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1 Introduction

1.1 The template

This template, based on Deliverable 3.3.1 (Operational Model, final version dated 30/06/2020) and on the Template for INCIRCLE strategies, is to be used to produce the **synthetic report in English language** providing all essential information on main findings resulting from strategies of INCIRCLE replicating organisations.

The template has to be completed in all its sections in English language, respecting the format of all tables to ensure comparison.

The report has to be sent no later than **May 13th, 2022** in a Word format to Area Science Park:

- fabrizia.salvi@areasciencepark.it,
- anja.starec@areasciencepark.it,
- andrea.bincoletto@areasciencepark.it.

2. INCIRCLE strategy for the transition towards a more circular tourism in Attica Islands' Regional Unit, Greece

2.1.1 SWOT and CAME analysis

Please produce a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats), based on information and data collected in the analyses and through consultations with stakeholders, following the model provided below.

Figure 1 – SWOT matrix

	POSITIVE ASPECTS	NEGATIVE ASPECTS
INTERNAL ANALYSIS	<p>STRENGTHS</p> <p>MOBILITY</p> <p>Sustainable mobility practices inherited from the past and imposed by the characteristics of the network in the more traditional settlements.</p> <p>Human capital dynamics both as demand for sustainable/circular mobility coming from the public or local stakeholders and as the all the more enlarged business sector supporting it</p> <p>Local stakeholders' actions and initiatives in the area of sustainable / circular mobility focused also on a circular/sustainable type of tourism for the destination</p> <p>ENERGY</p> <p>High potential of renewable energy sources (solar, biomass, wind) in the destination</p> <p>Islands' local electricity systems are connected with the Hellenic Electricity Transmission System (HETS)</p> <p>Greek National Energy and Climate Plan (NECP) already adopted</p>	<p>WEAKNESSES</p> <p>GENERAL</p> <p>Lack of awareness of public servants, businesses and citizens</p> <p>Lack of long-term strategies from both the public and the private sector and lack of culture of consistent collaboration between them as a result</p> <p>Lack of adequate financial incentives and funding tools for the circular transition of the tourism sector</p> <p>Lack of reliable data and tools for monitoring progress</p> <p>Presence of legal obstacles and bureaucratic slowness & lack of consistent police enforcement or restricting regulations</p> <p>MOBILITY</p> <p>Not enough staff in the municipalities to promote and support the implementation of sustainable mobility policies</p> <p>Obsolete ways of approaching mobility from some public transport operators</p> <p>Lack of coordination between transport operators and no central role for the Municipal authority in the process</p> <p>Obsolete legal framework towards more flexible sustainable practices such as on-demand public transport</p> <p>Lack of funds to invest in sustainable mobility transition</p>

Figure 1 – SWOT matrix

	POSITIVE ASPECTS	NEGATIVE ASPECTS
INTERNAL ANALYSIS	<p>STRENGTHS</p> <p>WASTE</p> <p>Harmonization of the Greek legislation with the corresponding European framework</p> <p>Separate collection of recyclables already in place (as bins of different colour) in most places</p> <p>There are few environmental facilities, such as Green Points, located within the urban area, to increase recycling rates</p> <p>There is in place an organized Waste collection system, including proper disposal of produced waste</p> <p>WATER</p> <p>Extensive network of water service provision for 100% of the population</p> <p>The local society has realised the importance of the measures for the protection of the available water resources, as well as the need for increased protection of the environment through the adoption of a modern approach in the wastewater treatment and the impact that the two aspects above have in the quality of the touristic services provided.</p> <p>Projects of decentralized control of water supply networks for the improvement of their operation and the minimisation of losses, are already envisaged by the authorities</p>	<p>WEAKNESSES</p> <p>ENERGY</p> <p>Increased seasonal energy demand due to summer tourism industry</p> <p>Lack of knowledge and analytical recording of current reliable energy data</p> <p>Old and energy-intensive building stock, public facilities, tourist infrastructure</p> <p>Insufficient electricity network infrastructure for high penetration of RES units</p> <p>High vulnerability rate to climate change</p> <p>Small rate of connection between local energy production with local human resources</p> <p>Need to support vulnerable groups to alleviate energy poverty and social exclusion</p> <p>Low rate of sustainable energy and energy saving projects development</p> <p>Dissimilarities of local context between the region's islands</p>

Figure 1 – SWOT matrix

	POSITIVE ASPECTS	NEGATIVE ASPECTS
INTERNAL ANALYSIS	<p>STRENGTHS</p>	<p>WEAKNESSES</p> <p>WASTE</p> <ul style="list-style-type: none"> High landfilling rates Low recycling rates Limited infrastructure There is need for more green points and alternative recycling systems Inadequate solid waste management Low level of public participation in source separation <p>WATER</p> <ul style="list-style-type: none"> The water resources are barely adequate in most cases and the things become worse as the incoming tourists increase. Uncontrolled wastewater disposal in streams, in the sea or in the ground, which leads to the deterioration of the touristic services provided. Significant fluctuation of the wastewater production depending on the season. "NIMBY" syndrome (Not In My Back Yard) for the siting processes of the wastewater treatment plants and the pumping stations. Difficulty in the implementation of network construction projects due to the problematic and insufficient urban planning of the settlements.

EXTERNAL ANALYSIS

OPPORTUNITIES

GENERAL

To acquire competitive advantage for the destination by entering in new markets that value sustainable and circular practices

Save energy, reduce energy dependency

Reduce ecological footprint of intense and/or seasonal activities

Reduce the cost of dealing with impacts on the natural environment, biodiversity and the cultural heritage

Raise awareness about sustainability, circularity and environmental issues

Increase the resilience of the tourism sector against environmental shocks or disruptive events

Increase the level of know-how on circular management in the tourism sector

MOBILITY

Sustainable mobility has entered the agenda of local and regional authorities as well as that of the central government.

All the more specialists in the field are involved in policy and legislation design

EU tends to offer support for such initiatives in the country

THREATS

MOBILITY

Fragmented approach and initiatives of the central and local governments sometimes undermine things for many years (e.g. energy savings with no focus to green space, public space, car sharing or pooling perspectives etc)

Major crises like the actual pandemic might lead backwards policies such as single-use plastics, use and service level of public transport etc

Local interests affected short-term might prevail and cancel transition at the local level

ENERGY

Changes in legal framework/licencing procedures

Social resistance to the foreseen measures (e.g. investments in RES)

Geopolitical turmoil, as a game changer in national energy policy

Lack of funds availability for new investment, due to the previous Greek economic recession and the COVID-19 pandemic

Increase in frequency and intensity of extreme weather events – impacts on energy demand, grid stability, energy infrastructure

EXTERNAL ANALYSIS

OPPORTUNITIES

ENERGY

Availability of new, high efficient energy-saving technologies in buildings, services and mobility

Greek government speeds up initiatives to combat energy poverty

High demand for new, cost-efficient energy supply due to current high energy costs

Fast growing interest for using renewable energy sources

RES penetration with high rate of citizens' participation to strengthen the local economy

Design of new infrastructures incorporating climate change adaptation needs

New, more ambitious, European policies to support local energy sources and energy savings to enhance energy security

Availability of financial instruments for the development of relevant energy projects

Citizens are becoming familiar with new concepts (net-metering, energy communities etc.) and relevant procedures have been simplified

Dense island maritime transportation using low-emission vessels

THREATS

WASTE

There are various obstacles that local authorities which are responsible for supporting the waste management have to face (such as bureaucracy]

Reuse and recycling rates are relatively low with majority of waste being landfilled

Landfill sites established on the islands do not comply with the requirements of the legislation

There are no available waste treatment facilities in the region

WATER

Inability to exploit the funding instruments due to delays in the maturation and environmental licensing of the wastewater treatment plants that would allow the use of treated wastewater as a water resource

Lack of know-how and relevant experience, on the part of the small island municipalities, for the preparation of water resources management plans or tools for water quality control and protection

EXTERNAL ANALYSIS

OPPORTUNITIES

WASTE

Promotion of separate waste collection

Reduction of waste produced

Taking advantage of the opportunities provided by the private sector's waste management

Increase of recycling rates

Provision of incentives in order to increase the circularity of waste

Raise awareness and participation of the public on the need and feasibility of circular practices

WATER

New wastewater treatment technologies available with low impact and small dimensions that can easily adapt to the seasonality of the wastewater production and the need for decentralised management.

Existence of funding instruments for the promotion of the necessary water supply, sewerage and reuse of treated wastewater.

THREATS

Please produce a CAME analysis (Correct, Adapt, Maintain and Explore), based on the inputs included in the abovementioned SWOT analysis

Figure 2 – CAME matrix

	THREATS	OPPORTUNITIES
WEAKNESSES	<p>Adaptive strategy «RESIST»</p> <hr/> <p>MOBILITY: Focus on soft mobility and road safety in the major network that will also allow for improvements in accessibility of all major settlements and touristic areas</p> <p>ENERGY: Focus on energy savings in response to seasonality of demand, high costs and lack of local energy production</p> <p>WASTE: Develop networks and identify good practices in order to support the adequate and effective waste management, even during peak tourist periods</p> <p>WATER: Elaboration of water resources and wastewater management master plan, in order to produce long-term policy for all the municipal authorities for the maturation of projects</p>	<p>Corrective strategy «TAKE ADVANTAGE»</p> <hr/> <p>MOBILITY: Take advantage of new legislation favouring sustainable mobility, funds available and the overall momentum in terms of the public’s expectations (both citizens and visitors)</p> <p>ENERGY: Utilization of available funding for the promotion of new production and energy saving projects</p> <p>WASTE: Use of available financing mechanisms in order to upgrade the existing waste management situation, mainly focusing on the establishment of green points and/or recycling corners</p> <p>WATER: Maturation of studies with elaboration of direct detail design for the preparation of all necessary documents so that municipalities are ready to apply for funding programs</p>

CAME

STRENGTHS

Maintaining strategy
'KEEP UP'

MOBILITY: Sustain good practices already in place and promote initiatives that are already developed (from local stakeholders)

ENERGY : Raise awareness of the tourism industry about the benefits of the green energy transition

WASTE: Enhance separate collection of the waste fractions (such as plastic, paper, glass, etc.) whilst minimizing the contamination in order to achieve higher recovery/recycling rates

WATER: Creation of a forum for the municipal authorities (at the level of small island municipalities – also from other regions) so that there is an exchange of positive experiences from the promotion of relevant projects or the adoption of policies regarding effective practices in water resources management

Exploring strategy
'MAXIMISE'

MOBILITY: Improve accessibility for vulnerable users and increase the overall awareness in favour of the circular transition in mobility practices

ENERGY : Increase the awareness and participation of the local community in all actions concerning the green energy transition

WASTE: Improve attitudes towards waste reuse and recycling by introducing awareness-raising practices (campaigns) to effectively encourage waste prevention, reuse and recycling

WATER: Strongly support the practice of reuse of treated wastewater in order to meet demand for irrigation purposes and other agricultural or secondary uses

2.1.2 Definition of shared common vision, goals and main targets

For each strategy's objective the following table is to be filled in.

