Project co-financed by the European Regional Development Fund

LCTPs of the national replications

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalising
Activity 5.6 Transferring methodology and results in 5 new territories in project partners' countries
Deliverable 5.6.1 Five new LCTPs in new territories of the partners' countries

Lisboa E-Nova, AREA, AIT, CIRCE, REAK

Work package 5

Deliverable D5.6.1

Index

1. Introduction

This report corresponds to the Deliverable 5.6.1 and presents the results of the Activity 5.6 “Transferring methodology and results in 5 new territories in project partners’ countries”.

In this activity, five local and/or port authorities in the LOCATIONS project partners’ countries were selected and supported by the technical partners in the technical and financial definition of their five new LCTPs, as well as in the involvement of pertinent stakeholders in the several participatory processes and design of the plans.

These five new LCTPs were produced based on methodology and outputs from the testing phase of LOCATIONS and benefitting from active support from project partners and experts.

The five new territories of the LOCATIONS project partners’ countries selected to promote the National Replication of the LCTPs and correspondent technical partners are presented in the following table:

Table 1: National replication cities of the LCTPs and respective technical partner

Partner	National replication city	Country
AIT	Saranda	Albania
AREA Science Park	Livorno	Italy
CIRCE	Cádiz	Spain
Lisboa E-Nova	Portimão	Portugal
REAK	Dubrovnik	Croatia

All these new territories were aware of the importance of the LOCATIONS scope and conscious of the need and benefits of producing a Low Carbon Transport Plan for Cruise Tourism to mitigate the impact of these industry in the cities, making it more green and pleasant.

Another key aspect it’s the commitment that these five new territories expressed regarding the implementation of the LCTPs and integration in the Sustainable Urban Mobility Plans (SUMP), as well as in the city policies. This commitment was formalized with acceptance letters of the LCTPs or Deliberations of the local administrations from the Mayor’s Cabinet.

Therefore, this deliverable presents in English the Summaries of the national replication LCTPs produced by the technical partners with the LOCATIONS methodology. The full version in local language of these LCTPs are published individually.

2. LCTP of Saranda

Project co-financed by the European Regional Development Fund

• Executive Summary of LCTP of Saranda

LOCATIONS - Low Carbon Transport in Cruise Destination Cities

1. Design of the plan

1. Definition of the current scenario

Saranda Port and city tourist's mobility is characterized by:

- High number of cruise ships and missing the Cruise Terminal (225,380 foreign tourists by 77 cruise ships for 2018 year)
- Considerable number of daily tourists arriving in Ferries by regular scheduled lines (28,000 total passengers by 2018 year)
- The future projection is increasing the number of Cruisers (3-fold approximately by 2025).
- Very small terminal for passengers and cruisers. Lack of efficiency for disembarking and embarkation.
- Lack of urban mobility related studies like SUMP and SEAP.
- Most urgent issues relate to heavy traffic and road congestion in the port entrance and city center, Lack of well-defined walking tourist paths infrastructure and information, Lack of Cruiser liners and operator's business coordination.
- The best of things: Territorial Strategy of Municipality Saranda 2015 – 2030

Analyzing the current situation with the data and information collected, shared and discussed with main stakeholders, it is a clear current situation and an opportunity to define the main working areas:

- Mitigation of Environmental impacts in the better way using the Demand Management Strategies
- Mitigation of Climate impacts introducing "Clean transport and fuels"
- Make positive economic impacts by optimization of accessibility level of City and Port

2. Definition of vision and objectives

Vision: *"Saranda should become an important gate as cruise destination of Albania south region, where the available options of mobility have a reduced impact on the environment and on the city residents' quality of life, using low-carbon transport systems and multi-modal connections"*

Objectives: *Main objectives are:*

- *To promote the city and surrounding touristic areas by efficient real time information*
- *To reduce the carbon impact and reduce GHG emissions, by promoting the use of low carbon transport modes*
- *To improve the quality of visit for cruise passengers*

By fostering a complete and comprehensive plan that fulfill the mobility needs of cruise passengers, Saranda residents, tourists and businesses, in long term".

Strategies (Specific Goals):

- *Promote the city and region tourist attractions by efficient information.*
- *Promote of the city and the touristic aria of the region by active mode of transport.*
- *Promote of using of low carbon transport.*

- *Increase the capacity of Port terminal by fostering investment.*

3. Definition of actions and indicators

Following the strategic vision and objectives, the modular packages are chosen from the document produced by LOCATIONS projects for implementation to the Saranda LCTP:

- Traffic and bus flow management in cruise destination
- Improving cycling route offers for cruise passengers
- Improving parking management
- ICT solutions and way finding systems for cruise passengers
- Low carbon water transport
- Optimization of port accessibility
- Electric mobility for cruise destination

As above, detailed actions are chosen and indicators to measure the performance in their implementation towards the objectives.

Main Goal 1: To promote the city and surrounding touristic areas by efficient real time information

Action 1.1.1: Establish touristic info points along the touristic paths within the city and the region.

Objective: To give a specific mobility tools to cruise passengers discover the attraction places, beaches, and the public transport to reach them.

Action 1.1.2: Developing an app for way finding in the city

Objective: To give a specific mobility alternatives and tools to cruise passengers that prefer the option of do-it-yourself visiting and sightseeing to organized shore excursions, getting away from the crowd and searching something not offered by traditional tourist paths.

Main Goal 2: To reduce the carbon impact and reduce GHG emissions, by promoting the use of low carbon transport modes

Action 2.1.1: Establish an additional seasonal buss line (electric busses if feasible) shuttle service from the Cruise Terminal to the regional touristic areas.

Objective: Offering attractive bus services to connect the port to attractions through the optimization of on-route times, better facilities to board the buses, the provision of services tailored to cruise passengers' requirements and flow management enhancement through innovative means.

Action 2.1.2: Regulate parking of touristic transport vehicles.

Objective: Mitigate affect by congestion caused by tourist busses and shuttles, carrying cruise passengers to main city tourist attractions or to daily excursions in the city surroundings.

Action 2.2.1: Establish an e-bike/bike rental service in the cruise terminal and in the city touristic pathways

Objective: To support the Saranda city target to make electric mobility a reality.

Action 2.2.2: Water bus services from the Port of Saranda Port and city to Butrint National Park.

Objective: To offer an interesting perspective to cruise passengers willing to explore its surroundings, away from traditional passages and traffic schemes.

Main Goal 3: To improve the quality of visit for cruise passengers

Action 3.1.1: Extension of the existing quay of 420ml, and the construction of the yacht marina within this length on the inside.

Objective: The project envisages the extension of the existing quay of 420ml, and the construction of the yacht marina within this length on the inside. The length of the quay should have a functional link with the existing dredge, in correlation of anchoring the vehicles and a studied scheme of traveler movements without creating obstacles and delays. The interior of the quay will serve as a yacht marina.

4. Development of future scenarios

Base Line: Current situation (Year 2018).
BCS Scenario: Normal Trend without project implementation ("Business as usual scenario ")

Nothing changes, neither for better nor for worse, where historical data, trends and behavioral).
In this scenario, we must take into consideration that there is no initiative yet to have SUMP of the city. It will take a long time to develop Saranda SUMP, and also to implement it. A few Studies, and projects where the Municipality of Saranda is a partner, from various EU programs are realized, the last 5 years for:

- Urban Development-There is a General Plan approved at the Municipal Council.
- Tourism-Although there is no Development Strategy approved by the City Council, there are partial plans.
- Transport or Mobility-Project of the construction of the Passenger Terminal.
- Environment partial initiatives

Projects that the municipality plans for 5 years ahead:

- For pedestrians or sidewalks for pedestrians and Cyclists-There are projects for the extension of the existing Ionian promenade, 3.2 km long promenade for bicycle lanes. (Partial Action 2.2.1).
- Rehabilitation or road construction

The expectation of realizing the projects is not convincing because lack of efficiency of management.

Scenario 1: "Most positive possibilities foreseen actually occur"

Most positive possibilities foreseen actually occur, surpassing the expected outcomes and allowing to incremental adaptations of the Plan. In this Scenario all the Action/measures will be implemented fully.

The implementation of all these Action/measures within a maximum period of 10 years will enable the realization of specific objectives towards the strategic vision.

