sense, the interest of the proposed theme, the professionalism of the team and the sensitivity that has been raised regarding key issues such as the territory or the communities involved, make TT&RR a project with great social and cultural potential.

Expert summary conclusions		
	Yes	No
The theme complies with the eligibility criteria for themes listed in Resolution CM/Res(2013)67, I. List of eligibility criteria for themes.	X	
The Cultural Route complies with the criteria for actions listed in Resolution CM/Res(2013)67, II. List of priority fields of action.	X	
The Cultural Route complies with the criteria for networks listed in Resolution CM/Res (2013)67, III. List of criteria for networks.	X	

2. Introduction

Transhumance Trails and Rural Roads (RR&TT from now on) is an ambitious cultural route proposal that applies for the Cultural Routes of the Council of Europe certificate.

The project deals with a topic of great interest that has not so far been included in the Cultural Routes programme: transhumance. The particularity of the proposal is that it focuses on a heritage that is necessarily integral, as it combines elements of tangible, intangible and natural heritage. Within the framework of this project, arises the idea of “cultural landscape” as a more complex and holistic reality, which goes beyond the traditional heritage categories defined by UNESCO.

The route was born from a research project on transhumance (2016), which is the result of collaboration between three universities belonging to three different countries of the Council of Europe: Sweden, Italy and Spain. From this embryo, it was conceived the possibility of articulating a cultural route that makes known different forms of transhumance in the European context; betting, in addition, on peripheral territories and with the presence –in some cases– of ethnic minorities. It is, therefore, a cultural proposal that has been built on rigorous scientific knowledge. Moreover, the multidisciplinary nature of the proposal should be highlighted, as transhumance affects disciplines as diverse as archaeology, geology, anthropology, musicology and geobotany, among others.

The project gained legal status in 2018, when the international association Transhumance Trails and Rural Roads was created. This entity formalises the project's desire to work on the knowledge, conservation, revaluation and dissemination of transhumance trails, pastoralism and rural roads. It also places a particular focus on contributing to improving the living conditions of the communities and entities that inhabit the territories in which transhumance has developed –and in some cases continues to develop. A highly interesting approach that assumes that heritage is a tool with high potential for social transformation.

At present, the TT&RR network is composed of 21 members from 5 different countries: 4 of them are integrated in the Council of Europe (Italy, Spain, Sweden, Portugal) and one is part of the network of Ibero-American countries (Mexico). The 21 partners are of a very diverse nature (universities, museums, municipalities, natural parks, tourism stakeholders, associations, etc.) and are expected to be extended in the coming months.

Overall, TT&RR proposes 8 different itineraries that are situated in very diverse contexts in terms of landscape and socio-economic and cultural development. Despite the differences, the interesting point about transhumance is that, being an almost universal practice, it constitutes a common place. In other words, there is a shared language around transhumance that can function as a vehicle for intercultural dialogue between European countries, but also with countries in other continents.

The network has the appropriate legal and institutional framework to carry forward the proposal: the association functions through a General Assembly for decision-making; it has a Board of Directors, a Scientific Committee and a Technical Management Office, represented by the Fundación General of the Universidad de La Laguna (Tenerife, Spain), which is in charge of the administrative and financial coordination. The Association's headquarters is currently at the Universidad de La Laguna.

The proposal, however, needs to mature on a number of operational issues. In particular, the need to standardise the development of actions involving the joint action of the different members, as individual initiatives have predominated to date. It would also be desirable to start defining strategies and tools that establish common parameters for documenting, preserving and disseminating the heritage of transhumance. Another major challenge is to diversify sources of funding in order to guarantee the financial viability of the route. Even so, it is worth noting that the members of the network are aware of these challenges and are thinking of ways to meet them, as was seen during the online interviews and the fieldwork visit.

3. Main Body Evaluation

3.1 Cultural Route Theme

3.1.1 Definition of the theme of the route

RR&TT addresses a topic of extraordinary interest: transhumance and the network of rural roads that has generated the practice of extensive grazing.

As defined in the report, transhumance is understood as "the traditional pastoral practice of seasonal migration of livestock and herdsmen along selected and predetermined tracks, from the winter pastures on the lowlands (coastal plains) to the summer pasture on uplands and summits" (Report *Application for certification*, p. 9).

It is important to note that the route is developed in two distinct but complementary directions. On the one hand, it focuses on territories where transhumance is still a living practice. In these cases, the purpose is to contribute to its preservation and social awareness, through the implementation of measures that can contribute to improve the living conditions of people whose livelihoods depend on pastoralism. On the other hand, there are the territories where even though transhumance has ceased to be practiced, its memory and material traces are still present. In this second group of cases, the initiatives are aimed at recovering, documenting and disseminating this rich heritage, in order to prevent its definitive loss.

Undoubtedly, these are two different realities that require, on the part of the route, the application of differentiated measures. While it is true that in both cases the route is working with a fragile heritage that is little known by the majority of society, working with living transhumance is particularly delicate. The promoters of the route should be aware that the enhancement of the process of *heritagization* and the touristification of areas excluded from the tourist circuit has the potential to activate new resources, but it also introduces possible tensions between the different agents involved. However, the exchange of impressions with the staff of the route and the different partners interviewed shows that they are aware of these risks, and that their interventions are built from a rigorous work of research and defense of the territory.

The awareness of the duality with which they are working is evidenced, in fact, in the choice of the name of the route: they do not speak exclusively of "Transhumance Trails", but also of "Rural Roads". This allows a certain flexibility in the selection of the territories that make up the route, which are frankly diverse.

In this sense, it is of particular interest that the territories that make up the initial route proposal correspond to very different geographical and socio-cultural contexts. In the European context, it includes the Sami semi-nomadic reindeer herding of Swedish part of Lapland; the vertical transhumance in Tenerife, Spain; and the Mediterranean transhumance in peninsular Spain and Italy. It is important to note that the route also includes the transhumance of Baja California, Mexico, which speaks of the international vocation of the project. Without losing sight of the European dimension, the incorporation of partners from other continents implies opening the sight and enriching the project both from a conceptual and practical point of view; that is to say, from the perspective of operation and exchange of experiences. This breadth makes even more sense if we take into account the universal nature of pastoralism, which can be found almost anywhere on the planet. An approach that opens up many future prospects for the route.

As far as the European continent is concerned, it is interesting that TT&RR has taken into consideration forms of pastoralism from peripheral territories, going beyond the most popular cases. However, it would also be interesting to include in the future the "mainstream" transhumance examples (e.g. transhumance in central Spain, France or the United Kingdom).

They could contribute to give greater visibility to the project, as well as to offer their own experience in the management and dissemination of cultural practices linked to pastoralism. Addressing a topic such as transhumance involves considering a wide range of heritage forms: from the tangible (rural roads, constructions, shepherds' material culture, derived crafts, etc.) to the intangible (knowledge, music, gastronomy, myths and legends, celebrations, etc.), as well as natural heritage. The very nature of the subject makes special sense of the heritage form of "cultural landscape", which is much more inclusive than the classic definitions of cultural, natural and intangible heritage. It is a concept recognized by UNESCO since 1992 (see *Operational Guidelines for the Implementation of the World Heritage Convention*, 2008, Annex 3), with great potential for developing educational activities, innovative practices and responsible cultural tourism, as will be seen in the following sections.

Last but not least, the TT&RR proposal has two implicit approaches with great conceptual and poetic potential. The first is the idea of "living heritage", in the sense that part of the destinations of the route work with a transhumance that is still active, with people who make a living from it. This entails potentialities, but also a necessary responsibility and commitment to make compatible the uses foreseen within the framework of the route. The second is the idea of "heritage in movement", given that the practice of transhumance is based on the movement of animals and people. Consequently, the essence of the route is itinerancy: it is not just a matter of visiting specific sites, but of traveling along paths.

3.1.2 Historical and cultural context

The TT&RR proposal does not establish limits from a chronological point of view. This statement implies that the route considers every evidence of transhumance from prehistoric times to the present day.

This approach can be a double-edged sword. On the one hand, it is of great interest for several reasons: 1) it allows an interesting flexibility for territories with very diverse pastoral traditions to join the proposal, whether they are still alive or not; 2) it forces to apply a multidisciplinary look in its study and documentation, by understanding transhumance as a long-term practice that has modelled, over the centuries, the characteristics of the landscape; 3) it broadens the possible ways of tourist-cultural development, by combining heritage forms from different periods in the same territory, thus connecting with different interests (archaeological, natural, gastronomic heritage, etc.). On the other hand, however, such a broad definition may end up blurring the very nature of the route, especially as it expands. In this sense, it might be appropriate to think, in the near future, about defining more specific criteria (in thematic and heritage terms) in the access of new candidates to the route. The criterion could be, for example, the chronology; that is to say, to focus on those transhumance practices that have been active until relatively recently. This should not imply to avoid addressing –if necessary– the (pre)historical genealogies of each case.

