



West Mani on the move

Co-Creating a Sustainable Future 27 Communities - 1 Target

ECONNECTING

December 2025

Integrated Action Plan



MUNICIPALITY OF WEST MANI

URBACT



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Interreg

eCONNECTING
greener & closer communities

Special edition for
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ECONNECTING INTEGRATED ACTION PLAN
WEST MANI IN MOTION
CO-CREATING A SUSTAINABLE FUTURE
27 COMMUNITIES – 1 GOAL

1st Edition

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Executive Summary

Executive Summary

Econnecting is an Action Planning Network focused on fostering collaboration, innovation and sustainability in urban development. It brings together key stakeholders to enhance sustainable mobility, digital connectivity, environmental responsibility and social inclusion, aiming at bridging the gap between urban and rural areas. By leveraging smart technologies and strategic partnerships, Econnecting aims to create resilient and interconnected urban environments that promote economic growth and well-being.

The Action Planning Network is a key component of the **URBACT** EU Programme, designed to help cities develop integrated and sustainable urban strategies. Through transnational cooperation, capacity building and knowledge exchange, participating cities collaborate to tackle shared challenges and co-create action plans that drive local transformation. The network supports municipalities in refining governance, fostering innovation and implementing impactful policies that improve urban life across Europe.

Over the two and more years of implementation of the Econnecting programme in West Mani, through a multitude of actions and activities, have laid the foundations for improving digital and physical connectivity throughout the Municipality.

A key achievement and culmination of the entire course of the network is the drafting of the Integrated Action Plan (IAP) which focuses on smart mobility, digital transition and sustainable tourism.

Through collaborative workshops and stakeholders' participation, a series of 29 priority projects were defined, including – indicatively – the creation of a Digital Hub, a proposal for a municipal electric bus service throughout the municipal territory, the design of an online cultural platform and many others.

The projects proposed in this Integrated Action Plan are structured into five thematic areas:

- 30' territories
- Accessible and Welcoming Cities
- Humanised and Sustainable Mobility
- Green Communities
- Governance Adaptations and Modifications

All these projects emerged through open and extensive social consultation, conducting extensive field research with a structured questionnaire, open events to present the project's progress and interact with citizens and stakeholders, a large number of ULG meetings, participation of ULG delegations in transnational meetings in the respective countries of the other network partners and information days afterwards, issuing Press Releases, organizing small scale actions through which the local community was sensitized, proposed projects were tested in practice, all the citizens of the Municipality were informed and the extroversion of the Municipality was strengthened and a new culture of open governance was established.

Feasibility studies and funding roadmaps were prepared, aligning the projects with EU funding sources, such as RRF, Digital Europe and Interreg.

Institutional capacity was strengthened through the creation of a local coordination mechanism and participation in URBACT peer events, setting the stage for future implementation through a combination of public, private and PPP-based investments.

Introductory Note by the Mayor of West Mani

Dear fellow citizens, dear partners,

It is with great pleasure and a sense of responsibility that we present to you the Integrated Action Plan of the Municipality of West Mani, which was prepared within the framework of the Econnecting Network of the URBACT Programme. Our participation in this dynamic network of European cities is an excellent opportunity for our Municipality to adopt modern and sustainable practices that will enhance local development, improve the quality of life of our residents and contribute to lifting the isolation of mountain settlements, reversing population shrinkage and contribute to the integrated territorial cohesion of our Municipality.

The Action Plan, which was prepared through a collective and participatory process, reflects our vision for a more sustainable, connected and resilient West Mani. We seek to capitalize on the unique natural and cultural features of our region, while strengthening cooperation with institutions, businesses and the local community.

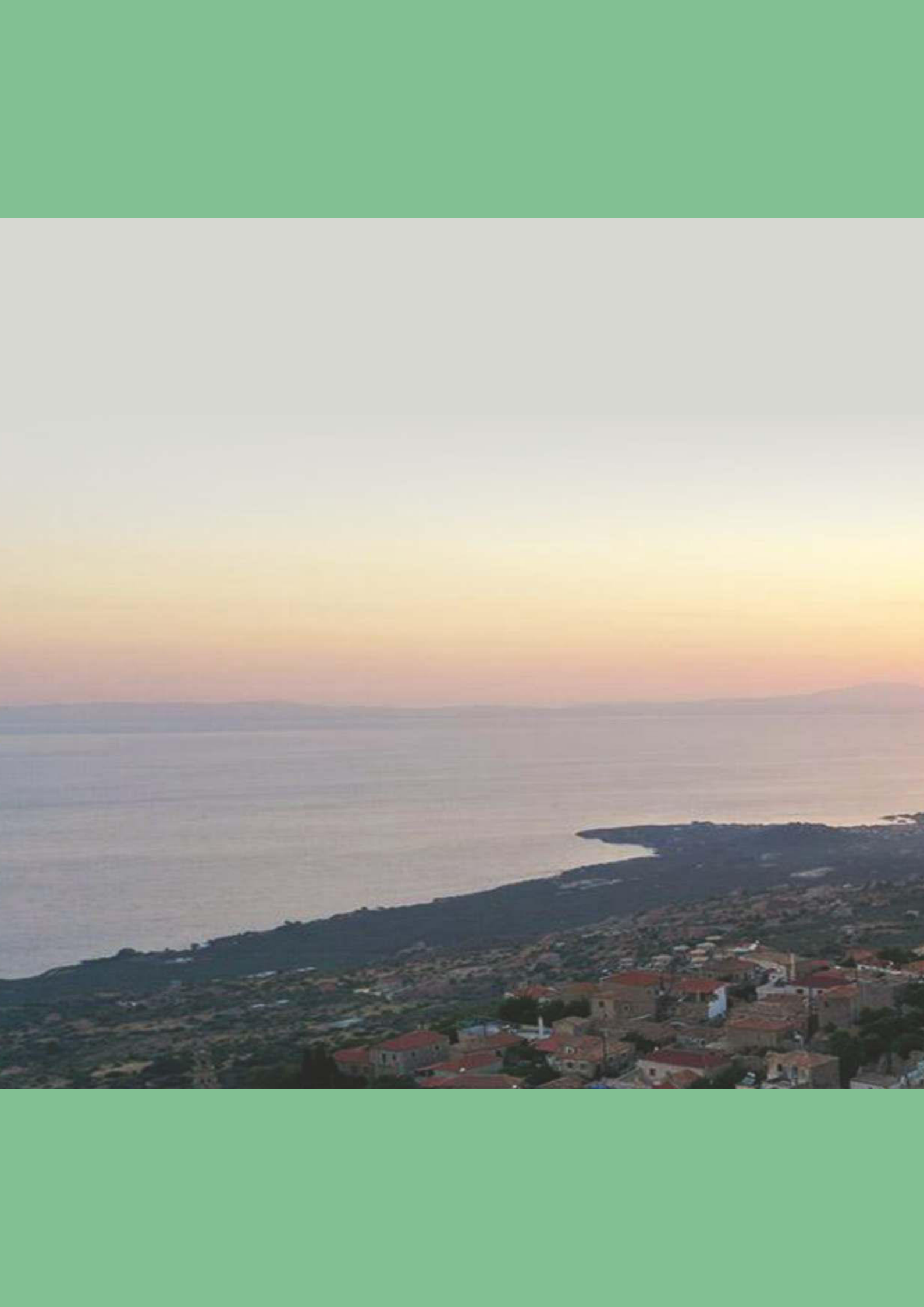
I would like to express my sincere gratitude to everyone who contributed to the development of this plan: the members of the ULG (URBACT Local Group), our partners in the Econnecting Network, the local authorities, institutions and, of course, the citizens of West Mani who actively participated in the process. Together, we are shaping a future where tradition meets innovation and local development is based on sustainable and smart solutions.