Scenario 2: "Unexpected events or circumstances"

Unexpected events or circumstances, mostly negative for the project, become a significant obstacle and hazard for the fulfillment of foreseen objectives.

In this scenario, we expect that only 3 actions (Action 1.1.1; Action 1.1.2; Action 2.2.1) will be completed. Those actions do not need too much investment.
One other action/measures (Action 2.1.2) is expected partially completed, it means:

- The Municipality and the Port management will be forced to take some measures to manage the parking lot of cars, due to the huge influx of tourists in the summer season

Four other actions/measures (Action 2.1.1; Action 2.2.2; Action 3.1.1) will be not completed because:

- Lack of funding, or crawl procedure for using PPP.
- Disregard of collaboration of Local and National governance.

Scenario 3: "Most likely scenario"

When events occur in the most likely way, thus progressing to a certain stage (not as good as they could have), but getting low or even stuck in some aspects.

In this scenario, the most actions/measures will be implemented (5 of them) and 2 others will be partially implemented as in table below.

For the Action 2.1.1, Partially Implemented means that at least one of two components must be completed. If the shuttle bus route will start as a Pilot Project, it will be accepted.

For the Action 2.1.1, Partially Implemented means that because of the huge cost of investing in a water bus line, perhaps a water taxi munt would be regarded as feasible, and it will be accepted.

In the table 5 is shown the development of future scenario for the Saranda LCTP

5. Monitoring

The LCTP Implementation monitoring will follow the steps:

- Acceptance of the plan from the Saranda Municipality and Port of Saranda
- Create the working team responsible for implementation
- Pre-decision for funding from the port and City Council possibly from their own resources.
- Involve the key stakeholders for funding support.
- Appointment of the coordinator for the implementation of the plan
- Monitoring and control of the measure's implementation
- Monitoring of the results based on the decided indicators

3. LCTP of Livorno

Project co-financed by the European Regional Development Fund

Plan for the sustainable mobility of cruise ship passengers in Livorno

Summary

LOCATIONS - Low Carbon Transport in Cruise Destination Cities
21 October 2019

Area Science Park

Contents

1. Introduction

Area Science Park is ~~a~~ the *Lead Partner* of LOCATIONS project ~~LOCATIONS~~, financed by the Interreg MED territorial cooperation program. The purpose of the project is to support the local public administrations in the preparation of sustainable urban mobility plans with measures dedicated to the cruise ship traffic. Area Science Park has delegated Steer (in collaboration with MemEx) to develop this plan for the city of Livorno.

The preparation of the plan included five phases:

1. Analysis of the operating context, mostly consisting of a description of the port and cruise ship traffic, cruise ship passengers mobility and related problems for the urban traffic;
2. A first *focus group* with the local stakeholders, held in Livorno on 11 July 2019 with the participation of the City of Livorno, Porto di Livorno 2000, CTT Nord Livorno (public transportation service), and the Port Authority of the North Tyrrenian Sea;
3. Preparation of a draft plan;
4. A second *focus group* with the local stakeholders, held in Livorno on 12 September 2019 with the participation of the City of Livorno (Departments for Mobility and Tourism) and CTT Nord Livorno;
5. Preparation of the final plan.

This report summarizes the plan's main contents, and in particular:

- Section 2 contains the analysis of the operating context;
- Section 3 describes the vision, the objectives and the actions of the plan.

The plan has been prepared using desk analyses, observations of the traffic of vehicles to the port and within the urban context, and inputs from the stakeholders, who participated in the two *focus groups*. Traffic flow observations did not include traffic counts with loops or radars; moreover, no traffic modeling activities were carried out[1].

The plan aims at becoming a strategic support to the Livorno mobility planning (in particular, the Urban Sustainable Mobility Plan), giving inputs and suggestions for future local policies and highlighting subject matters requiring more in-depth technical and economic analyses.

2. The Livorno operating context

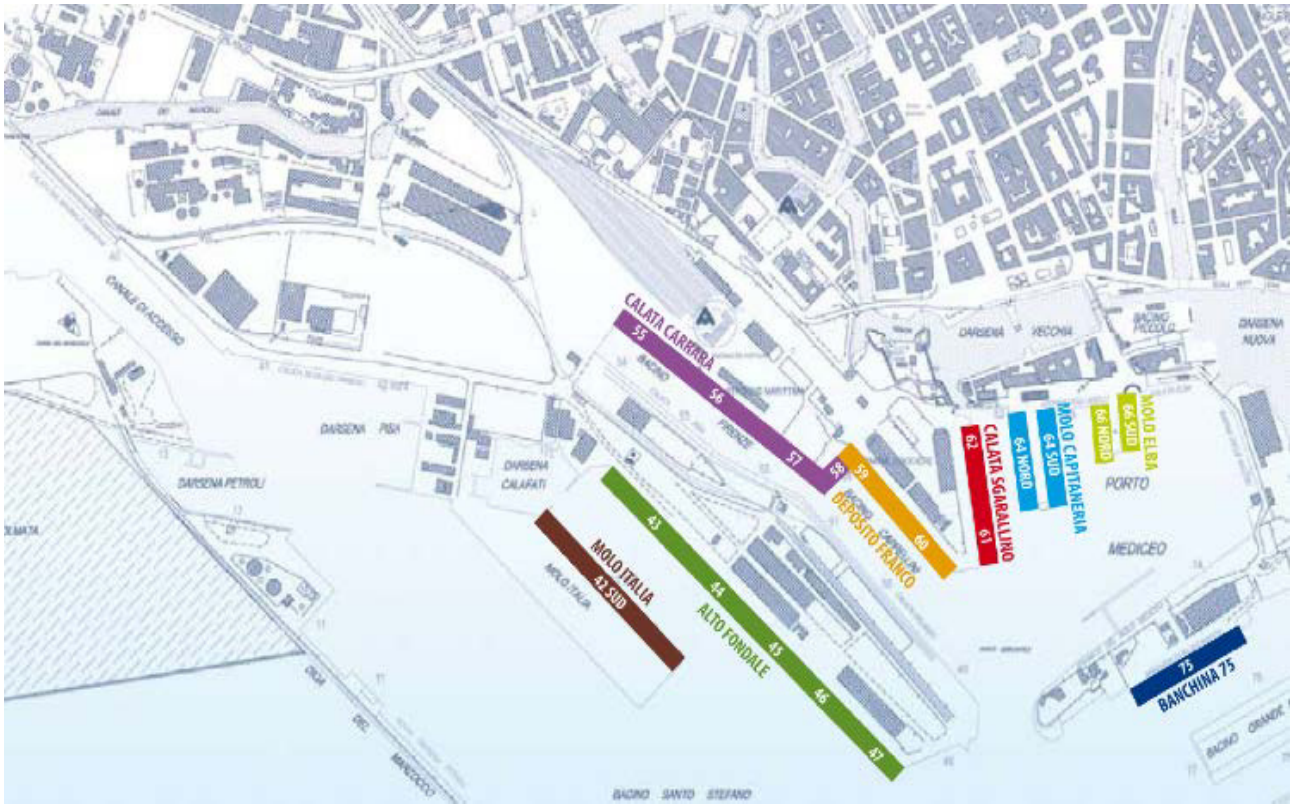
The Port of Livorno is the sixth port nationwide for number of cruise ship passengers. In 2018, 786,136 passengers arrived in the Port and 900,000 more are expected in 2019. Almost all passengers disembark and embark on the same day; in 2018, the percentage of home port cruise ship passengers was 1.3%; in the future, it is expected that the total number of cruise ship passengers (7-8% per year), and the percentage of home-port cruise ship passengers will increase.

The following Figure shows the port layout. Typically, larger cruise ships (more than 2,000 passengers) dock at Molo Alto Fondale (green in the Figury) and Molo Italia (brown); medium-size ships dock at Deposito

[1] In particular, on-the-field observations yield useful and indicative, although not exhaustive and definite, information, which should be considered as a starting point for more in-depth analyses, also within the multi-sectorial table of the City/Port integration councillorship of the City of Livorno, and in particular for more detailed analyses and simulations.

Franco (orange), Calata Sgarallino (red) and Banchina 75 (blue); small-size ships (e.g., luxury motor sailers) at Molo Capitaneria (light blue).

