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Article

The threat to clean environment: The carbon footprint of forest camping activities as social tourism in Turkey and Lithuania

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Abstract: The most important factor in the emergence and growth of climate change and environmental problems is people's transportation preferences. In this context, the aim of the research is to calculate the carbon footprint of individuals participating in camping activities in Turkey and Lithuania in the summer of 2022. In the study, the emission factors of preferred airplanes, urban buses and personal vehicles were used in the carbon footprint calculation process. In this research, the distance travelled by the individuals participating in the camping activities in Turkey and Lithuania in the summer period of 2022 with the travel vehicles they prefer for transportation was used. The total distance travelled in a summer period is 330,015 km in Turkey, the total distance travelled in a summer period is 132,331 km in Lithuania. In the analysis of the data set obtained through the official institutions from both countries and in the calculation of the carbon footprint, the emission factors of the preferred aircraft, urban buses and personal vehicles were used. According to the analysis, the total carbon footprint calculated for both countries is 73.54 tons. While the carbon footprint calculated for Turkey is 46.51 tons; for Lithuania, it is 23.83 tons. Depending on the travels made in Turkey, the average per capita carbon footprint is 10.70 kg, while in Lithuania it is 4.38 kg. The average per capita carbon footprint calculated for both countries is 15.08 kg. Regardless of their travel preference, the travels of people in both countries cause carbon footprints and contribute to the global climate change problem. It is seen that airway vehicles are used in Turkey due to the distances being much longer and this situation enlarges the carbon footprint. In Lithuania, the prominent carbon source is individual vehicle use.

Keywords: camping; carbon footprint; social tourism; clean environment; recreation; sustainability

1. Introduction

Today, with the acceleration of social life, the importance of leisure time has increased and there has been a significant increase in the number of people participating in camp activities. The increasing spread of camping-related activities represents an important share in the general tourism sector (Mikulić et al., 2017). Tourism, which includes camping activities, is becoming more and more popular globally and its influence is growing. The understanding of tourism, which includes camping activities, is becoming increasingly widespread on a global scale and its importance is rapidly increasing. Depending on the increasing demand, its content and implementation are also gradually developing (Rogerson and Rogerson, 2020).

Camping activities are the most popular among the activities carried out in nature, especially in forest areas. People are increasingly interested in camping activities to get away from urban life and spend time in nature, improving physical, social and cognitive health (Chuang, 2021). Camping activities, especially in the natural environment and forest areas, are becoming increasingly popular in today's societies and are rapidly gaining momentum as an important recreational activity (Mallikage et al., 2021; Margaryan and Fredman, 2017; Marasinghe et al., 2020). These activities are extremely important for people to interact socially, protect and improve their physical and mental health, and aim for natural interaction, as they are carried out in open air and forested areas (Lin and Chuang, 2021). With the increasing interest of camping activities, the services offered and the events organized increase quantitatively and qualitatively. The owners of camping activities organizations, regardless of whether they are private or public institutions, are trying to improve their content while increasing the number of activities (MacLeod, 2017).

Due to the mass interest and increasing demand for camping activities, a large human mobility is emerging. This intense human mobility brings environmental problems and negative effects for the natural environment. People travel extensively to reach campsites and participate in these activities. When their travels are evaluated in terms of its environmental effects, it appears as the most important source of carbon and greenhouse gases. This research focuses on the transportation vehicles preferred by individuals to participate in the organized camping activities in Turkey and Lithuania, the environmental impacts and carbon footprint of their travels. People's travels to participate in sports and recreational activities are a major source of carbon footprints (du Preez and Heath, 2016; Pereira et al., 2017). Carbon emissions due to human mobility pose a great risk for environmental sustainability. Carbon emissions are accepted as an important part of the climate change problem (United States Environmental Protection Agency, 2022). In particular, air travel is one of the most important causes of carbon emissions and footprints on a global scale. As in all social institutions, people in the recreation and sports industry primarily prefer air travels among their travels preferences (Wynes, 2022). However, people often choose to use personal vehicles to participate in activities carried out in nature such as camping (Bunds and Casper, 2018). It is known that there is a significant relationship between the attitudes, behaviors and preferences of people about transportation and the environment, and it is known that this relationship is negative (Balteanu and Dogaru, 2011). This negative relationship is interpreted as the emergence of environmental degradation as a result of human activities (Shahron et al., 2020).