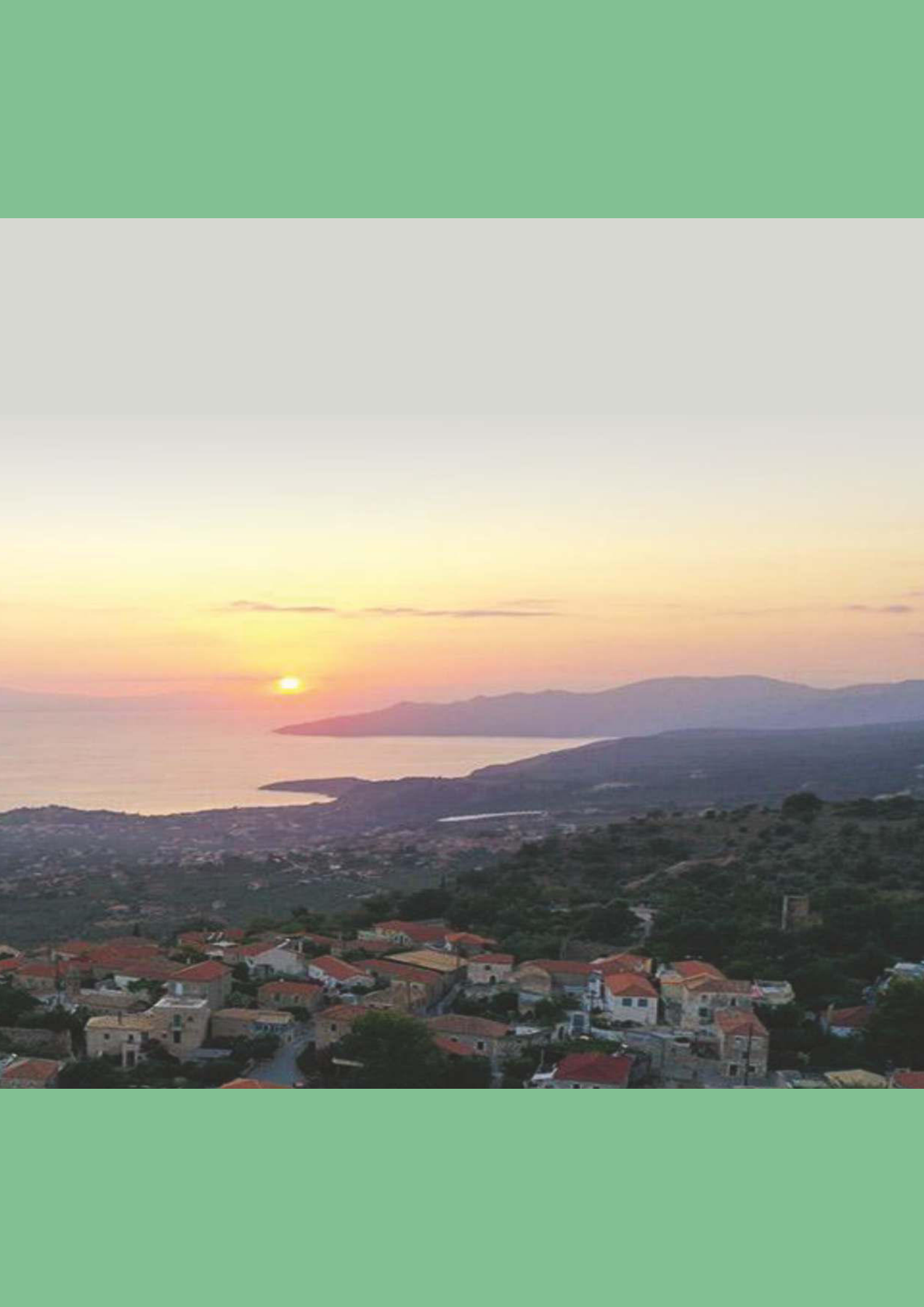
And realizing that the Integrated Action Plan constitutes the development roadmap for the years to come for the Municipality of West Mani, I want to assure you that the Municipal Authority will make every effort to implement the proposed projects, with the appropriate prioritization, so that we can create an inclusive, sustainable and bright future for our place.

Georgios Hioureas

Mayor of West Mani

Development Context and Needs





1.1 Overall topics being addressed

Through the participation in the ECONNECTING Network, the Municipality of West Mani aspires to enter a new era of sustainable development. More specifically: to cure its administrative weaknesses that held it captive, to achieve the functional interconnection of all the settlements in its territorial region and to develop in a balanced and sustainable manner throughout its territory.

To become a "model" Municipality regarding the services provided to citizens, to modernise and implement innovative and democratic consultation procedures, to establish a relationship of continuous interaction and to inspire respect and trust to its citizens.

To become a place attractive to permanent residents and pioneer in creative entrepreneurship, while simultaneously protecting and highlighting the exceptional natural beauty and history.

In summary, the topics that will be analyzed in the context of ECONNECTING are:

30' territories

- Functional connection of the various inland settlements, which constitute the fragmented residential environment of the Municipality, with the coastal urban centres and especially with the seat of the Municipality, the town of Kardamyli.
- Road improvement, guardrails, maintenance, signage etc.
- Creation of hubs in selected settlements in order to establish an intermediate level of service to citizens and enhance accessibility.

Humanized & Sustainable mobility

- Promotion of green and sustainable mobility across the Municipality's settlements and urban centres as a necessary condition for the environmental protection the sustainable development and the efficient interconnection of rural and urban areas within the boundaries of the Municipality
- Location of charging stations across the Municipality and public (municipal) e-shuttle buses.

Welcoming & Accessible cities

- Make use of the existing empty building stock and upgrade the public spaces and the urban infrastructure and equipment, so that all the settlements can come back to life.
- Reverse of the population decline through the extension of the tourist season throughout the year but also through the creation of favourable conditions for the permanent relocation of residents and businesses, on a scale and nature compatible with the physiognomy of the area.
- Create an attractive and user-friendly environment that welcomes new residents, new entrepreneurs and digital nomads.
- Establishment of properly staffed and well-equipped Health Centres and operation of mobile health units for the mountain settlements.
- Upgrade of the municipal welfare protection framework in order to cover the whole population of the Municipality, especially those in need (especially elder and disable ones).
- Creation of info points to which the visitor can turn to get to know the place and the possibilities it offers, the citizen to be served and the potential investor to be informed.

- Extending the tourist season throughout the year so that there are jobs for more people.
- Utilization of new technologies and implementation of innovative interactive communication tools between the Municipality and the visitors and the permanent residents.

Green Communities

- Highlight the comparative advantages of the area (architectural heritage, historical background, natural environment, intangible heritage) through interconnected actions and projects, by utilising them in a holistic way.
- Conversion of public buildings into “green@buildings with implementation of energy saving practices.
- Implementation of an integrated territorial plan (location of activities, building conditions and restrictions, protection of natural & man-made environment, strengthening of economic activity)
- Environmental protection and promotion of natural and historical reserve.
- Upgrade of the municipal welfare protection framework in order to cover the whole population of the Municipality, especially those in need (especially elder and disable ones).

Governance adaptations and modifications

- Community engagement through open consultations, e-platforms and local referendums.
- Systematic information and engagement of the citizens so that all citizens play an active role in the decision making process.
- Establishment of a relationship of trust between citizens and the Municipality.

The challenges for the Municipality of West Mani, as we have recorded and pointed out through consultation with local stakeholders and active citizens, are summarized in the following areas:

1. To functionally connect the various settlements which constitute the fragmented residential environment of the Municipality with the coastal urban centres and especially with the capital of the Municipality, the town of Kardamili.
2. To bring out in an integrated way the comparative advantages of the area (architectural heritage, historical background, natural environment, intangible heritage) through interconnected actions and projects, by utilising them in a holistic way.
3. To reverse the population decline through the extension of the tourist season throughout the year but also through the creation of favourable conditions for the permanent relocation of residents and businesses, on a scale and nature compatible with the physiognomy of the area.
4. To make use of the existing empty building stock and to upgrade the public spaces and the urban infrastructure and equipment, so that all the settlements can come back to life.
5. To promote green and sustainable mobility across the Municipality's settlements and urban centres as a necessary condition for the environmental protection (a critical factor and comparative advantage of the Municipality), the sustainable development and the efficient interconnection of rural and urban areas within the boundaries of the Municipality.

1.2 Current Situation

The Municipality of West Mani, located in the southern end of the region of Peloponnese (Greece), features a diverse demographic profile. Here are some key aspects:

The Municipality has a small population, with several thousand residents, concentrated in a few main towns and villages, mainly across the coastal front. According to the 2021 Census the population of West Mani was 5,875 residents. This figure reflects a serious decline of 19% compared to previous years (7,258 residents according to the 2011 Census), indicative of rural depopulation trends.

The population of West Mani is aging, with a significant proportion over the age of 65. The youth population (under 18) makes up a smaller percentage, leading to concerns about sustainability in local communities.

The majority of the population is ethnically Greek, with some small minority communities. Greek is the primary language spoken, although English is often understood in tourist areas.

Like many rural areas in Greece, West Mani may have an aging population, with younger residents often moving to urban centres for education and employment opportunities.

The local economy is primarily based on agriculture, tourism, and fishing, with many residents engaged in these sectors. More specific:

Agriculture: The economy relies heavily on agriculture, particularly olive oil production.

Tourism: The region attracts visitors due to its natural beauty, historical sites, and traditional villages, contributing significantly to the local economy.

Education: Educational institutions in the area include two primary schools and three high schools, with students often travelling to other urban centres for higher education (e.g. University studies).

West Mani has a rich cultural heritage, influenced by its history and traditional lifestyles, with many local festivals and customs still celebrated. The area is known for its rich cultural traditions, including local festivals, music, and dance, which are vital to community life.

