

Delivering **E**fficient
Sustainable **T**ourism
with low-carbon
transport **I**nnovations:
Sustainable **M**obility,
Accessibility and
Responsible **T**ravel

DESTI-SMART

Interreg Europe



European Union
European Regional
Development Fund

Action Plan for Autonomous Region of Sardinia



REGIONE AUTÒNOMA DE SARDIGNA
REGIONE AUTONOMA DELLA SARDEGNA

Map of Partner destination area / Partner info



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November 2020

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DESTI-SMART Project

Integration of regional/local policies for Sustainable Mobility, Accessibility & low-carbon Responsible Travel, with policies for efficient sustainable tourism towards a low-carbon economy, requires particular attention in the EU. This is a common challenge that public regional/local and transport authorities increasingly face, particularly at busy destinations with high tourism travel flows (including in South Europe, coastal, maritime & insular, mass tourism destinations). Immediate action is needed through interregional cooperation to capitalise best practices, improve policy instruments & prepare action plans with implementation monitoring & evaluation.

The DESTI-SMART project addresses the above towards 'Smart Destinations', for sustainable & responsible tourism development in Europe, with low-carbon, multimodal sustainable mobility & accessibility.

The overall objective is to improve the transport and tourism policies of EU destinations, by integrating strategies for sustainable mobility, accessibility and responsible travel with efficient & sustainable tourism development, for transition to a low-carbon economy, through efficiency, resilience, multimodality, novel low-carbon transport systems, cycling & walking, with implementation innovations, policy learning and capacity building.

The following pressing issues are addressed:

- Investments in low-carbon transport systems for mode shift to sustainable tourism mobility, incl. Electro-Mobility
- Intermodality facilities for visitors, including ICT, Mobile Aps & MaaS
- Accessible tourism for all
- Cycling & Walking facilities & promotion for visitors.

Main outputs:

- policy learning & capacity building for public authorities & their stakeholders
- improved policy instruments & action plans in 9 destinations, with close involvement of stakeholders
- advances in EU2020 objectives
- communication & dissemination learning materials.

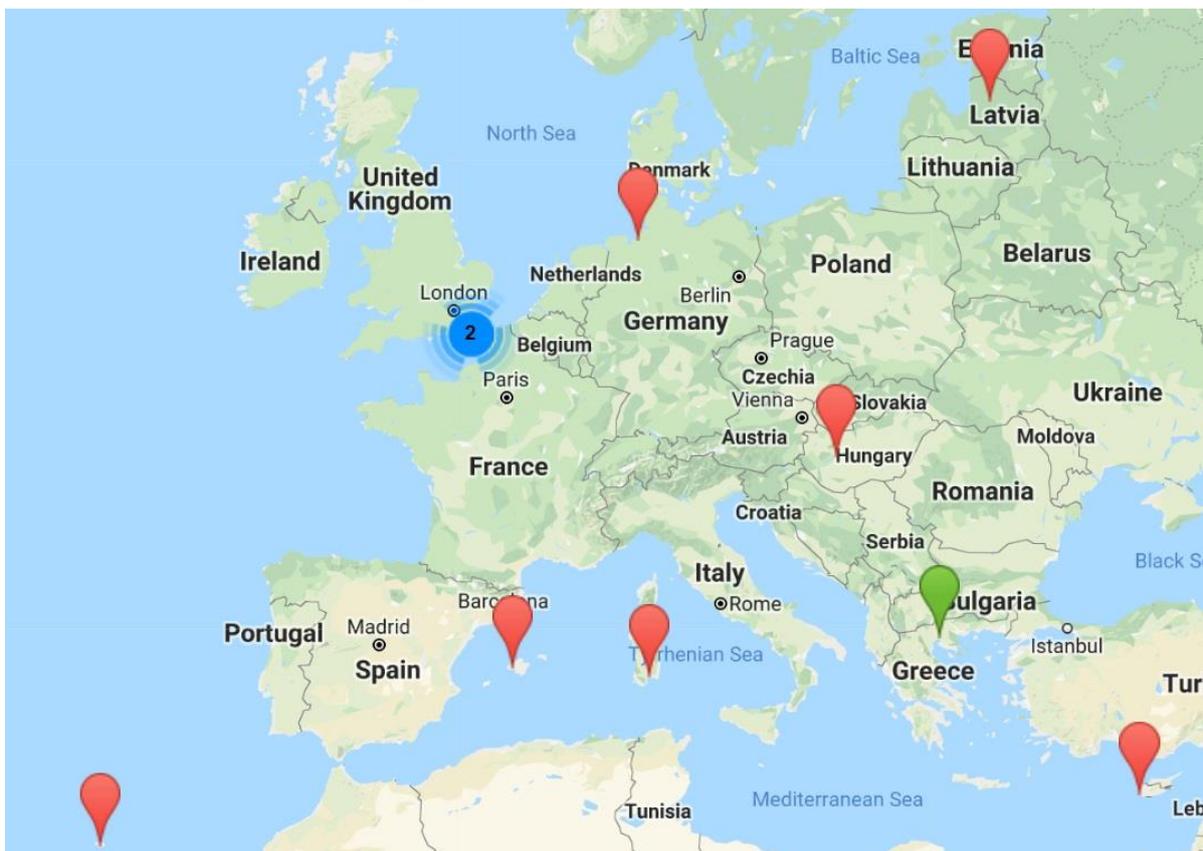
DESTI-SMART Project Partnership

Delivering Efficient Sustainable Tourism with low-carbon transport Innovations:
Sustainable Mobility, Accessibility and Responsible Travel

DESTI-SMART
Interreg Europe



Lead Partner



Thessaloniki - Sardinia - Bremerhaven - Madeira - Hastings - Mallorca - Vidzeme - Balaton - Pafos - BU

Improving transport and tourism policies at destinations by integrating strategies for smart and sustainable mobility, accessibility and responsible travel in sustainable tourism development, and through efficiency, resilience, intermodality, novel low-carbon transport systems, cycling and walking for visitors, towards smart destinations

www.interregeurope.eu/desti-smart

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Executive Summary

Introduction

Thanks to the DESTI-SMART Project the Autonomous Region of Sardinia has had the opportunity to experience a profitable international cooperation and learn many lessons from the several past and current Partners' experiences about the four main themes, i.e. Low-carbon transport systems, Intermodality, Accessibility, Cycling & Walking for visitors, and about the possible ways to address each issue

The necessity to adopt an integrated approach in the policy planning and implementation about tourism, mobility and accessibility has been, overall, one of the main lessons learnt. An approach able to exploit all the possible interdependencies between different sectors (energy, mobility, tourism) and the possible positive effects of a same action on different targets (residents, tourists, disabled). In addition to the reduction of the environmental impacts, actions such as new facilities for bikers, intermodal mobility infrastructures, e-mobility services, can result in an increased quality of residents' life and in a greater attractiveness of the destination. During the phase 1 – "Interregional learning" of the DESTI-SMART Project the Autonomous Region of Sardinia was able to collect empirical evidence on all the benefits can arise from the real implementation of these solutions.