There is no doubt that the topic chosen is of great interest for understanding the history and characteristics of many European regions and –it is important not to forget– of other continents. The value of the TT&RR proposal is even greater if one considers that shepherding has been an activity in part denigrated. Historically, the figure of the shepherd has aroused some suspicion due to his non-sedentary character and his continuous contact with the "wildness", establishing physical and symbolic frontiers with the rest of the community. In addition, pastoralism has generated conflicts of interest with other practices, such as agriculture or urban development itself, and more recently with certain environmentalist approaches. Therefore, making visible the contributions of transhumance to the configuration of the landscape, but also of the territory in a broader sense, as well as the cultural, social and economic practices implicit in it, is an important challenge that should be recognized in the proposal. Actually, it is a route that does not speak of great historical events, but of a mosaic

of microhistories, sometimes silenced, whose role has been indispensable in the configuration of many territorial identities.

The possibility to trace the legacy of transhumance at all levels is feasible, precisely, thanks to the implementation of multidisciplinary research. The TT&RR proposal was born, in fact, as an international research project in 2016. The project focused on the three typologies of transhumance previously outlined: the reindeer transhumance or semi-nomadism in Sapmi, Sweden; the Mediterranean transhumance of sheep and cattle in Italy; and the goat keeping system of the volcanic Canary Islands, Spain. This scientific dimension is not only at the base of the project, but is maintained through the creation of a Scientific Committee of specialists coming from different disciplines, as well as through the organization of international meetings of scientific and formative character.

3.1.3 Council of Europe values represented by the theme

One of the strengths of the project is the awareness that cultural heritage has the potential to become a tool for improving people's lives. This approach goes beyond understanding the value of culture or heritage *per se*: it focuses on how heritage can serve as a pretext to activate transformations that benefit those who live with –or from– it. This statement is recognised in its statutes, which establishes that one of the main objectives of the route is "To promote sustainable development policies in favour of the territories and cultural landscapes where transhumance takes place and to improve the well-being and permanence of the population in rural areas, guaranteeing the quality of the environment, activities and employment existing there" (Statutes, Title II, Art. 9, p. 2).

This approach connects with the principles of the conventions of the Council of Europe and other international organisations, especially the Convention on the Value of Cultural Heritage for Society (Faro Convention, 2005), the "Baku Declaration" (Consultative Forum of the Cultural Routes programme of the Council of Europe, October 2014), and the advice given at the UNWTO/UNESCO World Conference on Tourism and Culture in Cambodia (February 2015).

In this sense, it is worth highlight three specific proposals of TT&RR, which demonstrate the potential of the project in social terms. In Blera (Italy) many of the shepherds who are still active are of migrant origin, particularly from the Balkans. Unfortunately, many of these shepherds are in an irregular situation. What the technical unit is wondering is how the implementation of the route could contribute to resolving this situation and to dignify the living conditions of those who currently keep this tradition alive. Actually, it is interesting to consider, as recognised by the staff, how the fact that transhumance is a shared practice has made it possible to generate meeting places between local and migrant shepherds.

In the Swedish case, the transhumance is that of the semi-nomadic Sami people. This is an ethnic minority that remains on the margins of many of Sweden's land policies, with serious difficulties in finding government support. Indeed, in some areas, such as Kallak, the conditions of this community are being threatened by mining. In the face of these aggressions, the formalisation and regularisation of TT&RR route could be a strong argument to help stop the destruction of the territory and the ways of life of these groups.

In the case of Tenerife (Spain), the route is working closely with the Fundación Canaria El Buen Samaritano. The foundation works, through the Tenerife Camina project, with young people in social exclusion. The collaboration is being carried out through the involvement of these young people in the cleaning and recovery of rural roads, offering them training and remuneration. The result of this collaboration has been very positive, as seen in a meeting in Santa Cruz de Tenerife during the field visit.

These three proposals are of great potential in terms of responsible and committed management of transhumance heritage. In two cases (Italy and Sweden), seeking to dignify the social, economic and legal conditions of the shepherds who keep transhumance alive; in

the other case (Spain), using the heritage of transhumance as a resource to contribute to the socio-economic and cultural integration of a vulnerable group of young people.

Again, it must be taken into consideration that, unlike other cultural routes, TT&RR works with a living heritage. This poses important challenges and opportunities to ensure that it remains so. It is therefore necessary to think of heritage as a tool committed to the social and territorial reality, and the route as a strategy with the capacity to improve the conditions of the people linked –directly or indirectly– to transhumance. In this sense, there are some pending issues which, although are not competence of the route itself, can serve as a platform for thinking about possible solutions. Based on the conversations held with agents from the different territories along the route, one of the common problems is the incompatibility of uses of some of the rural trails. The growth of cities and the development of infrastructures has cut off part of these paths, which has made it difficult for transhumance to develop properly for years. One possible future line of work could be to contribute to unblocking this complex issue, either through the creation of forums for the discussion at different levels (territorial, legal, etc.), or by getting involved in the recovery of the paths or in the creation of alternative routes.

3.2 Fields of Action

3.2.1 Co-operation in research and development

TT&RR is still in its early stages, but some of its initiatives in the field of research and development may function as milestones in its process of consolidation. Before pointing them out, however, it should be noted that the initiatives in this area have not been included in the *Application for certification* report (see section 4.1., p. 27). It is suggested to the technical unit of the route to fulfil all the sections of the official form in future reports –be they application or regular evaluation reports. Given this absence, the information has been obtained by cross-checking the report with field visit and online data.

The organisation of the International Seminar on Transhumance Trails and Rural Roads is particularly noteworthy. The event, held since 2016, has already had 6 editions, which have taken place in the main territories that integrate the route: Italy, Sweden and Spain. It is a scientific forum that addresses, from a multidisciplinary perspective, the role of transhumance routes and rural roads in Europe's territorial development strategies, which is of great interest to the project.

In this sense, the meeting seems to be consolidated as an annual milestone. Not only because it represents an effort of coordination between the different territories and entities of the route, but also because it has generated a space for dialogue of great importance on the subject under study. Furthermore, it is an interesting “covering letter” to potential members of the route. It would then be interesting to ensure its continuity in the future –even though, apparently, the 2022 edition has not been celebrated.

In recent years, the members of the route have participated in various types of scientific meetings, and have collaborated in the organisation of conferences on heritage conservation and management. One of the most significant has been the participation in the Euro-Ibero-American Cultural Routes and Itineraries Inter-institutional Cooperation Programme, held in Guadalupe (Spain) in October 2022. The meeting was organised by the Organization of Ibero-American States for Education, Science and Culture (OEI), the European and Ibero-American Academy of Yuste Foundation, in collaboration with the European Institute of Cultural Routes

(EICR). Its objective was to analyse sustainability, cohesion and social inclusion in the territories through cultural routes and itineraries.

The development of part of these activities is supervised by the Scientific Committee. At the date of delivery of the report, this committee is made up of 5 members (4 men and 1 woman, the latter is the coordinator) with consolidated backgrounds in different disciplines: archaeology, architecture, geobotany and geology. It is, therefore, a committee that is coherent with the multidisciplinary nature of the route, given the complexity of nuances involved in the study of transhumance. Among the institutions attached to this committee are the Swedish Institute of Classical Studies in Rome (Sweden/Italy), the Aittije Museum (Sweden), the University of Uppsala (Sweden), the Universidad Autónoma Baja California Sur (Mexico) and La Sapienza, University of Rome (Italy). From a territorial point of view, the representation of the Scientific Committee is varied, although not all the member countries are represented (Spain, Portugal). This issue should be corrected in the near future, aiming at achieving a real balance between the countries involved. Likewise, some members of the Scientific Committee also form part of the Steering Committee; it would be interesting to try to avoid duplications between the two bodies, in order to guarantee their autonomy.

On the other hand, the activation of the route has also given rise to scientific publications, both in specialised journals and in monographic publications, edited in different languages. In addition, the TT&RR staff informed that currently there is a student at the University of La Laguna (Spain) researching on the TT&RR cultural itinerary as a main topic of his Master's thesis, what evidences the scientific and cultural interest of the route.

It should be noted, however, that part of the scientific activity generated by TT&RR has been developed more *on behalf of* the route than *from* the route. In other words, there is still a lack of proposals emerging from a collective effort. What predominates, both in research and development, is an aggregation of individual initiatives developed by specific members of the network. Although the importance of these initiatives cannot be denied, the members of the route are encouraged to give priority to actions that are jointly devised and developed in cooperation between the different territories and entities. They have already done with the annual international seminar previously mentioned. But it would be appropriated to go beyond and to think of other formats that promote collaboration, and benefit the development of the route itself. For example, the creation of a handbook of good practices for the management of transhumance heritage; the organisation of events or European Heritage Days on transhumance; the design of travelling exhibitions, with content and materials from the different partners, etc.

3.2.2 Enhancement of the memory, history and European heritage

Transhumance is a common heritage for most European territories. As such, it has the capacity to serve as a meeting place for the diversity of practices and traditions, because, at its heart, there is a shared language. Indeed, transhumance was inscribed in 2019 on the UNESCO Intangible Cultural Heritage Representative List, and accepted in 2020. In particular, Alpine and Mediterranean transhumance, led by Austria, Italy and Greece. This nomination further strengthens the sense of the proposal submitted by TT&RR. In the near future, it would be interesting to establish ways of collaboration between the representatives of both proposals in order to join forces. As stated in the report, the route takes into consideration various charters, conventions and recommendations of different international organisations dedicated to heritage preservation. Apart from those already mentioned in relation to local communities involvement, TT&RR connects with the concept of "cultural landscapes" defined by UNESCO; the 2003 UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage; the

UNESCO World Heritage and Sustainable Tourism Programme; and the European Charter for Sustainable Tourism in Protected Areas, among others.