Access to primary health services is problematic, as only one Health Centre (Agios Nikolaos) and three Local Rural Clinics (Kampos, Kardamyli and Platsa) operate throughout the Municipality. Residents need to travel to larger cities (Kalamata, Athens) for specialised medical services.

1.3 West Mani at a Glance

West Mani is home to a population primarily engaged in agricultural activities such as olive groves and some livestock farming. Fishing is also an important activity due to its coastal location. The population is dispersed across various villages and small towns throughout the Municipality, with Kardamyli, the seat of the Municipality, being one of the more prominent settlements.

The communities within West Mani maintain strong ties to tradition and local customs, with a distinct cultural identity shaped by centuries of history. Traditional festivals, religious celebrations, and folk music are integral parts of community life.

Spatial Description: The landscape of West Mani is characterized by a diverse mix of coastal areas, mountainous terrain with small fertile valleys and a big number of canyons. The coastline features dramatic cliffs, hidden coves and just a few sandy beaches washed by the crystal-clear waters of the Mediterranean Sea.

Inland, the terrain becomes more rugged, with rocky hillsides and mountainous eruptions (parts of the Taygetos mountain) dominating the landscape. The Taygetos mountain range, with its highest peak reaching 2,400 meters, runs through the eastern part of the Municipality, providing stunning panoramic views and opportunities for outdoor activities such as hiking and mountaineering.

The functional region of West Mani is accessible primarily by road, with the main road network connecting the various villages and towns within the Municipality. The closest major city is Kalamata, located approximately 50 kilometers (approximately 45' by car) to the northeast, which serves as a regional hub of wider importance for transportation, commerce and services.

Characteristics: The topography of West Mani is predominantly hilly and mountainous, with some flatter areas along the coastline. The rugged terrain has historically shaped settlement patterns and land use practices, with terraced olive groves and vineyards clinging to the hillsides. It is worth noting that the olive oil of Mani is globally acknowledged as one of the best (if not the best).

The climate of West Mani is Mediterranean, characterised by hot, dry summers and mild, wet winters. This climate supports a rich diversity of flora and fauna, with aromatic herbs, wildflowers and indigenous plant species thriving in the region.

Overall, West Mani offers a unique blend of natural beauty, cultural heritage and traditional way of life, making it a captivating destination for visitors and a cherished home for its residents.

1.4 The basic quantitative parameters

The Municipality of West Mani covers a total area of approximately 402.81 km² (40,200 hectares). Within this area, there are several small and medium sized settlements, including but not limited to:

Kardamyli: A picturesque coastal village known for its stone houses, olive groves and scenic beaches. It is one of the main population centres in West Mani and a popular tourist destination. It is also the seat of the Municipal Authority.

Stoupa: Another coastal village famous for its sandy beaches, clear waters and vibrant atmosphere. Stoupa attracts visitors from around the world, particularly during the summer months. It is considered as one of the most famous tourist destinations in Peloponnese.

Agios Nikolaos: A traditional Greek coastal village, surrounded by olive groves and offering a glimpse into rural life of West Mani.

Kampos: Historic and picturesque village, seat of the Municipal Unity of Avia.

Doloi: settlement famous for its traditional architecture and the numerous byzantine churches.

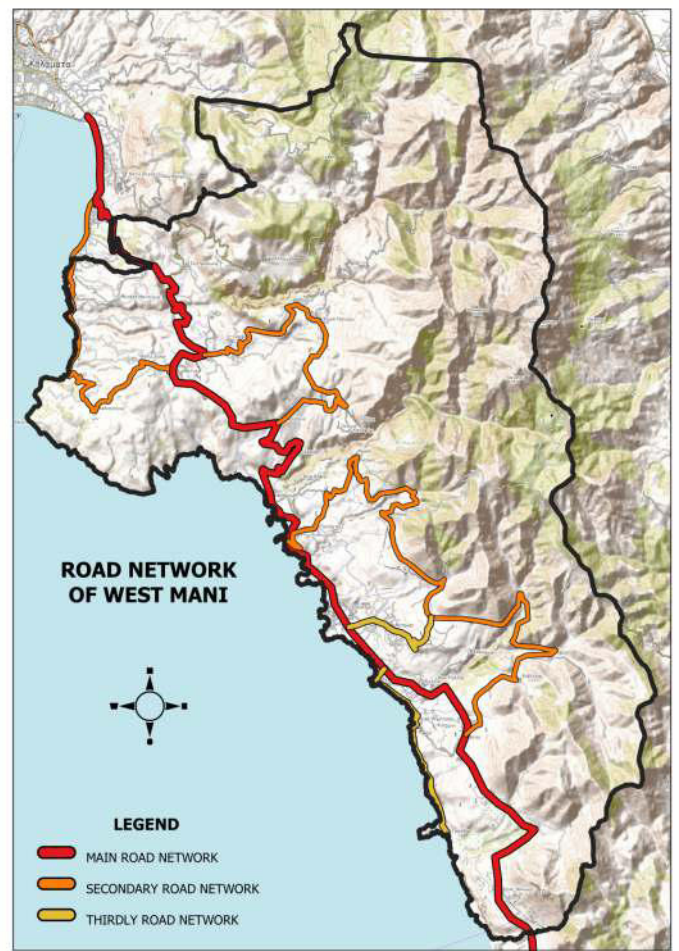
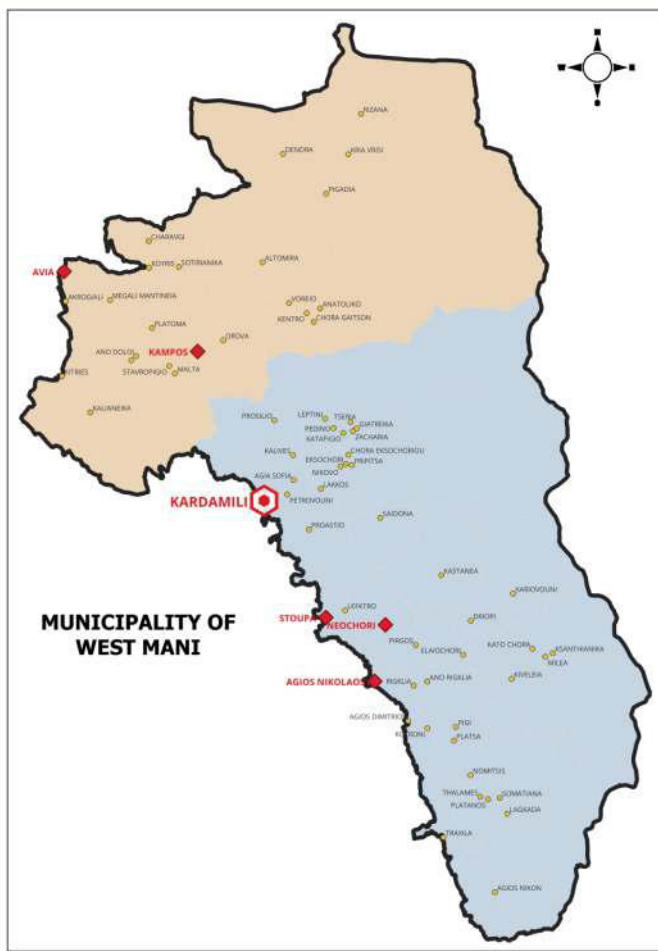
There are many other smaller settlements and villages (more than 60) scattered throughout the Municipality, each with its own unique character and beauty.

The population of the Municipality of West Mani fluctuates throughout the year due to seasonal factors such as tourism and agricultural activities. The permanent resident population – according to the latest census of 2021, are 5,875, but this number can significantly increase during the peak tourist season.

In addition to the permanent residents, West Mani also accommodates a considerable number of seasonal residents and visitors who come to enjoy its natural beauty, cultural attractions, and recreational opportunities.

Overall, the Municipality of West Mani is a diverse and dynamic area, characterized by its stunning landscapes, rich cultural heritage and vibrant communities, mainly on the coastal zone.





1.5 Main developmental characteristics

The Municipality of West Mani, which belongs in the Regional Unit of Messinia and resulted from the merger of the former Municipalities of Avia and Lefktro, is classified as a mountainous municipality (with a population of fewer than 10,000 inhabitants and a mountainous area exceeding 50%). The seat of the Municipality is Kardamili.

The main developmental characteristics of the Municipality of West Mani are:

- The extreme mountainous terrain and the sparsely populated nature thereof.
- The significant demographic aging.
- The limited role of the secondary sector, especially manufacturing, in the local productive structure.
- The positive developments observed in the tourism sector with the increase in the area's visitation.
- The lower income levels of residents compared to the overall region and the existence of areas that are near or below the poverty level.