Table 2 – INCIRCLE objectives, indicators and targets

SUSTAINABLE MOBILITY

Name of the strategy's objective	Encouraging sustainable, active and smart mobility
Short description of the objective	There is a lot of potential and a critical need for the shift of a large proportion of people towards more sustainable modes and ways of transport than the private cars and motorbikes, especially visitors in the peak season of tourism. There are already schemes restricting car access in central areas or entire islands in the destination, businesses renting bikes, local organizations promoting hiking and cycling, a rising demand for soft and smart mobility infrastructure and services. There are mountain trails, and coastal routes suitable for hiking or cycling. And a lot of planning already provided for by existing legislation (e.g. SUMP) that has to be elaborated and implemented independently at the municipal level and coordinated at the regional level.
Related strategic indicator	% of commutes/trips operated by sustainable mobility modes of transport (walking, cycling, soft mobility vehicles, public transport) during peak season
Baseline indicator (current trend)	N/A. Baseline values will be identified qualitatively or quantitatively through the research necessary for the elaboration of SUMP
Target value	60% of the trips during August made by sustainable means of transport

Name of the strategy's objective	Accessibility for all
Short description of the objective	People with reduced mobility constitute a share of population or visitors that in the actual circumstances suffer from transport injustice or even transport poverty. Accessibility is a public good that should be secured especially for the most vulnerable users: people that do not afford a private means of transport, or a taxi service, children and their adult escorts, senior people, people with reduced mobility in general. The emphasis is put on collective, i.e. public transport that can be adapted to demand. Demand in the island communities might rise in areas not easily accessible by existing cars or public transport or lying outside the few basic lines of public transport. Public transport and collective transport in general should become an attractive alternative to auto-mobility with private means. There is a lot of space and scope for upgrading existing public transport into a more flexible and smart system that will meet the needs of people with those characteristics. Improved accessibility for all apart from contributing to more sustainable mobility condition in the destination, serves also as valuable branding for visitors.
Related strategic indicator	% of PRM that use public transport in the destination
Baseline indicator (current trend)	N/A. Systematic polls / questionnaires will offer the baseline value

Target value	By the end of 2032, a rise of at least 30%
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Name of the strategy's objective	Improvement of road safety & public health
Short description of the objective	A shift towards mobility producing less emissions of all sorts (noise, pollutants, greenhouse gases) contributes to a transport model with less traffic, fewer road accidents, safer infrastructure for the most vulnerable and sustainable transport users. Therefore, regulations towards car restriction either for circulation or parking, or for the reduction of speed for all motor vehicles, will contribute to greater road safety and a healthier public space / natural environment for all.
Related strategic indicator	Number of road accidents involving fatal or severe injuries.
Baseline indicator (current trend)	N/A - an aggregated estimate can be calculated from data recorded at the municipal level (local authority and/or ELSTAT)
Target value	A reduction of baseline value by more than 60% by 2032

Name of the strategy's objective	Regeneration of public space and improvement of natural environment
Short description of the objective	Private automobility mainly by cars consumes disproportionate amounts of public space for movement or parking. Public space in such small island communities is a valuable asset, in some cases not adequate for private cars at all (e.g. island of Hydra). The value of public space in such island destinations is great not only because of its scarcity but also as a "monument" of cultural heritage or natural environment, particularly vulnerable to degradation from large traffic or demand for parking spaces. The space that will be regained through the implementation of car restrictions should immediately secured as space for safe and soft mobility.
Related strategic indicator	% of public space dedicated to car traffic and parking
Baseline indicator (current trend)	N/A. A baseline value can be calculated in the context of SUMP's elaboration
Target value	A reduction of 30% by 2032

ENERGY EFFICIENCY

Name of the strategy's objective	Support the Green energy transition and the modern energy services provision
Short description of the objective	The purpose of this objective is to promote actions locally that will contribute to a fast transition to an economy of high energy efficiency and low CO2 emissions. This will bring additional benefits such as reduced energy costs and upgraded building stock. Key points of this priority are also the integrated planning of a new local energy and climate strategy, as well as the planning of the necessary infrastructure for a modern, green, and smart energy transition.
Related strategic indicator	Reduction in final energy consumption [%]
Baseline indicator (current trend)	Energy consumption of BEI year (not yet calculated)
Target value	-40% (of BEI year energy consumption)

Name of the strategy's objective	Enhance energy sufficiency through local RES energy production
Short description of the objective	This objective aims to utilize locally available energy resources to meet a significant part of local electricity and heat demand. Utilizing local energy resources will help address the high energy costs that face the island communities and will contribute (partially) to their energy sovereignty, given the power supply problems they face from time to time.
Related strategic indicator	RES production (MWh)
Baseline indicator (current trend)	RES production (MWh) of BEI year (not yet calculated)
Target value	60.000

Name of the strategy's objective	Reduce energy poverty
Short description of the objective	This objective aims exclusively to reduce the number energy-poor households on the Attica islands, through several support actions. Such actions are the identification and provision of a variety of incentives to reduce households' energy costs, as well as the active role of Municipalities in providing information and support.
Related strategic indicator	Reduction of energy poor households [%]
Baseline indicator (current trend)	40%* * The index refers to the percentage of coverage of the basic energy needs of each household. The calculation is made (by the Greek National Observatory of Energy Poverty) for the year 2011 for the region of Attica
Target value	10%

Name of the strategy's objective	Establishment of energy communities
Short description of the objective	This objective aims to the creation of Energy Communities, both by the Municipalities, and by the citizens and the local businesses. The foreseen Energy Communities can promote many sustainable energy actions (adjusted to each island's local context), such as collective building renovations, RES projects, e-mobility solutions, awareness raising, with multiple benefits (energy, economic, environmental, and social) for the local communities and their visitors. Moreover, the establishment of energy communities can be combined with and contribute to the success of other relevant actions and priorities of the INCIRCLE strategy for Attica region.
Related strategic indicator	Percentage of citizens participating in energy communities [%]
Baseline indicator (current trend)	0%
Target value	5%

WASTE MANAGEMENT

Name of the strategy's objective	Reduce the amount of waste generated
Short description of the objective	Waste minimization is a process of reducing the amount and activity of waste materials to a level as low as reasonably achievable and is regarded as a waste management strategy, which specifically focus on the reduction of waste production instead of encouraging postproduction waste

	<p>treatment. The waste management hierarchy places emphasis on waste prevention which is the most environmentally preferred strategy. The main benefits for waste prevention contributes towards the reduction of greenhouse gas emissions that provokes climate change, the energy conservation and the reduction of pollution and toxicity while saving natural resources and saving money for consumers, businesses and industries. The Waste Directive 2008/98 / EC establishes a legal framework for treating waste in the EU and is designed to protect the environment and human health by emphasizing the importance of proper waste management, recovery and recycling techniques to reduce pressure on resources and improve their use. Specifically, based on this directive, EU Member States are required to design and implement waste prevention programs which include proposing measures to prevent the generation of waste as defined in Article 9. Currently, the majority of prevention actions implemented in the country prioritize streams such as food waste, paper, packaging materials / waste and WEEE, as described in the National Waste Prevention Program. Yet, no specific actions are taken for the reduction of the amount of bulky waste produced, small amounts of hazardous waste (mainly medicines, toners and inks), agricultural waste, industrial waste and construction and demolition waste. Finally, among the waste prevention the sustainable consumption and production of food has to be taken into consideration. Specifically, the target 12.3 of the Sustainable Development Goals of the UN seeks to halve global food waste at retail and consumer levels, as well as to reduce food loss during production and supply.</p>
Related strategic indicator	% (w / w) of the produced Municipal Solid Waste (MSW) that is landfilled
Baseline indicator (current trend)	~96% of the total MSW generated from the Regional Unit of Islands of Attica is currently deposited in landfills
Target value	≤ 10% of the total MSW produced must landfilled, by 2030 // <575 kg of waste generated /capita / year // reduce food waste by 50 % by 2030

Name of the strategy's objective	Increase Reuse, Recycling, Separate Collection and Recovery of MSW
Short description of the objective	<p>Next in the waste management hierarchy, after waste prevention, is the preparation of waste for re-use, contributing to the same purpose yet dealing with products which have already been discarded by their last owner and are therefore formally waste according to the definition provided in Article 3 of the Waste Framework Directive. This hierarchy level was introduced to make waste operators aware of the potential to divert products from the waste stream, as their sorting, cleaning and repair allows them to be used by someone else. Preparing for re-use is therefore regarded as contributing to waste prevention in a wider sense. Next on line is the recycling of waste, the process of converting waste materials into new materials and objects. Separate collection of individual waste fractions is seen as a pre-condition for fostering high-quality recycling and high recycling rates so that increased recovery of materials could be achieved. Greece is facing a significant challenge taking into account the low recycling rates for the latest submitted data of 2017 (19%) compared to the EU's average (46%) and especially compared to the EU recycling targets for 2025, of 50% recycling of municipal waste (the Year 2025 is set for Greece under the five-year prolongation the country secured in getting to achieve this aim) and 2035, of 65% recycling of municipal waste. The Ministry of Environment, Energy and Climate Change, in accordance with the</p>

	provisions of Law 2939/2001 (GG 179A) for packaging, as amended by Law 3854/2010 (GG 94 A), takes appropriate measures to promote the reuse of products and preparation activities for reuse, encouraging in particular the creation and support of reuse and repair networks, the use of financial means, supply criteria, quantitative targets or other measures. It also takes measures to promote high quality recycling and to this end establishes a separate waste collection where this is technically, environmentally and economically feasible and appropriate to achieve the necessary quality standards in the respective recycling sectors.
Related strategic indicator	% w/w of Separate Collection For Recycling
Baseline indicator (current trend)	2% for biowaste and 2% for recyclables (2021) - these numbers refer to the recycling of these streams in the Regional Unit of Islands of Attica
Target value	Total MSW: 55 % w/w (2025) // 60% w/w (2030) // 65 % w/w (2035) Bio-waste: 42 % w/w for 2025 and 47 % w/w for 2030 (for the specific stream) Recyclable: 63% w/w for 2025 and 66% w/w for 2030 (for the specific stream)

Name of the strategy's objective	Improving the waste management system and developing an integrated waste management plan
Short description of the objective	EU Directive 75/442 EEC set out the early stages of the current waste management practices by introducing a waste hierarchy (reduce, reuse, recover) and a system of permits for those involved in waste treatment with the conditions for obtaining permits and the requirements placed on waste disposal facilities being strictly regulated (e.g. Directive 96/61/EC, SI 1056). Waste management includes the activities and actions required to manage waste from its inception to its final disposal. This includes the collection, transport, treatment, and disposal of waste, together with monitoring and regulation of the waste management process. Poor waste management and treatment can be responsible for creating ecological problems, have a significant effect on human civilization, and waste valued resources. The treatments based on waste management must always obey the waste management hierarchy principle. Waste management has been recognized as one of the most pressing problems in Greece suffering of a low level of organization and relying predominantly on semi-controlled landfills until the end of the previous century. At a national level, disposal in sanitary landfills is still the main method of managing MSW (78.4% of generation in 2018); however, there has been a decreasing trend from 2015 onwards, mainly due to the gradual increase in recycling. In 2018, total recycling operations (including composting) constituted 20.1% of the management of MSW and was far behind the corresponding European average (approx. 47%). The percentage of energy recovery (oils, RDF, etc.) still accounts for a very small share of management (1.5% in 2018).
Related strategic indicator	Landfill fee (€)
Baseline indicator (current trend)	2021 0 € / ton // 2022 20 € / ton
Target value	Reducing the operational cost as much as possible through the reduction of MSW amount, as the landfill fee will be increasing throughout the next years (From 2022 to 2025: increase by 5 € /ton/year, 2026: 45 €/ ton/year, from 2027 onwards: 55 € / ton/year)

WATER MANAGEMENT

Name of the strategy's objective	Water savings and implementation of CE practices
Short description of the objective	Water savings through the implementation of CE practices either by reusing treated wastewater or by using water not otherwise used (stormwater)
Related strategic indicator	Number of related works for the reuse of treated wastewater or stormwater exploitation for irrigation, washing or aquifer enrichment
Baseline indicator (current trend)	0
Target value	2 in Kythira Municipality, 1 for each of the rest /in total 9 projects

Name of the strategy's objective	Optimisation of water service
Short description of the objective	Ensuring adequacy of water resources through the rationalisation and the optimisation of water supply networks optimisation
Related strategic indicator	Number of Master Plan studies and optimisation projects
Baseline indicator (current trend)	0
Target value	1 Master Plan per municipality (excluding Salamina and Aegina), 1 optimisation project per municipality (excluding Salamina and Aegina), Total 12 projects

Name of the strategy's objective	Ensuring adequate quality of drinking water
Short description of the objective	Ensuring that the potable water reaching the consumers has specific quality characteristics
Related strategic indicator	Number of Water Safety Plans elaborated
Baseline indicator (current trend)	0
Target value	1 per municipality (excluding Salamina and Aegina), total 6

Name of the strategy's objective	Protection of the environment through the use of CE practices
Short description of the objective	Implementation of methods for the reuse of water treatment byproducts
Related strategic indicator	Number of WWTP's that reuse the brine from the desalination plants
Baseline indicator (current trend)	0
Target value	1 per municipality (excluding Salamina and Aegina), in total 6 projects

HORIZONTAL OBJECTIVES

Name of the strategy's objective	Raising awareness, sharing information, training, encouraging participation
Short description of the objective	There is a large consensus around the lack of awareness as to the circular economy or the circular transition scope or feasibility. That concerns local authorities, the public sector involved in all circularity or tourism aspects, the public, the private sector related to tourism and further. Circular awareness related to all pillars and their synergies is not restricted only to

	tourism activities. There is great need for participation of residents, employees and businesses together with the authorities representing the public sector in order to share ideas, information, and good practices that will encourage all sectors to coordinate their actions towards the circular transition. At the moment, some local authorities or other local stakeholders organize more focused on one circular subject (mobility, waste, water, energy) awareness campaigns or projects. There is a need for bottom-up pressure towards circularity and this can be a result of the awareness initiatives.
Related strategic indicator	Annual number of participants in awareness, training, or rewarding programmes
Baseline indicator (current trend)	N/A There is no such trend at the moment that can be measured.
Target value	500% rise by the end of 2032

Name of the strategy's objective	Data recording and processing for Circular transition monitoring
Short description of the objective	There has been demonstrated the lack of adequate data recording and the sparsity of recording among stakeholders that do record data for their own project goals without being coordinated for the monitoring of a circular transition. Datasets should be selected among the ones already recorded or even designed where necessary, stakeholders responsible for the recording should be aware of the importance of consistent recording and a monitoring post / authority should be designed within the Region. Planning of the process is necessary.
Related strategic indicator	The establishment of a data recording and monitoring system
Baseline indicator (current trend)	No such structure available.
Target value	The establishment of a data recording system and a monitoring structure : YES/NO by 2027.

2.1.3 Definition and planning of measures and related output indicators

For each selected measure the following table is to be filled in.

Table 3 – INCIRCLE measure template

SUSTAINABLE MOBILITY

Title of the measure	Elaboration of : a) Sustainable Urban Mobility Plans (SUMP) b) Urban Accessibility Plans (UAP) c) Electrical Vehicle Charging Plans
Short description of the measure	Elaboration of Sustainable Urban Mobility Plans (SUMP), Urban Accessibility Plans (UAP) and Electrical Vehicle Charging Plans in all municipalities. There is the legal provision and specifications, yet adaptations in methodology and objectives may occur accordingly.
Related objective	Encouraging sustainable, active and smart mobility
Main target group	Local residents and visitors.
Main stakeholders involved and their responsibility	- Municipalities, responsible for all the plans - Local Stakeholders, responsible for their systematic participation in consultation process and data provision.
Main activities to be performed	Preparation of specifications and tenders, signing of contracts, elaboration of plans, supervision and optimization of plans, plans' approval, organizing public consultation and communication strategy.
External support required	Yes, collaboration with external consultants for the elaboration of the plans
Related output indicator and target (s)	Indicator: Number of plans produced Target : Elaboration of 24 plans
Timeframe for implementation	2022-2032
Complementary measures (if any)	No
Cost estimation	1.440.000€ plus VAT
Potential source of funding	Green Fund, Regional budget, Regional Funds, EU Funds, Municipal budget
Main pillar	Sustainable mobility
Classification of the measure	Circular tourism policy making

Title of the measure	Development of Soft Mobility Networks prioritising the most touristic areas
Short description of the measure	Planning and development of integrated Soft Mobility networks (pavements, pedestrianized streets, trails, cycle lanes, accessibility for disabled) within and outside the urban settlements, focused on connecting touristic areas with main settlements and gates to destination (mainly ports).
Related objective	Encouraging sustainable, active and smart mobility
Main target group	Local residents and visitors
Main stakeholders involved and their responsibility	- Municipalities, responsible for planning and construction - Local stakeholders, responsible for data provision and participation in the public consultation of planning.

Main activities to be performed	Tendering – Assigning – Supervision – Approval of Plans and Public Works, organizing public consultation and communication of the plans and works
External support required	Yes, collaboration with external consultants and constructors
Related output indicator and target (s)	Indicator(s): - Soft mobility networks length (in km) within settlements - Soft mobility networks length (in km) outside / between settlements Target: N/A, there is no base value
Timeframe for implementation	2027-2032
Complementary measures (if any)	Development of SUMP, UAPs and electrical charging stations' plans
Cost estimation	N/A
Potential source of funding	Green Fund, Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Crowdfunding
Main pillar	Sustainable mobility
Classification of the measure	Circular tourism policy making

Title of the measure	Development of a Mobility as a Service (MaaS) scheme based on a dense network of green mobility hubs
Short description of the measure	Development of a MaaS system through the cooperation of public and private sector in Attica Islands' Regional Unit. The unified MaaS system for the regional unit will also support island hopping and it may include buses, taxis, car or bike rental shops, local sea-boats, bikes and scooters for public use, parking spaces public or private, electrical charging stations etc. Green Mobility Hubs will also be developed offering the opportunity to park, charge or identify vehicles of public use.
Related objective	Encouraging sustainable, active and smart mobility
Main target group	Residents and visitors
Main stakeholders involved and their responsibility	Municipalities and all transport / parking providers
Main activities to be performed	-Resolve potential legislative obstacles in cooperation with the Ministry of Infrastructure and Transport -Establishment of a Mobility Cooperative -Development of the System's Design -Development of a digital app for the system -Development of a business plan -Identification and development of spaces as green mobility hubs by the Municipalities or the Region
External support required	Yes. Expert consultants advice for the development of a MaaS scheme is necessary
Related output indicator and target (s)	Indicator: Annual number of MaaS platform users Target : 30% of visitors should use the platform during their stay in the destination by year 2032
Timeframe for implementation	2022-2027
Complementary measures (if any)	Development of SUMP, UAPs and electrical charging stations' plans
Cost estimation	N/A
Potential source of funding	Initially: Green Fund, Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Crowdfunding Eventually: self-financed system
Main pillar	Sustainable mobility
Classification of the measure	Circular tourism policy making