Environmental sustainability is one of the most popular research areas today. It is discussed with different dimensions among researchers and practitioners. On the other hand, Čuček et al. (2012) state that the environmental effects of human-based vital activities are comprehensively evaluated in the light of different indicators. However, it can be said that environmental sustainability studies related to camping activities are not carried out or are not adequately addressed, although they are carried out especially in the natural environment and in forest areas. Therefore, this study, which focuses on the relationship between camping activities and the environment in two countries (Turkey and Lithuania), aims to fill the gap in the scientific literature. The fact that the researchers were from two countries and the research data were

reliable and accessible were decisive in limiting the study to Turkey and Lithuania. In this context, the aim of the research is to calculate the carbon footprints of the individuals participating in the camps organized in the summer period of 2022 in Turkey and Lithuania, depending on their travels according to their transportation preferences. For this purpose, an answer was sought after for the following research question:

- What is the carbon footprint of the travels of the individuals who participated in the camp activities organized in Turkey and Lithuania in the summer of 2022?

2. Review of literature

2.1. Camping

Although camping activities are considered as an economically preferred form of accommodation, it has been accepted as a part of nature tourism. With the increase in interest in camping activities, it has become possible for people to travel continuously and over long distances (Blichfeldt and Mikkelsen, 2013). Modern urban culture and city life lead people to spend time in nature and forest areas in their spare time due to the social, mental and spiritual disorders it causes. Therefore, people; It tends towards nature-based recreation and entertainment or recreational activities organized to be intertwined with nature, to relax, to find peace and to renew (Öztürk and Başarangil, 2019). Woodlands and natural environment areas are regions that are good for people's health processes and mediate the development of social welfare (Fagerholm et al., 2021). Spending time in natural areas and green forest areas and participating in different activities have great and positive effects on different dimensions (physical, mental and social) of human health. However, individuals can communicate with different groups of people by establishing social relations through the activities they participate in Frumkin et al. (2017) and Hartig et al. (2014).

As it was stated above, it is known that spending time in natural environments such as forests positively affects the mental and physical health of people (Karjalainen et al., 2010). For this reason, camping activities are frequently organized in nature and forest areas recently. Because scientific research reveals that physical activity and social interaction activities in nature have a great effect (Ryan et al., 2010). Therefore, it can be said that the activities and recreation activities organized in forest areas and nature have increased (Kaya and Yılmaz, 2013).

Due to the acceleration and monotony of human life in modern societies, camping activities organized as a recreational activity in nature and forest areas have become very important for human health. Camping is one of the outdoor activities in natural areas. Outdoors, as a type of sport that enables one to integrate with nature and liberates the person (Göker and Unluönen, 2019) camping is an area where adults can participate on their own, but it has a common place among nature-based recreation activities that families with children can also experience together (Malkoç, 2020). Camping is considered to be a nature-based form of tourism, which is generally carried out in nature and forest areas outside the place of residence and spent one or more nights in a natural environment (Hewer et al., 2017).

With camping, a rich relationship is established or renewed between the participants and the natural environment (Lee et al., 2019). It is known that mentioned

activities include many benefits such as being better physically, mentally and socially, reducing the pressure and stress felt due to basic life activities, and having more socialization opportunities (Borrie and Roggenbuck, 2001; Louv, 2005; Shultis, 2003). In addition to staying in touch with nature, people participating in camping activities also enjoy hiking, swimming, cycling, watching and tracking wildlife, hunting, etc. have the chance to increase their experience by participating in many types of activities (Albayrak, 2013).

2.2. Campsites and camping activities in Turkey and Lithuania

Organizing camping activities in nature and forest areas, and participation of people from all age groups in these camps is extremely important and necessary for individual and community health. This necessity and importance have been met in Turkey and Lithuania. In Turkey, there are 12 nature-based camp centers in different provinces and geographical areas of the country under the umbrella of the Ministry of Youth and Sports, and camping activities are held in these areas throughout the year. These activities, which are organized to enable individuals to spend their free time with various social, cultural and sports activities, appeal to all age groups. In addition, the accommodation and transportation expenses of the individuals participating in these camps are covered by the ministry (Youth Camps, 2023). In the **Figure 1** below, images related to the activities in the camps located in different regions of Turkey are included (Youth Camps, 2023).

Figure 1. Camping activities in Turkey (Source: Youth Camps, 2023).