Moreover, transhumance has great symbolic potential to represent the links, memory and heritage shared by different European territories. Not only because, as already said, it is a common tradition, but also because it has sometimes been –and indeed it is still being– a cross-border practice. Political borders often do not coincide with natural borders. Even what appear to be natural borders, such as the great mountain ranges, are not always natural borders; on the contrary, they function as ecosystems of cultural and natural transition. Transhumance, as the long-distance movement of animals and people, is a good evidence of this phenomenon. For example, the TT&RR proposal includes among its destinations the Camí Ramader de Marina (Spain), which connects two different countries: France and Catalonia. What appears to be a simple anecdote can acquire considerable symbolic potential, since it involves seeking consensus between two different territories with different administrations, in order to articulate a heritage project. Actually, the idea of a "cross-border heritage" is not so common in the Cultural Routes of the Council of Europe programme, so that it could be a differentiating element for TT&RR with a great poetic component which results in a common memory and heritage. Therefore, the candidate is strongly encouraged to consider this aspect as a guiding criterion for the future incorporation of new destinations –as in fact is already happening, according to the information provided by the staff.

Shared heritage also makes differences visible. This is especially valuable when it comes to territories and communities that do not have such a strong presence in the European framework, both symbolically and in reality. In this sense, it should be noted that the TT&RR proposal is committed to the inclusion of Europe's peripheral territories, known as "Outermost regions" (ORs) according to the nomenclature of the European Union, in order to claim their role in the leadership of projects despite the difficulties arising from their geographical remoteness. The paradigmatic case is the Canary Islands, which not only form part of the project, but also lead it: Tenerife is currently the headquarters of the board of directors and of the Foundation of the University of La Laguna, which is providing the administrative and human resources support for the management of the project.

In a similar way, the project is bringing to the forefront minorities and stigmatised groups, such as the Sami people in Sweden or the Balkan migrants in Italy.

All these variables, although raise interesting horizons from the point of view of socio-cultural development, make the articulation of the cultural route more complex. However, the TT&RR not only has a professional team with experience in management and research, but it also has participated in training sessions of the Enlarged Partial Agreement on Cultural Routes and the European Institute of Cultural Routes since 2018, seeking training and advice for the creation of a route within the framework of the Council of Europe's programme. They have attended the 7th and 8th Training Academy on Cultural Routes (2018 and 2019); the 8th Cultural Routes Annual Advisory Forum (2018); the Training Seminar for Candidate Networks (2022); the Advisory Meeting Candidate Networks (2022) and the Annual Advisory Forum (2022). This attendance shows the interest and commitment of the technical team.

3.2.3 Cultural and educational exchanges for young Europeans

Certainly, the heritage of transhumance has great cultural and educational potential, because it connects with a key concept: the cultural landscape. This concept allows for a transversal reading of the territory and, in doing so, it offers knowledges of the natural, cultural and historical particularities of each place; knowledges that are part of

the educational programmes at Elementary and Secondary levels in Europe. It can be said, therefore, that a route such as TT&RR can constitute a first-rate resource for promoting cultural and educational encounters between young people from different territories.

However, activity in this area is still limited. It is true that there are some really interesting initiatives, such as the one established with the Fundación Canaria El Buen Samaritano, in Tenerife (Spain). As mentioned above, this collaboration between TT&RR and the foundation aims to help a group of young people at risk of social exclusion, aged between 18 and 30, to promote their social and professional skills. To this end, the route is offering training in environmental education for the recovery of rural roads. It is a paid training that strengthens their autonomy and confidence when it comes to integrating into the labour market. In the same way, is important to note that the TT&RR association is a member of the list of entities that collaborate with Rural Youths in the Canary Islands, an initiative that seeks to facilitate the access of young people to Rural Development Programmes. The proposal also raises awareness of the need to preserve the rural environment for the present and the future.

In both cases, the initiatives constitute a model that could be replicated all over the route. However, both are limited to the territory of the Canary Islands. Other territories of the route are also developing their own initiatives. But, again, what is missed is a joint action. Just as when talking about initiatives in the field of research and development, it is suggested to design initiatives that involve cooperation between the different members, with real exchanges between groups of young people that contribute to building the sense of European citizenship that the Council of Europe is trying to promote. In this sense, the interview with the representative of Camí Ramader de Marina (Spain) highlighted their experience in the implementation of educational projects at local scale, with very interesting proposals –cultural exchanges of young people through traditional music or exhibitions linked to transhumance– that could be projected on a larger scale through the participation of the different territories.

3.2.4 Contemporary cultural and artistic practice

TT&RR is developing a specific line linked to ethnography and artistic practice that results of great interest. It is about the traditional sounds of transhumance; that is to say, the instruments, the melodies, the voices and the celebrations that are characteristic of transhumance.

The proposal is being spearheaded by one of the members of the route, the Lazio region (Italy). In particular, through the association Suoni della Terra, directed by the musician, researcher and composer Alessandro Mazziotti. They are organising concerts and musical performances in the framework of celebrations such as the Ottobrata Romana (Roman October), but also within scientific meetings related to the route.

Without a doubt, this is a particular way of approaching the heritage of transhumance, in which the sensory and the emotional come into play. In a similar vein, docufilms and photographic reports have also been made.

Music of transhumance can be, indeed, a hallmark of TT&RR. It has a great potential to combine the theme of the route with contemporary cultural and artistic practice. That is why it would be desirable to export this model to the rest of territories and, above all, to think how this cultural expression could be the pretext to organise joint initiatives.

On the other hand –and just as a suggestion for the technical unit–, there are very inspiring initiatives from other projects in which transhumance has been combined with artistic creation. This is the case of the "Caravana Negra" in Extremadura, an association that promoted in 2018 a small-scale transhumance in which shepherds, flocks of sheep and artists walked and created together during a coexistence of several days. This model could be very effective also between different countries. The information about this specific activity can be found at the following link: <https://www.caravananegra.org/qu%C3%A9-hacemos/patrimonio-y-cultura>

3.2.5 Cultural tourism and sustainable cultural development

TT&RR's proposal has great potential to contribute to the knowledge of the rural environment, but also to promote economic development through a kind of tourism that is truly sustainable and respectful with the environment, as well as with the practice of transhumance where it is still alive.

This statement is defined by the association in its own statutes, which recognise among its general objectives "To harmonise in the field of sustainable development, those cultural and tourist activities that take place in the territory of transhumance" (*Statutes*, Title II, art. 8, point 7, p. 2). Indeed, the project aims to contribute to placing responsible and sustainable tourism at the centre of EU policies on Europe's cultural heritage and collective identity, in line with the principles of the UNESCO World Heritage and Sustainable Tourism Programme and the European Charter for Sustainable Tourism. The proposal also connects –as stated in its website– with some of the Sustainable Development Goals (SDG): 11 - Make cities inclusive, safe, resilient and sustainable; 12 - Ensure sustainable consumption and production patterns; 13 - Take urgent action to combat climate change and its impacts; 15 - Life on land; and 17 - Revitalize the global partnership for sustainable development.

Undoubtedly, the combination of sustainability and responsibility towards the territory should be one of the essential requirements in the TT&RR initiatives. The motivation is twofold: on the one hand, because it deals with a heritage that is still alive, but particularly delicate and vulnerable to possible changes within the territory; on the other hand, because the route takes place mostly in the rural territory, which in a large part of the European context is suffering processes of economic erosion and depopulation. It is thus worth considering how a cultural route can contribute to facing these challenges and promote a development in coherence with the context.

One of the main proposals of TT&RR is to recover rural roads and reuse/revalue them as trails for the development of slow tourism. That is to say, small-scale, uncrowded tourism that chooses these destinations for their connection with nature and cultural heritage. Of course, traditional trails have many possibilities in this area, as they function as the backbone of very diverse forms of heritage, both natural and cultural. Once again, it is the formula of the cultural landscape that serves here as a lure.

However, it is necessary that the process of economic complementation or reconversion be accompanied by a careful study of each case; and, above all, to do it with the direct involvement of local communities and actors. The enhancement and potential development of tourism can come into conflict with the practice of transhumance itself; actually, every heritage process has the risk to fossilise and freeze a living practice. This is something that has been happening for years with traditional practices that are in danger of disappearing. On an ontological level, it is essential that the subject of transhumance does not become the object of *heritagisation*.

In the proposal, the technical unit speaks of its willingness to promote the conservation and revitalisation of this heritage through the certification of the Council of Europe. There seems to be a real commitment. As they point out in the report, "The best way to preserve a living landscape is to renew the functional aspects that have contributed to shape it" (p. 8), and they also talk about the "preservation of the physical and cultural integrity of sites and places fulfills

the respect of the European values in terms of democracy and respect of the minorities" (p. 22). In this sense, online interviews with the different territorial partners show that sensitivity towards local actors –in particular shepherds– exists. According to the Swedish representative, local communities are involved in the documentation processes, as they have the knowledge and know their own history. In the case of the Camí Ramader de Marina (Spain), shepherds are represented in an advisory committee, although voting rights are limited to the municipalities. Something similar happens with the Naturtejo Geopark, where the municipalities are represented, but also cheese companies, for which many of the shepherds work. In the future, it would be interesting for TT&RR to incorporate a livestock farmers' association among its members, to ensure that their voice and vote have a presence in decision-making.