Title of the measure	Economic, fiscal and other instruments favouring the use of electric vehicles of small size and engine capacity
Short description of the measure	Providing incentives for the use of electrical vehicles of small size and engine capacity (both to the public and private sector), as well as for catering vehicles. Incentives might be special parking spaces, subsidies for reduced ferry tickets, special permits for entrance in areas or time-zones of restricted access to conventional motor vehicles, etc.
Related objective	Encouraging sustainable, active and smart mobility
Main target group	Local authorities, private sector involved, residents and visitors
Main stakeholders involved and their responsibility	Municipalities, sea-transport companies, private sector involved
Main activities to be performed	-Identification of attractive incentives -Investigation on the conditions for their implementation -Actual provision and activation of the incentives
External support required	Yes. Collaboration with external consultants that specialize on economic and legislative framework concerning local government.
Related output indicator and target (s)	Indicator(s) : - % of electrical vehicles on the total of parked vehicles in a particular area - %of electrical vehicles of the municipal car fleet - % of electrical vehicles of the local taxi fleet - % of electrical vehicles of the local public transport fleet Target: 30% of cars in all categories are electrical by 2032
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of electrical charging stations in all 8 municipalities of the destination.
Cost estimation	N/A
Potential source of funding	Green Fund, Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Crowdfunding
Main pillar	Sustainable mobility
Classification of the measure	Economic and fiscal instruments

Title of the measure	Modernization and enlargement of Public Transport vehicle fleet with cleaner and smaller vehicles, adequate for PRM
Short description of the measure	Public transport is operated by private stakeholders under the supervision of the local authority. There is definitely room for modernization of the fleet and enlargement of the operation, which can be achieved only by the multiplication and flexibility of service. Flexibility of service means smaller cars in some cases. Ideally, the policies / incentives for public transport overall improvement can be combined with the ones for the provision and use of electrical vehicles of small size
Related objective	Accessibility for all
Main target group	Residents, visitors, mostly PRM
Main stakeholders involved and their responsibility	Municipalities, responsible for the modernization of public transport service and the provision of adequate incentives Local private operators of public transport, responsible for the modernization of the fleet and their operation.
Main activities to be performed	A tender for the buy of new cars, a planned reorganization of service of municipal and public transport.

External support required	Yes. Collaboration with external consultants specialists on the reorganization of public/municipal transport systems and other external help for the preparation of tender documents.
Related output indicator and target (s)	% of public transport buses suitable for PRM
Timeframe for implementation	2022-2032
Complementary measures (if any)	Reorganization of operation and schedules (lines, times, itineraries) of public transport
Cost estimation	N/A
Potential source of funding	Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations
Main pillar	Sustainable mobility
Classification of the measure	Adoption and installation of new technologies

Title of the measure	Development of PRM accessibility infrastructure, especially within the major settlements
Short description of the measure	Appropriate interventions in the network for the support of mobility for PRM (horizontal and vertical signs, infrastructure improvement, signs for alternative routes of more gentle slope with ramps, systems for mechanical lifting in areas / streets of great slopes etc)
Related objective	Accessibility for all
Main target group	All people of reduced mobility (PRM)
Main stakeholders involved and their responsibility	Municipalities, Social Groups representing PRM and/or caregivers for toddlers in the localities
Main activities to be performed	Tendering – Assigning – Supervision – Approval of Plans and Public Works, organizing public consultation and communication of the plans and works
External support required	Yes, collaboration with accessibility experts
Related output indicator and target (s)	Indicator: % of network accessible for PRM within the urban settlements Targets: -50% of the network of all settlements accessible by PRM -100% of all public or private spaces or infrastructure available to public use, should be accessible to PRM (number of units e.g. squares, buildings open to the public like museums, public services, theatres, etc)
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of SUMP and, particularly, UAPs Development of an application that will help one identify accessible routes and destinations within each municipality.
Cost estimation	N/A
Potential source of funding	Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Crowdfunding
Main pillar	Sustainable mobility
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Legislation framework adaptation – and immediate implementation where possible – for flexible on-demand Public Transport schemes and policies against transport poverty and spatial segregation of particular social groups and/or areas
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Short description of the measure	Promotion of flexible on-demand public transport systems to support under- or no- serviced areas in the destination through all necessary legislative amendments and subsequent planning and organization.
Related objective	Accessibility for all
Main target group	Residents, visitors, particularly the ones staying in isolated or sparsely inhabited areas.
Main stakeholders involved and their responsibility	Local authorities, Ministry of Infrastructure and Transport, private operators of public transport, taxis, private sea-transport operators, local communities representatives
Main activities to be performed	-Research in legal framework and identification of appropriate amendments to be proposed -Feasibility study for public transport on demand in particular areas -Implementation of the service wherever possible
External support required	Yes, collaboration with experts in planning and public transport systems, transport legislation and feasibility studies
Related output indicator and target (s)	Indicators: Adoption of legislative proposals: YES/NO % of implementation in areas of need Targets: legislation adoption and implementation at least for the 50% of areas in need that will have been identified, by 2032
Timeframe for implementation	2022-2032
Complementary measures (if any)	Adoption or development of an application suitable for the management of flexible public transport that will be planned
Cost estimation	N/A
Potential source of funding	Initially: Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Funds of private operators of public transport (KTEL) Eventually: self-financed system
Main pillar	Sustainable mobility
Classification of the measure	Regulatory and legal instruments

Title of the measure	Establishment of motorised vehicle access and parking regulations in the areas that receive the greatest demand (UVAR)
Short description of the measure	Restrictions of use for private motor vehicles (cars and bikes) in specified areas within or outside settlements, during specified time-zones, especially in the peak months for tourism
Related objective	Improvement of road safety & public health
Main target group	Residents and visitors
Main stakeholders involved and their responsibility	Local authorities, local stakeholders
Main activities to be performed	Identification of the areas that receive the greatest pressure and of the restrictions that can be imposed without affecting accessibility and overall mobility levels Tendering – Assigning – Supervision – Approval of Plans and Public Works, organizing public consultation and communication of the plans and works
External support required	Collaboration with an expert in transport planning
Related output indicator and target (s)	Indicators: number of settlements where restrictions for the use of motor vehicles apply

	Target: Implementation for 70% of the settlements that need such restrictions
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of SUMP and UAPs Research and provision of a digital app and equipment for the measure's implementation
Cost estimation	N/A
Potential source of funding	Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations
Main pillar	Sustainable mobility
Classification of the measure	Regulatory and legal instruments

Title of the measure	Establishment of a 30km/h speed limit everywhere via road signs and adequate street redesign, primarily in areas of severe road accidents and soft mobility networks
Short description of the measure	Restrictions in motor vehicles speed through signing and fines, but also through appropriate interventions and road design especially in intersections and selected areas of the road network (e.g. where road traffic coincides or intersects with soft mobility lanes, areas where a lot of accidents take place etc)
Related objective	Improvement of road safety & public health
Main target group	Residents and visitors
Main stakeholders involved and their responsibility	Municipalities
Main activities to be performed	-Municipal Council's decision upon the limits of the area for the implementation of speed limit of 30 km/h. -Tendering – Assigning – Supervision – Approval of Plans and Public Works, organizing public consultation and communication of the plans and works
External support required	Yes, collaboration with experts in traffic calming
Related output indicator and target (s)	Indicators: -Number of fatal or severe injuries in the areas of implementation -Speed records (median) in selected points of the implementation areas Targets: - Zero fatality and severe injuries in the implementation areas
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of SUMP and UAPs Awareness campaign for eco- and safe- driving at low speed
Cost estimation	N/A
Potential source of funding	Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Crowdfunding
Main pillar	Sustainable mobility
Classification of the measure	Regulatory and legal instruments

Title of the measure	Development of an off-street Parking Spaces' Network in the periphery of island settlements
Short description of the measure	Removal of parking permission from within the urban settlements and promotion of parking in organized spaces in the periphery of the settlements combined with an attractive pricing option for residents and high rates of alternation in parking for non-residents.

Related objective	Regeneration of public space and improvement of natural environment
Main target group	Residents and visitors
Main stakeholders involved and their responsibility	Municipalities, owners of not yet built land plots at short distance from the destination in the periphery of the urban settlements.
Main activities to be performed	Identification of suitable locations and spaces, negotiation with owners of the land, open call for available land, drawing of the respective public contracts of purchase or rental, development of the plots as parking spaces according to parking plans
External support required	Yes, collaboration with experts in parking spaces' planning and development
Related output indicator and target (s)	Indicator: % of parking capacity in organized spaces in the periphery of the settlement as opposed to the total parking capacity of the settlement Target: 80% of planning capacity in organized spaces by 2027
Timeframe for implementation	2022-2027
Complementary measures (if any)	Development of SUMPs, UAPs Development of a digital application to inform users / drivers as to the availability and pricing of parking lots in organized spaces around the urban settlements in the destination.
Cost estimation	N/A
Potential source of funding	Initially: Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations Potentially: the system will operate as self-financed
Main pillar	Sustainable mobility
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Redistribution of public road space in the island settlements in favour of sustainable mobility and green spaces
Short description of the measure	Immediate re-appropriation and regeneration of public spaces freed from parking and car traffic within the urban settlements of the islands e.g. via movable obstacles, urban equipment that supports the use of the public space for people walking, hanging around, children playing, etc, plants and trees, infrastructure favouring soft and sustainable mobility)
Related objective	Regeneration of public space and improvement of natural environment
Main target group	Residents and visitors
Main stakeholders involved and their responsibility	Local authorities, local stakeholders
Main activities to be performed	Tendering – Assigning – Supervision – Approval of Plans and Public Works
External support required	Yes, collaboration with experts in urban regeneration plans / projects
Related output indicator and target (s)	Indicator: % of former road or parking spaces attributed to other public use Target: 30% of public open space within urban settlements to be re-appropriated as green space and/or sustainable mobility public space
Timeframe for implementation	2022-2032
Complementary measures (if any)	No
Cost estimation	N/A
Potential source of funding	Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations, Crowdfunding
Main pillar	Sustainable mobility
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Development of smart car-pooling scheme for residents and visitors
Short description of the measure	Development of a smart car pooling system in cooperation with the private sector in order to minimise the number of cars entering the destination, especially in the peak season.
Related objective	Regeneration of public space and improvement of natural environment
Main target group	Residents that do not own a car, visitors arriving without a car
Main stakeholders involved and their responsibility	<ul style="list-style-type: none"> - Private company responsible to develop and manage a digital app for the purpose - Local stakeholders, responsible to collaborate in the development and promotion of the project
Main activities to be performed	Development of a digital app, organization of raising awareness and promotion activities, inclusion of car owners and potential common users as “members”, provision of incentives for car-pooling from the local authority and the private sector (especially in the tourism sector)
External support required	No need for external support if the project is undertaken by a private entity
Related output indicator and target (s)	Indicators: <ul style="list-style-type: none"> - Annual number of users of the car-pooling platform - % of commutes undertaken via car-pooling Target: 10% of trips during peak season to be operated via car-pooling
Timeframe for implementation	2022-2032
Complementary measures (if any)	No
Cost estimation	N/A
Potential source of funding	Private funds Self financed project
Main pillar	Sustainable mobility
Classification of the measure	Optimisation of existing infrastructure/service

ENERGY EFFICIENCY

Title of the measure	Development and implementation of Sustainable Energy and Climate Action Plans (SECAP)
Short description of the measure	Most of the region’s municipalities need to promote the development of strategic Sustainable Energy and Climate Action Plans (SECAP). By doing so, both the baseline and current energy consumption and CO2 emissions will be defined, as well as an integrated strategy for mitigation of emissions and adaptation to climate change will be developed.
Related objective	Support the Green energy transition and the modern energy services provision
Main target group	Municipalities
Main stakeholders involved and their responsibility	Municipal authorities
Main activities to be performed	Recording of necessary data Development of the plan (assignment to an external consultant in case there is no scientific competence) Monitoring & reporting

External support required	Technical consultant
Related output indicator and target (s)	Number of developed SECAPs
Timeframe for implementation	2022-2024
Complementary measures (if any)	No
Cost estimation	120.000€
Potential source of funding	Municipal/Region of Attica budget
Main pillar	Energy efficiency
Classification of the measure	N/A

Title of the measure	Incentives for saving energy and reducing CO2 in tourism sector businesses (restaurants, hospitality, transportation etc.)
Short description of the measure	Investigating and promoting incentives aimed at businesses in the tourism industry to encourage them to take initiatives and promote interventions to save energy and reduce their carbon footprint (energy upgrades of buildings, replacement of energy-intensive equipment, replacement fuel with RES, adopt sustainable mobility practices etc.). The incentives can be financial, institutional, regulatory etc.
Related objective	Support the Green energy transition and the modern energy services provision
Main target group	Tourism industry
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Local businesses Professional associations Ministry of Development Ministry of Energy Ministry of Culture Banking/funding institutions
Main activities to be performed	Stakeholders consultation Market analysis Legal and regulatory framework analysis Feasibility studies Decision making on incentives focused on Attica islands
External support required	Consulting firms
Related output indicator and target (s)	1.Number of Incentives 2. Reduction in Energy consumption [%]
Timeframe for implementation	2022-2027
Complementary measures (if any)	No
Cost estimation	70.000,00€
Potential source of funding	EU/National/regional funds
Main pillar	Energy efficiency
Classification of the measure	Economic and fiscal instruments

Title of the measure	Energy retrofitting of municipal buildings, facilities, and infrastructures
Short description of the measure	Energy retrofitting of municipal buildings, as well as public facilities and infrastructures (such as streetlighting networks, ports, marines, water supply & sewerage, pumping stations - drilling, etc.) to drastically reduce the energy costs of Municipalities, to provide better services to Citizens and visitors, to save natural resources and reduce greenhouse gas emissions.

Related objective	Support the Green energy transition and the modern energy services provision
Main target group	Municipalities Legal entities of island Municipalities and Region of Attica
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Legal entities Ministry of Development Ministry of Energy Ministry of Culture Banking/funding institutions Greek DSO (HEDNO)
Main activities to be performed	Identification of sectors needed retrofitting Energy audits Techno-economic studies Implementation
External support required	Technical consultants
Related output indicator and target (s)	1. Funds needed in euros 2. Reduction in Energy consumption [%]
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of the SECAP
Cost estimation	25.000.000,00€
Potential source of funding	EU/National/regional/municipal funds
Main pillar	Energy efficiency
Classification of the measure	Adoption and installation of new technologies

Title of the measure	Promotion of e-mobility / sustainable mobility and necessary infrastructures for tourism businesses
Short description of the measure	Awareness actions and incentives for tourism businesses to adopt and promote new sustainable practices (i.e. encouraging cycling, reducing car use) and mobility solutions (replacing internal combustion vehicles with (electric) bicycles, scooters etc.). In addition to that, they will be supported to install the necessary infrastructure (chargers, parking spaces).
Related objective	Support the Green energy transition and the modern energy services provision
Main target group	Tourism businesses Hospitality businesses Transportation businesses (transportation/mobility services, car rentals, sea vessels etc.)
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Ministry of Development Ministry of Energy Ministry of Culture Banking/funding institutions Greek DSO (HEDNO)
Main activities to be performed	Stakeholders consultation Market analysis Legal and regulatory framework analysis Feasibility studies

	Techno-economic studies Decision making on final incentives scheme Implementation
External support required	Consulting firms
Related output indicator and target (s)	1. Installed EV charges 2. Number of new bikes
Timeframe for implementation	2022-2024
Complementary measures (if any)	N/A
Cost estimation	3.500.000€
Potential source of funding	EU/National/regional/municipal funds
Main pillar	Energy efficiency
Classification of the measure	Awareness and engagement initiatives

Title of the measure	Electricity distribution/transmission networks' upgrade and provision of "smart grid" services
Short description of the measure	Upgrading and protection, where necessary, the subsea interconnections between the islands of Attica Region and the Greek mainland interconnected electricity network, to become resilient to extreme weather events, natural disasters, and seasonal electricity spikes. Upgrading on land distribution electricity networks to meet future electricity demand and increased RES penetration. Smart meters and equipment Installation to support modern smart grid services for producers-consumers (prosumers).
Related objective	Support the Green energy transition and the modern energy services provision
Main target group	Municipalities Businesses Households
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Ministry of Energy Ministry of Culture Greek DSO (HEDNO) Greek TSO (IPTO)
Main activities to be performed	Current and future needs assessment Maintenance interventions Upgrade interventions New interconnections New smart meters' installation
External support required	No
Related output indicator and target (s)	1. Kilometres of upgraded electricity network [km] 2. Number of smart meters
Timeframe for implementation	2027-2032
Complementary measures (if any)	N/A
Cost estimation	N/A
Potential source of funding	EU/National funds
Main pillar	Energy efficiency
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Promotion of small-scale RES projects for electricity and heat production
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Short description of the measure	Promotion of small-scale RES units (PV, small wind, solar water heaters, wave energy etc.) for electricity and heat production, aiming at reducing the use of conventional energy sources and greenhouse gases emissions, reducing energy costs, and enhancing the energy security of the destination. This measure includes raising awareness and consulting actions by the Region of Attica to businesses and households that are interested in promoting RES, as well as provision of incentives and subsidies to cover part of the cost.
Related objective	Enhance energy sufficiency through local RES energy production
Main target group	Municipalities Businesses Households
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Ministry of Development Ministry of Energy Ministry of Culture Banking/funding institutions Greek DSO (HEDNO)
Main activities to be performed	Local RES licencing framework analysis Raising awareness and consulting actions for businesses and households Subsidies / incentives to be provided
External support required	N/A
Related output indicator and target (s)	RES power installed locally (MWp)
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of the SECAP
Cost estimation	40.000.000,00€
Potential source of funding	EU/National/Municipal/private funds
Main pillar	Energy efficiency
Classification of the measure	Adoption and installation of new technologies

Title of the measure	Reuse of fried oil and organic waste (produced by the tourism industry) to produce biofuels
Short description of the measure	Utilization of fried oils and bio-waste of the catering and hospitality industry, to produce liquid biofuels from the processing of fried oils and biogas from the digestion of bio-waste. Biofuels can be used by municipal vehicles, while biogas can be produced locally by compact units and used directly to meet some of the businesses' energy needs.
Related objective	Enhance energy sufficiency through local RES energy production
Main target group	Catering and Hospitality industry (Restaurants, Cafes, Caterings, Hotels etc.)
Main stakeholders involved and their responsibility	Municipal authorities Regional authority Tourism industry Chamber of Commerce and Businesses Ministry of Energy
Main activities to be performed	Development of a subsidy scheme for domestic biogas units Development of a municipal reciprocal scheme for biofuel
External support required	Technical consultant

Related output indicator and target (s)	Quantity of recycled organic waste and fried oils (tonnes)
Timeframe for implementation	2024-2027
Complementary measures (if any)	Development of the SECAP
Cost estimation	600.000,00€
Potential source of funding	EU/National/Municipal/private funds
Main pillar	Energy efficiency
Classification of the measure	Adoption and installation of new technologies

Title of the measure	Incentives to support energy-poor households
Short description of the measure	Explore and promote a set of incentives to address the energy poverty of households. Such incentives can cover a wide range, such as financial, institutional, regulatory, etc. The incentives will be chosen so that be relevant to local needs and causes of energy poverty.
Related objective	Reduce energy poverty
Main target group	Households
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Businesses Citizens Ministry of Development Ministry of Energy Ministry of Culture Banking/funding institutions Greek DSO (HEDNO)
Main activities to be performed	Identification and validation of energy vulnerable households Dimensioning the needed actions Selection and implementation of incentives, tailored to the local context
External support required	Technical consultant
Related output indicator and target (s)	Number of incentives to support the energy poor households
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of the SECAP
Cost estimation	N/A
Potential source of funding	EU/National /private funds
Main pillar	Energy efficiency
Classification of the measure	Economic and fiscal instruments