In Lithuania, there are 25 campsites that are open to use and determined by the Campgrounds Association all over the country. In these areas, camping activities are organized regularly at certain times of the year. It is envisaged that the quality of life will be increased and people from all age groups will participate in these camp activities for health and social purposes (Lithuanian Campsites Association, 2023). In the **Figure 2** below, there are visuals related to the activities in the campsites in different parts of Lithuania.

The areas created and organized for camping activities can be used in different short, medium and long-term time periods and ways according to needs and demands. The duration and forms of use can change according to the possibilities and time possibilities of people (Brooker and Joppe, 2013). However, what is important here is to ensure the continuity of nature-based recreational activities such as camping and to

obtain the expected benefit from the end.

Figure 2. Camping activities in Lithuania (Source: Lithuanian Campsites Association, 2023).

2.3. The relationship between a clean environment and travel

The concept of a clean environment is not constant, it is commonly used the terms are right to a healthy and safe and right to a healthy and clean environment (Perkumienė and Pranskūnienė, 2019; Gascón, 2019) debates a conflict between two rights: the rights of a citizen as a tourist versus the others of a local resident. Debates arise whose rights are more important, the tourist's right to travel or the local resident's, in order to achieve sustainable tourism and protected environment (Goodwin, 2017). The rapid process of globalization has caused negative consequences for the environment and at the same time for society. Waste and destruction of natural resources, increasing pollution, and climate change. Tourism contributes significantly to these factors (Sajjad, et al., 2014; Gazta, 2018; Hanif et al., 2022).

We also need to talk about the balance between the right to travel and the right to live. According to Hunter (2002), increasing public interest in ecological footprint analysis helps for better understanding the needs of the biosphere. As one of the world's largest industries, tourism plays an important role in the economy (Meyer and Meyer 2015; Jamal and Higham, 2021). At the same time, tourism development has a significant impact on the local environment, so sustainable tourism development in destination areas is an important issue. In his research, Hunter (2002) sought to connect the areas of sustainable tourism and ecological footprint thinking. According to researcher, the concept of ecological footprint of tourism can be used to explain the theoretical aspects of the sustainable tourism debate. Discussing the relationship between a clean environment and travel Ibnou-Laaroussi et al. (2020) investigated the behavior of tourists towards the sustainability of ecological tourism and its influence on the creation of an ecological environment. The researchers investigated aspects of the behavior of international tourists in Northern Cyprus towards the sustainability of eco-tourism using an extended theory of planned behavior (TPB) framework. The study contributed for a better understanding of tourists' perception of the green environment, which influences their behavior and their subsequent intentions to participate in the sustainability process of ecotourism.

In order to solve problems and ensure the rights of both travelers and local

residents to a clean environment, ecological logistics solutions for sustainable tourism should be applied (Perkumienė et al., 2020). Such solutions could be, for example, promotion of bicycle tourism, reorganization of tourism mobility, walking, etc. (Kaya and Erdoğan, 2020). This could significantly contribute to the preservation of a clean environment, and at the same time the implementation of the green or sustainable tourism concept. In the context of sustainable tourism, we must pay attention to the relationship between a clean environment and travel (Perkumienė and Pranskūnienė, 2019).

3. Methodology

3.1. Research process

It is very important for researchers to work within the framework of a business plan for a research to produce healthy results. In this context, a plan for the course of the study was created and the research process was visualized in **Figure 3** below.

Figure 3. The research plan.

3.2. Data set and compilation of data

In this research, the distance travelled by the individuals participating in the camping activities in Turkey and Lithuania in the summer period of 2022 with the travel vehicles they prefer for transportation was used. Data on Turkey were obtained from the Youth Camps unit of the Ministry of Youth and Sports of the Republic of Turkey. Data for Lithuania was obtained from the Lithuanian Campgrounds Association. The distances covered by the transportation vehicles preferred in the relevant period are presented in the **Table 1** below (Youth Camps, 2023; Lithuanian Campsites Association, 2023).

Table 1. Distance covered by the participants in Turkish and Lithuania.

Country	Vehicle type (km)	Number of persons	Distance covered (km)	Total (km)
	Airplane		237,314	
Turkey	Intercity Bus	4643	83,208	330,015
	Inner City Bus		9493	
	Inter-City Bus		46,473	
Lithuania	Inner City Bus	5439	41,772	132,331
	Automobile		112,081	

The total number of people participating in the camps organized by the Ministry of Youth and Sports in the summer term of 2022 with the concept of nature-based camp in Turkey is 4643. These people participate in different regions and provinces

of Turkey. The total distance travelled by plane to attend the camps is 330,015 km. The distance travelled by intercity bus is 83,208 km and the distance travelled by city bus is 9493 km. Regardless of transportation preferences, the total distance travelled in a summer period is 330,015 km. The reason why buses are divided into urban and interurban is that the emission factors of these vehicles are different (Youth Camps, 2023).