But beyond awareness and good intentions, the route needs to generate its own monitoring tools in order to ensure the touristic balance, because the heritage of transhumance is particularly fragile. For example, a good practice handbook could be useful. That is to say, a document that establishes the shared guidelines for the implementation of a particular tourism model, taking into account both the recommendations of international charters and conventions and the particular needs of every context in which the route is developed. Although it is true that within the framework of this route coexist very different destinations in terms of tourism (some areas are on the fringes of tourist circuits, such as the Naturtejo Geopark in Portugal, and other areas are consolidated tourism destinations, such as the Teide Natural Park in the Canary Islands), it would be advisable to define common standards. This is still a pending task for TT&RR given its incipient nature, as is the implementation of tools to evaluate the impact of the route in quantitative and qualitative terms. But it is hoped to come with the consolidation of the structure of the route in the following years.

On the other hand, the route can generate other parallel developments in relation to cultural tourism. It is the case of the installation of cultural infrastructures –e.g., interpretation centres. The route currently includes two museums: the Attje Sami Centre (Sweden), dedicated to the Sami people, and the Borgo dell'Arte Museiké (Italy). The Camí Ramader de Marina (Spain) is planning to build a Transhumance and Livestock Trails Interpretation Centre and a Transhumance School in the coming years. In addition, it would be desirable to incorporate territories with pre-existing infrastructures dedicated to research and dissemination of transhumance practices. For example, the Castilian transhumance, well known in Spain, which has some interesting resources such as the Transhumance Museum/Oncala Shepherds, the Transhumance Centre of the Sierra de Cebollera Natural Park or the Transhumance Museum of La Rioja.

It is also the case of activities of reenactment related to transhumance. TT&RR is actually working in this line, in cooperation with local authorities and grassroot associations for the period 2023-2025.

Another appealing source for a sustainable tourism in the framework of the route are the products derived from pastoralism, such as gastronomy and crafts. The Council of Europe certification could be intertwined with possible designation of origin certificates for local products. For example, in the NaturTejo Geopark (Portugal), cheese producers are involved in the route and have four cheeses with Protected Designation of Origin. This implies that TT&RR could contribute to preserving environmentally friendly forms of production (food and derivatives). It could be an added value towards a model of responsible degrowth and abandonment of large-scale production.

In the end, it is about how the developments activated by the route can help to sustain transhumance territories, be it through the sale of local products, be it through the remuneration of local communities (shepherds, producers, inhabitants, etc.) for their involvement in interpretation and dissemination activities.

3.3 Cultural Route Network

3.3.1 Overview of institutional /legal structure of the network

As recognised in Resolution (98) 4 on the Cultural Routes of the Council of Europe (III. List of criteria for networks, point 1), the TT&RR cultural route is managed through an association: the Transhumance Trails and Rural Roads Association, whose statutes were signed in October 2018 by representatives of the three original member countries: Italy, Sweden and Spain.

The bodies that make up the association are, on the one hand, the General Assembly, which is the representative body of all members, and is the supreme organ of government and expression. On the other hand, the Board of Directors, which is the governing body.

From the technical point of view, the statutes agree on the existence of a Technical Management Office, whose functions are delegated by the Assembly of the TT&RR Association, with permanent headquarters in San Cristóbal de la Laguna (Tenerife, Spain) (*Statutes*, Title III, Art. 11, p. 3). In this respect, the function of the Technical Management Office is currently assumed by the Fundación General (General Foundation) of the Universidad de La Laguna. This institution is in charge of providing administrative support, in terms of human resources and financial advisory, to facilitate the development of the project. It plays a fundamental role in providing stability and security at all levels. Moreover, the Universidad de La Laguna holds different chairs linked to subjects of interest to the route (e.g. oenogastrotourism), and organises the Campus África and the Campus América to strengthen ties with these continents, which can be of interest for the future development of the route.

Nevertheless, as the network grows, it will probably become necessary for TT&RR to consider having their own Technical Management Office, with the aim of acting with complete autonomy. This change would not imply renouncing the support that may be provided by the Fundación General.

In this regard, one can deduce that the management of the route is currently carried out from the Canary Islands. This is an important recognition for that territory. Firstly, because it is one of the founding territories of the project. Secondly, because, as mentioned above, the Canary Islands form part of the "Outermost regions" (ORs) of the European Union. By assuming the leadership, the project is reinforcing the centrality of peripheral territories, which in this case seem particularly important due to the position of the Canary Islands as a bridge between Europe, Latin America and Africa. For the future, however, it is suggested to think of formulas to guarantee the decentralisation and rotation of responsibilities between the different members. The statutes recognise that directive positions have a maximum duration of 4 years and that, furthermore, the meetings of the association's bodies can be held in any city or municipality.

In general terms, the approach of the institutional and legal structure of the TT&RR association seems to be correct and adequate for the development of the functions set out in the statutes. What could be improved is the definition of the mechanisms that guarantee plurality. Plurality in different ways: not only territorially, as mentioned in the previous paragraph, but also the profiles of the entities/people who take on responsibilities within the association, or in terms of parity between men and women (it is to be noticed that, currently, the association's top positions, both on the Board of Directors and on the Scientific Committee, are held by women). The idea is to encourage co-responsibility among the members of the association, in order to avoid the concentration of functions, or the territorial or institutional over-representation. Although this may not be mandatory because it is an incipient structure, it would be interesting to include these approaches as a recommendation in the statutes themselves, so that plurality and parity do not depend on the goodwill of its members.

3.3.2 Overview of the financial situation of the network

At present, the TT&RR budget is limited. In 2022, it has been allocated a total of €16,387.00. Only a small part of this budget comes from member contributions (€ 1,397.00); an amount that varies from year to year depending on the decisions of the Ordinary General Assembly (*Statutes*, Title VI, Art. 44, p. 11). Although the membership quotes do not yet represent a significant part of the budget, they constitute the fixed income for the project. That is why could be interesting for the association to include some clause on payment. In accordance to the statutes, the payment of membership quotes is to be made within the first three months of the financial year (*Statutes*, Title VI, Art. 44, p. 11), but there are no specific references to the consequences of not meeting the agreed deadlines. From the experience of other European routes, delays in the payment of quotes –frequent in certain public administrations– end up being a problem if no other stable sources of income are available.

The vast majority of the route's budget in 2022 (€14,990.00), however, comes from public funding, specifically from the Patrimony of the Government of Canary Islands (Spain). This is a very generous contribution that will continue in the coming years, but it should be borne in mind that the sustainability of the project cannot depend exclusively on the contributions of the members or on the commitment of a single institution. Without losing sight of the fact that TT&RR is an incipient project and needs to consolidate its financial structure, the association must consider diversifying its sources of funding as one of its main challenges, in order to make the project fully viable. This involves, in part, a commitment to the decentralisation of responsibilities. The current commitment of the Canary Islands is the most visible in terms of financial resources (budget) and human resources (4 people contracted to develop the project). However, responsibility needs to be shared, both to guarantee continuity and to avoid overstressing the weight of certain territories.

It has to be noted, however, that the project seems to have the capacity to model a future management structure that will make the proposal viable in terms of financial and human resources. As noted in the report, some of the project partners have obtained grants in recent years for the development of proposals related to the study of pastoralism and the possibilities of the route itself within the framework of the Council of Europe. These grants have been awarded by national bodies in the various countries that make up the route (*Report Application for certification*, pp. 20-21). In fact, the budget forecast 2023-2025 document provided by the association foresees a total of €165,000 in income to be spread over 3 years, which is a very significant increase in relation to the 2022 budget.

Finally, the different partners interviewed also point out that the certification of the Cultural Routes of the Council of Europe would serve as a catalyst for funding, especially in the case of local, regional and national administrations. Some representatives consider that what they lack today is the institutional legitimacy, at least in the eyes of some administrations and institutions. This gap would be filled by the potential certification. In the same way, many of them have their sights set on European calls and projects. In fact, the Fundación General de la Universidad de La Laguna has a specialised office in this field, which they hope will provide further support in the near future.

3.3.3 Current composition of the network by country and type of member

In total, the route is made up of 8 different cultural itineraries: Sentiero Dogana di Blera (Italy), Camino Real de Chasna (Spain), Linneaus' Lapland Route (Sweden), As campanhas de Idanha (Portugal), Camino Real de las Californias (Loreto - La Purísima section) (Mexico), Camí Ramader de Marina (Spain), Tratturo Jenne-Anzio (Italy) and Dogana di Bagno di Gavorrano (Italy). Each of these destinations is led by one or more entities, that are members of the association. The project has three territorial coordinators (Latin America, Spain and Portugal; Central Europe and Mediterranean Areas; Northern Europe) with the aim of

addressing the specificities of each major area in a coherent manner, but at the same time facilitating global coordination tasks.

The statutes of TT&RR establish that both private and public entities can obtain the membership (*Statutes*, Title IV, Art. 13, p. 4). All of them have a voice and a vote. They also specify two types of members: ordinary members and honorary members; the latter cannot hold positions in the management and representation of the association, and have a voice but no vote in the assemblies.