Title of the measure	Establishment of Municipal energy poverty offices for tackling energy poverty
Short description of the measure	Establishment of energy poverty alleviation offices within the Municipalities, to advise and support the energy vulnerable and poor citizens, to benefit from available support measures and to take action to reduce their energy costs.
Related objective	Reduce energy poverty
Main target group	Households
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Ministry of Energy

Main activities to be performed	Establishment and running of the offices
External support required	N/A
Related output indicator and target (s)	Number of established energy poverty alleviation offices
Timeframe for implementation	2022-2032
Complementary measures (if any)	Development of the SECAP
Cost estimation	40.000€/year
Potential source of funding	National/Regional/Municipal funds
Main pillar	Energy efficiency
Classification of the measure	Awareness and engagement initiatives

Title of the measure	Setup of Energy Community/ies by local authorities, for net-metering the municipal electricity consumption and promoting related activities
Short description of the measure	Establishment of an Energy Community by Municipalities and/or their legal entities, to promote net-metering projects as well as other green transition measures (eg electricity, biofuels, etc.). This measure will help municipalities to reduce their energy costs and increase local green energy production.
Related objective	Establish energy communities
Main target group	Municipalities
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Citizens Ministry of Development Ministry of Energy Banking/funding institutions Greek DSO (HEDNO)
Main activities to be performed	Establishment of the energy community(ies) Design and implementation of (virtual) net-metering projects Planning and implementation of other activities
External support required	Technical consultant
Related output indicator and target (s)	Number of municipalities involved in energy communities
Timeframe for implementation	2022-2032
Complementary measures (if any)	Promotion of small-scale RES projects for electricity and heat production.
Cost estimation	>150.000€
Potential source of funding	EU/National/Regional/Municipal funds
Main pillar	Energy efficiency
Classification of the measure	Awareness and engagement initiatives

Title of the measure	Setup of Energy Communities by the citizens
Short description of the measure	Establishment of energy communities by citizens and businesses, with the aim of promoting a variety of green energy transition actions, adapted to the local context and the specific local needs. The area of possible actions can be RES electricity and heat production, e-mobility, green fuels supply, building renovations and all the rest areas defined by the Greek law 4513/2018.
Related objective	Establish energy communities
Main target group	Households

	Businesses
Main stakeholders involved and their responsibility	Regional authority Municipal authorities Citizens Businesses Ministry of Development Ministry of Energy Banking/funding institutions Greek DSO (HEDNO)
Main activities to be performed	Establishment of the energy communities Planning and implementation of sustainable energy actions
External support required	Technical consultant
Related output indicator and target (s)	Percentage of citizens involved in an energy community [%]
Timeframe for implementation	2022-2032
Complementary measures (if any)	Promotion of small-scale RES projects for electricity and heat production.
Cost estimation	N/A
Potential source of funding	National/private
Main pillar	Energy efficiency
Classification of the measure	Awareness and engagement initiatives

WASTE MANAGEMENT

Title of the measure	Prohibition or minimization of the use of certain types of plastics
Short description of the measure	Ban on specific single-use plastics (e.g. food and beverage containers made of expanded polystyrene, beverage containers made of expanded polystyrene and cups for beverages made of expanded polystyrene, etc.) which are difficult to be recycled/treated. The Waste Law 4819/2021 must be amendment so as to ban the use of specific single-use plastics (e.g. food and beverage containers made of expanded polystyrene, beverage containers made of expanded polystyrene and cups for beverages made of expanded polystyrene, etc.) which are difficult to be recycled/treated.
Related objective	Reduce the amount of waste generated
Main target group	Local authorities Tourism enterprises and regulatory bodies Households
Main stakeholders involved and their responsibility	Ministry of the Environment and Energy Local authorities Ministry of tourism Regulatory bodies
Main activities to be performed	Introduction of programs tailored to the need of the areas, such as encouraging the substitution of specific single-use plastics with alternative to single-use plastic products. Implementation of specific tax for the use of specific single-use plastics. Amendment to the producer liability for products deemed to be managed when they become waste (requires the involvement of the manufacturer).
External support required	N/A

Related output indicator and target (s)	kg of specific single use plastic that was avoided per year Target = reduction of the amount of single use plastic at least 5 % per year
Timeframe for implementation	Short term by end of 2022
Complementary measures (if any)	N/A
Cost estimation	---
Potential source of funding	---
Main pillar	Waste management
Classification of the measure	Regulatory and legal instruments

Title of the measure	Prohibition of use of disposable plastics for residents, public and municipal authorities and tourism enterprises
Short description of the measure	Implement the ban on single-use plastics (e.g. plastic bags, cotton bud sticks, cutlery, plates, straws, beverage stirrers, etc.) Based on the Waste Law 4819/2021, the ban on single-use plastics (e.g. plastic bags, cotton bud sticks, cutlery, plates, straws, beverage stirrers, etc.) is already in place.
Related objective	Reduce the amount of waste generated
Main target group	Local authorities Tourism enterprises and regulatory bodies Households
Main stakeholders involved and their responsibility	Ministry of the Environment and Energy Local authorities Ministry of tourism Regulatory bodies
Main activities to be performed	Introduction of programs tailored to the need of the areas, such as encouraging the substitution of specific single-use plastics with alternative to single-use plastic products. Implementation of specific tax for the use of specific single-use plastics. Amendment to the producer liability for products deemed to be managed when they become waste (requires the involvement of the manufacturer).
External support required	N/A
Related output indicator and target (s)	kg of single use plastic that was avoided per year Target = reduction of the amount of single use plastic by 30 % until 2024 and 60 % until 2026
Timeframe for implementation	Short term by end of 2022
Complementary measures (if any)	N/A
Cost estimation	---
Potential source of funding	---
Main pillar	Waste management
Classification of the measure	Regulatory and legal instruments

Title of the measure	Increase home and community composting for on-site treatment of urban organic waste
Short description of the measure	Bio-waste accounts for more than 45 % of the municipal solid waste generated. Diverting organic waste from the landfill through composting provides a valuable soil amendment for the islands' soils, which are poor due to aridity, while reducing the amount of waste which is deposited in landfills. Composting is already proposed in the National Waste Management Plan (GG 185A/29-09-2020) as the most preferable way for handling biowaste.

Related objective	Increase Reuse, Recycling, Separate Collection and Recovery of MSW
Main target group	Households Businesses
Main stakeholders involved and their responsibility	Local Authorities Citizens
Main activities to be performed	Upgrade of the waste management system in order to enhance the separate collection of biowaste. Supply of small brown-coloured collection bins for households and larger ones for the businesses and the community. Supply of mechanical and/or home composters. Distirbution of the composters.
External support required	N/A
Related output indicator and target (s)	kg of organic waste / year (collected separately and used for compost production) // Separate collection of biowaste increase by 8 % by weight per year
Timeframe for implementation	until 2030
Complementary measures (if any)	Raising Awareness and training programs for specific target groups e.g. women, children, tourists, businesses, etc
Cost estimation	500,000.00 – 600,000.00 €
Potential source of funding	YMEPERAA (Operational Program: Transport Infrastructure, Environment and Sustainable Development), Tritsis programme
Main pillar	Waste management
Classification of the measure	Circular tourism policy making

Title of the measure	Increase reuse, through the creation of Reusing Centers for furniture, home appliances, clothes, shoes, seasonal items related to tourism (e.g. towels, sunscreen, beach masks, chairs, sunbeds, etc.)
Short description of the measure	Reusing Centres will collect discarded materials from the public that can be reused and given new life. Citizens could deliver what they no longer need, e.g. children's books, clothes, small furniture, etc. which would otherwise be deposited to landfills. In addition, tourists could give seasonal items to the reuse centres (e.g. beach mat, umbrellas, etc.). This way the products that would have been landfilled are diverted through reuse.
Related objective	Increase Reuse, Recycling, Separate Collection and Recovery of MSW
Main target group	Citizens Tourists
Main stakeholders involved and their responsibility	Local Authorities Tourism Enterprises
Main activities to be performed	Establishment of Reuse Centers. Set a business model of these centers, identify locations, set a time shcedule, etc.
External support required	N/A
Related output indicator and target (s)	% w/w of material that were diverted from landfills through reuse (weight of materials that were reused per weight of materials in the waste stream) Increase of reuse by 2 % by 2025 and 4 % by 2030
Timeframe for implementation	2025 - 2030
Complementary measures (if any)	Awareness campaigns for citizens, tourism enterprises owners and tourists
Cost estimation	900,000.00 – 1,200,000.00 €
Potential source of funding	Green fund, YMEPERAA, PEP Attikis
Main pillar	Waste management

Classification of the measure	Circular tourism policy making
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Title of the measure	Enhance Separate Collection and Recycling Rates (focused on municipal waste, packaging materials, establishment of recycling corners and green points to improve separation of collection streams)
Short description of the measure	In order to optimize the municipal waste management is important to introduce an effective separate waste collection system, which would increase the recycling rate. As reported, the use of different coloured bins enables the recycling of materials while minimizing time and cost needed for separating the different materials in recycling units. Thus, increasing the separate collection of materials subsequently the recovery of materials is enhanced. The Law 4819/2021 gives the appropriate guidelines for the coloured bin for each waste stream.
Related objective	Increase Reuse, Recycling, Separate Collection and Recovery of MSW
Main target group	Households Local Enterprises Municipality
Main stakeholders involved and their responsibility	Local Authorities Ministry of Energy and Environment Hellenic Recycling Agency
Main activities to be performed	Avoid contamination in recycling bins. Upgrade treatment of co-mingled recycling materials in recovery-recycling units. Introduce separate collection methods and initiatives in households.
External support required	N/A
Related output indicator and target (s)	% Recycling of packaging materials// Number of bins for different waste streams Increase recycling of packaging materials by 65% by 2025 and 70% by 2030 Install 4-5 different colour bins (for sorting recyclables)
Timeframe for implementation	2025 -2030
Complementary measures (if any)	Financial incentives and award programmes could be developed for the citizens and businesses.
Cost estimation	2,400,000.00 – 3,000,000.00 €
Potential source of funding	PEP Attikis, YMEPERAA, Tritsis programme
Main pillar	Waste management
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Replace rubbish bins with zero waste stations
Short description of the measure	Another option for types of bins is the installation of new recyclable waste bins in some areas. For the allocation of the recyclable waste collection bins, the location is preferred to be close to the existing municipal waste bins. This would make it convenient for users to know about the placement of the recyclable waste bin and it is more practical to use. It is seen that at places where segregation bins are placed, people bring their waste to the bins and separate it at the waste bin before dumping it and it seems to be feasible also.
Related objective	Improving the waste management system and developing an intergraded waste management plan
Main target group	Households