Due to the fact that Lithuania is a very small country in terms of area, there are no airline alternatives for travel within the country. For this reason, a total of 5439 people participated in the camp activities organized in the summer of 2022. Participants participate only by using individual vehicles, intercity and city buses. In this context, distances covered in Lithuania are categorized as private vehicles and buses only. The total distance travelled by intercity bus to attend the camps is 46,473 km, the distance travelled by inner-city bus is 41,772 km and the distance travelled by private car/vehicle is 112,081 km. Regardless of transportation preferences, the total distance travelled in a summer period is 132,331 km (Lithuanian Campsites Association, 2023).

3.3. Calculating carbon footprint process

In the analysis of the data set obtained through the official institutions from both countries and in the calculation of the carbon footprint, the emission factors of the preferred aircraft, urban buses and personal vehicles were used. The carbon emission factors of these vehicles, which are the main transportation preferences, express the CO_2 equivalent emissions that occur when a person travels a distance of 1 km with this transportation vehicle. The emission factors used in the carbon footprint calculation process are taken from the emission values report for vehicles published by the Federal Environment Agency of the German Government (Wicker, 2018).

Emission factors by vehicle include direct emissions as well as emissions from carbon dioxide and other greenhouse gases (e.g., methane and nitrous oxide) converted to CO_2. In the report published by the German Federal Environment Agency, emission factors according to vehicle types are presented in the image (**Figure 4**) below (Wicker, 2018):

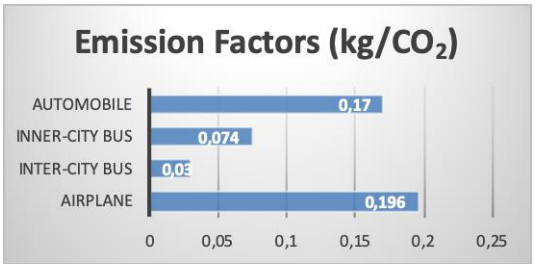

Figure 4. Emission factors of vehicles.

The average carbon footprint resulting from the distance travelled by the individuals participating in the camps in Turkey and Lithuania in the summer of 2022 was calculated using the formula developed by Wicker (2018) and arranged by the researchers in accordance with the purpose of the study. In the related formula, the distance travelled according to the vehicle type is directly multiplied by the emission

factor of the vehicles and the average total carbon footprint is calculated in this way. The average per capita carbon footprint is obtained by dividing the calculated total carbon footprint by the total number of people. The formula used is presented below.

$$CF = \{\sum_i \left[(\text{Travel distance by Plane}) * \text{Emission}^{\,i}\right] + \sum_j \left[(\text{Travel distance by inter-city}) * \text{Emission}^{\,j}\right] + \sum_k \left[(\text{Travel distance by inner-city}) * \text{Emission}^{\,k}\right] + \sum_l \left[(\text{Travel distance by Car}) * \text{Emission}^{\,l}\right]\} / \text{Number of Total Person}$$

Of the formula that was used in the study to calculate the average carbon footprint of people who participated camping activities:

1) *i* refer to the travel distance by plane;
2) *j* refers to the travel far away by Inter-City Bus;
3) *k* refers to the travel far away by Inner City Bus;
4) *l* refers to the travel far away by Car.

The formulas used in the carbon foot calculation process according to the distance travelled by the individuals participating in the camp activities in Turkey and Lithuania are formed in the calculation steps that are proven in the literature and that different countries benefit from for different sectors. Emission values the official emission values published by the German government's Federal Environment Agency, used in the study conducted by Wicker (2018), were used.

4. Results

In this part of the research, depending on the research question, the total and per capita carbon footprint results related to the travels made to participate in the camping activities organized in the summer of 2022 in Turkey and Lithuania are presented (**Tables 2** and **3**). Total carbon footprint is calculated in tons; the average per capita carbon footprint is calculated in kg and presented.

Table 2. Estimated total carbon footprint by transportation preference.