The project currently involves 4 EPA member countries (Italy, Portugal, Spain and Sweden) and an extra-European member, Mexico. In addition to the scientific and cultural interest of this territory in relation to the subject under study –with its cultural bridges with Portugal and Spain–, the inclusion of a Latin-American member is significative because it allows for the construction of a certain decentralisation with respect to the European framework. In this way, European identity and heritage are placed in a broader, international framework. The association has already shown its willingness to continue working on this line of internationalisation; in fact, negotiations have been already made with new Mexican partners, and the collaboration will be extended to Guatemala.

At the time of the assessment, the association consists of a total of 21 members. The nature of these members is diverse, and there is a certain balance between them (Fig. 1). According to the report, the priority is given to "partnerships with local authorities, local entities, grassroots associations and local stakeholders, who are extensively connected to the territory" (p. 6). The truth is that a considerable part of the members are universities or research centres (5/21), with representation of the different countries involved, followed by local authorities, mainly municipalities (4/21). The involvement of these local corporations has a notable weight in Italy (3/4), but not in the other countries. There are also some museums involved in the network (2/21), which is of interest because it gives solidity to the route at the heritage-cultural level. The tourism vision is provided by some tourism stakeholders (3/21), of which 2 are tourism companies and 1 is a local action group. It is remarkable the participation of natural parks (2/21) –Colline Metallifere in Italy and Naturtejo in Portugal– given the characteristics of the route.

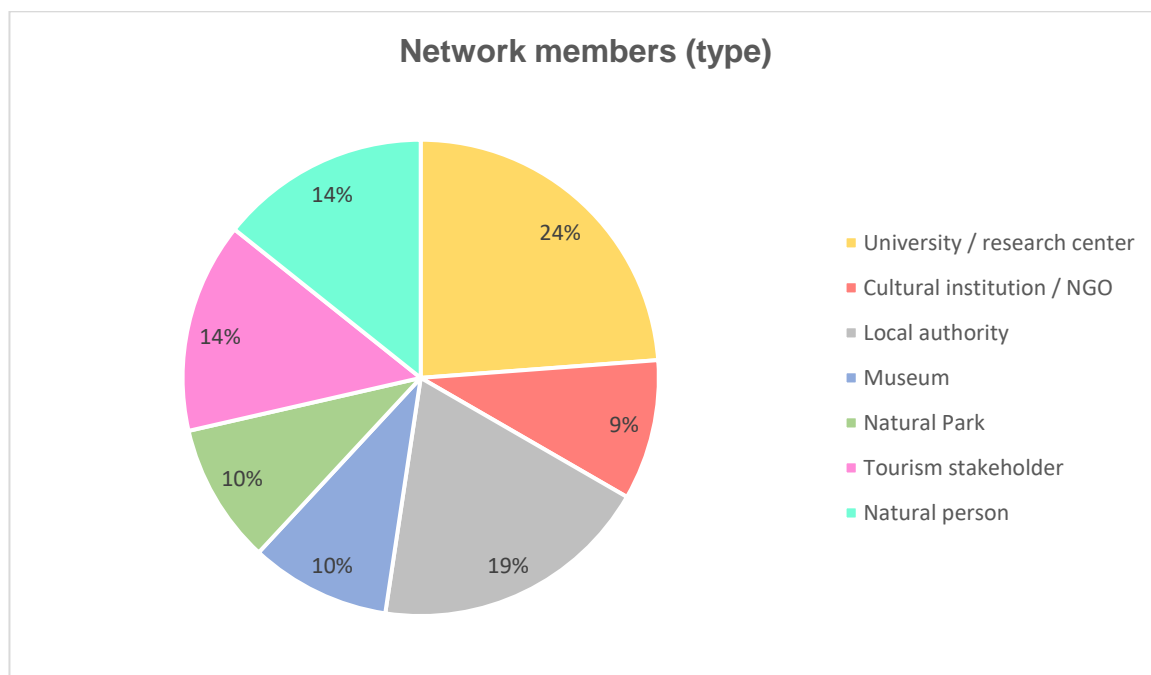


Fig. 1. Type of network members (source: own elaboration with the information provided by the TT&RR report).

In terms of civil society representation, the route currently integrates the Associazione Culturale LUPA (Italy) and the Fundación Canaria El Buen Samaritano (Spain). Here can be also added Pro-Loco Anzio, which functions as a local action group focused on tourism. Moreover, some of the entities, such as the UNESCO Geoparks, are partly –but not exclusively– made up of civil associations. Despite these crucial agents, it would be suggested to reinforce the presence of civil society in the network. As said in previous sections, due to the fragility of the heritage and the territory in which the route operates, decision-making should be consensual with the inhabitants (associations, local development groups, etc.), particularly with the shepherds. The evaluator is aware, thanks to the field visit, that TT&RR is working along these lines, with the incorporation, in the near future, of new entities from the third sector; in some cases, entities with a strong culture of community participation, as is the case in Mexico and Guatemala.

From the point of view of territorial representation, the majority of entities –practically half– are Italian (11/21), followed in weight by Spain (5/21) (Fig. 2). In spite of the lack of balance, which is understandable given the incipient nature of the structure of the route, it is noteworthy that there is no imbalance towards Spain, where the headquarters of the technical team and the board of directors are currently located.

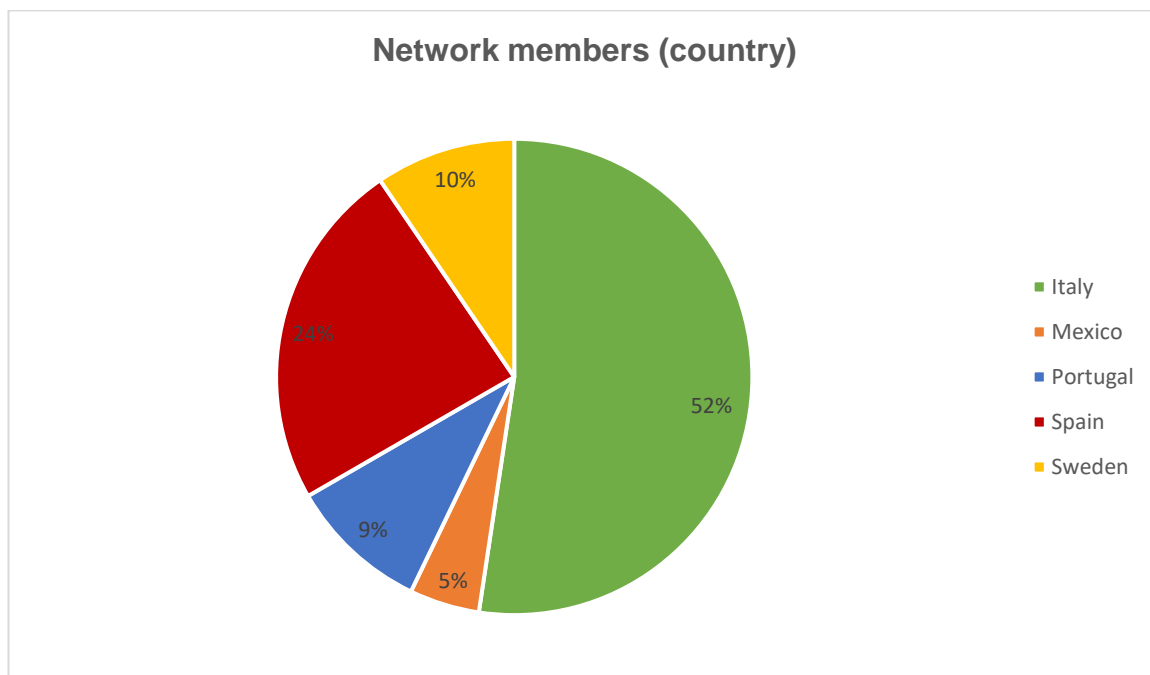


Fig. 2. Countries of the network members (source: own elaboration with the information provided by the TT&RR report).

One striking aspect is the significant presence of natural persons (3/21). The statutes recognise, indeed, that members can be natural or legal persons. This presence, as clarified by the technical unit, can be explained by its particular involvement in the creation and development of the project. While it is true that often interpersonal relationships sustain the alliances between entities, every network needs the commitment of entities beyond individuals, in order to assure its survival. Networks of individuals are not so easily sustainable in a structure as complex as the one proposed. The suggestion for the future would be to try not to increase the category of natural persons as members of the association. Actually, these profiles could be integrated in already existing categories, as e.g., "Friends of TT&RR" or "honorary members".

3.3.4 Strategy for the network extension in the three years to come

The main prerequisites for being part of the TT&RR association are two: to be in line with the topic of the route (transhumance) and to be constituted in accordance with the laws of the various states. The membership form is simple and easily accessible on the association's website.

Taking this into account, in practice most of the new memberships have come about through previous contacts –often in the framework of the international seminar they organise every year, or in other scientific and cultural meetings. There is thus an informal contact that is later institutionalised, which in principle guarantees affinity and commitment to the project. At least this has been demonstrated to date.

Currently, the association is in contact with new partners in the member countries (Italy, Spain and Sweden), including regional and local authorities, research centres and museums. In the case of Spain, the association intends to incorporate entities from Extremadura, a region of reference in transhumance, which will also reinforce the sense of "cross-border heritage" mentioned above, by connecting Spanish and Portuguese territories.