Figure 1: Quays/mooring docks for passenger ships



Source: Steer/MemEx from Porto di Livorno 2000

Based on observations alongside the ships[2], the passengers travelling outside Livorno on a day trip (non - home port) mostly make use of tour buses, as well as cabs and NCC (rental cars with driver). The main destinations are Pisa, Florence and Lucca. To reach the Livorno city center, passengers almost exclusively use the *shuttle service*, connecting the quays to Piazza del Municipio / Via Cogorano[3].

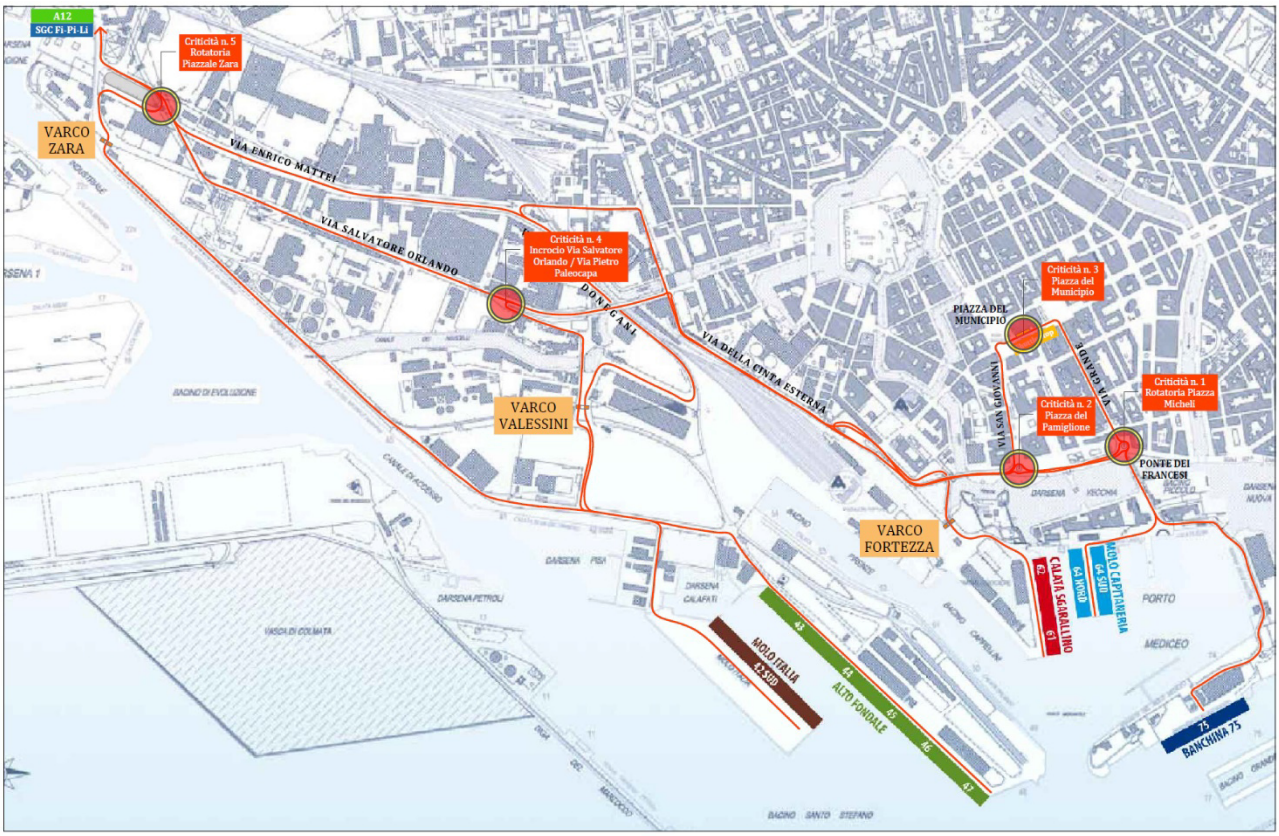
Regarding the cruise ship crews, when disembarking from ships docked at the Italia and Alto Fondale quays, they mostly reach the city center using the *shuttle* service; when disembarking from ships docked at Banchina 75, they mostly go on foot or use the *shuttle* service. Instead, for the ships docking at Capitaneria and Calata Sgarallino, no *shuttle service* is available.

Five points in the city with major traffic problems have emerged, in particular, the roundabout in Piazza Micheli, the roundabout in Piazza del Pamiglione, the intersection between Via S. Orlando and Via P. Paleocapa, the roundabout in Piazzale Zara and Piazza del Municipio / Via Cogorano (see the following Figure for the localization of the critical points).

[2] In particular, on 21 May 2019, a medium-size ship docked at Banchina 75 (about 680 passengers) and on 24 May 2019, three large-size ships docked at quays Italia and Alto Fondale (about 9,100 passengers).

[3] The observations made within the context of this work do not include the analysis of the means of transport used by the cruise ship passengers once they have reached the city center.

Figure 2: Map of critical points



Source: Steer/MemEx

In general, the flows of vehicles generated by the cruise ships exacerbate the urban traffic, which is already heavy at the morning peak hour. However, it should be noted that:

- Tour buses leave the port from Varco Zara and head towards the Florence-Pisa-Livorno highway without significantly affecting the traffic in the city center;
- The impact of the *shuttle* service on the existing traffic is moderate, in comparison with the traffic of private cars/motorbikes.

The most critical point is Piazza del Municipio / Via Cogorano, where multiple vehicles transit in a limited space: *shuttles*, *TuscanyBus.com* tour buses, vehicles of the public transportation system (CTT), *City Sightseeing* buses and cabs.

In reference to the cycle mobility, the study revealed that readily useable services or cycle lanes from the quays are not available.

In reference to the pedestrian mobility, the possibility of reaching the center on foot depends on the location of the quays; in particular, the center can be reached on foot only from Banchina 75, Capitaneria and Calata Sgarallino, even though there are no pedestrian walkways from these quays.

The following Table briefly describes the strengths, weaknesses, opportunities and threats (SWOT analysis) of the mobility of passengers in the Port of Livorno.

Table 1: SWOT analysis

Strengths	Weaknesses
➢ Port situated near the historical center of the city of Livorno (the center can be reached on foot from certain quays). ➢ Frequent shuttles from the cruise terminal with dedicated stops in the city center. ➢ Project for the development of the new cruise terminal and improved port/city integration. ➢ Generally saturated tour buses.	➢ Arrival/departure time of ships coinciding with the city rush hours. ➢ Traffic generated by cruise ships mixed with traffic generated by ferries. ➢ Problems with the existing road system (roundabout in Piazza Micheli, roundabout in Piazza del Pamiglione, Piazza del Municipio / Via Cogorano, intersection between Via S. Orlando / Via P. Paleocapa, roundabout in Piazzale Zara). ➢ Access gates to the port adjacent to the city center (the port is situated in the city).
Opportunities	**Threats**
➢ The little time available to visit nearby cities induce travellers to visit Livorno. ➢ Evaluate the creation of pedestrian walkways between the port and the historical city center to increase the number of visitors in Livorno. ➢ Evaluate measures for the management of the traffic generated by the cruise ships for optimum organization of critical points in the city road system. ➢ Evaluate the launch of pilot electric mobility services, for connection to the city ~~only or to other electric mobility circuits of the city~~(exclusively devoted to cruise passengers or integrated with the standard services offered to citizens). ➢ Evaluate the development of bike-sharing services for tourists wishing to visit the city of Livorno. ➢ Enhance the city tourist resources.	➢ Potential for more cruise passengers in the port and related impact on the city mobility. ➢ Progressively larger size of cruise ships and need to manage peak incoming flows. ➢ Seasonality and uncertainty in predicting future traffic flows (e.g. competition between ports and change of port of call by cruise lines), and related increased uncertainty of the investments in cruise ship passengers mobility.

Source: Steer

3. Vision, objectives and actions of the plan

The strategic objective of the plan is to improve the sustainability, efficiency and quality of the transportation systems for cruise ship passengers, promoting actions capable of:

- Developing integration between the port and the city;
- Improving the urban and non-urban transportation systems at the service of cruise ship passengers;
- Ensuring a better tourist experience for passengers;
- Enhancing the local attractions for tourists and promoting the city to maximize the economic benefits generated by the cruise industry.

The plan has two strategic objectives, as indicated below, which keep into account the need to improve the existing conditions and the need to find ways to best manage the expected increasing flows of visitors from the cruise ships. Each objective contains proposed actions in the short (2021), medium (2025) and long (2030) term.