	Tourism enterprises Businesses
Main stakeholders involved and their responsibility	Municipality Ministry of Energy and Environment Regulatory bodies Tourism Enterprises
Main activities to be performed	Regular semi-annual meetings should be arranged in each region about progress and activities in the area of separate collection and treatment of municipal waste with the participation of municipalities. For the islands with high touristic impact applying waste collection without trucks, different bins and collection schemes should be considered. The placement and selection of collection bins (type and size), should be decided by taking into consideration the users' proximity and the existing commercial activity of the area. Drafting and determination of technical specifications for bins, bags, vehicles, etc. Bonus attractions and similarly positive activities for neighbourhoods with high recycling rates in source separation should be also considered.
External support required	N/A
Related output indicator and target (s)	recycling bins/rubbish bins = 4/1 or 5/1 Target= < 10 % of waste generated should be landfilled
Timeframe for implementation	2030
Complementary measures (if any)	N/A
Cost estimation	900,000.00 – 1,200,000.00 €
Potential source of funding	Tritsis programme, Municipal Own-Source Revenues, Filodhimos programme, PEP Attikis, YMEPERAA
Main pillar	Waste management
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Collection of marine debris and development of appropriate infrastructure for the management of waste generated from sea-based activities
Short description of the measure	Collection of marine litter (plastics, metals, rubber, paper, and textiles, derelict fishing gear, derelict vessels, and other lost or discarded items) in collaboration with marine sector (fishing, navigation, marine tour). Creation of appropriate infrastructure in ports for the collection and management of specific waste generated by marine activities, combined with reciprocal recycling.
Related objective	Improving the waste management system and developing an intergraded waste management plan
Main target group	Households Tourism enterprises Businesses
Main stakeholders involved and their responsibility	Municipality Ministry of Energy and Environment Ministry of Shipping and Island Policy Tourism Enterprises Ministry of tourism
Main activities to be performed	There is a need for better implementation of existing legislation on the release of litter from terrestrial sources and at sea.

	Legislation and investment in waste collection infrastructure (at ports), waste management infrastructure and wastewater treatment facilities.
External support required	N/A
Related output indicator and target (s)	Reducing marine litter at least by 25% to 2025 and by 40% to 2030 The significance of plastics reduction in the generated municipal waste is emphasised by setting a sub-target of plastics recycling, to 25% by 2025 and to 50% by 2030
Timeframe for implementation	2025
Complementary measures (if any)	A combination of policy instruments may be required to induce behavioural changes in order to avoid marine litter// construction of marine kiosks
Cost estimation	50.000,00 – 100.000,00 €
Potential source of funding	Municipal Own-Source Revenues
Main pillar	Waste management
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Access to economic instruments in order to improve waste management and reduce the operating costs
Short description of the measure	Government support through grants, loans, tax exemptions and other mechanisms are a key part of the overall policy mix for waste management. Moreover, governments are seeking effective financial mechanisms to support the move to a circular economy. Private and public waste operators as well as private companies also provide a key component of waste management financing. In the circular economy, investments by businesses will be a key factor.
Related objective	Improving the waste management system and developing an intergraded waste management plan
Main target group	Tourism enterprises Businesses
Main stakeholders involved and their responsibility	Ministry of finance Tourism Enterprises Ministry of tourism
Main activities to be performed	Revenue providing: Waste charges tax, Landfill tax, Product levies (i.e. plastic bags) and Unit-based pricing or Pay As You Throw systems. Revenue raising: initiatives for using recyclable materials. Non-revenue instruments: EPR schemes.
External support required	N/A
Related output indicator and target (s)	Reduce operational cost each year
Timeframe for implementation	2023
Complementary measures (if any)	N/A
Cost estimation	---
Potential source of funding	Green fund, YMEPERAA, PEP Attikis, Tritsis programme, Municipal Own-Source Revenues, Filodhimos programme
Main pillar	Waste management
Classification of the measure	Economic and fiscal instruments

Title of the measure	Contract establishment with alternative recycling and management systems
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Short description of the measure	Alternative waste management includes various practices for handling waste that should not be landfilled. All these management practices are supervised by the Hellenic Recycling Agency, which is an agency of the Ministry of Environment and Energy responsible for the design and implementation of the policy for the Alternative Management (prevention, preparation for reuse, collection, transportation, storage, recycling and recovery) of waste in Greece so that they can be removed from the waste stream and taken to disposal sites. In addition, the Hellenic Recycling Agency actively participates in international conferences and meetings of working groups in the EU on alternative waste management and is a stakeholder in related European programs. Related to alternative management is Law 2939/2001 (Government Gazette Issue 179/A/06-08-2001) as amended by Law 4496/2017 (Government Gazette Issue 170/A/08-11-2017) and currently in force.
Related objective	Improving the waste management system and developing an intergrated waste management plan
Main target group	Local community // Businesses
Main stakeholders involved and their responsibility	Hellenic Recycling Agency // Local authorities// Citizens
Main activities to be performed	<p>Alternative management involves the collection operations, including the provision of guarantees, and transport, transshipment, storage, preparation for reuse, recycling and any other type of recovery of used reusable packaging or of waste of other specific products. The alternative management programmes covered by the Agency (DEC 2020) relate to the following waste streams:</p> <ul style="list-style-type: none"> •Packaging Waste (PW) • Waste Lubricating Oil (WLO) • Waste Tyres (WT) • Waste Electrical Columns (portable, batteries) & Industrial Vehicle Accumulators • End-of-Life Vehicles (ELV) • Waste Electrical and Electronic Equipment (WEEE) • Excavation, Construction and Demolition Waste (ECDW)
External support required	N/A
Related output indicator and target (s)	No of contracts >1
Timeframe for implementation	2023
Complementary measures (if any)	N/A
Cost estimation	---
Potential source of funding	---
Main pillar	Waste management
Classification of the measure	Optimisation of existing infrastructure/service

WATER MANAGEMENT

Title of the measure	Reuse of recycled water from WWTP's
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Short description of the measure	Construction of all necessary infrastructure so that treated effluent from WWTP's may be used for washing of outdoor surfaces, irrigation of cultivated land and municipal parks
Related objective	Water savings and implementation of CE practices
Main target group	Municipalities of study area
Main stakeholders involved and their responsibility	Municipality and water municipal authority of each island except for Salamina and Aegina where EYDAP is responsible
Main activities to be performed	Upgrade of WWTP's (wherever they exist already) to tertiary treatment or design/construction of new WWTP's with tertiary treatment so that there is possibility of reuse of treated effluent. Construction of reused water storage tanks and transfer pipes. Connection of these tanks either to a. separate network for washing or b. irrigation network. Construction of transfer network.
External support required	Attica Region, HMEE (YPEN)
Related output indicator and target (s)	(%) Volume of treated wastewater that is reused (to recycled water tank)
Timeframe for implementation	2022 - 2037
Complementary measures (if any)	Adjustment of nozzles for each property (if they already exist) so that they have the capacity to deliver recycled water to the farms
Cost estimation	No cost for the construction of sewerage network of secondary treatment WWTP is included in the following estimations: <ul style="list-style-type: none"> - 1.500.000 € (Agkistri) - 3.000.000 € (Poros) - 4.000.000 € (Spetses, Hydra, Troizinia, Kythira) - 10.000.000 € (Salamina, Aegina)
Potential source of funding	Operational Program of the Region
Main pillar	Water management
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Construction of small stone dams – stepped weirs
Short description of the measure	Small stone dams – stepped weirs for the retention of stormwater flow in the streambed in the higher elevations of the catchment basins of streams or rivers in order to reduce the intensity of flood events, the retention of debris and the enrichment of the aquifer or the concentration of water for agricultural or livestock farming purposes
Related objective	Water savings and implementation of CE practices
Main target group	Municipalities of study area
Main stakeholders involved and their responsibility	Municipality, Region and in the case of mountainous catchment basins, the Forest authority
Main activities to be performed	Design and Construction of small stone dams – stepped weirs for the retention of stormwater flow in the streambed
External support required	-
Related output indicator and target (s)	Number of relevant projects
Timeframe for implementation	2022-2029
Complementary measures (if any)	Construction of dirt roads to the dams/weirs
Cost estimation	<ul style="list-style-type: none"> - 100.000 € per municipality for Agkistri, Hydra, Spetses - 200.000 € per municipality for Poros, Aegina, Salamina - 800.000 € per municipality for Troizinia, Kythira
Potential source of funding	Operational Program of the Region
Main pillar	Water management

Classification of the measure	N/A
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Title of the measure	Construction of cisterns in public and private buildings and hotels
Short description of the measure	Construction of cisterns in public and private buildings and hotels for the coverage of water needs of the building
Related objective	Water savings and implementation of CE practices
Main target group	Municipalities, citizens and hotels of the study area
Main stakeholders involved and their responsibility	Owners of houses, hotel companies, municipality for the municipal buildings
Main activities to be performed	Construction of cisterns in public and private buildings and hotels
External support required	-
Related output indicator and target (s)	Number of cisterns
Timeframe for implementation	2022-2032
Complementary measures (if any)	-
Cost estimation	30.000€
Potential source of funding	Operational Program of the Region
Main pillar	Water management
Classification of the measure	N/A

Title of the measure	Installation of telemetry in the water supply network in order to reduce losses
Short description of the measure	Telemetry system for the collection of data from all network units, prevention of faults, initiation of on-time interventions, reduction of losses, pressure management, prevention of overflows in the tanks, repair of damages/breakdowns in pipes, pumping stations and energy savings
Related objective	Water savings and implementation of CE practices
Main target group	Municipalities of study area (excluding Salamina and Aegina)
Main stakeholders involved and their responsibility	The municipality and the competent water authority (excluding Salamina and Aegina)
Main activities to be performed	Implementation of telemetry project
External support required	-
Related output indicator and target (s)	Number of municipalities that have implemented telemetry in their network
Timeframe for implementation	2022-2027
Complementary measures (if any)	Elaboration of network mapping study
Cost estimation	<ul style="list-style-type: none"> - 1.500.000 Agistri - 3.000.000 per Municipality for Hydra, Spetses, Poros, Troizinia, Kythira
Potential source of funding	Operational Program of the Region
Main pillar	Water management
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Elaboration of Water Resources Management Master Plan
Short description of the measure	Elaboration of Water Resources Management Master Plan for the municipality or the Region or regional unit (for all the areas outside of EYDAP jurisdiction) with estimation of the evolution of the water needs and proposals for the management of the available water resources. The plan's

	objective is the rational and integrated approach on the water resources management so that consistent interventions take place.
Related objective	Optimisation of water service
Main target group	Municipalities of study area (excluding Salamina and Aegina that fall under EYDAP jurisdiction)
Main stakeholders involved and their responsibility	Municipalities and Attica Region
Main activities to be performed	Elaboration of Water Resources Management Master Plan
External support required	-
Related output indicator and target (s)	Number of Master plans elaborated
Timeframe for implementation	2022-2026
Complementary measures (if any)	-
Cost estimation	- 50.000 € per municipality for Agkistri, Poros, Spetses, Hydra - 80.000 € per municipality for Troizinia and Kythira
Potential source of funding	Municipal funds, Regional funds
Main pillar	Water management
Classification of the measure	Regulatory and legal instruments

Title of the measure	Upgrade of the infrastructure and operation of existing water supply networks
Short description of the measure	Optimisation of water supply networks with definition of different pressure zones and replacement of problematic parts of the network (asbestos pipes, old plastic pipes, old metal pipes that are susceptible to breakage) aiming to provide adequate services even to the most remote consumers during the peak touristic season
Related objective	Optimisation of water service
Main target group	Municipalities of study area
Main stakeholders involved and their responsibility	The municipality , the competent water authority and EYDAP for Salamina and Aegina
Main activities to be performed	Existing water supply network mapping, elaboration of optimization study, implementation of interventions to the network
External support required	-
Related output indicator and target (s)	(%) Percentage of the total length that is constructed by modern materials (HDPE 3 rd generation or similar)
Timeframe for implementation	2022-2030
Complementary measures (if any)	-
Cost estimation	- 800.000 € for Agkistri - 1.500.000 € per municipality for Poros, Spetses, Hydra - 2.500.000 € per municipality for Troizinia and Kythira
Potential source of funding	Operational Program of the Region
Main pillar	Water management
Classification of the measure	Optimisation of existing infrastructure/service

Title of the measure	Elaboration and implementation of Water Safety Plans
Short description of the measure	Elaboration of Water Safety Plans, which aim to the monitoring and control of the quality of potable water in all aspects of production, transfer, treatment and distribution to the consumers
Related objective	Ensure adequate quality of drinking water

Main target group	Municipalities of study area (excluding Salamina and Aegina that fall under EYDAP jurisdiction)
Main stakeholders involved and their responsibility	Municipality and Attica Region
Main activities to be performed	Elaboration of Water Safety Plans
External support required	-
Related output indicator and target (s)	Number of municipalities with Water Safety Plans
Timeframe for implementation	2022-2026
Complementary measures (if any)	-
Cost estimation	50.000 € per municipality
Potential source of funding	Municipal funds or Operational Program of the Region
Main pillar	Water management
Classification of the measure	Regulatory and legal instruments

Title of the measure	Construction of Wastewater Treatment Plants which use the brine from small desalination plants operating in small settlements
Short description of the measure	Construction of WWTP's that are based on biochemical treatment of wastewater in small isolated settlements near a desalination plant so that the brine is used as an electrolyte and it is not disposed in the sea
Related objective	Protection of the environment through the use of CE practices
Main target group	Municipalities and remote hotels
Main stakeholders involved and their responsibility	The municipality or a remote hotel that promotes the decentralized management of water supply and wastewater treatment
Main activities to be performed	Design of small desalination plants and WWTP's. Construction of small desalination plants and WWTP's.
External support required	-
Related output indicator and target (s)	(%) Percentage of desalinated water that its brine is used in a biochemical treatment WWTP
Timeframe for implementation	2022-2032
Complementary measures (if any)	-
Cost estimation	600.000 € total investment for a desalination plant (500 equivalent population 150 m3/day) and the corresponding WWTP
Potential source of funding	Operational Program of the Region
Main pillar	Water management
Classification of the measure	Adoption and installation of new technologies

HORIZONTAL MEASURES

Title of the measure	Support for raising awareness campaigns, training and participation for the transition towards a more circular and sustainable model of local and touristic development
Short description of the measure	Activities will be adapted to particular target groups e.g. age groups (such as children, teenagers, adults or senior people), residents, visitors, people working in the tourism sector, in transport, people working in the primary sector (fishery, agriculture, stockraising) etc.

	Activities are organized and performed on the initiative or with the support of public authorities (municipal, regional, central government) or relevant NGOs or the private sector (chambers, companies in cooperation etc). They concern circular economy perspectives and feasibility to one or more pillars for circular tourism e.g. saving energy in transport, in buildings, saving water, reduction in waste production, improvement of rates in recycling, reuse, recovery, improvement of natural and urban environment through the transition towards a more sustainable and circular development model, especially for tourism. All campaigns for tourism should include aspects of circular perspectives in the destination.
Related objective	Raising awareness, sharing information, training, encouraging participation
Main target group	Residents, business owners, employees, self-employed in all sectors, visitors
Main stakeholders involved and their responsibility	Regional authority and Organizations related to public facilities, Municipal authorities, representatives of businesses, local stakeholders and other NGOs
Main activities to be performed	Public events, workshops for particular groups and topics, seminars for the tourism sector, promotional videos, consistent activity in social networks.
External support required	Yes, collaboration with experts in communication, training, raising awareness strategies is needed wherever the public sector or local (regional, municipal) government assumes responsibility to design and implement an activity or strategy
Related output indicator and target (s)	Indicator: Activities performed per Municipality Target : 3 activities for the public per year per Municipality.
Timeframe for implementation	2022-2032
Complementary measures (if any)	No
Cost estimation	1.200.000 €
Potential source of funding	Green Fund, Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations
Main pillar	Select an item
Classification of the measure	Awareness and engagement initiatives

Title of the measure	Establishment of a “Circular Card” offering points of reward for the contribution in circular practices for all pillars of circularity
Short description of the measure	Design and establishment of a “smart” system that will reward with circular “points” (that can be redeemed in local public or private services / businesses) everyone that follows good circular practice in everyday life, particularly in the tourism sector. The card will be available for both residents and visitors. Good practices of circular tourism might include: less waste produced, more recycling and separate collection, more walking, cycling, public transport and e-commuting, etc
Related objective	Raising awareness, sharing information, training, encouraging participation
Main target group	Residents and visitors
Main stakeholders involved and their responsibility	Region, Municipalities, Business / Tourism sector, Local stakeholders
Main activities to be performed	-Call towards tourism businesses to cooperate in the reward system- -Design of the measure,

	-Development of a business plan -Development of a digital app, -Final operation – probably by a private entity, coordinated by the regional or local authorities (separately or as a Network)
External support required	Yes, collaboration with external expert(s) for all the main activities involved is necessary
Related output indicator and target (s)	Indicator: Number of users on an annual basis Target: use by the 30% of residents / visitors by 2027
Timeframe for implementation	2022-2027
Complementary measures (if any)	No
Cost estimation	N/A
Potential source of funding	Green Fund, Regional budget, Regional Funds, EU Funds, Municipal budget, Private funds/donations
Main pillar	Select an item
Classification of the measure	Regulatory and legal instruments

Title of the measure	Establishment of a data recording and monitoring system for the transition towards Circular Tourism at the regional level
Short description of the measure	Development and establishment of a data recording system concerning circular transition based on a unified system of indicators and tools to monitor transition on an annual basis, the least. Indicators included in the strategy in hand about all pillars should be included, together with some more special ones that may offer quantitative and qualitative information as to the transitions' progress.
Related objective	Data recording and processing for Circular transition monitoring
Main target group	All residents, people working and visiting the destination
Main stakeholders involved and their responsibility	Region, Municipalities, Local Stakeholders, Local businesses, Universities, Public/private sector services' organizations, Statistical Survey Organization (ELSTAT), Chambers of Commerce and other Employers, Unions, NGOs
Main activities to be performed	Research development for the identification of the data to be recorded, the way and the responsibility of recording and measurement, the indicators followed Establishment of an "office" / responsibility at the regional level for the processing and monitoring of the data recorded by respective authorities (it will operate as an Observatory and cooperate with the data recording authorities) Establishment of the network of authorities recording and providing the selected data
External support required	Yes, a collaboration with an external consultant is necessary both at the stage of designing the data recording / monitoring system and for the operation of it at the regional level
Related output indicator and target (s)	Establishment of the system, YES/NO
Timeframe for implementation	2022-2027
Complementary measures (if any)	No
Cost estimation	650.000 €
Potential source of funding	Green Fund, Regional budget, Regional Funds, EU Funds,
Main pillar	Select an item
Classification of the measure	Collection, monitoring and analysis of data