Likewise, during field visit the evaluator was informed of new contacts going on within the European framework, such as Switzerland, Croatia, Austria, Greece, Romania and France. In the Ibero-American context, Mexico's partners will be expanded and Guatemala will be included. This last partner can contribute interesting points of view on community work in the recovery of ecosystems.

3.4 Communication tools

3.4.1 Current state of communication tools developed by the network (graphic charter, communication materials, logo, communication channels, signposting, maps, etc.)

The TT&RR association has a distinctive logo for the route. This logo is included in all the informative material related to scientific and cultural meetings: website, brochures, activity programs, publications and internal documentation. As could be seen during the field visit, the logo is also present –in a visible place– in the Fundación General de la Universidad de La Laguna, where the headquarters of the association is located.

The next step should be the creation of a common dissemination material (brochures, posters, guides) and the incorporation of the logo to the signposting system placed along the different itineraries of the route. The aim is to offer a coherent and homogenised image in all the destinations. Moreover, the team is considering the possibility of creating a common signposting system.

On the other hand, the project has a very complete website, with different thematic sections. The homepage is dedicated to explaining what transhumance is. There is also a section focused on the itineraries that make up the project, which offers very detailed and useful information on the different proposals, with very good quality photographs. It also includes sections devoted to the organisation of the project (with the composition of the Steering Committee, the Scientific Committee, the associated entities and the TT&RR Friends), and the activities and the publications generated within the framework of the route. The website has some links to international cooperation projects in which TT&RR collaborates, as well as a the membership form and the contact section. It worth be noted that the website has an accessibility tool panel, through which certain aspects can be modified (font size, brightness, contrast, etc.) to adapt the virtual visit to the needs of people with reading difficulties.

The general information is offered exclusively in English, although the section of activities includes different languages depending on where they take place. In the near future, it will be

necessary to include all the information in other languages (especially in French, but also in Spanish) to ensure a broader accessibility.

With regard to social media, TT&RR manages Twitter, Instagram and Facebook accounts since July 2022. A review of the posts made during this time shows interesting content on the practice of transhumance, the candidacy, the team behind the candidacy, the activities, etc. accompanied by quality images. Here most of the content is in Spanish. As in the case of the website, in the near future should be considered the introduction of other languages in order to increase engagement, which –as is normal due to the recent creation of the three accounts– is still timid. At this point, it is also worth highlighting the team's commitment to inclusivity, as the person in charge of coordinating and creating content on social networks is a person with functional diversity.

4. Conclusions and recommendations

Transhumance Trails & Rural Roads puts forward a coherent and well-argued proposal, which connects to a large extent with the criteria set out by the Cultural Routes of the Council of Europe Programme. There are, however, some issues that need to be matured to ensure the continuity and durability of the network. In this sense, the general impression is that the proposal is germinating, but needs a boost to its definitive articulation. Probably, the granting of the certificate of the Council of Europe would serve as a catalyst for consolidating the structure.

The following sections include, as a part of the evaluation report, specific conclusions and recommendations, classified according to the different criteria of the Cultural Routes of the Council of Europe.

From a formal point of view and in relation to future reports, the team is encouraged to fulfil all the sections required in the official form with the available information. It would be also appreciated to offer greater clarity in the general description of the route.

I. List of eligibility criteria for themes

CONCLUSIONS

The strong point of the proposal is, without a doubt, the theme of the route. Transhumance is a subject of great interest, unusual in proposals for cultural routes, despite its enormous potential. Its universal nature allows for the incorporation of very different territories and landscapes, both within and outside Europe. In this sense, transhumance constitutes a privileged meeting place for common practices between distant territories, but at the same time it allows to highlight differences and particularities. This flexibility connects perfectly with its value as a representation of European memories and identities.

Furthermore, the proposal focuses on two issues that are not so common in the framework of the Cultural Routes of the Council of Europe programme: intangible heritage and cultural landscapes, the latter understood as a concept that integrates the different heritage formulas recognised by UNESCO.

It is precisely this territorial projection that offers many possibilities for implementing actions that not only promote the recovery and preservation of this heritage, but also generate a positive impact on it in social, cultural and economic terms.

Thematically and conceptually, then, it is a solid proposal, with a scientific basis that reinforces it since the very origin of the project.

RECOMMENDATIONS

It is true that the broad theme of the route –not only transhumance, but also rural roads– offers great flexibility for the incorporation of very different destinations, with diverse heritages (archaeological, ethnological, natural, intangible). This is positive, as it contributes to diversifying the offer. Nevertheless, the technical team is invited to reflect on the possibility of narrowing down the subject matter a little more (perhaps in chronological terms) or, at least, of defining a guide of more precise criteria for incorporation (e.g., asking the candidates to have a certain prior organisational structure, associated cultural infrastructures, etc.). To date, the access criterion is the thematic connection with transhumance. But as the route grows, perhaps this open character will make the selection process more difficult. It would be interesting, therefore, to anticipate these problems and establish clearer parameters to define what is and what is not included in the route.

It is also recommended to keep including Ibero-American countries and the possibility of extending the itinerary to other continents. Although the focus is in Europe, the connection with other territories has an impact on the idea of a common heritage on a universal level –it is to

be remembered the declaration of transhumance as part of UNESCO heritage– and can generate intercultural dialogues.

II. List of priority fields of action

CONCLUSIONS

The framework created by TT&RR is generating collaborative links between entities belonging to very different socio-cultural and political realities. In addition to partnerships between countries, it is important to note that the route aims to bring peripheral territories (Canary Islands as an "Outermost region") and ethnic minorities (Sami) to the forefront. This is part of a social commitment that is very present in TT&RR's approach. In this sense, it is important to claim that strategies are being designed to think of the route as a tool to improve the living conditions of certain groups, whether it be the Sami community in Sweden, migrant shepherds of Balkan origin in Italy, or young people at risk of social exclusion in the Canary Islands.

The project also aims to implement a kind of sustainable tourism that respects the territory. Transhumance opens up opportunities to contribute to the cultural and economic development of the places where transhumance has been practised, which are often marginalised territories with little access to infrastructures and resources. However, the project has yet to outline the tools and shared strategies for all the territories integrated in the route. Even so, it should be borne in mind that the project was born in 2016 and part of its development has been affected by the consequences of the pandemic, which has considerably limited the possibilities of face-to-face work.

RECOMMENDATIONS

It is essential to activate initiatives that involve all members in a coordinated and collaborative way. It is not a matter of adding individual proposals, but of generating joint actions and exchanging formulas. This applies as much to scientific meetings as to dissemination activities and cultural and artistic creation. This is the great value of a network such as the one proposed by the Council of Europe. The members of TT&RR themselves express their desire to learn from the experiences of their fellow travellers. In this sense, the Camí Ramader de Marina (Spain), an active member, has some really interesting initiatives in the educational field that could be projected on a larger scale to articulate collaborations between partners.

It is also encouraged to work along the lines of creating tools to promote good practices in the research, management and dissemination of this rich heritage. In other words, defining standards (Good Practice Handbook, quality labels, etc.) to be shared by the members, with the aim of balancing the inequalities that exist between the different territories and providing greater coherence as a whole.

It is also proposed to work in the area of training, in different ways. On the one hand, by encouraging the development of shepherds' or transhumance schools; a way of promoting not only the preservation of knowledge, but also its application in the present and the future. On the other hand, training in the field of recovery, preservation and interpretation of the heritage of transhumance.

It is essential that the route continues seeking to improve the lives of the people involved in transhumance or in the recovery of its memory. The three examples presented in this evaluation, developed in different territories (Italy with migrants, Sweden with the Sami, Spain with young people at risk of exclusion), constitute valuable paradigms of what a route committed to the territory and the people who inhabit it can be.

Finally, as an example of collaboration between countries, it is suggested to keep promoting the cross-border approach. That is to say, to opt for itineraries that connect territories separated by borders, as is the case with the Camí Ramader de Marina (Spain-France) or with the imminent incorporation of the rural roads of Extremadura (Spain-Portugal).

III. List of criteria for networks

CONCLUSIONS

TT&RR is in the process of articulating a network of partners in different countries in Europe and Latin America. The proposal has the appropriate legal structure to achieve it (association) and the internal bodies that guarantee its functioning (General Assembly and Board of Directors). The activity is supervised by a competent Scientific Committee.

From the technical point of view, the proposal is feasible thanks to the support of the Fundación General of the Universidad de La Laguna (Canary Islands, Spain), which in practice is functioning as the Technical Management Office of the route.

The network includes 6 countries, of which 5 belong to the Council of Europe and 1 to the network of Ibero-American countries. At present, the management and headquarters of the technical unit is in Spain. Italy is the country with the largest representation in quantitative terms.

As far as member composition is concerned, there is an interesting diversity of actors involved, from those linked to academic research to local actors based in the territory.

While the route has had no financial problems to date, it still does not have a diversified source of income. In 2022 it has relied almost exclusively on the generous contributions of a single institution (Patrimony of the Government of Canary Islands). However, according to the budget forecast for the next 3 years, contributions from other institutions and public administrations are foreseen. If this dynamic continues, the project could be financially sustainable in the long term.

RECOMMENDATIONS

First of all, it is suggested to increase the presence of partners in order to build a stronger network in structural, cultural and economic terms. In addition to the original criteria used for the selection of territories (peripheral character, presence of ethnic minorities), the inclusion of partners with more popular transhumance is recommended with the aim of increasing its visibility. The balance between the two can be enriching. The project is already working on this, with new and interesting incorporations. An extra recommendation for the future would be to establish a sustained growth rate (maximum of annual adhesions, always according to well-defined criteria) with the aim of avoiding imbalances; it can help to anticipate future problems if the network starts to grow too much.

It would be also interesting to reinforce the presence of civil society in the network, through the inclusion of associations such as "friends of", or associations in defense of the territory.

Apart from that, it is suggested to institutionalize the commitment to gender parity and territorial representativeness with regards to the Scientific Committee, so that in the future it can remain effective beyond personal commitment. The long-term challenge is the commitment to be also extended to the representative bodies, although here the capacity for intervention is limited.

The collaboration of the Fundación General of the Universidad de La Laguna is highly valued and should not be renounced. However, the route should reflect on the possibility of having its own Technical Management Office, dedicated exclusively to the needs of the route in an autonomous way.

Diversify sources of income to guarantee the financial viability of the route is crucial. Likewise, begin to apply for greater fundings in order to carry out interventions in the territory in a coordinated way; for example, in recovering traditional roads and introducing homogenous signposting and other resources. At present, the situations of the different destinations appear to be unequal, so would be interesting to balance the differences. Actually, some of the partners are committed to territorial intervention as a priority, as they develop studies but do not have sufficient resources for it. Access to European funds and projects could help to improve this aspect.

CRITERIA		Fulfilment of certification criteria by the candidate network
I. Cultural route theme		The route is thematically pertinent for the Cultural Routes programme. Its flexibility and its universal character allow to connect with very different territories within and outside Europe. Moreover, it involves different categories of heritage (cultural, intangible, natural) and places the concept of the cultural landscape at the centre.
II. Priority fields of action	Cooperation in research and development	From the outset, the project has a solid scientific basis, based on a multidisciplinary approach. Relevant actions for development are also being carried out. However, joint initiatives between the different members should be strengthened.
	Enhancement of memory, history and European heritage	The project highlights memories, heritages and territories that have been left out of the tourist circuits. To do so, they are framing their action within the framework of UNESCO's international conventions, as well as responsible practices with the environment and its inhabitants. Quality control mechanisms have yet to be established.
	Cultural and educational exchanges for young Europeans	The proposed theme, altogether with the stress on the concept of cultural landscape, has great cultural and educational potential. Within the framework of the route, the members are developing very interesting proposals, but joint actions should be strengthened.
	Contemporary cultural and artistic practice	The route is developing a specific way of connecting ethnography and artistic practice through the sounds linked to transhumance, particularly in the case of the Italian partners. As a universal language, music can play an active role in the genesis of intercultural dialogue within the route, thus reinforcing the structure of the network and generating more sensitive approaches to the theme.
	Cultural Tourism and Sustainable Cultural development	The development of sustainable tourism that respects the territory is the basis of the proposal, taking into account the fragility of many of these natural and cultural ecosystems. To this end, they are creating spaces for dialogue with local communities. The challenge for the future is to establish the appropriate mechanisms to ensure that tourism does not generate tensions with the local population.
III. Cultural Route Network		The institutional and legal structure of the TT&RR association seems to be adequate for the development of the functions set out in the statutes. The network needs to be strengthened through the incorporation of new members and the establishment of the appropriate operating dynamics. At the moment there is a certain balance with regards to territories and entities represented. From the point of view of finances, there seems to be a need for greater diversification of incomes. However, it is apparently going to be solved in the near future, according to the foreseen budget.
Communication Tools		The members of the route share a distinctive logo that is included in all scientific and cultural activities. The next challenge is to apply this image to create common materials (brochures, posters, guides) and signposting system to be applied in the different itineraries, in order to provide coherence to all destinations.

5. List of references

The TT&RR team submitted all documents required for the evaluation. Additional information was received during and after the field visit, requested by the evaluator.

1_APPLICATION FORM:

- TT&RR_Application_2022

2_STATUTES:

- TT&RR_20190627_Comunicacion CIF
- TT&RR_Founding_Act
- TT&RR_IBAN_Certification
- TT&RR_Statute
- TT&RR_ULL_Approval_Representative_Nomination_2019

3_MEMBERS:

- List of network members

4_GENERAL ASSEMBLIES 2018_2019_2020:

- Board meeting documents (03-06-2020 / 30-06-2022)
- 2019_07_09_Meeting_Proposal
- 2019_07_09_Meeting_Strategies
- 2020_06_03_Agenda
- 2022_07_14_Assembly_01_Call
- 2022_07_14_Assembly_01_Report

5_FINANCIAL INFORMATION REPORT 2018_2020:

- FINANCIAL AND HUMAN RESOURCES
- 2019_12_19_Cabildo_Ins_Tenerife_Resolucion
- 2020_13_03_Cabildo_Ins_teneirfe_Proroga
- 2021_11_22_Resumen_Jornada_Transumancia
- 2021_11_23_Gobirno_Canarias_Resolucion_Jornada_Trashumancia
- 2022_06_20_Gobierno_Canarias_Resoluci n

6_ACTIVITIES:

- 3-year Programme of Activities forecast

7_ADDITIONAL INFORMATION:

- Financial_2023-2025.docx
- Maps

6. Annex 1: Expert field visit and interviews with the network management and members

FIELD VISIT

Accompanied and facilitated by Felip Monzón Peñate (Permanent delegation to the Presidency, fmonzon@ull.edu.es) and José Juan Cano Delgado (Treasurer and Coordinator for Latin America, Spain and Portugal jjcanodelgado@gmail.com).

SUNDAY, 13th November

20:30 - Working dinner in the historic centre of San Cristóbal de La Laguna, a UNESCO World Heritage City.

MONDAY, 14th November

7.45am-20:00pm

- Visit to a section of the Camino Real de Chasna, territorial reconnaissance together with specialists in Geography, Archaeology, History and Heritage Interpretation (Matilde Arnay; Fernando Sabaté Bel; María Eugenia Arozena Concepción, Efraím Marrero Salas, Carmen Rosa Pérez Barrios, Carlos Velázquez García) in the Teide National Park declared World Heritage by UNESCO.
- Visit to the southern section of the Camino Real de Chasna and the historic centre of Vilaflor de Chasna.
- Evening walk through the midlands and high midlands of the Chasna region.

TUESDAY, 15th November

9:00 - 10:00h.

- Working meeting at the Rectorate of the University of La Laguna:
Rosa Aguilar Chinae, rector of the University of La Laguna; María Antonia Perera Betancor, general director of Cultural Heritage; María Aránzazu Gutiérrez Álvarez, high inspector of the General Directorate of Cultural Heritage; Felipe Monzón Peñate, representative of the Presidency of the TT&RR Association and José Juan Cano Delgado, coordinator for Latin America, Spain and Portugal of the TT&RR Association.

11:00 - 14:00h.

- Working table at the headquarters of the TT&RR Association, located at the Fundación General Universidad de La Laguna with representatives of the University (Juan Diego Betancor, Managing Director of the Fundación General Universidad de La Laguna; María Antonia Perera Betancor, Director General of Cultural Heritage; María Aránzazu Gutiérrez Gutiérrez, Director General of the Fundación General Universidad de La Laguna; María Antonia Perera Betancor, Director General of Cultural Heritage; María Aránzazu Gutiérrez Álvarez, high inspector of the General Directorate of Cultural Heritage; Felipe Monzón Peñate, representative of the Presidency of the TT&RR Association and José Juan Cano Delgado, coordinator for Latin America, Spain and Portugal of the TT&RR Association).

- Visit to the Higher Polytechnic School of Engineering (EPSI). Section of Technical Architecture and Civil Engineering, presentation of the PFAE Tenerife-Camina initiative (young rural people).

16:00-18:00h.

- Walking route along a section of the Cañada Lagunera (near the city declared World Heritage by UNESCO), visit with the shepherd Salvador Betancort Pérez and young people from the PFAE Tenerife-Camina initiative, with tasting of KM zero cheeses.

Participating entities/companies/individuals: 33 approx.

- 1 shepherd.
- 15 young members of the Tenerife-Camina organisation.
- 2 representatives of the Directorate General for Cultural Heritage, Government of the Canary Islands.
- 5 representatives of the TT&RR Association (1 representative of the presidency, 1 member of the Board of Directors, 1 member of the Scientific Committee and 2 friends of TT&RR).
- 1 representative of the rural youth organisation PFAE Tenerife-Camina.
- 4 representatives University of La Laguna.
- 2 representatives Fundación General Universidad de La Laguna.
- 1 representative of a company that carries out archaeological excavation projects.
- 2 collaborators TT&RR association.