This Action Plan try to replicate the same approach, aiming to frame these in a wider context and linking those with international experiences and good practices, in order to show how and where similar actions succeeded.

More specifically, we learnt that: (i) a good and improved governance is central to ensure better results by the implementation of an individual action that aims to meet different needs at once. A lesson we transferred in this Action Plan, indeed, by the Implementation of the Regional Action Plan for charging stations for electric vehicles; (ii) the Cycling & walking tourism is increasing steadily and providing new facilities and services for this segment is one of the best ways to improve the destination's competitiveness, from both environmental and economic point of view. That is why we wanted to boost the implementation of the Regional Cycling Mobility Plan by the Action 2; (iii) how the intermodality infrastructures for tourists and residents mobility can contribute to reduce the urban congestion and the greenhouse gases emissions. A lesson we transferred in the Action 3 - Completion of the Intermodal Center of Oristano.

Tourism Mobility and Accessibility current status, general description and requirements

The Regional Operational Programme Sardinia ERDF is the main reference policy instrument. Sustainable low-carbon transport and mobility, themes considered in the DESTI-SMART Project, are framed in the energy field which aims to ensure the security and stability of the regional energy sector, diversify the energy mix and decrease greenhouse emissions. There are specific actions to create Smart grids (act. 4.3.1.) and to develop sustainable low-carbon mobility (act. 4.6.4).

Although low-carbon transport is included in the ROP, the effective integration with sustainable tourism is missing and, in this direction, the DESTI-SMART project provided many practices useful to understand how to fill this gap.

Since the 2014-2020 European programming cycle is about to end, we intend to transfer what we learnt during the international cooperation in the next

2021-2027 ERDF Regional Operational Programme, for whom the comparison and consultation activities are already started.

Vision and Goals

Enhancing all the lessons learnt by the interregional learning process, adapting the solutions to the in the Sardinian context, testing and monitoring the results with the aim to improve possible related actions in the next 2021-2027 Sardinian ERDF ROP.

The main goal is to improve the governance that will manage the related actions in order to lead towards a stronger integration between the energy and tourism sector and greater results.

Action Titles / Headings

- | | |
|-----------|--|
| Action 1: | Implementation of the Regional Action Plan for charging stations for electric vehicles |
| Theme: | Low-carbon transport system introduction |
| Type: | Improved Governance and New project |
| Action 2: | Implementation of the Regional Cycling Mobility Plan |
| Theme: | Cycling and Walking |
| Type: | New project |
| Action 3: | Completion of the Intermodal Center of Oristano |
| Theme: | Intermodality improvements |
| Type: | New project |

Monitoring process

The actions included in this Action Plan will be monitored regularly by the Industry department - Energy service of the Autonomous Region of Sardinia according to the indicators described in the section 2. A periodic report will be provided to explain the development of each actions.

Conclusions and Recommendations

The actions included in this Action Plan aim to improve the next 2021-2027 Sardinian ERDF ROP by transposing the knowledge acquired during the DESTI-SMART Project and providing evidences useful to plan future actions able to achieve a better integration between the sectors of tourism, energy and mobility.

Three actions are provided:

- Action 1 - Implementation of the Regional Action Plan for charging stations for electric vehicles (related to the Low-carbon transport system theme)
- Action 2 - Implementation of the Regional Cycling Mobility Plan (related to the Cycling and Walking theme)
- Action 3 - Completion of the Intermodal Center of Oristano (related to the Intermodality theme)

Since many subjects are involved in the implementation of these actions, the Industry Department - Energy Service of the Autonomous Region of Sardinia will be responsible for the monitoring of the implementation

progress, operating a coordination among the subjects involved and updating regularly the selected output indicators.

Action Title	Type New project/ Improved Governance/ Structural Change	Source/ Good Practice transfer	Source Partner	Comments
1. Low-carbon transport system: Implementation of the Regional Action Plan for charging stations for electric vehicles	Improved Governance and New project	Resilient Thessaloniki – A strategy for 2030	Metropolitan Development Agency of Thessaloniki	
		Lake Balaton Recreational Area	Lake Balaton Development Coordination Agency	
		Horários do Funchal, Transportes Públicos S.A.	Electromobility Program in Madeira (PMEM)	
		Latvian Greenways Association	Forward to e-mobility friendly country	
2. Cycling & Walking: Implementation of the Regional Cycling Mobility Plan	New project	Mallorca Island Council - Environment Department	Cycling and walking in Mallorca	
		Civitas Destinations	Practical guidelines for smart and sustainable mobility in tourism	
		SEEMORE: Sustainable and Energy Efficient Mobility Options in tourist Regions in Europe	Sustainable and Energy Efficient Mobility Options in tourist Regions in Europe	
		Latvian Greenways Association	Latvian Greenways Network	

Action Title	Type New project/ Improved Governance/ Structural Change	Source/ Good Practice transfer	Source Partner	Comments
3. Intermodality for visitors: Completion of the Intermodal Center of Oristano	New project	Metropolitan Development Agency of Thessaloniki SA (MDAT SA), Greece	Intermodality for visitors and commuters at Thessaloniki	

Action Plan (main part)

Interreg Europe action plan template

Produced by each region, the **action plan** is a document providing details on **how** the lessons learnt from the cooperation will be implemented in order to improve the policy instrument tackled within that region. The minimum information to be provided per action includes the way the action is linked to the project, the nature of the activities to be implemented, their timeframe, the stakeholders involved, the costs and funding sources. If the same policy instrument is addressed by several partners, only one action plan is required. The action plan should also include actions that may have already been initiated in phase 1.