In the area of West Mani, there is a large number of traditional settlements, while it is scattered with monuments, churches, traditional towers, historic buildings, and other elements of the human environment that constitute the historical-cultural profile of West Mani, giving it recognition at an international level.

Furthermore, the natural environment of the area is characterised by the presence of Mount Taygetos, the extensive coastline, geological formations, and climatic conditions, featuring long and dry summers and mild winters. In West Mani, there is a plethora of natural resources, such as Mount Taygetos, which is part of the "NATURA 2000" Network. The historical and cultural elements of the area combined with its natural environment constitute its primary developmental resources, but also the challenge faced by West Mani within the framework of new possibilities provided by modern tools of locally focused territorial development policies.

Based on the analysis of the current situation in the area of West Mani, according to the statistical data of the recent Census (2021) and the recording of stakeholders' opinions as expressed through the questionnaire, the developmental problems can be prioritised based on the following sections.

A. Socioeconomic Fabric

A.1 Population/Demographic Data

The study area is characterized by population decline and intense aging. Addressing population decline and demographic aging is a significant priority for the Municipality. In some inland mountainous settlements, the worsening demographic indicators do not allow for the natural renewal of the population. As further detailed below, the composition of employment and the absence of employment in scientific professions are additional barriers to improving the population composition. However, based on the educational level of the population, there are conditions for implementing broader developmental interventions and mobilising local potential around initiatives that can reverse negative population trends.

A.2 Labour Market

The low percentage of the active population, largely stemming from population composition is a significant challenge for the Municipality of West Mani.

A.3 Educational Level

The educational level in the Municipality of West Mani does not show significant differentiation compared to the Region of Peloponnese. Twenty-seven percent (27%) of the population in the area are graduates of primary education, compared to 28% in the entire Region, while the illiteracy rates are almost identical to those of the Region (2.59% in West Mani and 2.56% in the Region of Peloponnese).

The data on the educational level of the residents of West Mani indicate that there exists a potential that could support the implementation of broader developmental initiatives in the area. Considering that the percentage of graduates from Higher Education are similar to those of the Region, it is evident that with appropriate adjustments through training initiatives, the education level in the area can be oriented towards supporting developmental interventions in the area.

B. Business / production activity

The structure of the West Mani area is dominated by traditional forms of production. As evident from the employment structure, participation in sectors related to the use of information technologies (IT) or activities directly or indirectly linked to development is very low. The presence of such sectors in the area can be considered to be essentially limited to the presence of isolated individuals in fields such as financial services, legal and accounting advice, scientific research and development, computer programming activities, telecommunications, etc.

At the same time, however, the area is characterised by the presence of certain dynamic elements in certain fields (e.g., tourism activity), which, in combination with the existence of significant resources, could be exploited within the framework of an Integrated Territorial Development Plan. This could enhance the productive pattern of the area, improve the competitiveness of the local economy, create employment opportunities, increase local income and, more broadly, reverse its population and productive weakening.

Specifically, the primary sector is limited in the Municipality of West Mani, mainly dominated by olive cultivation and primarily serves as supplementary income for the residents of the area. The presence of primary sector products characterised as "Protected Designation of Origin" and "Protected Geographical Indication" in the area could form the basis for strengthening interventions in the secondary processing sector, integrated into the Region's strategy for the agri-food sector.

The secondary sector, particularly processing industries, has limited participation in the local economy and mainly involves construction activities. Among the processing industries, the catering and food industry is the largest sector in the area in terms of employment.

The tertiary sector constitutes the most significant sector in terms of employment in economic activities (51.5% of total employment). Within the tertiary sector, the Retail Trade sector in West Mani dominates, accounting for 18.5% of employment.

However, the employment structure in the tertiary sector also highlights the main dynamic element of the local economy, which is reflected in the development of tourism activities. At the level of employment structure, the catering and food services accounts for 16% of employment of the tertiary sector, while the related accommodation sector accounts for 8%.

The data on tourism demand reflect the unique characteristics of local dynamics in this sector:

The area of West Mani has seen a continuous increase in visitation over the last few years, comparable to that seen across the country as a whole. Both the number of arrivals and overnight stays show a consistent upward trend, indicating that the area attracts an increasing number of visitors, leveraging the overall tourism growth trend both in the Region of Peloponnese as a whole and, notably, in the Regional Unit of Messinia.

The participation of foreign tourists is significant. It is noteworthy that more than 66% of arrivals in the Municipality of West Mani are foreign tourists.

The average length of stay for domestic tourists as well as foreign ones in the area exceeds the average length of stay for tourists in the entire Region and in most years, it approximates or even exceeds the average length of stay at the national level.

In conclusion, the attractiveness of the area of West Mani is evolving positively. In the area, mainly furnished apartment-type hotels operate, along with a small number of hotels and a few traditional units. Specifically, there are 8 four-star units operating in the Municipality of West Mani.

The evolution of tourism activity in the area is a key element in the prospects of the local economy and should be the subject of planning based on its advantages in terms of historical, cultural and natural environment, as well as the unique characteristics of the area's landscape. This way, tourism can be addressed as the primary driving force in the effort to achieve sustainable development and enhance the competitiveness of the local economy.

C. Natural and Anthropogenic Environment

C.1 Protection / management and exploitation of natural resources (Water resources, ecosystems, coasts)

The natural environment of the Municipality of West Mani includes significant ecosystems, while Mount Taygetos has intense interest in flora and fauna, especially flora. Most of the area is incorporated in the "NATURA 2000" network, and there are significant numbers of gorges and canyons and numerous beaches. The advantages of the natural environment in the area determine the model of tourist development to be followed, beyond the traditional "sun-and-sea" pattern. However, the exploitation of natural resources necessitates addressing needs identified both in terms of protecting areas of particular natural interest and in terms of accessibility to these areas. Furthermore, the prospect of developing thematic tourist activities based on the unique natural and cultural character of West Mani requires linking natural resources with the cultural resources of the area and further promoting these resources as a unified tourist product.

C.2 Archaeological sites, Monuments, traditional settlements, anthropogenic environment.

West Mani is characterised by a large number of historical monuments and traditional settlements, which essentially constitute the main asset on which the development strategy relies for strengthening the productive base and enriching the development model dominant in the area today. The exploitation of the area's historical and cultural assets will contribute to further tourism development, the further development of thematic tourism, and attracting more tourist traffic from abroad, as has already begun to occur in certain parts of the area.

However, an additional strategic goal is the attraction of permanent residents and new businesses, on a scale and subject compatible with the character of the area (e.g. small businesses in the creative and artistic sector). To achieve these goals, interventions related to the protection and development of

elements of cultural heritage and the restoration of elements of the anthropogenic environment are required. The revitalisation of settlements of tourist interest through interventions in the redevelopment of the residential environment, as well as interventions aimed at improving the quality of life of the local population, especially young people, are needs the fulfilment of which will enhance the attractiveness of the area and contribute to efforts to retain the local population therein.

D. Basic Infrastructure

D.1 Transportation Network (national, provincial, municipal, rural, forest, connections of settlements, natural and cultural areas, network quality)

The road network of the area is directly related both to the development of the residential network of the Municipality and the connection of the inland mountainous villages with the developed settlements of the coastal front, as well as with the particular geomorphology of the wider area. Accessibility problems are mainly identified in the mountainous areas at the ends of Taygetos, where small isolated settlements of seasonal residence are located. From the research conducted, it was found that the road network of the area is quite satisfactory, but it requires improvement interventions, mainly in terms of security. Ensuring accessibility will not be achieved through interventions in the road network (new road constructions, etc.) but through the implementation of integrated transport and connectivity policies.

D.2 Environmental infrastructure

A particularly serious problem for the Municipality of West Mani, as for the entire Peloponnese, has been for years the lack of an integrated solid waste management system and mainly the absence of treatment and final disposal infrastructure. Today, an integrated central waste management system has begun to operate.

Over the last two years, the Municipality has planned and is planning to implement an integrated recycling program and the creation of "green points" for the collection of bulky waste for transport and disposal.

The sewage system is considered inadequate, as most settlements do not have a central sewage network. In the Municipal Unit of Lefktro (southern part of the Municipality), wastewater is disposed in individual septic tanks or in small biological treatment plants (mainly in tourist businesses). The disposal of liquid waste from cesspools is carried out in biological treatment plants of neighbouring Municipalities (e.g. Kalamata), while wastewater from settlements with a network ends up in water recipients without treatment. In the Municipal Unit of Avia (northern part), two projects have been implemented for the construction of central sewage networks in the Local Communities of Avia and Doloï.

The biggest problem in basic infrastructure is the chronic lack of water. The problem has two aspects: (a) insufficient quantity from springs or boreholes and (b) poor condition of the network. Water scarcity, especially in summer, becomes acute, as the population exceeds 40,000.