	Country	**By Plane (t/CO_2-e)**	**By Inter-City Bus (t/CO_2-e)**	**By Inner-City Bus (t/CO_2-e)**	**By Automobile (t/CO_2-e)**	**Total CF (t/CO_2-e)**
Total CF	Turkey	46.51	2.50	0.70	-	49.71
	Lithuania	-	1.39	3.39	19.05	23.83
Final Total CF	-	46.51	3.89	4.09	19.05	73.54

In the table above, the carbon footprint results related to the travels made to participate in camping activities in Turkey and Lithuania are presented. While the results are calculated separately according to the vehicle type, the total carbon footprint for both countries are also stated. Accordingly, the total carbon footprint calculated for both countries is 73.54 tons. While the carbon footprint calculated for Turkey is 46.51 tons; for Lithuania, it is 23.83 tons.

Table 3. Estimated per person carbon footprint (kg/CO_2-e).

	Number of Participants	Turkey CF (kg/CO_2-e)	Lithuania CF (kg/CO_2-e)	Total CF (kg/CO_2-e)
Per person total CF	Turkey 4643	10.70	-	-
	Lithuania 5439	-	4.38	-
Final total per person CF	Total Number of Participants 10082	-	-	15.08

The average carbon footprint calculation per capita was done for both countries separately, the total carbon footprint calculation per capita was also carried out. Accordingly, the average per capita carbon footprint is 10.70 kg in Turkey, while it is 4.38 kg in Lithuania. The average per capita carbon footprint calculated for both countries is 15.08 kg.

5. Discussion

People's contact with nature, spending time in areas such as forests, parks and gardens, and making use of their spare time are extremely important for individual and social health. For this, people participate in camping activities organized in certain time periods. Within the scope of these activities, he participates in different sports and recreational activities. However, they must travel to different regions to participate in these activities. These trips have a significant impact on the environment, depending on the type of vehicle preferred. Road and air transportation vehicles are considered as a risk factor for environmental sustainability due to the carbon footprint they cause. Therefore, scientific studies are carried out that reveal the negative relationship between the sports and recreation sector and the environment. In this research, which focuses on the carbon footprint of people traveling to participate in camping activities organized in Turkey and Lithuania, the following results were reached.

While the results are calculated separately according to the vehicle type, the total carbon footprint for both countries are also stated. Accordingly, the total carbon footprint calculated for both countries is 73.54 tons. While the carbon footprint calculated for Turkey is 49.71 tons; for Lithuania, it is 23.83 tons. While the average per capita carbon footprint is 10.70 kg depending on the travels made in Turkey, it is 4.38 kg in Lithuania. The average per capita carbon footprint calculated for both countries is 15.08 kg.

It is seen that the total and per capita carbon footprint values related to travels in Turkey are higher than in Lithuania. This result can be associated with the fact that Lithuania is a much smaller country than Turkey in terms of surface area and that there is no airline alternative among transportation preferences. Although there are different transportation alternatives, carbon emissions caused by any transportation vehicle pose a great risk for sustainable environmental goals in both countries. Because the literature clearly and clearly reveals the transportation preferences and the negative effects on the environment and nature.

Today, although technology has developed, 81% of the energy need is still met from fossil resources. Fossil fuel resources are the basis of the global climate change problem (Civelekoğlu and Bıyık, 2018). Almost all (95%) of the energy required for

transportation is obtained from fossil energy sources. Therefore, carbon emissions arising from transportation constitute approximately 20% of global greenhouse gases. Among the transportation preferences, the road preference makes up 70% of the emissions, 12% of the airways, 11% of the sea lines and 2% of the railway lines (Çalışkan et al., 2017). Therefore, the ever-increasing amount of carbon footprint due to transportation preferences raises concerns (Yaacob et al., 2020). Considering that the participants in Turkey and Lithuania use air and road transportation vehicles, it is seen that the riskiest transportation preferences for the environment are used. According to the transportation-related carbon footprint ranking among OECD countries, Turkey ranks 11th with 7,578,898 tons, while Lithuania ranks 30th with 511,275 tons (OECD, 2018). Of course, many factors are effective in the fact that Turkey and Lithuania have different carbon footprints. In particular, Turkey is a much larger country in terms of surface area and travel distances are much greater than Lithuania.