ONLINE INTERVIEWS

Thursday 3rd November, 4 p.m. Jerker Bexelius. Gaaltije Museum (Sweden).
jerker@gaaltije.se

Friday 4th November, 9.30 a.m. Xavier Doménech. Camí Ramader de Marina.
info@camiramaderdemarina.cat

Tuesday 8th November, 4 p.m. Carlos Neto Carvalho. Geoparque Naturtejo (Portugal).
geral@naturtejo.com

Friday 11th November, 9.30 a.m. Alessandro Mazziotti (musician) and Simona Messina.
TT&RR. Secretary and Route Manager. transhumance.eu@gmail.com

7. Annex 2: Expert assessment checklist

EXPERT ASSESSMENT CHECK-LIST						
QUESTIONS			Yes	No	Comments (if any)	
3.1 THEME		1	Does the theme of the Route represent a common value (historical, cultural, or heritage) to several European countries?	1	0	
		2	Does the theme of the route offer a solid basis for youth cultural and educational exchanges?	1	0	
		3	Does the theme of the route offer a solid basis for innovative activities?	1	0	
		4	Does the theme of the route offer a solid basis for cultural tourism products development?	1	0	
		5	Has the theme been researched/developed by academics/experts from different regions of Europe?	1	0	
3.2 FIELDS OF ACTION	3.2.1 Co-operation in research and development	6	Does the Route offer a platform for co-operation in research and development of European cultural themes/values?	1	0	
		7	Does the Route play a unifying role around major European themes, enabling dispersed knowledge to be brought together?	1	0	
		8	Does the Route show how these themes are representative of European values shared by several European countries?	1	0	
		9	Does the Route illustrate the development of these values and the variety of forms they may take in Europe?	1	0	
		10	Does the Route have a network of universities and research center working on its theme at the European level?	1	0	
		11	Does the Route have a multidisciplinary Scientific Committee?	1	0	

		12	Does the Scientific Committee work on its theme at the European level?	1	0
		13	Does the Scientific Committee carry out research and analysis of the issues relevant to its theme and/or activities on the theoretical level?	1	0
		14	Does the Scientific Committee carry out research and analysis of the issues relevant to its theme and/or activities on the practical level?	1	0
	3.2.2 Enhancement of the memory, history and European heritage	15	Do the Route activities take into account and explain the historical significance of tangible and intangible European heritage ?	1	0
		16	Do the Route activities promote the values of the Council of Europe?	1	0
		17	Do the Route activities promote the brand of the Cultural Routes of the Council of Europe?	1	0
		18	Does the route work in conformity with international charters and conventions on cultural heritage preservation?	1	0
		19	Do the Route activities identify, preserve and develop European heritage sites in rural destinations?	1	0
		20	Do the Route activities identify, preserve and develop European heritage sites in industrial areas in the process of economic restructuring?	0	1
		21	Do the Route activities valorize the heritage of ethnic or social minorities in Europe?	1	0
		22	Do the Route activities contribute to a better understanding of the concept of cultural heritage, the importance of its preservation and sustainable development?	1	0

		23	Do the Route activities enhance physical and intangible heritage, explain its historical significance and highlight its similarities in the different regions of Europe?	1	0	
		24	Do the Route activities take account of and promote the charters, conventions, recommendations and work of the Council of Europe, UNESCO and ICOMOS relating to heritage restoration, protection and enhancement, landscape and spatial planning (European Cultural Convention, Faro convention, European Landscape Convention, World Heritage Convention, ...)?	1	0	
	3.2.3 Cultural and educational exchanges of young Europeans	25	Are the youth exchanges (cultural and educational) planned to develop a better understanding of the concept of European citizenship?	1	0	
		26	Are the youth exchanges (cultural and educational) planned to emphasize the value of new personal experience through visiting diverse places?	1	0	
		27	Are the youth exchanges (cultural and educational) planned to encourage social integration and exchanges of young people from different social backgrounds and regions of Europe?	0	1	Exchanges between groups of students from different countries have not yet been organised.
		28	Are the youth exchanges (cultural and educational) planned to offer collaborative opportunities for educational institutions at various levels?	1	0	
		29	Are the youth exchanges (cultural and educational) planned to place the emphasis on personal and real experiences through the use of places and contacts?	1	0	

		30	Are the youth exchanges (cultural and educational) planned to set up pilot schemes with several participating countries?	1	0	
		31	Are the youth exchanges (cultural and educational) planned to give rise to co-operation activities which involve educational institutions at various levels?	1	0	
	3.2.4 Contemporary cultural and artistic practice	32	Do the Route's cultural activities promote intercultural dialogue and multidisciplinary exchange between various artistic expressions in European countries?	1	0	
		33	Do the Route's cultural activities encourage artistic projects that establish links between cultural heritage and contemporary culture?	1	0	
		34	Do the Route's cultural activities encourage innovative cultural and contemporary art practices* connecting them with the history of skills development?	0	1	
		35	Do the Route's cultural activities encourage collaboration between culture amateurs and professionals via relevant activities and networks creation?**	1	0	
		36	Do the Route's cultural activities encourage debate and exchange - in a multidisciplinary and intercultural perspective - between various cultural and artistic expressions in different countries of Europe?	0	1	
		37	Do the Route's cultural activities encourage activities and artistic projects which explore the links between heritage and contemporary culture?	1	0	

		38	Do the Route's cultural activities highlight the most innovative and creative practices?	0	1
		39	Do the Route's cultural activities link these innovative and creative practices with the history of skills development?***	0	1
	3.2.5 Cultural tourism and sustainable cultural development	40	Do the Route's activities (relevant to sustainable cultural tourism development) assist in local, regional, national and/ or European identity formation?	1	0
		41	Do the Route's activities (relevant to sustainable cultural tourism development) actively involve 3 major means to raise awareness of their cultural projects: print, broadcast and social media?	1	0
		42	Do the Route's activities promote dialogue between urban and rural communities and cultures?	1	0
		43	Do the Route's activities promote dialogue between developed and disadvantaged regions?	1	0
		44	Do the Route's activities promote dialogue between different regions (south, north, east, west) of Europe?	1	0
		45	Do the Route's activities promote dialogue between majority and minority (or native and immigrant) cultures?	1	0
		46	Do the Route's activities open possibilities for co-operation between Europe and other continents?	1	0
		47	Do the Route's activities draw decision makers' attention to the necessity of protecting heritage as part of the sustainable development of the territory?	1	0

		48	Do the Route's activities aim to diversify cultural product, service and activities offers?	1	0	
		49	Do the Route's activities develop and offer quality cultural tourism products, services or activities transnationally?	0	1	
		50	Do the Route's activities develop partnerships with public and private organisations active in the field of tourism?	1	0	
		51	Did the network prepare and use tools along the route to raise the number of visitors and the economic impacts of the route on the territories crossed?	0	1	Not as a planned and commonly applied strategy
		52	Does the Route represent a network involving at least three Council of Europe's member states?	1	0	
3.3 NETWORK		53	Was the theme of the route chosen and accepted by the network members?	1	0	
		54	Was the conceptual framework of the route founded on a scientific basis?	1	0	
		55	Does the network involve several Council of Europe member states in all or part of its projects?	1	0	
		56	Is the network financially sustainable?	1	0	Seems to be in the following years
		57	Does the network have a legal status (association, federation of associations, EEIG,...)?	1	0	
		58	Does the network operate democratically?	1	0	
		59	Does the network specify its objectives and working methods?	1	0	

	60	Does the network specify the regions concerned by the project?	1	0	
	61	Does the network specify its partners and participating countries?	1	0	
	62	Does the network specify the fields of action involved?	1	0	
	63	Does the network specify its overall strategy in the short and long term?	1	0	
	64	Does the network identify potential participants and partners in Council of Europe member states and/or other world countries?	1	0	
	65	Does the network provide details of its financing (financial reports and/or activity budgets)?	1	0	
	66	Does the network provide details of its operational plan?	1	0	
	67	Does the network append the basic text(s) confirming its legal status?	1	0	
3.4 COMMUNICATION TOOLS	68	Does the Route have its own logo?	1	0	
	69	Do all partners of the network use the logo on their communication tools?	1	0	
	70	Does the Route have its own dedicated website ?	1	0	
	71	Is it the website available in English and French?	0	1	
	72	Is it the website available in other languages?	0	1	
	73	Does the network use effectively social networks and web 2.0?	1	0	
	74	Does the network publish brochures on the Route?	0	1	
	75	If yes, are the brochures available in English?	0	1	

For certified Cultural Routes of the Council of Europe only	76	If yes, are the brochures available in French?	0	1	
	77	Is the title of "Cultural Route of the Council of Europe" present on all communication materials (including press releases, webpages, publications, etc.)?	0	1	The route is applying for its certification
	78	Is the certification logo present on all communication materials?	0	1	The route is applying for its certification
	79	Is the certification logo used in accordance to the guidelines for its use (size and position,...)?	0	1	The route is applying for its certification
	80	Are the logos (Cultural Route + certification logo) provided to all the members of the Route?	0	1	The route is applying for its certification
	81	Does the Council of Europe certification logo appear on road signs/ boards indicating the cultural route?	0	1	The route is applying for its certification
	SCORE		63	18	

8. Annex 3: List of acronyms, figures and tables

List of figures:

Fig. 1. Type of network members (source: own elaboration with the information provided by the TT&RR report).

Fig. 2. Countries of the network members (source: own elaboration with the information provided by the TT&RR report).

List of acronyms:

EICR: European Institute of Cultural Routes

OEI: Organization of Ibero-American States

OR: Outermost Region

TT&RR: Transhumance Trails and Rural Roads

UNESCO: United Nations Educational, Scientific and Cultural Organization