Part I – General information

Project: __DESTI-SMART Delivering Efficient Sustainable Tourism with low-carbon transport
Innovations: Sustainable Mobility, Accessibility and Responsible Travel

Partner organisation: __Autonomous Region of Sardinia

Other partner organisations involved (if relevant): _____

Country: __Italy_____

NUTS2 region: __Sardinia_____

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Part II – Policy context

The Action Plan aims to impact: Investments for Growth and Jobs programme

Name of the policy instrument addressed: Regional Operational Programme Sardegna ERDF 2014 – 2020

The policy instrument we want to enhance through the DESTI-SMART project is the Regional Operational Programme (ROP) Sardegna ERDF. The programme is a countercyclical instrument for the Sardinian authorities in order to tackle the effects of the economic and social crisis.

In the ROP 2014-2020 sustainable low-carbon transport and mobility are framed in the energy field which aims at creating a system of smart grids in order to ensure security and stability in the regional energy's sector, while, at the same time, further diversifying the energy mix and decreasing harmful greenhouse emissions. There are specific actions to create Smart grids (act. 4.3.1.) and to develop sustainable low-carbon mobility (act. 4.6.4).

Integration between the electrical system and the transport system in term of smart grid create new challenges for both systems. Moreover integration with the tourism sector might lead to improvement for the whole regional territory and in particular for tourist services coherent with the regional policy synthesized in the claim: "Sardinia: the isle of quality life".

Further details on the policy context and the way the action plan should contribute to improving the policy instrument:

Thanks to the several staff exchanges, workshops and study visits on the 4 DESTI-SMART topics, in addition to the webinars and the Interreg good practices, the Region of Sardinia has considerably increased the awareness that the solution to a problem can often represent an additional competitive advantage for the local development, in addition to solving the problem itself. Touristic flows, for instance, represent a great source of profit for the local economy, but they can also result in big and risky environmental and social impacts. Therefore, the touristic destinations, especially those managing phenomena such as the over tourism and the high concentration of flows in the peak seasons, need to plan and implement the most suitable solutions to avoid or limit those impact. Often these solutions can also represent a great add value in the destination's offer and give back many benefits to residents as well. Solutions, such as facilities for bikers, intermodal mobility infrastructures, e-mobility services, at the same time can contribute to reduce the environmental impacts, increase the quality of residents' life and the attractiveness of the destination toward those tourists interested in visiting sustainable destinations. Moreover, these latter represent a steadily growing segment often willing to pay more if the destination respects their environmental sensitivity.

DESTI-SMART Project has been the opportunity to learn from a profitable international cooperation many lessons about the ways destinations run to both solve tourism related issues and increase their competitiveness.

One of the main lessons learnt is the necessity to adopt an integrated approach able to merge in an overall strategy all the policy planning about tourism, mobility and accessibility aiming to give coherence and organicity to the policy. An approach we adopted in the development of this Action Plan for whom we

selected the most significant actions, trying to frame these in a wider context and linking those with the international experiences and good practices, in order to show how and where similar actions succeeded.

The DESTI-SMART Action Plan should be a reference for Sardinian politicians, technicians and stakeholders, hoping to represent in the future a good practice for other regions and destinations.

The implementation of the actions and the monitoring of results aim to demonstrate what and how many benefits may be derived from them. It will be a real evidence useful to give impulse to the Sardinian policy between the old and the new European programming cycle. This is a great opportunity to enhance the actions foreseen by the Regional Operational Programme Sardegna ERDF 2014-2020, assessing strengths and weaknesses, and provide guidelines to the next Sardinian ROP 2021-2027. Guidelines that will consider the results linked to the actions included in this Action Plan and those linked to the international experiences we referred.

As better described in the following sections, DESTI-SMART Project and the Action Plan helped and will help to understand:

- how pursuing an improved governance is central, in terms of a better coordination of energy, transport and tourism policies and between private and public subjects, in order to ensure better results by the implementation of an individual action that aims to meet different needs at once. We transposed this concept in the Action 1 through a new governance model in the implementation of the Regional Action Plan for charging stations for electric vehicles. It will be a great test useful to be replicated in other contexts and integrated in the next the Sardinian ROP 2021-2027;
- how many and what benefits derive from the Cycle&Walking tourism and, therefore, how investing in provide new facilities for this segment is one of the best ways to increase the destination's competitiveness. This awareness has led to include in the Action Plan the implementation of the Regional Cycling Mobility Plan with the aim of boosting the network and bringing out the need to give more space and attention to this sector in the next programming period, also in the light of the 2018-2021 Strategic Development and Marketing Plan of Sardinia that identifies the Cycle&Walking tourism as a strategic product in the Sardinian tourist offer;
- what benefits are linked to those infrastructures that promote and facilitate intermodality in tourists and resident's mobility, such as less urban congestion and the reductions of green house gases emissions. In this way we wanted to highlight the intermodality by including in the Action Plan the completion of the Intermodal Center of Oristano, a project often delayed in recent years because of several issues, but that deserves due attention also in view of its strategic position in the regional transport system.

Part III – Details of the actions envisaged

ACTION 1 - Implementation of the Regional Action Plan for charging stations for electric vehicles

1. The background

In 2018 the Region of Sardinia formally approved and adopted the “Regional Action Plan for charging stations for electric vehicles” with the Regional Resolution n. 58/11.

The Plan delivers a detailed study that identifies for the whole regional territory the areas to install charging infrastructures such as main urban areas and touristic areas (ports, airports, train stations).

On the basis of the analysis of the mobility habits of residents and tourists, the Plan quantifies and identifies the areas for charging stations in the territories of the Municipalities involved and defines: typologies and technical features of the charging infrastructures, the connection points with the electric distribution network, the supply and implementation costs of the infrastructure in each area, the public procurement processes and the administrative procedures needed to grant the areas for charging stations. Overall, the Plan identifies 145 areas, 582 charging stations, 878 charging points.



The Plan was developed in accordance with the previous national and regional policy instruments: the National Infrastructural Plan for the charging of electric vehicles (PNIRE the Italian acronym), the Sardinia Region Environmental Energy Plan (PEARS), the Sardinia Region Transportation Plan.