To address the problem, many residents build private tanks, which they fill with rainwater, while several tourist businesses buy water - a particularly expensive solution. Increasing residential development is putting additional pressure on water resources.

The quality and quantity of water from the Taygetos springs is satisfactory, but when mixed with water from boreholes, salinity increases, making it undrinkable. In addition, the condition of the water supply network and its distribution are a serious issue.

The Municipality of West Mani is collaborating with the National Technical University of Athens to develop an integrated approach to the issue of water supply.

Recently, the project to exploit the Vyros springs was included for financing from the Recovery Fund, which is expected to largely solve the problem, especially in the southern part, where the greatest tourist development is observed.

E. Social Infrastructure

E.1 Health infrastructure (spatial distribution, capacity, quality of premises and equipment, staffing)

In the Municipality of West Mani, there is only one Regional Health Centre operating in the settlement of Agios Nikolaos, in the southern part of the Municipality. There are also three Local Rural Clinics located in the villages of Kampos, Kardamyli and Platsa.

The difference between the Health Centre of Agios Nikolaos and the Local Rural Clinics is that the latests are smaller and less equipped.

The natural characteristics of the area, combined with the aging population, result in difficulties in accessing health and welfare services, especially for residents of mountainous villages. There is a need for at least one more Health Centre to serve the areas of the northern part of the Municipality. This can be addressed by upgrading the Local Rural Clinic of Kampos to Health Centre, sufficiently equipped and staffed.

The deficiencies in providing health services in the Municipality of West Mani are addressed through the Regional Operational Programme, which includes various interventions for reforming the primary health care system in the region of Peloponnese. Additionally, interventions in the Health sector are scheduled and planned towards providing services in the fields of mental health and addiction treatment.

E.2 Social Welfare

Despite the fact that the coverage of social welfare facilities is addressed to some extent horizontally by the Regional Operational Programme of Peloponnese, the sparsely populated area of West Mani does not allow for the full coverage of the population.

As a result, a primary need that should be addressed within the framework of the Integrated Territorial Development Plan is improving the accessibility of residents, especially those in the most remote areas, to health and welfare services.

1.6 Relevant Local and Regional Strategies and Plans

The Strategy of the Municipality of West Mani is reflected in the Municipal Operational Programme approved in 2016.

In addition, the Municipality has approved an Integrated Territorial Investment Strategy of Mani.

The Municipality of West Mani applies the cohesion policies as they have been specialised for the Region of Peloponnese and the Regional Units.

The Region of Peloponnese implements horizontal cohesion policies, which are analysed in the various sub-programmes and integrated territorial interventions.

Within the Regional Operational Programme of Peloponnese there has been implemented an Integrated Territorial Development Strategy for Mani, with inter-sectoral diffusion of interventions.

Relevant National and European Strategies and Plans

The Municipality of West Mani as beneficiary, implements axes of the National Development & Cohesion Strategy, as determined by the NSRF framework

Additionally, the Municipality implements projects which are compatible with the objectives of the National Recovery and Resilience Strategy "GREECE 2.0".

Relevant Operational (funding) Programmes (ERDF,ESF,...) that cover the city

Regional Operational Programme of Peloponnese

Sectoral Programmes of the NSRF

National Recovery and Resilience Strategy "GREECE 2.0".

Institutional context

The Municipality of West Mani, like all Local Authorities of the 1st level, operate within the existing national legal framework:

Law 3852/2010 (Programme Kallikratis)

Law 4555/2018 (Programme Kleisthenis)

Law 3463/2006 (Code of Municipalities & Communities)

Law 4412/2016 (Public Sector's procurement project contracts)



ULG meeting 23/10/2024

URBACT Local Group

2.1 Initiating Actions

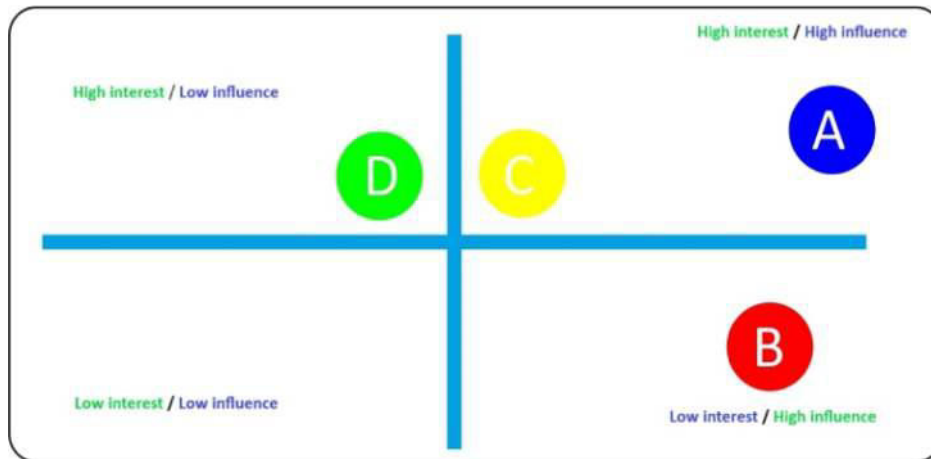
Towards establishing the West Mani ULG, we carried out a complete mapping of the organizations and collectives operating in West Mani, we came into contact with active citizens and members of the academic community who are related (professionally or socially) to West Mani and, after consulting the Municipal Authority, we established a ULG which – we believe – was representative and had the potential to meet the requirements of the project.

NGOs "Lefkippos" Dance Club Cultural Association of Tseria Suburban Cultural Association Suburban Women's Association Folklore Museum of Exochori Outdoor Youth Association Cultural Association of Exochori Cultural Association of Neohori Cultural Association of Karyovouni Cultural Association of Kato Chora Mileas Beautician and Cultural Association of Agios Nikolaos "The Selinita" Cultural Association of Riglia Cultural Association of Trachila Cultural Association of Platsa Cultural Association of Lagada Cultural & Beautification Association of Poliani "Agios Nikon" Kampos Cultural Association "O Mahaon" Cultural Association of Proastio Cultural Association of Doloio Cultural Association of Stavropigi ZARNATA Cultural Association of Kentro Cultural Association of Sotirianikas "Agios Nikolaos" Cultural Association of Haravgi Cultural & Educational Association of Megali Mantinea Cultural Association of Akrogiali Cultural Association of Paliochora Avias Cultural Beautification Club of Kitries Messinian Mani Accommodation Owners Association Stupa & Messinian Mani Professionals Association	MUNICIPAL DEPARTMENTS Department of Legal Services Office of Administrative Assistance Municipal Police Department Planning, IT and Transparency Office Department of Local Economic Development Environment and Cleaning Department Office of Social Security, Education and Culture Department of Administrative & Financial Services Technical Department
	UNIVERSITIES University of the Peloponnese - School of Archaeology & Cultural Management University of Western Attica – School of Civil Engineers/Department of Transportation
	PUBLIC ADMINISTRATION & WIDER PUBLIC SECTOR Ephorate of Antiquities of Messinia – Ministry of Culture Regional Unit of Messinia Development Agency of Messinia

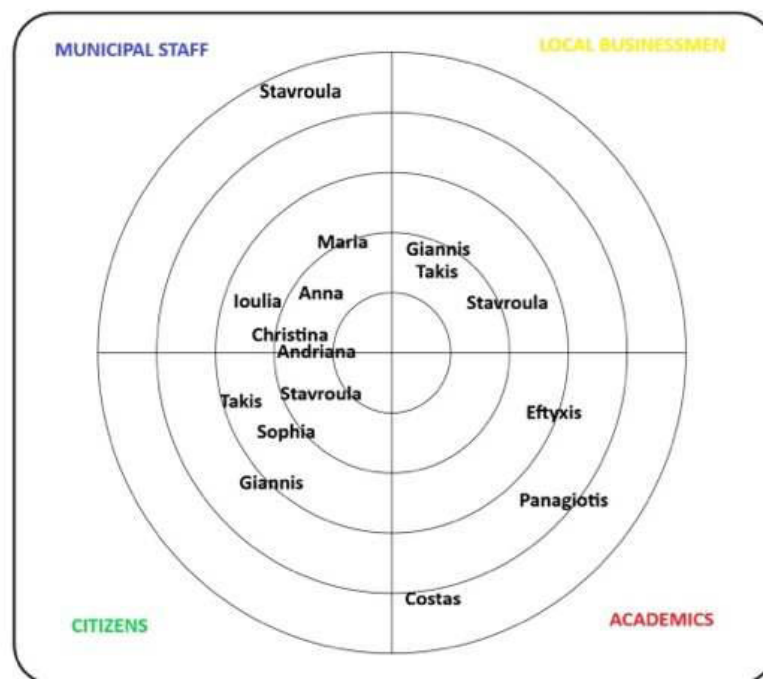
	Sector A: Municipal staff
	Sector B: Local Businessmen
	Sector C: Academics
	Sector D: Citizens

Sector A: Municipal staff Anna Nickitopoulou Christina Faidra Nifakou Andriana Nikoloudi Ioulia Exarchouleia Maria Peristeri Stavroula Charvourou	Sector C: Academics Eftychis Bitsanis Panagiotis Papantoniou Costas Karberis	Sector B: Local Businessmen Stavroula Spyrea Giannis Avrameas Takis Rapteas	Sector D: Citizens Stavroula Spyrea Sophia Botsea Giannis Avrameas Takis Rapteas
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INTEREST / INFLUENCE MATRIX



STAKEHOLDERS ECOSYSTEM MAP



2.2 Stakeholder mapping

The **West Mani URBACT Local Group (ULG)** brings together a diverse set of stakeholders to ensure a participatory and integrated approach to sustainable local development within the Econnecting Network. The stakeholder mapping process identifies key actors based on their influence, interest and role in shaping and implementing the local action plan.