1. Improving infrastructures for a better port/city integration

This objective concerns the reorganization of the urban/port interface areas, through new infrastructures in the port area and in the urban context, allowing a better integration between the port and the city. The infrastructural actions include, first of all, the measures envisaged in the Three-year Operating Plan and in

the Port Development Plan of the Port Authority, i.e., the construction of a new Harbour Station[4] and the reorganization of the surrounding road system. The other proposed actions are:

- The reorganization and safety enhancement of the area near Piazza del Municipio / Via Cogorano, developing in the short term a *complete street design* (improved *layout* of the area to better organize the urban space, keeping into account the various traffic components and the needs of the various types of users), and, in the medium/long term, creating a new *hub* for the mobility of cruise ship passengers (in a new location to be defined, leaving in Via Cogorano only the vehicles of the local public transportation);
- The creation of pedestrian walkways and related *wayfinding* systems between the quays and the city center, also in support of the mobility of the cruise ship crews, and in particular: in the short/medium term, from Molo Capitaneria, Banchina 75 and Calata Sgarallino, and from the shuttle end point; in the long term, from the new cruise terminal / harbor station. Pedestrian walkways should also include *wayfinding* systems, to direct pedestrians /give information to cruise ship passengers on the local tourist attractions, and keep into account safety-related issues inside the port areas;
- The creation of cycle lanes and related *wayfinding systems*, in sinergy with the measures for *Ciclovia Tirrenica* (Tyrrenian Cycle Track) already planned by the City of Livorno; in particular, the cycle lanes could connect, in the short term, the main city attractions, starting from Piazza del Municipio (which is the end point of the *shuttle* service used by the cruise ship passengers), and from the city center/port and the aquarium, about 2 km away from the port already served by a cycle lane. In the medium/long term, the measures could also focus on the creation of ramifications from the Tyrrenian Cycle Track towards the new harbor station and the new interchange hub for cruise ship passengers.

2. Development and promotion of transportation services for cruise ship passengers

The purpose of this objective is to develop transportation and information systems for cruise ship passengers, in order to improve the city accessibility, improve the services for visitors and at the same time mitigate the impact on the urban environment of the flows of cruise ship passengers. In particular, the actions concern:

- The creation in the short term of a *wayfinding* digital platform that integrates the tourist offer and the mobility services, and that promotes cycling and pedestrian mobility to visit the city of Livorno; in particular, it is proposed to develop a new *Application* that best exploits the work of the City in relation to the Territorial Information System, and that promotes the use of the *Livorno Card*; the action has also been associated with other actions involving the provision of information to cruise ship passengers through multimedia supports (information screens and totems);
- The promotion of pilot projects of electric micro-mobility (e.g. electric scooters, hoverboards, segways and monowheels in pedestrian walkways and cycle lanes, consistently with the provisions of the Decree on micro-mobility), to investigate and test these emerging technologies and their impact on the urban road system, and evaluate their adoption in the short, medium and long term;
- The renovation of the *shuttle* fleet with low-environmental-impact vehicles, within the context of the letter of intents previoulsy signed by Porto di Livorno 2000, *City Sightseeing* and CSB to improve the sustainability of this fleet. It is proposed to look into the available technologies (in particular, electric

[4] According to the City administration, the harbor station project should keep into account the urban mobility plans and any City plans should consider the future harbor station. Therefore, it is of utmost importance, before undertaking any action, that the project at sea be integrated with the city.

technologies), types of vehicles and related costs in order to support the investment decisions of the abovementioned subjects, already in the short term;

- The development of *bike sharing / renting* services dedicated to cruise ship passengers, taking into account the creation of stations near the port already in the short term, and the creation of stations at the new harbor station and the new intermodal hub for cruise ship passengers in the medium/long term; the services could also include the introduction of electric bikes and be offered to the cruise ship crews;
- The introduction in the short term of a port-station bus connection service, also in the light of the expected increased number of *home port* cruise ship passengers, weighing demand, charges, service operator (public or private), frequency (consistently with the peak days of arrival of cruise ships) and itinerary (express or, for instance, with a stop in the city center).

The actions of the plan and related timeline are summarized in the table below.

Table 2: Actions of the plan – proposed timeline

Action	Timeline		
	Short 2021	Medium 2025	Long 2030
1.1 Realization of the new Harbor Station (new cruise terminal)			●
1.2 Re-organization of the road system around the port			●
1.3 Re-organization and safety enhancement in the area of Piazza del Municipio / Via Cogorano	●	●	●
1.4 Realization of pedestrian walkways	●	●	●
1.5 Realization of cycle lanes	●	●	●
2.1 Realization of a digital wayfinding platform (mobility and tourism) and multimedia supports for information to tourists	●		
2.2 Promotion of pilot projects of electric micro-mobility	●	●	●
2.3 Renovation of the shuttle fleet with vehicles with a low environmental impact	●	●	
2.4 Improvement and promotion of bike sharing / renting services	●	●	●
2.5 Introduction of a port-station bus connection	●		

Source: Steer/MemEx

The following table shows the proposed priorities.

Table 3: Actions of the plan – proposed priorities

Action	Priority		
	Low	Medium	High
1.1 Realization of the new Harbor Station (new cruise terminal)			●
1.2 Re-organization of the road system around the port			●
1.3 Re-organization and safety enhancement in the area of Piazza del Municipio / via Cogorano			●
1.4 Realization of pedestrian walkways		●	
1.5 Realization of cycle lanes	●		
2.1 Realization of a digital wayfinding platform (mobility and tourism) and multimedia supports for information to tourists		●	
2.2 Promotion of pilot projects of electric micro-mobility	●		
2.3 Renovation of the shuttle fleet with vehicles with a low environmental impact		●	
2.4 Improvement and promotion of bike sharing / renting services	●		
2.5 Introduction of a port-station bus connection		●	

Source: Steer

Regarding the financing of the actions of the plan, we have preliminarily identified a few possible financing subjects at a local, regional and national level, as indicated in the Table below.

Table 4: Possible sources of financing / financing subjects of the actions of the plan

Action	Possible financing subjects
1.1 Realization of the new Harbor Station (new cruise terminal)	New Managing Consortium Porto di Livorno 2000
1.2 Re-organization of the road system around the port	Ministry for Infrastructures and Trasport, City of Livorno, Port Authority
1.3 Re-organization and safety enhancement in the area of Piazza del Municipio / Via Cogorano	City of Livorno, Tuscany Region for new urban hub
1.4 Realization of pedestrian walkways	City of Livorno, Tuscany Region, Ministry for the Environment
1.5 Realization of cycle lanes	City of Livorno, Tuscany Region, Ministry for the Environment
2.1 Realization of a digital wayfinding platform (mobility and tourism) and multimedia supports for information to tourists	City of Livorno
2.2 Promotion of pilot projects of electric micro-mobility	City of Livorno, private subjects
2.3 Renovation of the shuttle fleet with vehicles with a low environmental impact	Porto di Livorno 2000, Ministry for the Environment, Tuscany Region, Consorzio CSB
2.4 Improvement and promotion of bike sharing / renting services	Private subjects, Ministry for the Environment, Tuscany Region, City of Livorno
2.5 Introduction of a port-station bus connection	Tuscany Region, Porto di Livorno 2000

Fonte: Steer/MemEx

DISCLAIMER: This document has been prepared by Steer in collaboration with MemEx for Area Science Park. Steer and MemEx have carried out their analyses using the information available at the time of preparation of this document, and note that newly supervened information and data may alter the validity of the results and conclusions presented herewith. Steer and MemEx therefore accept no responsiblity for any variations in their conclusions due to events and circumstances that presently cannot be predicted. The use of the information contained in this document is governed by the contract entered into by Steer and Area Science Park. For more information on the contents of the plan, reference should be made to the full version of the “Plan for the sustainable mobility of cruise ship passengers in Livorno”.

4. LCTP of Cádiz

Project co-financed by the European Regional Development Fund

LCTP Cádiz (Síntesis)

LOCATIONS - Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalizing
Activity 5.6.1 Five new LCTPs in new territories of the partners' countries

Executive summary

The Low Carbon Transport Plan (LCTP) of Cádiz has been carried out as part of the replication activities of the LOCATIONS project, co-funded by the INTERREG MED programme and the European Regional Development Fund. The main objective of LOCATIONS is to increase the institutional and operational capacity of port cities to cope with the sustainable mobility challenges stemmed from the growing Cruise Tourism, encouraging the use of low carbon transport systems, multimodal connections and non-motorized modes, in line with local SUMPs and SECAPs. For this reason, the present document follows the 4-step LOCATIONS Methodology for the elaboration of LCTPs

For the Team and Work Plan (Step 0), the LCTP of Cadiz counts with the participation of the Port Authority of the Bay of Cadiz (APBC), the City of Cadiz and the CIRCE foundation, partner of the LOCATIONS project and responsible for the technical activities in Spain.

The main insights gather during Context Analysis (Step 1) can be summarized as follows:

- Cruise tourism in Cádiz is both an opportunity and a risk. The activity has been growing since 2012, recently stablishing new records on cruisers per day (17.000) and cruisers per year (425.000).
- Walking is the main mode for cruisers, given the closeness between the city and the port. The activity presents a low carbon performance, but pedestrian street saturation is a constant issue for the city.
- Cádiz possess effective communication channels to resolve occasional problems but lacks a long-term vision for the cruise activity. The local SUMP-2013 offer a sustainable model for the city that should be reinforced and updated.
- Cruisers economic impact at local level is perceived as low in quantity and highly concentrated.
- Monitoring systems of port-traffic externalities are not enough to ensure a proper control.

During the Participatory Process (Step 2), local stakeholders from the city government, touristic and commercial sector and local civil associations participate for the formulation of the diagnosis and the revision of the proposed actions. The first participation round consists in 11 interviews and 2 to workshops to collect impressions, suggestions and ideas from the diversity of perspectives that each agent represents. Whereas an open discussion session is carried out for the validation round. The opinions and observations of the stakeholders are collected to generate a second and final version of the plan that better reflects what is expected by all the involved.

As a result, the plan has been conceived following the Design of the Plan and Monitoring and Funding steps. The vision plan is to achieve balance between the sustainable development of cruise tourism and the quality of life of residents so current low carbon performance is preserved in growth scenarios and in line with the sustainable mobility model proposed by the PMUS-2013, specially with regard to the intramural city. To do so, the LCTP of Cádiz is composed by the following strategic axes, objectives and measures:

STRATEGIC AXIS 1: CONTINUE WITH THE PRIORITIZATION OF LOW CARBON MODES FOR RESIDENTS AND VISITORS

Objective 1.1 – Improve the experience of cruisers and residents walking in the intramural city.

Measure 1.1.1 - Diversify the promotion of tourist attractions and pedestrian spaces. Promote a free visit of the intramural city, with flexible tours and guides narrated by the neighbors.

Measure 1.1.2 - Install smart tourist information points along the city routes. Complement the tourist information service with smart info-points where visitors can make inquiries once they enter the city.

Measure 1.1.3 – Make Cadiz an accessible destination. Ensure that universal accessibility conditions are met throughout the entire tourism value chain.

Objective 1.2 – Promote responsible use of bicycles and Personal Transporters between passengers and residents visiting the city.

Measure 1.2.1 - Promote the visit of distant city attractions by bicycle. Set up bike or personal transporters tours to visit attractions outside or around the old town exploiting the bike lane network.

Measure 1.2.2 - Ensure the access of cruisers to shared bicycle services from the port. Ensure the availability of both public and private shared bicycle systems for cruisers

Measure 1.2.3 - Encourage the use of bicycles that protects pedestrians in the historic center. Reduce the affectation of people walking in the intramural city caused by the possible increase of bicycles.

STRATEGIC AXIS 2: CONTRIBUTE TO THE LOCAL ECONOMY IN A STABLE AND LONG-TERM WAY.

Objective 2.2 – Implement tourism management measures that include local transport services.

Measure 2.1.1 - Offer an integrated tourist card to public transport services. Integrate attractions, local products and access to public transport into a tourist card for cruise passengers.

Measure 2.1.2 - Establish a collective transport service for cruisers with reduced mobility. Promote mobility and accessibility for passengers with reduced mobility with adapted minibuses.

Measure 2.1.3 - Improve accessibility conditions at bus stops near the port. Review the accessibility conditions of the urban, metropolitan and tourist bus stops and sidewalks near the port.

Objective2.2 - Adopt digital solutions for destination information management.

Measure 2.2.1 - Design a platform for the management of the supply and demand of the cruise activity. Establish a digital platform that allows the centralization of touristic and visitors data.

Measure 2.2.2 - Develop a digital tool for mobility of cruise tourists. Enable an App that facilitates cruisers mobility and access to the touristic and commercial offer.

Measure 2.2.3 - Improve access to local information before, on arrival and during the visit. Complement the tourist information service with low-carbon mode-based mobile points.

STRATEGIC AXIS 3: AVOID THE INCREASE IN ENERGY CONSUMPTIONS AND CARBON EMISSIONS IN ACTIVITY GROWTH SCENARIOS.

Objective 3.1 – Adopt a development model compatible with PMUS-2013

Measure 3.1.1 –Build a strategic development model for cruise tourism. Plan in a participatory way the future that is expected of the Cruise activity in Cadiz taking advantage of the existing forums.

Measure 3.1.2 - Integrate the port and city under sustainable mobility criteria. Apply transport-oriented development criteria to the intervention project resulting from the Port-City strategy.

Measure 3.1.3 - Adapt the bus excursions to the mobility model of the city. Minimize the offer of panoramic excursions to serve visitors who cannot walk long distances.

Objective 3.2 – Connect the port and city with low carbon modes.

Measure 3.2.1 - Offer last mile solutions to access public transportation services from the cruise terminal.

Measure 3. 2.2 - Promote the use of low-carbon vehicles within the port. Gradually replace the port fleet with low-carbon vehicles, personal mobility vehicles and bicycles.

Measure 3.2.3 - Assess the feasibility of low-carbon shipping services. Assess the possibility of offering panoramic tours around the city with low carbon boats.

Measure 3.2.4 - Establish a system of air quality, noise and emissions monitoring. Continuously monitor air quality and noise pollution with sensors and quantify port emissions.

5. LCTP of Portimão

Project co-financed by the European Regional Development Fund

Low Carbon Transport Plan for Cruise Tourism of Portimão

Executive summary

LOCATIONS - Low Carbon Transport in Cruise Destination Cities

Portimão, October 2019

Executive Summary

The main goal of the Low Carbon Transportation Plan for the Cruise Tourism in Portimão (LCTP Portimão) is to promote the low carbon mobility of Portimão, and at the same time, create the conditions to support the sustainable development of the cruise tourism. In this context, as strategic vision, the LCTP Portimão adopted the ambition of "achieve a sustainable balance between city's development and cruise tourism, assuming as an opportunity to improve the low carbon urban mobility and to innovate the tourism offers that can boost the natural and cultural heritage of Portimão". The LCTP Portimão is framed by the European project LOCATIONS - Low Carbon Transport in Cruise Destination Cities, which aims to help cruise destinations cities to create their own Low Carbon Mobility and Transportation Plan. The plan proposes measures that intend to mitigate the impact of the cruise tourism, contributing to decongest the car traffic in the city as well as to reduce the local pollution and CO_2 emissions.

The LCTP Portimão is aligned with the European and National measures for the decarbonization, highlighting the importance of adopting sustainable urban mobility policies. In this context, is very important to refer at the national level the roadmap - *Roteiro para a Neutralidade Carbónica 2050*[1] *(RNC2050) (julho2019)* - that presents different pathways to achieve the carbon neutrality, identifying the potential emission reduction in several activity sectors, where the importance of decarbonizing the mobility and transportation sector is always highlighted. The national Plan for Climate and Energy - *Plano Nacional de Energia e Clima (PNEC 2021-2030)*[2] - developed in coordination with the RNC2050, refers as one of the main goals, the promotion of sustainable mobility, highlighting as priority guidelines, the support to electrical mobility, sharing mobility services, new solutions for multimodal mobility and active mobility.

The LCTP Portimão is also aligned with the European a Nacional initiatives for the promotion of a sustainable cruise tourism. The global tourism industry is a growing sector and is estimated that in 2023 will achieve the 1,8 billion international incomings. Within this context the cruise tourism only represents 2% of the global tourism, although it stands up for being one of the sectors with major rates of growth and because of its characteristics, one of the tourism segments with highest impact in the destination cities. Along with increased demand for cruise tourism, there is a diversification of the different types of cruise profile, with a growing demand for unique experiences geared to the places they visit. These transformations in the cruise industry pose new challenges and opportunities for cruise destination cities, particularly regarding the enhancement of the environment and the local resources.

For the Algarve region and the municipality of Portimão, tourism especially in the sun and sea segment, plays a strategic role and represents one of the main economic activities. In order to reduce the dependence on this tourism segment, Portimão has been developing a diversification strategy linked to nautical tourism and the sea economy, where cruise tourism plays an important role in reducing the characteristic seasonality of the tourism in the region. The impact that the cruise tourism can have in the economy and in the development of Portimão might be leveraged when the foreseen investment for the port infrastructures modernization and maritime accessibilities improvements have been implemented, with the growth being estimated from the current 50 ships to 190, which represents an increase from 15.000 passengers to 180.000. To be able to get the direct incomes from this investment, is crucial that Portimão developed a differentiated offer of tourism products and services that fits the profile of the cruisers and the duration of their visits, as well as create the necessary sustainable mobility conditions that promote the tourist visits to the centre of Portimão and Praia da Rocha.

[1] Route for the Carbonic Neutrality 2050
[2] National Plan of Energy and Clime

The LCTP Portimão was developed following a participatory methodology, involving several local stakeholders, favouring their collaboration since the beginning of the process in order to enhance the level of acceptance of the plan. In the first phase of this process, it was developed the diagnosis of the current scenario and the SWOT analyses, in collaboration with a multidisciplinary team from the Municipality of Portimão designated for that purpose. The second phase, within a group of 44 local stakeholders it was identified the main problems and co-designed the measures to solve them. Within this group of stakeholders were representants from: Municipality of Portimão (CMP), Port of Sines and Algarve authority, Intermunicipal community of Algarve (AMAL), the Regional Coordination Commission of Algarve (CCDR), Energy Agency of Algarve, a Commercial Association, the Customs Authority and Maritime Authority, the Cruise Company, Municipal Company, Parish Councils, Public Transport Operators, Cruise Port Operators, Tourist Operators and the Academy.

The main results of the participatory process were systematized and articulated with the current strategies and initiatives of the municipality of Portimão in the areas of, mobility, accessibility, urban regeneration and public spaces. The sustainable urban mobility strategy for the Algarve region (VAMUS) was also considered. This work of systematization and analyses allowed to identify critical challenges which conducted to the development of four strategies that are proposed in LCTP Portimão:

1. Improve the accessibility between the cruise port and the city, by improving the current infrastructure and build new accesses
2. Promote and encourage the use of sustainable transport modes by the tourists
3. Differentiate and innovate the local tourism offer, maintaining the cultural and heritage values and promote the sustainability
4. Increase the attractiveness of the city, valuing the heritage and promoting the sustainable mobility

With the purpose of helping the implementation of LCTP Portimão, the four strategies were disaggregated into 14 actions and 48 activities that will be monitored by specific indicators that were recommended for the effect. It was also proposed a transversal fifth strategy to promote the integration and dissemination of the activities and actions.

The successful implementation of LCTP Portimão should be ensured through the creation of synergies between the different sectors and policies of the municipality of Portimão. This approach required the articulation of LCTP Portimão with the various planning instruments in force. In the area of promoting soft mobility, the accessible route project (2007), Portimão's sectorial accessibility promotion plan (2012) and the bicycle network network strategic plan (2012) were identified. In the area of urban regeneration, the Urban Regeneration Action Plan (PARU-2016) was identified in conjunction with the UP5 Urbanization Plan, which proposes an integrated intervention strategy for the regeneration of public and built space. This integrated strategy will enhance the development of a qualified and balanced urban offer (commerce, services and residential) and a differentiated tourism based on an offer that privileges the municipality's endogenous and cultural resources. At regional level, the articulation with the VAMUS - Action Plan for Sustainable Urban Mobility of the Algarve (June 2017), allowed to identify 16 measures with potential impact on low carbon mobility for cruise tourism in Portimão and which were correlated with the measures proposed in this plan.

The LCTP Portimão should be contextualized within the framework of SUMP of Portimão- Sustainable Urban Mobility Plan of Portimão, currently under preparation by the municipality. The development of SUMP Portimão will make it possible to adopt an integrated sustainable urban mobility strategy and will facilitate the articulation and updating of the various plans and programs developed in Portimão during the last years. In fact, the development of SUMP of Portimão, aligned with the new European guidelines for sustainable urban

mobility, will allow the articulation between various existing sectoral plans (e.g. accessibility plan, cycling plan and PARU) and will focus on people and their quality of life. It is expected that the current LCTP Portimão will integrate this future SUMP Portimão, specifically responding to the cruise tourism chapter through the proposed strategy and the sustainable urban mobility measures presented.

6. LCTP of Dubrovnik

Project co-financed by the European Regional Development Fund

Low-Carbon Transport and Mobility Plan: Dubrovnik (Short Summary)

LOCATIONS - Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalizing
Activity 5.6 – Transferring methodology and results in 5 new territories in project partners' countries

Low-Carbon Transport and Mobility Plan: Dubrovnik (Short Summary)

Low-Carbon Transport and Mobility Plan: Dubrovnik is a document that was produced within the framework of the project LOCATIONS (full title: *Low Carbon Transport in Cruise Destination Cities*). The purpose of this project is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, which will help decongest the city traffic and lower the production of greenhouse gases. The Dubrovnik area was included in the project in its second phase, during the implementation of the activity *5.6 – Transferring methodology and results in 5 new territories in project partners' countries*. During the first phase of the project a total of seven LCTP documents were created, and the next step was to replicate the LOCATIONS methodology in new areas. Institution Regional Energy Agency Kvarner was in charge of engaging additional stakeholders in Croatia in order to produce a new LCTP. Cooperation was arranged with Dubrovnik Port Authority, which marked the beginning of the process of creating this document. Other important local stakeholders which supported these efforts were Dubrovnik Development Agency and the City of Dubrovnik. Project LOCATIONS is being implemented under the transnational program of European territorial cooperation Interreg MED, and it is co-financed by the European Regional Development Fund.

Cruise-related traffic in Dubrovnik - current state assessment:

The City of Dubrovnik is by far the most popular cruise destination in Croatia. Since 2015, the total annual number of visitors arriving in Dubrovnik by cruise ships varied between 700.000 and 800.000. This Plan was focused on the city traffic generated by the cruise tourism, with the intention of affirming sustainable mobility solutions. In this regard the attention was aimed on two particular locations: port Gruž, Dubrovnik's main cruise port, and the bus terminal near the Pile Gate: an entrance to the Old Town – the main tourist destination, which is a pedestrian zone. The distance between these two locations is approximately 3 km. Most cruise passengers use traditional means of transport to reach the Old Town. Namely, they rely on numerous shuttle buses. As a result, the road section between these two locations is overloaded during the peak period of the tourist season. Measures proposed by this document were devised with the intention to decongest the traffic on this particular road section and lower the production of greenhouse gases.

Vision:

- Reduce the road traffic intensity between the Port of Dubrovnik (port Gruž) and the historical city center by improving the traffic flow, promoting active mobility options and alternative sustainable means of transport

Objectives:

- Improve the road traffic flow between the Port of Dubrovnik and the historical city center
- Create a pedestrian connection between the Port of Dubrovnik and the historical city center
- Create the conditions for introducing sustainable mobility alternatives between the Port of Dubrovnik and the historical city center

The final set of actions:

1. Creating the preconditions for arranging a pedestrian connection between the Port of Dubrovnik and the historical city center by introducing a congestion charging zone in the area surrounding the old city center and by reorganizing the public transport routes

2. Creating a safe and attractive pedestrian connection between the Port of Dubrovnik and the historical city center; key challenge - applying a system of dynamic change of the traffic lane function in the Branitelja Dubrovnika Street: during season the traffic lane directed towards the Old Town is turned to a pedestrian zone, while the opposite lane remains as in current condition open for all traffic
3. Reducing the traffic congestion in the zone surrounding the Pile Gate bus terminal by applying a system of automated bus authorization and passing them to terminal according to the feedback received „in-time”
4. Dubrovnik Port Authority will install an informative panel board at the Port passenger terminal which will use an existing software developed by the City of Dubrovnik Development Agency: this board will inform passengers in the Port on the current situation in the historical city center which will help them choose their route or it might direct them to visit another destination in the vicinity in case the historical city center is overcrowded at the moment
5. Dubrovnik Port Authority will construct a charging station with electric vehicles in order to promote a sustainable transport alternative between the Port and the historical city center
6. Dubrovnik Port Authority will examine the interest of potential concessionaires for introducing a new sustainable service of maritime transport between the Port of Dubrovnik and the historical city center; Dubrovnik Port Authority can offer to reduce the concession fee for companies offering this service if they decide to use low carbon water transport solutions

8. Annexes

Annex I – LCTP of Saranda acceptance letter by the Municipality of Saranda
Annex II – LCTP of Livorno deliberation by the Municipality of Livorno
Annex III – LCTP of Cádiz acceptance letter by the Municipality of Cádiz
Annex IV – LCTP of Portimão acceptance letter by the Municipality of Portimão
Annex V – LCTP of Dubrovnik acceptance letter by the City of Dubrovnik
Annex VI – LCTP of Dubrovnik acceptance letter by the Dubrovnik Port Authority

Annex I – LCTP of Saranda acceptance letter by the Municipality of Saranda

REPUBLIKA E SHQIPËRISË

BASHKIA SARANDË

DREJTORIA E SHËRBIMEVE PUBLIKE

Sarandë më 30.04.**2018**

Nr. 1060 **Prot**

Lënda: Shprehje interesi për pjesëmarrje në projektin "LOCATIONS"

Instituti I Transportit,

Ministria e Infrastrukturës dhe Energjisë

Tiranë

E nderuar Zj.Lucaj!

Duke ju falenderuar për ftesën dhe duke e vlerësuar atë në një mundësi të mirë për të rritur kapacitetet administrative të njësisë tonë vendore dhe për zhvillimin e Planeve të Transportit ,me besimin se angazhimi në projekt do të kontribuojë në zvogëlimin e emetimeve të gazrave serë për qytetin turistik të Sarandës,shprehemi pozitivisht për të qenë pjesë e grupit të qyteteve europiane që do të përfitojnë nga metodologjitë e zhvilluara në kuadër të projektit "LOCATIONS".

Duke e vlerësuar këtë konfirmim si hapin e parë në drejtim te implementimit të projektit dhe të përfshirjes tonë si partner mbetemi në pritje të vendosjes së një bashkëpunimi më konkret dhe të orientimeve tuaja.

Ju faleminderit !

KRYETAR

Florjana KOKA

REPUBLIKA E SHQIPËRISË - BASHKIA SARANDË

Annex II – LCTP of Livorno deliberation by the Municipality of Livorno

COMUNE DI LIVORNO

Deliberazione della Giunta Comunale

n. 883 del 10/12/2019

Oggetto: PROGETTO "LOCATIONS" - LOW-CARBON TRANSPORT IN CRUISE DESTINATION CITIES. PRESA D'ATTO DEL 'PIANO PER LA MOBILITÀ SOSTENIBILE DEI CROCIERISTI A LIVORNO' E ADESIONE AL NETWORK LOCATIONS..

L'anno duemiladiciannove, addì dieci del mese di Dicembre, alle ore 11,00 nella Residenza Comunale di Livorno, si è riunita la Giunta Comunale nelle persone dei Signori:

1	**SALVETTI LUCA**	**Sindaco**	**Presente**
2	**MANNUCCI MONICA**	**Vice Sindaco**	**Presente**
3	**CEPPARELLO GIOVANNA**	**Assessore**	**Presente**
4	**VIVIANI SILVIA**	**Assessore**	**Assente**
5	**GARUFO ROCCO**	**Assessore**	**Presente**
6	**LENZI SIMONE**	**Assessore**	**Assente**
7	**RASPANTI ANDREA**	**Assessore**	**Presente**
8	**FERRONI VIOLA**	**Assessore**	**Assente**
9	**SIMONCINI GIANFRANCO**	**Assessore**	**Presente**
10	**BONCIANI BARBARA**	**Assessore**	**Presente**

Presiede l'adunanza il Sindaco Luca Salvetti

Assiste il Segretario Generale Massai Maria Luisa

Il Presidente, riconosciuto legale il numero degli intervenuti, dichiara aperta la seduta.

LA GIUNTA COMUNALE

Premesso che:

- l'Amministrazione Comunale con deliberazione di Giunta Comunale n. 815 del 13/11/2018 ha aderito in qualità di città replicatrice al Progetto "Locations" - *Low-carbon Transport in Cruise Destination Cities* – finanziato dal Programma di Cooperazione Territoriale Europa "MED" e coordinato da Area di Ricerca Scientifica e Tecnologica di Trieste (Area Science Park) in qualità di capofila;

- con deliberazione di Giunta Comunale n. 138 del 26/02/2019 è stata approvata la bozza di Accordo tra il Comune di Livorno e Area Science Park, finalizzato a regolare la collaborazione tra i due enti per la realizzazione delle attività necessarie, sottoscritto in data 28/2/19;
- in data 11/07/2019 e 12/09/2019 si sono tenuti i focus group per la consultazione di stakeholder locali e la condivisione della bozza di Piano per la mobilità sostenibile dei crocieristi a Livorno;

Vista la nota pec prot. n. 140619 del 25/10/2019 con cui Area Science Park invia all'Amministrazione Comunale la versione definitiva del **'Piano per la mobilità sostenibile dei crocieristi a Livorno'**, a supporto della sostenibilità e per incrementare l'attrattività quale città destinazione di crociera, decongestionando i flussi di traffico e riducendo le emissioni inquinanti;

Tenuto conto che il Comune di Livorno ha intrapreso il proprio percorso di evoluzione verso il PUMS, attraverso l'affidamento del servizio di redazione del Quadro Conoscitivo del Piano Urbano di Mobilità Sostenibile approvato con deliberazione di Giunta Comunale n. 988 del 19/12/18 e l'affidamento della redazione del PUMS di cui alla determinazione dirigenziale n. 10855 del 20/12/18;

Considerato che con deliberazione di Giunta Comunale n. 558 del 23/07/2019 è stato approvato il Piano Operativo inerente l'impostazione del processo e programmazione dei lavori e il cronoprogramma definitivo delle attività per la redazione del PUMS, dove è prevista nella 3° fase 'Elaborazione del Piano e quantificazione delle risorse' una sezione dedicata a 'Livorno città turistica: il contributo del PUMS;

Ritenuto opportuno, per le finalità che rivestono particolare interesse per la città di Livorno, prendere atto del **'Piano per la mobilità sostenibile dei crocieristi a Livorno'** - allegato parte integrante del presente atto, quale strumento di supporto alle attività di pianificazione della mobilità e in particolare del Piano Urbano per la Mobilità Sostenibile nonché quale documento di base nel materiale di riferimento relativo al percorso intrapreso dall'Amministrazione Comunale per una migliore integrazione città-porto ;
Considerato inoltre che l'accordo di cui alla deliberazione di Giunta Comunale n. 138/19 sopracitata sottoscritto dal Comune di Livorno e Area Science Park prevede tra gli impegni del Comune l'adesione al network di Locations;

Vista la comunicazione email di Area Science Park del 22/10/2019 con cui viene trasmesso all'Amministrazione Comunale il Memorandum of Understending – Locations Network e relativo

Annex 1, allegato parte integrante del presente atto, da sottoscrivere da parte dell'Amministrazione Comunale per l'adesione a detto Network;

Considerato che il Network di Locations ha come obiettivi lo scambio di dati, informazioni e conoscenze per il mutuo apprendimento nel campo della mobilità sostenibile nel settore turistico, la partecipazione a proposte progettuali per la candidatura a progetti europei, la creazione di sinergie, la cooperazione tra enti pubblici e privati, la collaborazione tra i membri, costituendo una base su cui costruire nuove opportunità progettuali sul tema;

Dato atto che l'adesione al network di Locations non comporta per gli enti firmatari alcun onere economico per il perseguimento dei suoi obiettivi, come specificato nel paragrafo 'Cost Incurred' del Memorandum of Understending;

Ritenuto opportuno, come previsto dall'Accordo sopracitato, procedere alla sottoscrizione dell'Annex 1 del Memorandum of Understending, allegato parte integrante del presente atto;