Recreational areas, which are planned to meet the needs of people such as sports, aesthetics, health and rest, can be in a natural environment as well as in urban forests created around the city. In this context, the trends towards recreational use of forest areas have increased in recent years (Kaya and Yılmaz, 2013). It can be said that private and public campsites have been improved in the woodlands and other natural areas due to the intense participation and demands for camping activities. However, it is known that new camping areas are also being built in order to meet the demand (Lee, 2020). Because recreational activities in forest areas have gained increasing importance in recent years (Mann et al., 2010). As in all areas of vital activity, sports and recreation activities like mountain bike, cross country rally, speed boat riding, bungee jumping and extreme sports, are inextricably linked with the natural environment and environmental problems related to participation are inevitable (Casper and Pfahl, 2012; Bujdosó and Dávid, 2013). Pereira et al. (2019) states that the negative environmental effects caused by sports have become evident, the carbon footprint has grown, and measures should be taken within the recreation and sports sector. It has been revealed that the source of carbon footprint resulting from sports and recreation activities is especially transportation preferences and distances, and this is a significant threat to environmental sustainability goals (Triantafyllidis et al., 2018; Babiak and Trendafilova, 2011; McCullough et al., 2016). When evaluated in the light of scientific data, it is stated that nature-based recreational activities such as camping have different degrees of negative effects on the environment (Eagles et al., 2002; Salerno et al., 2013). While these activities involve intense participation, they also require constant travel. However, transportation vehicles are the biggest carbon footprint sources (Lenzen et al., 2018).

Research conducted by the International Energy Agency reveals that among transportation preferences, the road choice is the most carbon footprint source (Chang et al., 2019; Özen and Tüydeş-Yaman, 2013). All kinds of applications and travel reasons that affect fuel consumption in the transportation sector affect the amount of carbon footprint and climate change (Algedik et al., 2016). Hjorthol and Fyhri (2009) reveal that most of the organized activities take place outside the immediate environment and that the most typical transportation for these activities is automobile. The human activity that contributes the most to air pollution is individual vehicle and

automobile use (Barkenbus, 2010). It is known that a significant part of the amount of carbon footprint that causes climate change is the reason for transportation distances and this situation is caused by intensive personal vehicle use (Mehrotra et al., 2011). For example, in a study conducted in Turkey by Polat Bulut (2023), it was determined that there was a 20% increase in CO_2 emissions in 2021 compared to 2015. It has been determined that diesel fuel contributes to the highest CO_2 emission among fuel oils and automobiles among road vehicles.

6. Conclusion

The mobility of human life is increasing day by day. It is seen that this research, which focuses on the environmental effects of mobility and transportation preferences within the scope of recreational camp activities, has similar results with the literature. The participation of people in nature-based camping activities is very important for the protection and development of physical, spiritual, social and mental health of individuals. And by expanding the content and scope of these activities, it can be aimed to reach more people. However, the most important point of this process is to exhibit an environmentally friendly approach. Because people's travels while participating in these activities have environmental impacts for both Turkey and Lithuania.

Regardless of which travel choice they make, the travels of people in both countries cause carbon footprints and contribute to the global climate change problem. It is seen that airway vehicles are used in Turkey due to the distances being much longer and this situation enlarges the carbon footprint. In Lithuania, the prominent carbon source is individual vehicle use. Although it is a hundred percent small country, it is understood that personal vehicles are used extensively in order to participate in camping activities in Lithuania.

In both countries, it is possible to focus on the protection of the environment and nature by taking measures such as making planned and controlled travel plans, avoiding the use of personal vehicles, shortening the transportation distances in the determination of camping areas before, during and after the camping activities. It can be aimed to create links between public transportation systems and campsites instead of using personal vehicles. In addition, it is possible to encourage less vehicle use by targeting individual participation and group travel and participation, thus reducing the carbon footprint of travel. In order to disseminate this process, information and awareness activities and training activities can be organized both in Turkey and Lithuania. Introductory and informative brochures and information notes on environmental problems caused by transportation can be prepared in camp sites. While people are supported to be intertwined with nature by taking a break from basic life activities, their participation in camping and other recreation activities; At the same time, it should be encouraged to exhibit environmentally friendly attitudes and behaviors in transportation, especially since it is the subject of this study.

Sustainable human life is possible with sustainable environment and nature. Other recreational activities such as camping offer an opportunity to come into contact with nature for constructions in both countries. It is necessary to expand these activities in order to increase these opportunities and to ensure that people are intertwined with the environment and nature. However, in this process, not only the

sustainability of these activities, but also the sustainability of the environment should be taken into account. It is believed that this research, which is limited to only Turkey and Lithuania, has revealed meaningful results in terms of environmental concerns. It is thought that the results of this study are important in terms of inspiring more comprehensive and different countries in the next process.

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