We identified Local Government and Public Authorities, local businesses and economic actors, active members of the local civil society and community groups, representatives from the academic and research institutions. We also contacted local media and social media and digital influencers.

2.3 Organization of ULG

The West Mani ULG is structured into 4 sub-groups:

A. The **Core Group**, which is more flexible and comes together in meetings more often, dealing with strategic issues and general management of the project..

B. The **Academic Group**, consisted of academics and related scientists and deals with scientific issues of the project (e.g. transportation studies, mechanical or hi-tec issues etc.)

C. The **Co-creation Group**, responsible for the implementation of small scale actions and similar activities.

D. The **Communication Group**, responsible for the dissemination strategy of the project and the implementation of the communication actions.



Project Coordinator is Anna Nickitopoulou, member of the municipal staff.

ULG Coordinator is Christina-Faidra Nifakou, member of the municipal staff.

Communication Officer is Andriana Nikoloudi, member of the municipal staff.

Financial Officer is Maria Peristeri, member of the municipal staff.

2.4 Stakeholder Engagement Strategy and Outreach

The roles of each member of the initial formation of the ULG are described in the Table below:

INITIAL COMPOSITION OF ULG OF WEST MANI			
NAME	JOB TITLE	ACTIVITY	RESPONSIBILITY
Anna Nickitopoulou	Civil Engineer	Head of the Technical Department of the Municipality	Project Manager
Christina Faidra Nifakou	Civil Engineer	Executive of the Municipality	ULG Coordinator
Andriana Nikoloudi	Agriculturalist	Executive of the Municipality	ULG Member
Ioulia Exarchoulea	Environmentalist	Head of the Environmental Department of the Municipality	ULG Member
Maria Peristeri	Economist	Head of the Financial Department of the Municipality	ULG Member
Stavroula Spyrea	Lawyer	Entrepreneur in the field of catering	ULG Member
Sophia Botsea	Actress	President of the Cultural Association of Proastio	ULG Member
Eftychis Bitsanis	Architect	Executive of the Ephorate of Antiquities of Messinia (Ministry of Culture)	ULG Member
Panagiotis Papantoniou	Civil Engineer, University Professor	President of the Association of Greek Transport Engineers	ULG Member
Giannis Avrameas	Businessman	Outdoor experiences entrepreneur	ULG Member
Takis Rapteas	Farmer	Producer of organic products	ULG Member
Costas Karberis	Civil Engineer, Interior Architect	External Expert	ULG Member
Stavroula Charvourou	Graphic Designer	Hired staff to the Municipality	ULG Member

2.5 Planning process

The planning process of the URBACT Local Group (ULG) of West Mani within the Econnecting Network follows a participatory and integrated approach, engaging local stakeholders to co-develop sustainable urban-rural connection solutions. Initially, the ULG is formed by bringing together local authorities, businesses, NGOs and residents to establish a shared vision aligned with the network's goals. A thorough context analysis is conducted to assess the area's challenges and opportunities, particularly in sustainable mobility, digital connectivity and environmental resilience. Through workshops, surveys and public meetings, the group identifies key priorities and develops an Integrated Action Plan (IAP) that reflects the community's needs and aspirations.

Following this, the implementation phase involves testing innovative solutions through pilot projects (small scale actions), ensuring adaptability and effectiveness before scaling up. Regular monitoring and evaluation are conducted using key performance indicators (KPIs) to measure progress and refine strategies. The ULG actively engages with all partners of the Econnecting Network, exchanging best practices with other European cities while maintaining transparent communication with the local community. Ultimately, the planning process fosters collaboration and long-term sustainability, ensuring that West Mani benefits from smart, inclusive and environmentally friendly development initiatives.

The planning process of the West Mani ULG within the Econnecting Network follows a structured, participatory approach to developing sustainable, community-driven solutions. Below is an outline of key steps in the project's implementation process:

1. Establishing the URBACT Local Group (ULG)

- Identify key stakeholders (local authorities, businesses, NGOs, residents).
- Define roles and responsibilities within the ULG.
- Ensure commitment to the Econnecting Network goals.

2. Context Analysis & Needs Assessment

- Conduct research on West Mani's environmental, social, and economic conditions.
- Identify local challenges related to sustainable mobility, digital connectivity, and green infrastructure.
- Engage citizens through surveys, workshops, and public meetings.

3. Setting a Common Vision & Objectives

- Define a shared vision aligned with URBACT and Econnecting Network principles.
- Establish clear, measurable objectives focusing on sustainable development and local resilience.

4. Developing an Integrated Action Plan (IAP)

- Co-design actions with local stakeholders based on best practices from the Econnecting Network.
- Prioritize projects related to smart mobility, eco-tourism, and digital innovation.
- Identify funding opportunities (EU programs, local government, private sector).

5. Implementation & Experimentation

- Launch pilot projects to test innovative solutions.
- Adjust strategies based on feedback and real-world data.
- Strengthen partnerships with other cities in the Econnecting Network.

6. Monitoring & Evaluation

- Define key performance indicators (KPIs) to track progress.
- Conduct regular assessments and adjust actions as needed.
- Share best practices and lessons learned with other URBACT cities.

7. Communication & Dissemination

- Engage the community through public events, digital campaigns, and workshops.
- Promote local actions within the Econnecting Network.
- Ensure transparency and participation throughout the planning process.

Activities implemented during activation phase:

Other activities

1. Fill out the Questionnaire on the Partner's (West Mani) Profile: 14/9/2023
2. Additional data and proposed roadmap (as requested by the Lead Expert for the Baseline Study): 21/12/2023
3. Structured questionnaire widely distributed to the stakeholders and analysis and extraction of quantitative and qualitative results: January – February 2024
4. Small Scale Action (European Mobility Week Activity): Bike ride and distribution of communication material: 20/9/2024
5. Presentation to the public of IAP 1st draft: 21/12/2024
6. Small Scale Action: Public exhibition of Municipality's elementary school students' artworks
7. Small Scale Action: Pilot operation of municipal bus transport.



European Mobility Week Small Scale Action Poster



Invitation for the 2nd Small Scale Action

The IAP Sites and Analysis

WEST MANI

○ WHERE THE DREAM REACHES...

3.1 Description and Analysis of IAP Study Area

In West Mani we chose not to focus the project on a small cluster but to develop our study and proposals across the entire territorial region of the Municipality, instead. This was decided due to the relatively small size of the Municipality, on the one hand, on the other hand in order to deliver to the Municipal Authority and the local community a comprehensive development plan, which will respond in a holistic and integrated manner to the functional interconnection of the mountainous isolated settlements with the developed coastal front and the dynamic settlements (Kardamyli, Stoupa, Ag. Nikolaos).

In the initial stages of the project, an extensive field survey was carried out, with a structured questionnaire, addressed to more than 200 recipients.

The individuals and NGOs who participated in our survey and responded to the questionnaire came from different professional and educational categories. The answers were complete, important and contributed essentially to the recording of the profile of the Municipality but also to the formulation of a vision for the future. The questionnaire was structured and divided into 2 sections. The questions of the 1st section aimed at recording the real image of the settlements in the mountainous area of the Municipality and the questions of the 2nd section aimed at - at least roughly - pointing out elements that outline the "vision" for the Municipality in the coming years, with aiming to achieve balanced and sustainable development of the Municipality of West Mani as a whole. It is noted that where it was possible to draw quantitative conclusions, the corresponding percentages are mentioned.

3.2 SWOT Analysis

From the answers to the first two questions of the survey, the conclusions of a SWOT Analysis for the area of West Mani emerge, which are listed as follows:



STRENGTHS

- Unique natural landscape & the particular geomorphology
- Coexistence of mountain & sea
- The excellent climate
- Important archaeological - historical reserve (churches, monasteries)
- The particular architecture of the buildings and the urban texture of the settlements
- The old paths, many of them ageing since the ancient era.
- The bridges
- Threshing installations
- Morals and customs
- The culinary tradition
- The unique quality of olive oil
- The hospitable people



WEAKNESSES

- Deficiencies in technical infrastructure: condition of road, poor (and in some cases non-existent) connection between the semi-mountainous zone and the seaside), absence of organized parking spaces (e.g. Stavropigio), insufficient water supply, irrigation & drainage network, insufficient waste collection process, waste water treatment plant, lag in the waste collection process, unstable electricity network, insufficient telecommunications coverage (mobile phones, internet).
- Excessive building construction, especially in the coastal zone.
- The lack of basic social welfare structures: health, social welfare, education (especially preschool).
- Increased traffic load, especially in the summer months, the road network does not have sufficient bearing capacity.
- The understaffing of the Municipal Services and in particular the technical services, civil protection, services to the citizens, the absence of a Fire Station operating on a permanent basis, etc.
- The absence of services of wider interest: post offices, insufficient provision of banking services, etc.
- Lack of cultural activities, while there are places that can host large-scale events, which can give prestige and publicity to the place.
- The absence of an updated integrated strategic development plan of the Municipality.
- Desertification and abandonment of settlements in the semi-mountainous areas.
- The lack of an adequate agricultural road network and the inability to maintain the existing one, as a result of which many olive groves have been abandoned and cannot be accessed by wheeled vehicle. At the same time, these areas cannot be accessed by fire trucks, in the event of a fire.

OPPORTUNITIES

- West Mani can become a travel destination throughout the year and not only for the summer, as it is easily accessible; there is the international airport in Kalamata with important connections to many cities abroad and in Greece.
- There is a large network of paths that, if utilised properly, can attract many hiking tourists throughout the year.
- Attracting foreign pensioners of higher educational and income level.
- Opportunities for many different activities in nature for alternative tourism (e.g. caving, hiking, climbing, hang gliding, diving, cycling, religious & sightseeing tourism, etc.)
- Ideal destination for digital nomads.

THREATS

- The lack of territorial and urban planning which results the insufficient road network, degraded public space (squares, parking) and the lack of infrastructure projects, such as water supply and drainage.
- The complex and often problematic urban planning legislative framework.
- The alienation and unconcern of young people, who prefer the easy living and blindly follow anything that will bring them effortless income.
- The loss - to a large extent - of the sense of community, the isolation seen in most inland villages where there is not even a single coffee shop or a meeting place.
- The introversion of the residents.
- The epidermal solutions to the problems, over time.
- The technological illiteracy & backwardness and the inability to adapt, of a large part of the population.
- The lack of highly qualified professionals.
- The rapid increase of tourism which, if left uncontrolled, will put in danger the landscape due to excessive reconstruction and will risk the disappearance of the traditional architectural features and texture of the area and the traditional settlements, resulting to the loss of the uniqueness of West Mani which has been preserved over the centuries.
- The constant population aging.
- The abandonment of important folklore and cultural elements which could be a pole of attraction in many settlements (e.g. Folklore museum of Platsa, traditional threshing floors, old wells, traditional cottages)
- The nouveau riche phenomena and the shift (in some settlements) to policies to attract mass tourism.
- The mentality of localism that exists among enough inhabitants of the area.

3.3 Outcomes

From the above analysis it is concluded that the area of West Mani is particularly sensitive, with undeniable potential for sustainable development but also with many inherent weaknesses and risks.

For this reason, any attempt towards development planning and implementation of development interventions should be extremely careful, properly designed and well documented.

All the interviewees believe that there is indeed no balanced development in the whole of West Mani.

They also underlined that balanced development cannot be achieved by trying to apply to the inland settlements the same development model applied to the coastal zone. The advantages that mountain settlements have must be the basis for their development planning.

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The interviewees identified the following as the main causes of unbalanced development in West Mani:

- The desolation and decline of mountainous - semi-mountainous villages.
- The over time indifference of the Municipal Authorities to create infrastructure and to provide incentives for the development of semi-mountainous villages.
- Insufficient transportation.
- The lack of actions aimed at the promotion and regeneration of inland settlements.
- The aged permanent residents cannot take initiatives or participate effectively and substantially in development actions.
- Until now, the over time inability of elected members of the Municipal Authorities to cope with the development needs of the Municipality. The lack of solid municipal leadership, effective organization and management. The ineffective utilisation of human and financial resources.
- The incorrect policies of the years that promoted the transition of the area from agricultural/livestock farming to tourism without taking provision to protect and boost the agricultural and livestock production (with the necessary funding) which until a few years ago constituted the main income of the region
- The general depreciation of the agricultural profession combined with the ineffective policies of central governments to protect agricultural income and promote financial programmes that will make agricultural production sustainable and attractive in order to retain the population in the rural zone.
- The gradual transfer of all services to the coastal zone (some also in Kalamata, e.g. bank), the removal of regional health centres and post offices, without simultaneous strengthening of human resources and equipment of the unique Health Centre (in Agios Nikolaos) and Post Office (in Kardamili).
- The absence of an integrated territorial and urban planning.
- The absence of opportunities in the labour market for young people.
- The progressive degradation of public space in all settlements.

A percentage of 81.25% considers that there is indeed a problem of functional interconnection of the inland settlements with the settlements of the coastal zone, while a 18.75% considers that there is no such problem.

As effects of the absence of functional interconnection were mentioned the following:

- The desolation of the inland settlements, in which only the old residents have remained, while the young and productive ones have left.
- Buildings are abandoned and many of them collapse, their restoration becomes expensive, so they are bought by foreigners "for peanuts". Little by little the social life is altering; the Greek identity is being lost together with the morals, customs and traditions. The place is progressively losing its authenticity and identity. The new identity of the place, which changes day by day, consists of villas with swimming pools, sprouting up where there were olive trees and the stone houses with residences and courtyards.
- The breakdown of social cohesion which results to social isolation.
- The environmental burden of the coastal zone.
- The creation of a vicious cycle: Any attempts to implement transport upgrading measures (e.g. increasing bus routes) become unsustainable since the number of potential passengers is small. But because the number of potential passengers is small any measures towards itineraries' increase become unsustainable. So there is no incentive to attract more people and reverse the problem in question.

Regarding the evaluation of the road network that connects the inland settlements with the coastal zone they answers given by the interviewees were the following:

Bad condition: 20%,

Moderate condition: 20%,

Satisfactory condition: 55%,

Good condition: 5%

The absolute majority evaluates the road network as satisfactory and good.

79% of the interviewees answered positively in the prospect of considering moving in an inland settlement for permanent residency, while only 21% did not find it feasible or interesting.

Regarding professional activation in an inland settlement 72% stated that they would consider activating professionally in an inland settlement, while only 28% not.

From the comments, several proposals were recorded.

Due to the ragged and mountainous terrain it is extremely difficult (almost impossible) to build new roads. Therefore it is a great need and priority to upgrade and make safer the existing road network. The following proposals were pointed out:

- To repair the damaged road surface and to cover it with non-slip asphalt carpets in places of large slopes.
- To remove the danger in many parts of the network due to reduced visibility, cross of unattended animals, etc.
- To protect the slopes from landslides.
- Design by-pass roads in specific settlements to avoid congestion.
- Widening of roads where necessary.
- To place protective parapets and to mark the road surface.
- To install signage.

It was also proposed to create frequent and on a daily basis, transportation itineraries between the settlements, which will primarily serve permanent residents who do not have a car or do not want to use one.

The second part of the questionnaire aimed at outlining a Vision for the future for the Municipality of West Mani, towards integrated and balanced development.

The stakeholders were invited to submit their thoughts on how can the inland settlements of the Municipality become attractive again. From almost all of those who answered (there was only one citizen who expressed the opinion that the settlements are already attractive) the following suggestions were made:

- To make access to these settlements easy and safe.
- To create one or more public gathering places (cafe, taverns, cultural centres), where the permanent residents or the visitors can enjoy coffee, food, rest and socialise.
- Cultural, sporting and social activities that highlight each place should be held at regular intervals.
- To provide incentives so that young people return and deal with the primary sector, agricultural work, animal husbandry, crafts.
- To be protected so that they remain beautiful and attractive as they are today, preserving their characteristics.
- To expand the installation of solar panels on roofs.
- To collect rainwater.
- To make use of new technologies.
- To take care of domestic animals.
- To strengthen entrepreneurship in sectors such as agro-tourism, cottage industry, revival of traditional olive groves.
- To make substantial use of the advantageous environment of the area (mountainous and coastal) for excellent quality olive products in order to create jobs in the primary sector.