Ravvisata la propria competenza ai sensi dell'art. 48 del D. Lgs. 267/2000;

Considerata la necessità di dichiarare la presente deliberazione immediatamente esecutiva ai sensi dell'art. 134, comma 4, del D.Lgs.267/2000, stante l'urgenza di provvedere in merito;

Visti i pareri espressi ai sensi dell'art. 49 D.Lgs. 267/2000, che costituiscono parte integrante del presente provvedimento;

con voti unanimi, espressi in forma palese, anche per quanto concerne l'immediata esecutività;

DELIBERA

1. di prendere atto, per i motivi e secondo le indicazioni riportate in premessa, del **'Piano per la mobilità sostenibile dei crocieristi a Livorno'** - allegato parte integrante del presente atto - quale strumento di supporto alle attività di pianificazione della mobilità e in particolare del Piano Urbano per la Mobilità Sostenibile nonché quale documento di base nel materiale di riferimento relativo al percorso intrapreso dall'Amministrazione Comunale per una migliore integrazione città-porto;

2. di aderire al Network di Locations e di delegare il Dirigente del Settore Ambiente e Mobilità alla sottoscrizione dell'Annex1 al Memorandum of Understending - Locations Network, allegato parte integrante del presente atto;
3. di dare atto che il presente provvedimento non comporta spese, minori entrate, né altri riflessi diretti o indiretti sulla situazione economico-finanziaria o sul patrimonio del Comune;
4. di dichiarare il presente provvedimento, con separata ed unanime votazione favorevole, immediatamente eseguibile ad ogni effetto di legge ai sensi dell'art. 134, c.4, del D.Lgs. 267/2000.

Letto, approvato e sottoscritto con firma digitale:

Il Segretario Generale
Massai Maria Luisa

Il Sindaco
Luca Salvetti

Annex III – LCTP of Cádiz acceptance letter of the Municipality of Cádiz

Consorcio LOCATIONS

Cádiz, 22 de octubre de 2019

Ref: Recepción del LCTP de Cádiz dentro del marco del proyecto LOCATIONS

Estimados señores,

Dentro del marco del Proyecto Europeo LOCATIONS – Transporte Bajo Carbono en Ciudades de Destino de Cruceros, y de acuerdo con el trabajo desarrollado para la Ciudad de Cádiz, confirmo la recepción del Plan de Transporte de Bajo Carbono para el Turismo de Cruceros de Cadíz, LCTP de Cádiz, y les informo que tenemos un gran interes para continuar con la estrategia propuesta.

Específicamente, aseguro que las acciones esbozadas son consistentes entre sí, y que están articuladas con la visión que este ejecutivo tiene para la ciudad.

Por esta razón, muestro mi interés en aprovechar este instrumento para promover su integración con los planes y estrategias locales, y en especial con el Plan de Movilidad Urbana Sostenible de Cádiz.

Ref: Cádiz LCTP reception within the LOCATIONS project.

Dear Sirs,

In the scope of the European Project LOCATIONS – Low Carbon Transport in Cruise Destination Cities, and the worked developed for the City of Cádiz, I confirm the reception of the Low Carbon Transport Plan for the Cruise Tourism of Cadíz, Cádiz LCTP, and inform you that we have a great interest to pursuit the proposed strategy.

Specifically, I assure you that the actions outlined are consistent with each other, and that they are articulated with the vision that this executive has for the city.

For this reason, I am interested in this instrument by promoting its integration with local plans and strategies, and in particular with the Cadiz Sustainable Urban Mobility Plan.

Atentamente,

DELEGACIÓN MUNICIPAL DE TURISMO - CÁDIZ

Dª Montemayor Mures Aznar
Concejala Delegada de Turismo y Patrimonio Histórico
Excmo. Ayuntamiento de Cádiz

Annex IV – LCTP of Portimão acceptance letter of the Municipality of Portimão

Portimão
Câmara Municipal

Consórcio LOCATIONS

Ex.mos Senhores,

No âmbito do Projeto Europeu LOCATIONS – Low Carbon Transport in Cruise Destination Cities e do trabalho desenvolvido para a Cidade de Portimão, confirmo a receção do Plano de Mobilidade de Baixo Carbono para o Turismo de Cruzeiros da Cidade de Portimão e informo que temos todos o interesse em seguir a estratégia proposta.

Especificamente, entende-se que as ações descritas são consistentes entre si e que estão integradas na visão que este executivo tem para a Cidade de Portimão, pelo que nos comprometemos a desenvolver este plano até à sua implementação.

A estratégia do Plano de Mobilidade de Baixo Carbono para o Turismo de Cruzeiros da Cidade de Portimão será integrada nos instrumentos de planeamento da Cidade, tal como o Plano de Ação para a Mobilidade Sustentável que irá ser desenvolvido futuramente, de modo a garantir sua implementação a médio e longo prazo.

Aproveito esta oportunidade para saudar esta colaboração e trabalho conjunto, desenvolvido para a Cidade de Portimão.

Portimão, 21 de janeiro 2020

A Presidente

Isilda Varges Gomes

Praça 1º de Maio | 8500-543 Portimão | Tel. 282 470700, Fax 282 470792 | Email: geral@cm-portimao.pt | www.cm-portimao.pt

Annex V – LCTP of Dubrovnik acceptance letter of the City of Dubrovnik

REPUBLIKA HRVATSKA
DUBROVAČKO-NERETVANSKA ŽUPANIJA
GRAD DUBROVNIK

Gradonačelnik
KLASA: 910-01/19-01/17
URBROJ: 2117/01-01-19-02
Dubrovnik, 29. listopada 2019.

Konzorcij projekta LOCATIONS

PREDMET: Pismo potpore vezano uz realizaciju specifičnih mjera definiranih u okviru projekta LOCATIONS (engl. Low Carbon Transport in Cruise Destination Cities)

Poštovani,

ovim putem potvrđujemo primitak Plana za nisko-ugljični transport (engl. Low Carbon Transport Plan) koji je kreiran za Grad Dubrovnik kao kruzersku destinaciju u okviru projekta LOCATIONS (Nisko-ugljični transport u kruzerskim destinacijama, engl. Low Carbon Transport in Cruise Destination Cities).

Rješenja sugerirana Planom za nisko-ugljični transport čine konzistentnu cjelinu te su usklađena s vizijom razvoja Grada Dubrovnika stoga Grad Dubrovnik ima namjeru predložiti uključivanje navedenih mjera iz ovog dokumenta u buduće planove i strategije razvoja.

Potpisom ovog Pisma potpore Grad Dubrovnik ne preuzima nikakve financijske obveze.

S poštovanjem,

Gradonačelnik
Mato Franković

DOSTAVITI:
- Naslovu
- Evidencija
- Pismohrana

Annex VI – LCTP of Dubrovnik acceptance letter of the Dubrovnik Port Authority

LUČKA UPRAVA DUBROVNIK
DUBROVNIK PORT AUTHORITY
Obala Pape Ivana Pavla II, br.1. 20 000 Dubrovnik Hrvatska Tel: +385 20 313 333 Fax: +385 20 418 551 MB: 1317857 , OIB: 51303627909, e-mail: padubrovnik@portdubrovnik.hr www.portdubrovnik.hr

KLASA:
URBROJ: 247946-222/2019
Dubrovnik, 21.10.2019.

Konzorcij projekta LOCATIONS

PREDMET: Pismo potpore vezano uz realizaciju specifičnih mjera definiranih u okviru projekta LOCATIONS (engl. Low Carbon Transport in Cruise Destination Cities)

Poštovani/a,

ovim putem potvrđujem primitak Plana za nisko-ugljični transport (engl. Low Carbon Transport Plan) koji je kreiran za Grad Dubrovnik kao kruzersku destinaciju u okviru projekta LOCATIONS (Nisko-ugljični transport u kruzerskim destinacijama, engl. Low Carbon Transport in Cruise Destination Cities). Lučka uprava Dubrovnik potvrđuje svoj interes da mjere predložene ovim dokumentom uključi u buduće planove i strategije razvoja. Rješenja sugerirana spomenutim Planom za nisko-ugljični transport za čiju je provedbu odgovorna Lučka uprava Dubrovnik prepoznajemo kao vrijedan doprinos te će biti realizirana sukladno mogućnostima.

S poštovanjem,

RAVNATELJ

Blaž Pezo