In 2020, with the Regional Resolution n. 13/17, the Region of Sardinia reviewed and integrated the Regional electric mobility development program identifying three areas of intervention:

1. Implementation of the regional network of public charging infrastructure for electric vehicles accessible to the public and related mobility services, information and communication campaign:
 - a. The infrastructure won't be directly financed by public funds. The implementation and the management of the all regional electric infrastructure in urban areas, as defined by the Plan, will be grant to a, individual private operator by an agreement protocol;
 - b. The Region of Sardinia will support the implementation of 32 fast charging stations along the main regional roads (roads: S.S. 131, S.S. 131dcn, S.S. 729, S.S. 130, S.S. 125, S.S. 554 e S.S. 195) by financial incentives. The incentives will be directed towards those private operators that already work close to those roads. The charging stations must be powered by renewable energy and integrated with their own energy storage system (microgrid);

2. Support of experimental public projects in specific tourist strategic areas. Sant'Antioco island (south-west Sardinia) is one of those area and the related project idea was described and analysed in the Feasibility Study developed by the Region of Sardinia as a output of the DESTI – SMART Project (see *Sustainable mobility model towards naturalistic areas: The case of Santa Caterina— Sant'Antioco Regione Sardegna*).
3. Support, by financial incentives, local Public Administrations in order to replace their fleet with electric vehicles.

The link to the policy instrument

This Action pursues the objectives envisaged by the Regional Operational Programme (ROP) Sardegna ERDF 2014-2020. In particular by the Action 4.3.1. "Smart grids" and the Action 4.6.4. "Low-impact transport infrastructure and charging hub". These two actions are included in the Priority Axis IV: "Sustainable Energy and Quality of Life" that pursues the Thematic Objective 4 to support the transition towards a low carbon emission economy and the following Specific Objectives:

- 4.3. Increase in the share of energy needs covered by distributed generation by developing and implementing intelligent distribution systems;
- 4.6. Increasing sustainable mobility in urban areas.

The Action included in the DESTI-SMART Action Plan will improve the Sardinian ROP by adding, to what is already foreseen by the ROP, a new governance model in the implementation of energy actions through a specific protocol agreement between the Autonomous Region of Sardinia and the local actors (municipalities and private operator). This is a great opportunity to test this governance model that could be extended and replicated as well in other sectors, such as transport and tourism.

The lessons learnt

THEMATIC WORKSHOP A - Low-carbon transport systems for visitors at tourist destinations (27 March 2019, Hastings, UK)

- Partner: Metropolitan Development Agency of Thessaloniki
- Experience: Resilient Thessaloniki –A strategy for 2030

The Thessaloniki Strategy Plan has been a great inspiration for the development of this Action Plan and , more specifically, we referred to the "Action 04 - Create infrastructure for private electromobility" related to the "Objective D. Move to clean power for transport". This action aims to enhance the electric mobility granting specific benefits to people using electric vehicles, such as allocation of special parking spaces, reduction of parking fees, introduction of Low Emissions Zones, and electric car sharing stations. This suggested to strengthen our Action including in the Agreement Protocol the undertaking for the Municipalities involved to foresees free parking and reserved places for electric cars. In addition to the necessary infrastructure of charging stations, these incentives represent an add value in terms of touristic appeal.

Moreover, the idea to invest on the electric mobility has been enhanced by the following Action 05 of the same Strategy of Thessaloniki, that aims to convert the city car fleet to electric replacing the old municipal vehicles with new electric vehicles. Indeed, one of the main points of our Action is to provide funds to the Municipalities involved to renew their own fleet with electric vehicles.

- Partner: Lake Balaton Development Coordination Agency
- Experience: Lake Balaton Recreational Area

Another experience known thanks to DESTI-SMART Project impressed and persuaded us that promoting the electric mobility may be one of the best ways to both reduce GHG emissions and attract touristic flows. It is the experience of the Lake Balaton Development Coordination Agency regarding the infrastructure of 25 charging stations around the lake Balaton, one of the main Hungarian touristic destination which is going to be even more attractive thanks to this infrastructure. In the same way, we think the implementation of a regional infrastructure of e-charging stations could attract not only more visitors, but also visitors more sensitive to the environmental sustainability. These represent indeed one of the most important targets the Region of Sardinia aims to attract.

- Partner: Horários do Funchal, Transportes Públicos S.A.
- Experience: Electromobility Program in Madeira (PMEM)

Thanks to the experience of the Partner Horários do Funchal, Transportes Públicos S.A., we realized how important it is to plan an organic and systematic actions for a successful policy. The Region of Madeira indeed addressed the sustainability of people mobility foreseeing and implementing different and simultaneous actions such as the integration of electric vehicles in Regional Government fleet, the integration of electric vehicles in public company fleets, the expansion of e-charging network and the creation of regional incentives for electromobility aimed at the private sector and citizens. The Action Plan of the Region of Sardinia intends to follow the same way promoting the electromobility through different actions as the Region of Madeira did.

- Partner: Latvian Greenways Association
- Experience: Forward to e-mobility friendly country

Finally, our awareness on the importance of investing in the electromobility in a systemic approach has been consolidated also by the experience of the Latvian Greenways Association, another Partner of DESTI-SMART Project, which has been investing for a long time in order to reduce the GHG emissions. Since 2014, they installed charging stations all over the country, provided a website and a mobile app to help people find the charging stations and know technical information, coo-financed the electric car purchase for the municipalities and non-government organizations. This is another systemic policy we want to replicate in our Region in order to obtain the same success.

2. Action

The Action to be implemented foresees:

- A. the sign of the agreement protocol between the Region of Sardinia, the Municipalities in whose territories the charging stations will be built and the private operator that will implement the regional charging infrastructure;
- B. The implementation of the regional electric infrastructure in urban areas by the above private operator;
- C. The replacement of the old fleet with electric vehicles by the Public Administrations that will sign the agreement protocol;
- D. The replacement of the old fleet with electric vehicles by other Public Administrations in addition to the previous;
- E. The replacement of the old fleet with electric vehicles by regional small and medium enterprises;
- F. The implementation of 32 fast charging stations along the main regional roads (roads: S.S. 131, S.S. 131dcn, S.S. 729, S.S. 130, S.S. 125, S.S. 554 e S.S. 195);

The private operator in charge to implement the regional charging infrastructures in urban areas will be selected by a public tender.

As soon as the private operator will be selected, the Region of Sardinia will sign an Agreement Protocol (A) according to which:

1. The Private Operator undertakes:
 - a. To implement by own funds and by the end of 2021 the regional infrastructure according to what is foreseen by the Regional Action Plan for charging stations for electric vehicles (B);
 - b. To maintain and manage the infrastructure;
 - c. To implement an informative and promotional campaign towards residents and tourist to promote the net and the electric mobility. A mobile app will be included in the campaign and it will allow users to know in real time where the nearest charging station is, its technical characteristics and whether it is busy or not.
2. The Municipalities involved will:
 - a. guarantee to the private operator the free-of-charge grant of public areas where installing the charging stations (B);
 - b. Take measures to introduce advantages and limitations, such as free parking and reserved places, to enhance the development of the e-mobility.
 - c. Renew their own fleet with electric vehicles (C);
3. The Region of Sardinia will guarantee:
 - a. The coordination between Municipalities and the private operator in order to simplify the administrative procedures needed to grant the areas for charging stations and to install and manage the network of charging station (B);
 - b. The funding needed to incentive (C) the public administrations included in the agreement protocol, (D) the others public administrations not included in the agreement protocol and (E) the regional small and medium enterprises (SMEs) to purchase electric vehicles;
 - c. The funding needed to implement the fast charging stations along the main regional roads (F);

By different public calls, the Region of Sardinia will select:

- the public administrations that will replace their old fleet with electric vehicles (D) from a list of a previous call for expression of interest. In addition to those already purchased (110), approximately 40 vehicles will be purchased;
- the SMEs that ask for replace old fleet (E) from a list of a previous public call. Approximately 100 vehicles will be purchased, in addition to those already funded (150);
- the private operators which will obtain the funds to build charging stations along the main regional roads (F).

The Action 1 is included in DESTI-SMART Action Plan both as a Governance Action (A) and a New Project (C, D, E, F). The Region of Sardinia indeed is going to be the Player in charge to coordinate the activities of each involved in the Action and to verify the regular implementation of the Action according to the technical features of the charging stations provided by the Regional Action Plan for charging stations for electric vehicles and by the Agreement Protocol.

3. Players involved

1. Region of Sardinia

Role: coordination of players involved and their activities; verification and assessment of the regular implementation of the Action; funding the replacement of old vehicles fleet of others administrations and SMEs; funding to implement the fast charging stations along the main regional roads.

2. Municipalities of:

- a. Metropolitan City of Cagliari (that includes 17 Municipalities)
- b. Metropolitan Network of North Sardinia (that includes 8 Municipalities)
- c. Olbia
- d. Nuoro
- e. Oristano

Role: These administrations are included in the agreement protocol and will guarantee to the private operator the free-of-charge grant of public areas where installing the charging stations; Renew their own fleet with electric vehicles; enhance the development of the e-mobility foreseeing advantages and limitations (such as free parking and reserved places)

3. Private operator

Role: implementation of the regional infrastructure; maintenance and management of the infrastructure; implementation of an informative and promotional campaign.

4. Timeframe

Activity	Year 2020			Year 2021												Year 2022											
	Month 10	Month 11	Month 12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
A - Sign of the agreement protocol																											
B - Implementation of the regional electric infrastructure																											
C - Replacement of the old fleet with electric vehicles by Public Administrations in the agreement protocol																											
D - Replacement of the old fleet with electric vehicles by Public Administrations out of agreement protocol																											
E - replacement of the old fleet with electric vehicles by regional SMEs																											
F - Implementation of 32 fast charging stations along the main regional roads																											

5. Costs

- A. Sign of the Agreement Protocol: no cost;
- B. Implementation of the regional electric infrastructure in urban areas: funded by the private operator selected;
- C. Replacement of the old fleet with electric vehicles by the Public Administrations in the Agreement Protocol: € 2.990.000;
- D. Replacement of the old fleet with electric vehicles by other Public Administrations not in the Agreement Protocol: € 3.284.992;
- E. Replacement of the old fleet with electric vehicles by regional small and medium enterprises: € 4.000.000;
- F. Implementation of 32 fast charging stations along the main regional roads: € 2.400.000.

6. Funding sources

The source for funding the Action 1 is the Fund for the Development and Cohesion 2014-2020 (national resources) – Action line 1.2.2 Integration of electric mobility and Smart Cities.

ACTION 2 - Implementation of the Regional Cycling Mobility Plan

1. The background

In December 2018, the Region of Sardinia approved (Regional Resolution n. 60/20) the Regional Cycling Mobility Plan which identifies and plans approximately 1,900 km of cycle routes, which form part of the regional level network, intended as short-medium- and long-distance corridors. To complete the Regional Cycle Network, the routes included in the Extraordinary Plan for Sulcis (a total of approximately 110 km) are identified and those integrating with the railway network (bike and train routes, approximately 550 km). Once completed, the whole Regional Cycle Network will connect all the regional ports and airports and will be integrated with the urban cycle networks, allowing tourists to arrive in Sardinia and visit all the region by bicycle (owned or rented) from any ports or airports.

Moreover, the network will run through several naturalistic and cultural resources all over the island, such as UNESCO sites, special protection areas, regional and national parks, community interest sites and many other points of interest.

The intermodality for tourists and residents will be fostered thanks to the connection between the cycle paths with 49 train stations and 432 bus stops.

In addition, a proposal has been accepted to integrate the Regional Cycle Route in the European network (EuroVelo, approximately 1,090 km) and in two networks at the national level (named Bicalitalia and National System of Tourist Cycle Routes, approximately 1,500 and 1,207 km, respectively). The web site www.sardegnaclabile.it provide information about the progress on the network implementation and many useful details about all the itineraries planned.

In May 2020, by the Regional Resolution n. 27/24, the Region of Sardinia identified the North-South cycle route from Alghero to Cagliari as the main route of the Regional Cycle Network. and allocated a funds (2 million euro) to design and build two first sections. These 2 million euros are a first part of the total 16,6 million euros granted by the National Government to the implementation of the Regional Cycle Network.

The first one is the section Alghero-Porto Torres-Sassari (North Sardinia) and the second one starts from Cagliari and arrives to Barumini (South Sardinia).

The link to the policy instrument

This Action pursues the objectives envisaged by the Regional Operational Programme Sardegna ERDF 2014-2020. In particular by the Action 4.6.4. "Low-impact transport infrastructure and charging hub" that, as the others Actions included in the Priority Axis IV: "Sustainable Energy and Quality of Life", pursues the Thematic Objective 4 to support the transition towards a low carbon emission economy.

Figure 1 - Main route of the Sardinian Regional Cycle Network from Alghero to Cagliari



The lessons learnt

THEMATIC WORKSHOP A - Low-carbon transport systems for visitors at tourist destinations (27 March 2019, Hastings, UK)

- Partner: Mallorca Island Council - Environment Department
- Experience: Cycling and walking in Mallorca

Thanks to DESTI-SMART Project the Region of Sardinia has had the opportunity to get to know the great work led by the Partner of Mallorca in building an articulated infrastructure of cycle paths all over the island. Moreover, it has been the opportunity to verify the good benefits as well on the local economy as a result of the investment. In addition to the reduction of greenhouse gases and the protection of the environment, this has undoubtedly contributed to boost the image of Mallorca as a sustainable and “green” destination, enhancing the natural and cultural heritage (including railways), attracting new touristic flows, strengthening the existing touristic service providers and allowing new ones to be born such as hotel, restaurants, bike rental, bike tours and local guides. This is a good example that the Region of Sardinia intends to follow investing in the implementation of a part of the Regional Cycling Mobility Plan.

Good practices identified by the DESTI-SMART Project

- Project: Civitas Destinations
- Good practice: Practical guidelines for smart and sustainable mobility in tourism

Thanks to the “DESTINATIONS - NECSTouR webinar”, held on May 7, 2020, we have strengthened the idea that accelerating the implementation of the Regional Cycling Mobility Plan can be one of the better way to increase touristic flows by limiting greenhouse gases and, therefore, the environmental impact. Indeed, the real experiences of Civitas Destinations’ Partners clearly showed that the sustainable mobility could improve the attractiveness of the destination, in addition to the reduction of the noise and the air pollution. Moreover, it could help touristic destination find travellers looking for “climate friendly solutions”, often willing to pay more for visiting sustainable destinations.

- Project: SEEMORE: Sustainable and Energy Efficient Mobility Options in tourist Regions in Europe
- Good practice: Sustainable and Energy Efficient Mobility Options in tourist Regions in Europe

The SEEMORE Project clearly showed as well that tourists looking for a sustainable holiday destination is growing and the destinations investments in order to attract this increasing segment are undoubtedly profitable from both an economic and ecological point of view.

In particular, offering sustainable mobility options, such as we will do by the Regional Cycling Mobility Plan implementation, add a great value to the tourist product and allows to emerge in the tourist market. Moreover, our Action can be an important step to help the Region of Sardinia follow the SEEMORE recommendation to promote the cooperation between local actors from the mobility and tourism sectors because it can make more attractive the destinations. In fact, the “Strategic Development and Tourism Marketing Plan of Sardinia 2018-2021”, another important regional policy instrument, recognised the bike tourism as one of the main strategic touristic products. In addition, another ongoing regional Project, “Sardinia, a sustainable Island”, will encourage the creation of local Destination Management System and local product networks that will promote an efficient public and private collaboration between the mobility and the tourism sectors.

- Partner: Latvian Greenways Association
- Good practice: Latvian Greenways Network

Thanks to the work of the Latvian Greenways Association, one of the DESTI-SMART Partners, the Region of Sardinia had the great opportunity to verify from a recent and factual experience all the benefits linked to the implementation of a cycling paths regional network. That means a big range of benefits related to

the increased visibility of the destination, due to the extension of the overall touristic offer, to the new opportunity to attract environmental friendly touristic flows, to the natural and cultural heritage enhancement, balancing the need to create a local development with the preservation of the environment and the decrease of GHG emissions.

Convinced by this good practice, the Region of Sardinia included this measure in the own DESTI-SMART Action Plan certain to enable all these benefits in the territory.

2. Action

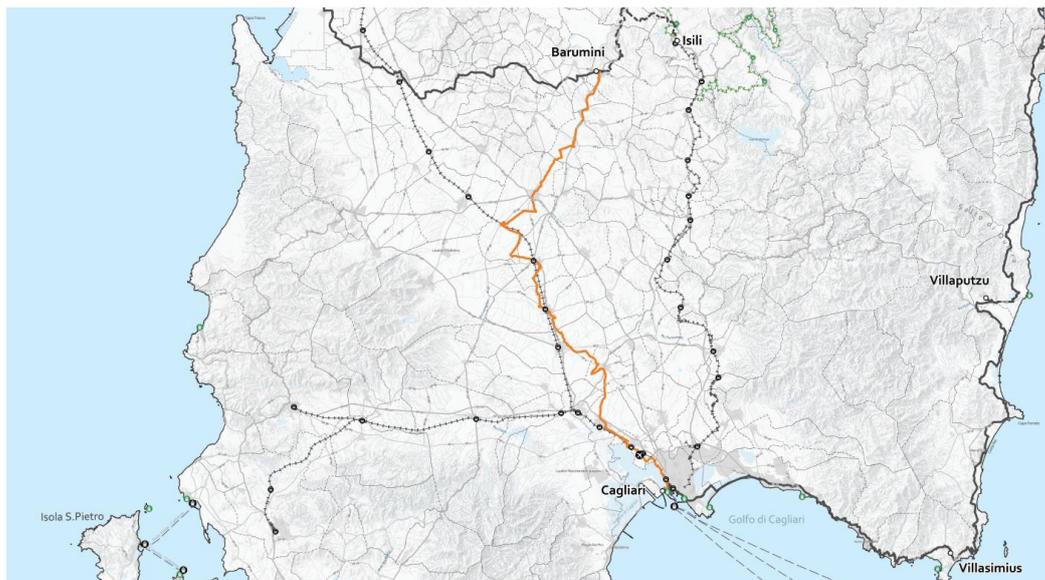
The first cycle path to be implemented is the section Alghero-Porto Torres-Sassari. Alghero is a municipality located in the North-West coast side of Sardinia. It's one the most famous Sardinian touristic destinations where there is also the third Sardinian airport. Porto Torres is another municipality in North Sardinia where a big commercial port operates. Finally, Sassari is the second biggest municipality after Cagliari.

Figure 2 – Section Alghero – Porto Torres - Sassari



The second section to be implemented starts from Cagliari and arrives to Barumini (South Sardinia). Cagliari is the capital city of Sardinia and there are the main regional airport and a big commercial port. Barumini is a municipality famous for “Su Nuraxi”, the most famous and biggest Sardinian “Nuraghe”, an archaeological resource of the Nuragic age (dating back to the sixteenth-fourteenth century BC) visited by hundred thousand people every year and enrolled in UNESCO World Heritage Lists since 1997.

Figure 3 - Section Cagliari Elmas - Barumini



In detail, the action foresees:

- A. Executive and final design
- B. Realization of the Alghero-Porto Torres-Sassari section (76 km)
- C. Realization of the Cagliari – Barumini section (102 Km)

The Sardinian Regional Transportation Company (ARST) will be in charge to implement all these activities through:

- own resources to develop the executive and final design;
- external expertise for the realization of the two sections.

The Action 2 is included in DESTI-SMART Action Plan as a New Project

3. Players involved

- 1. Autonomous Region of Sardinia/Department of Public Works
Role: Coordination e supervising
- 2. ARST - Azienda Regionale Sarda Trasporti (Sardinian Regional Transportation Company)
Role: Implementation

4. Timeframe

Activity	Year 2020			Year 2021												Year 2022											
	Month 10	Month 11	Month 12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
A - Executive and final design																											
B - Realization of the Alghero-Porto Torres-Sassari section																											
C - Realization of the Cagliari – Barumini section																											

5. Costs

2 million euros

6. Funding sources

Decree of the Ministry of Infrastructure and Transport 29.11.2018 n. 517 (national fund)

ACTION 3 - Completion of the Intermodal Center of Oristano

1. The background

In 2008 the Region of Sardinia adopted the Regional Transport Plan which analysed the traffic flows growth forecast and, on the basis of the existing situation, planned the infrastructural solutions to satisfy those new flows in a sustainable way. The Plan considered all the modalities of transport: maritime, air, rail, road, private and public.

In this framework, the Plan selected several strategic goals to reduce the greenhouse gases emissions and the environmental impact, among which the boosting of public transport and the intermodal transport.

Overall 9 intermodal centers have been identified in the main Sardinian urban areas:

1. San gavino
2. Carbonia
3. Sassari
4. Oristano
5. Iglesias
6. Macomèr
7. Elmas airport - Cagliari
8. Nuoro
9. Tortolì

One of these is the Intermodal Center of Oristano that represents the object of this Action 3.

The choice is related to several reasons, firstly linked to its strategic geographical location.

Oristano is the 7th municipality of Sardinia by number of inhabitants located in central Sardinia, in the west side, and it is in the middle of the main regional road (S.S. 131) that connects the south to the north of Sardinia (see Figure 1). Moreover, Oristano is crossed by the railway from Cagliari to Sassari, the main Sardinian line, and by the cycle path starting from Alghero to Oristano and running along the west coast, one of the more spectacular and popular section of the Regional Cycle Network (see Action 2).

In addition to its strategic location, the Municipality is close to the coast and to many environmental and cultural resources, such as the Sinis marine protected area, the archaeological site of Tharros and that of Monte Prama, well known for the famous “Giants”, big statues dating back to the eighth century BC.

The surrounding area is characterized by a lively agricultural, manufacturing and touristic economy.

All these reasons suggested that the choice of including the intermodal center of Oristano is strategic because of it could enhance many economic opportunities, satisfying the needs of several targets, such as residents, tourists and local/regional firms. In this way, the Action 3 could represent a good practice for the implementation of the above other intermodal centers, particularly for the intermodal Center of Cagliari that will be included in the next Sardinian ROP 2021-2027 and that will allow an intermodal mobility between airplane, ship, train, bus, private means.

The Plan allocated 8 millions euros and, in 2008, a memorandum of understanding was signed between the Region of Sardinia, the Province of Oristano, the Municipality of Oristano and the Italian Railways Network to develop a feasibility study for the building of the intermodal center. The feasibility study was approved in the same 2008 and in 2012 the Environmental Impact Assessment procedure ended. In 2014 the Italian Railways Network granted the availability of the area where the center will be built.

Through the years the total fund became of about 4 million, even if the original functions and services haven't changed.

The link to the policy instrument

The implementation of intermodal stations in urban areas is one of the actions foreseen by the Regional Operational Programme Sardegna ERDF 2014-2020. Therefore, the Action 3, as the previous ones, pursues the objectives of the Priority Axis IV: "Sustainable Energy and Quality of Life". The Intermodal Center has been funded by the ROP under the Action 4.6.1 - Construction of infrastructure and interchange nodes aimed at increasing collective mobility and eco-friendly distribution of goods and related transport systems. The Action aims to meet the Specific Objectives "4.6. Increasing sustainable mobility in urban areas".

The lessons learnt

THEMATIC WORKSHOP B - Intermodality for visitors at tourist destinations (24-25 September 2019, Bremerhaven, DE)

- Partner: Metropolitan Development Agency of Thessaloniki SA (MDAT SA), Greece
- Experience: Intermodality for visitors and commuters at Thessaloniki

The second DESTI-SMART Workshop let us know the great and consolidated experience of the Municipality of Thessaloniki in providing to residents and tourists many different intermodal mobility solutions, regarding train, buses, flight and ferry boats. It was an opportunity to concretely verify the actual excellent results achieved and it has strengthened our conviction that investing in the construction of intermodal centers concretely allows to facilitate collective transport, reducing urban road congestion and the consequent pollution. In addition, it represents a good way to increase the touristic attractiveness giving to tourists different and easy modes to reach and sightseeing.

2. Action

The Action 3 foresees the completion of the Intermodal Center of Oristano useful for the exchange of different modes of transport, between trains, buses (urban and extra-urban), taxies, private cars/motorcycles and bicycles, promoting a rational e functional mobility model inside the city, from the inside to the outside and vice versa.

Figure 4 - Intermodal Center of Oristano (simulation)



The Center is located in an area, owned by the Italian Railway Network (RFI in Italian), next to the existing train station. Once completed, the existing extra-urban buses station, located in a central area of Oristano, will be transferred in this area and linked to the bus station by a pedestrian tunnel of about 60 metres. Thanks to the intervention, the number of buses hosted will grow from the existing 7 to 18.

The Action 3 includes the construction of:

- a. access roads to the area;
- b. the urban and extra-urban station;
- c. the offices for public transport companies and other business premises
- d. the private cars parkings: one in the ground floor for 127 cars and another one in the underground floor for 110 cars;
- e. the pedestrian tunnel;
- f. the area for taxis (overall, 9 taxis)
- g. parking for motorcycle and bicycles

The total area covered by the intervention is 11 thousand 750 square meters.

The Action 2 is included in DESTI-SMART Action Plan as a New Project

3. Players involved

1. Autonomous Region of Sardinia – Department of Transport
Role: Responsible of the Action 4.6.1 Of the Regional Operational Programme Sardegna ERDF 2014-2020
2. Municipality of Oristano
Role: Implementing body
3. Italian Railways Network
Role: Owner of the area granted

4. Timeframe

The Intermodal Center is already in implementation. Works have started in April 2019 and will be concluded, unless an extension will be granted, by the end of 2020. The testing of the work will be concluded by the end of June 2021.

Activity	Year 2020			Year 2021												Year 2022													
	Month	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
A - Intermodal Center implementation																													
B - Intermodal Center testing																													

5. Costs

4.075.915,35 €

6. Funding sources

4 million euros funded under the Regional Operational Programme Sardegna ERDF 2014-2020 and 75.915,35 € granted by a National Fund.

Monitoring Procedures in Phase 2

The actions included in this Action Plan will be monitored regularly by the Industry Department - Energy Service of the Autonomous Region of Sardinia according to the following indicators. A periodic report will be provided to explain the development of each actions.

Action 1 - Implementation of the Regional Action Plan for charging stations for electric vehicles

Activity	Indicator/target
A - Sign of the agreement protocol	Yes/no Target: yes
B - Implementation of the regional electric infrastructure	Number of charging points installed Target: see note (i) below
C - Replacement of the old fleet with electric vehicles by Public Administrations in the agreement protocol	Number of vehicles replaced Target: 40
D - Replacement of the old fleet with electric vehicles by Public Administrations out of agreement protocol	Number of vehicles replaced Target: 40
E - Replacement of the old fleet with electric vehicles by regional SMEs	Number of vehicles replaced Target: 250
F - Implementation of 32 fast charging stations along the main regional roads	Number of charging stations installed Target: 32

(i) As described in the Action 1 paragraph, the Autonomous Region of Sardinia does not provide a specific funding for the installation of charging points, instead funded by the private operator, but will play a role of coordination between the players involved. That is why a target value is not identifiable so far. However, the Region of Sardinia will monitor the number of charging points the private operator will install.

Action 2 - Implementation of the Regional Cycling Mobility Plan

Activity	Indicator/target
A - Executive and final design	Final design concluded (Yes/no) Target: yes
B - Realization of the Alghero-Porto Torres-Sassari section	Km realized Target: 76
C - Realization of the Cagliari – Barumini section	Km realized Target: 102

Action 3 - Completion of the Intermodal Center of Oristano

Activity	Indicator/target
Intermodal Center implementation	Total surface realized Target: 11.750 Square metres

Date: 25/01/2021

Name of the organisation(s) :

Regione Autonoma della Sardegna

Direzione generale dell'industria

(Directorate General for Industrial development)

Signatures of the relevant organisation(s):

Mr. Antonello Pellegrino

Director of services

Signature: _____

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Interreg Good Practices and DESTI-SMART Partners experiences

Cycling and walking in Mallorca. Mallorca Island Council - Environment Department
https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/file_1554388288.pdf

Electromobility Program in Madeira (PMEM). Horários do Funchal, Transportes Públicos S.A.
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Resilient Thessaloniki –A strategy for 2030. Metropolitan Development Agency of Thessaloniki
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Sustainable and Energy Efficient Mobility Options in tourist Regions in Europe. SEEMORE: Sustainable and Energy Efficient Mobility Options in tourist Regions in Europe
<https://ec.europa.eu/energy/intelligent/projects/en/projects/seemore>

Legislation

Decree of the Ministry of Infrastructure and Transport 29.11.2018 n. 517
https://www.mit.gov.it/sites/default/files/media/normativa/2019-01/DM%20517%20del%2029-11-2018_0.pdf

Fund for the Development and Cohesion 2014-2020
<https://www.sardegnaprogrammazione.it/programmazione2014-2020/fsc-pattoperlasardegna/>

Regional Resolution 2018, n. 60/20
<https://delibere.regione.sardegna.it/protected/44541/0/def/ref/DBR44322/>

Regional Resolution 2020, n. 13/17
<https://delibere.regione.sardegna.it/protected/50064/0/def/ref/DBR49996/>

Regional Resolution 2020, n. 27/24
<https://delibere.regione.sardegna.it/protected/50850/0/def/ref/DBR50824/>

Plans and policy instruments

National Infrastructural Plan for the charging of electric vehicles (PNIRE)
https://www.mit.gov.it/mit/mop_all.php?p_id=20858

Regional Cycling Mobility Plan of Sardinia

https://www.regione.sardegna.it/documenti/1_38_20190222150553.pdf
<https://www.sardegnaiciclabile.it/>

Regional Operational Programme (ROP) Sardegna ERDF 2014-2020
https://www.sardegnaprogrammazione.it/documenti/35_84_20151111114246.pdf

Sardinia Region Environmental Energy Plan (PEARS)
https://www.regione.sardegna.it/documenti/1_274_20120327180228.pdf

Sardinia Region Transportation Plan
https://www.regione.sardegna.it/documenti/1_19_20081212130540.pdf

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http://www.regione.sardegna.it/documenti/1_231_20181221121007.pdf

Sustainable mobility model towards naturalistic areas: The case of Santa Caterina—Sant’Antioco Regione Sardegna
https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/file_1593159469.pdf



DESTI-SMART Project improves transport and tourism policies at destinations by integrating strategies for smart and sustainable mobility, accessibility and responsible travel in sustainable tourism development, and through efficiency, resilience, intermodality, novel low-carbon transport systems, cycling and walking for visitors, towards smart destinations