- To increase public security.
- To create a special office of advertising - interconnection - development of attractiveness - assistance, with the aim of approaching new residents and entrepreneurs and facilitating their establishment.
- To assist interconnection of primary sector with culture and gastronomy.
- To make use of abandoned houses, monasteries, towers.
- To operate museums and cultural spaces.
- To clean, map and mark the traditional paths/cobblestones.
- To advertise alternative tourism.
- To revive history of each village through guides or volunteers/locals.
- To include Mani in the Cultural Route of Messinia.
- To create collaborations between the Municipality – Citizens – Associations/Bodies depending on the needs of each individual settlement.

A second question was in which sector it would be worth investing a significant fund in a village in the hinterland of the Municipality. The answers given were:

- Improve the road connection with the developed settlements of the Municipality.
- Creation of spaces where people can gather, so that the sense of community can exist again.
- Creation of small cooperatives for the verticalisation of agricultural production (preparation, standardisation, promotion and sale of agricultural products).
- Promotion of alternative types of tourism, in harmony with the environment (agrotourism, ecotourism, winter tourism, retreat yoga tourism etc.).
- Enhancing and promotion of traditional cafes and taverns.
- Creation of a sanatorium.
- Highlighting the cultural heritage which will be a pole of attraction for tourists in the mountain villages. Promotion of local folklore collections
- Revival of traditional olive groves (integrated cultivation, fertilization, pruning, traditional cultivation terraces) which will give added value to the local products and at the same time finding markets (new or existing).
- Exploratory drilling, so that mountain communities can obtain water autonomy. If in fact large quantities are found, they can be channelled towards the coastal zone by natural flow. Even without finding large quantities of water (only sufficient for the communities) the cost of pumping for the Municipality and the citizens will be significantly reduced (now the reverse is happening).
- Completion and put in operation of the open theatre of Platsa.

-Alternative forms of tourism, e.g. climbing fields, mountaineering/walking, maintenance and enhancement of existing paths, paragliding (new field already operating in Saidona, which needs support).

-Establishment of guided tours to the area.

-Subsidise (financial support) local olive oil production. Provide incentives to family-owned units to settle and engage in olive oil production.

-Utilization of olive cultivation by-products, to create fire safety zones, create shelters for stray animals and wildlife refuges, highlight and utilize the sources. Most (if not all) of the above can be operated by individuals through Social Cooperatives of Limited Liability.

-Expand the existing bicycle lane by the seaside to connect the end of the Municipality (Trachila) with Kalamata. In this way the Municipality will become an international attraction and destination for cyclists.

-Create sports infrastructures in various parts of the Municipality. Create a Training Centre in Taygetos, open gyms in various suitable areas of the Municipality.

-Support and enhance organic livestock farming (small animals, sheep and goats).

-Expand and upgrade telecommunication network and free WiFi coverage across the Municipality.

A subsequent question put to the interviewees was to express their opinion on how the underdevelopment and progressing "desertification" of the inland settlements of the Municipality could be reversed and what interventions should be implemented towards the sustainable development of the area (in social, urban, economic, cultural, environmental terms). Several proposals were made which are listed below:

-Exploitation of the special characteristics of each place (paths, buildings of historical importance, towers, olive mills, schools, etc.)

-Creation of hiking routes, combined with stops at points of interest (towers, churches, monasteries, etc.).

-Creation of small associations/cooperatives for the verticalisation of agricultural production (preparation, standardization, promotion and sale of agricultural products).

-Promotion of cultural events.

-Contact with families residing in the inland settlements to record their needs and support the purchase and sale of properties.

-Road network improvement.

-Strengthening and promoting remote work and attract digital nomads.

-Ensuring quality of life for all ages by solving vital problems. Support for elderly lonely people as well as those with special needs.

-Combined actions that will adequately exploit the primary and secondary sectors (e.g. agrotourism, organized visits to small production units, ecological farms).

-Construction of small rain water reservoirs for water supply and irrigation.

- Improvement of rural roads without environmental impact.
- Cleaning, maintenance and labelling of the existing paths-cobblestones which were the roads of past eras connecting the villages, especially those in the mountainous parts of the Municipality.
- Creation of climbing areas and “via feratta” (protected climbing track).
- Utilisation of the canyons and routes that lead to the Mount Taygetos.
- Construction of cycle routes (bicycle lanes) in various areas of the Municipality.
- Upgrading public space (squares in villages etc.)
- Strengthening education structures, mainly preschool structures (kindergartens) in the mountainous areas.
- Provide incentives for new couples so that they do not leave the inland settlements or relocate there.
- Grants (financial support) for the creation of small agro-tourism units.
- Appointment of specialised permanent employees in the Municipality – investigating the possibility of incentives for relocation from other cities. Appoint suitable executives in the appropriate positions in the Municipal Departments
- Utilisation of residents, Greeks and foreigners, with specialisations and capacities, who will be invited to sessions according to their expressed interest and their specialty (establishment of a Think-Tank).
- Monitoring on permanent basis for funding from the Central State and the Region and search for EU funding.
- Recording all the “advantages” of the communities of the Municipality, preparation of organized successful meetings in each community with the aim of recording the requests and visions of the citizens – a personal invitation from the Mayor to each resident of the community, preparation of a proposal for the area by the Municipality – presentation – structured discussion to show and record the qualities of the area and the suggestions of the residents. At the end of the meetings, the Development MAP of the Municipality will be prepared [short term (1-2 years), medium term (during the term of the municipal authority), long term (decade)].
- Adoption and implementation of an integrated territorial development plan, including measures for synergies and complementarities between coastal zone and inland settlements.
- Utilisation of the municipal building stock for the accommodation of services (e.g. police, health services) or the accommodation of employees in public structures (e.g. teachers, doctors, etc.)
- Re-establish trust between citizen and Municipal Authority.

Regarding the optimal governance model, from the survey:

33% suggested holding open assemblies,

21% suggested holding referendums and

46% argued in favour of the creation of e-platforms.

concern raised was that a large part of the population is not familiarised with and cannot handle information technology.

Workshops and meetings of craftsmen from different professions were also proposed (trans-sectoral cooperation).

An important issue that was raised by a large number of stakeholders is to inform the citizens, in order to have an active and essential role in the decision-making process. Final decision is accepted to be taken after evaluation and consultation by experts for each issue, in order to ensure reliability, applicability and sustainability.

Finally, regarding the “vision” of the stakeholders for the Municipality the following points were recorded:

- The Municipality of West Mani to be "alive" and "vibrant". All villages become alive again and gain connection by regular public transport, that our elderly fellow citizens are taken care of and that there is regular support and welfare; the Municipality should be dynamic, well staffed with its Departments that will provide the necessary services to permanent residents as well as visitors; to have secured inclusion in community programmes to support the population and entrepreneurship; to ensure stable social benefits.
- To operate staffed and well-equipped health structures; to provide information from info-points where the visitor can turn to in order to get to know the place and the possibilities it offers.
- The use of new technologies should be applied across the Municipality; implementation of innovative and creative communication between the Municipality and visitors and permanent residents.
- There should be sustainable urban development. To achieve revitalisation of the mountainous villages by attracting professionals related to primary sector agriculture and/or processing but also permanent residents who will return to the villages enjoying a modern, comfortable and secure everyday life.
- The infrastructure and service provision problems recorded in the survey have been resolved.
- Restrictions should be set on reconstruction (typology) in order to protect the built environment and the physiognomy of the area.
- West Mani should be acknowledged as a destination for everyone and not turn into an elitist destination for “nouveau riche” nor a mass tourism destination. Quality and thematic tourism should be strengthened.
- West Mani should become a year-round destination and not only seasonal, so that there are jobs for more people, resulting in more people staying throughout the year.
- West Mani should maintain the unchanged environmental beauty, which is an explicit asset of unique value.

3.4 Emerging Topics

The SWOT analysis of West Mani highlights key territorial characteristics and challenges, structured across ten interrelated themes.

(1) Landscape & Nature: West Mani boasts a unique blend of mountain and sea, with a rich natural environment and excellent climate, making it ideal for year-round tourism and alternative activities like hiking, diving, and ecotourism. However, threats such as uncontrolled urban sprawl, potential overtourism and inadequate environmental planning risk degrading this fragile landscape.

(2) Cultural Identity & Heritage: The area preserves deep-rooted customs, traditional architecture and historic landmarks, including monasteries and threshing floors. Yet, many of these assets remain abandoned or underutilized, facing risks from modernization, neglect or mass tourism trends.

(3) Technical Infrastructure & Connectivity remains a core weakness, with outdated road, water, waste and telecom systems affecting quality of life and business development.

Despite its **(4) