

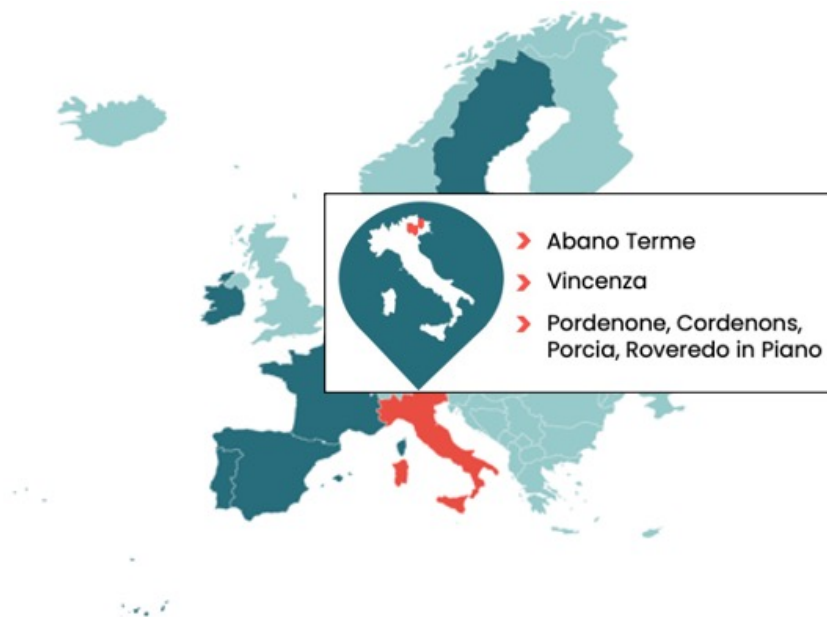
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## Own Your SECAP



Welcome to the Own Your SECAP European newsletter where, every month, we present a participating country and a partner. We will also cover a topic we are working on with the local authorities. This month will be focused on Italy and we will cover the topic of mobility.

### Country of the Month: Italy



Italy is a country situated in the south of Europe, extending into the middle of the Mediterranean Sea. It covers an area of 301,340 km<sup>2</sup> with a population of nearly 60 million. It is the Third most populated country in Europe.

According to what was reported by the National Association of Italian Municipalities in a survey conducted in 2023, approximately 70% of Italian Municipalities (approximately 5,000) have started or completed the SECAP definition process. Italy is the country with the highest representation in the

Covenant of Mayors in Europe and second in the world.

## Meet our Partner



SOGESCA has 35 years of experience in the energy sector. They are working on several projects and actions, dealing with energy planning, energy policies and regulations, the Covenant of Mayors (directly and indirectly supporting 100+ Italian Municipalities and working as technical support to Covenant Territorial Coordinators and Supporters), Energy Management Systems and CO2 emissions management in the public sector as well as in the private one (ref. ISO 50001 and ISO 14064).

SOGESCA is experienced in technical and financial tools for the implementation of energy efficiency measures and the implementation of RES technologies in both private and public sector. They also have developed a guideline for the integration of EnMS and SEAPs/SECAPs (available on the Compete4SECAP web site and on ICLEI's online Toolbox of Methodologies on Climate and Energy),

They entered the project with Abano Terme, Vicenza and a group of local authorities made of the cities of Pordenone, Cordenons, Porcia and Roveredo in Piano.



Abano Terme is the most important spa centre in Europe, located at the foot of the Euganean Hills in the Province of Padua, Veneto Region. Since 2005, the municipality has been committed to safeguarding and enhancing the municipal territory through constant monitoring of its own activities (direct) and those of the territory (indirect). Since 2005 Abano Terme has been EMAS certified, in 2015 it was equipped with a SEAP, in 2020 Abano Terme was certified ISO 50001, in 2021 the City will be equipped with its own SEAP.



Vicenza is an Italian city and municipality of 110,072 inhabitants and the capital of the province of the same name in Veneto. It is located on the northern edge of the Po Valley, along the Bacchiglione and Retrone rivers and at the foot of the Berici hills. The path that the Municipality of Vicenza has undertaken to reach the drafting of the Action Plan for Sustainable Energy and Climate (PAESC) starts by taking up the challenge launched by the European Commission in 2008 with the Covenant of Mayors initiative, a path nurtured and promoted by the municipal administration over all these years in order to tackle the City's climate-changing emissions and define specific actions to reduce the climate impacts resulting from extreme events that have hit Vicenza in recent years.



The group of municipalities in the Pordenone area is made up of 4 municipalities, with Pordenone as leader, which together represent what is historically known as "The City of the Hundred Thousand". The grouping will develop a wide area PAESC according to the requirements of the " Joint SECAP Option 1 ".

## **The topic of the month: Mobility**

Mobility is an essential aspect of the day-to-day life of Europeans. From daily commutes to work or school to trips across the continent or supplying the goods in our shops, mobility is a key factor of our social and economic life. However, all of this transportation comes with a lot of greenhouse gas emissions, representing a quarter of the EUs' total emissions.

To respect the European Green Deal and reach the goal of -55% greenhouse gas emission by 2030, the local authorities must tackle transportation and make it an important part of their SECAPs.

Here are examples of what three Italian municipalities are doing. There is also an example including a city from Poland.

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## Spotlight on three Italian specific projects

- **Abano Terme City – Electrification of public transport**



Abano Terme is a very active City in its sustainability policies. Mobility is among the areas in which the Administration is concentrating its most important investments. Already equipped with a large-area Sustainable Mobility Plan together with the Municipalities of the Padua Conurbation (among the first experiences of area mobility plans in Italy), Abano Terme is focusing on the green renewal of the local public transport fleet. Thanks to the "Terme green" project developed in collaboration with *Bus Italia Veneto SpA* - the local public transport company - the bus fleet that operates public transport in the city has been completely electrified. With an investment of 6.3 million Euros, 20 buses previously powered by diesel/methane were replaced with electric buses. The service guarantees 268 trips per week for students, citizens and workers covering approximately 130,000 km/year. This is a significant investment that will lead to savings of approximately 1,222 MWh of energy and a reduction of 322 tCO<sub>2</sub>e.

- **Vicenza – Combining cycle routes with urban regeneration and climate mitigation**



The City of Vicenza has always focused on mobility to improve the quality of the environment and in particular of the air in urban areas. Equipped with an Urban Plan for Sustainable Mobility based on a 10-year time horizon, the City is experimenting with new urban regeneration techniques in industrial and commercial areas.

The two (twin) projects in Viale della Scienza and Viale della Tecnica aim to improve road safety and create two new "green axes" on two very busy streets in an industrial/commercial area. The works are characterized by the inclusion of two cycle paths and new rest areas, but also new concepts of tree planting and the use of green bands to mitigate the heat island effect and improve rainwater drainage. These are works that involve investments of 542,000 and 950,000 Euros respectively and which will lead to an estimated reduction of at least 40 tCO<sub>2</sub>e.

- **Pordenone Conurbation – Planning tools for sustainable mobility**



The 4 Municipalities forming part of the "Pordenone Conurbamento" (Pordenone, Cordenons, Porcia and Roveredo in Piano) are working on mobility planning tools. The Conurbation is already equipped with an Urban Sustainable Mobility Plan (PUMS) integrated with a set of Municipal "BiciPlan". The "PUMS" is a strategic planning tool which, over a medium-long term time horizon (10 years), develops a system vision of urban mobility. It proposes the achievement of environmental, social and economic sustainability objectives through the definition of actions aimed at improving the effectiveness and efficiency of the mobility system and its integration with the urban and territorial structure and developments. The bicycle is recognized in all respects as an integral part of the transport system and as a tool to improve the efficiency, safety and sustainability of urban mobility, protect the natural and environmental heritage, reduce the negative effects of mobility in relation to health and land consumption, enhance the territory and cultural heritage, increase and develop tourist activity. With the aim of achieving these objectives, the "Urban Cycling Mobility Plans" (called "Biciplan") have become the planning tool with which it is intended to achieve this objective at municipal level.

The objective of the PUMS and the BiciPlan is to address a series of critical issues:

- poor ability of the system to intercept at least a portion of the mobility arriving by private individual vehicle (and parking);
- poor effectiveness of the alternative mobility offer, both in terms of LPT and cycling mobility;
- limited capacity of the system to support internal mobility as an alternative to the private car even on short urban routes;
- poor coherence between relationship - travel - needs and territorial planning.

## **One more example from Poland**

- **Sztum - Improving pedestrian and cycling safety**
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Sztum municipality is implementing a series of actions aimed at reducing CO2 emissions and tackling climate change. One of their most important projects is installation of energy efficient street lighting. Illumination covered 11 pedestrian crossings in the municipality (with municipal funds) and 2 crossings along the national road. They also activated a lighting control system, which will further contribute to reducing energy consumption. Simultaneously, they are designing the reconstruction of lighting in areas where it does not fulfill its function, for example due to improper placement of lamps. Investment was conducted within the project "Improving Energy Efficiency in the Malbork-Sztum Functional Urban Area (Street Lighting)" under the Regional Operational Program of the Pomeranian Voivodeship. Another project is a construction and reconstruction of 3 pedestrian crossings along municipal roads.

The newest mobility project is concerning building a biking path between the cities Sztum and Malbork. Initiative is at the stage of developing project documentation, which is to be prepared by the end of 2024. The path will be set back from the road and located on the left side. As part of the project, dedicated lighting will be installed at four pedestrian crossings located along the main route of national road No. 55, as well as in five transition zones. According to road authorities, the main goal of this construction is to improve traffic safety. The investment will be located mainly outside built-up areas with no lighting and partially in lit built-up areas. Near three crossings, there is only one streetlight, which does not adequately illuminate the road and pedestrian crossings, while one crossing marks the end of street lighting. Therefore, dedicated lighting for pedestrian crossings and transitional zones is necessary. The bicycle path connecting the Gothic castles in Sztum and Malbork is seen not only as a boost to tourism but also as a crucial connection route for residents of the towns along this path.

## Latest News

- **Ropażu obtained its ISO50001 certification !**
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Congratulation to the city of Ropažu, they have successfully certified their energy management systems in accordance with ISO 50001 this August! 🎉  
All of the Own Your SECAP partners would like to congratulate them for their great work, this is an important step towards energy efficiency and sustainable management.

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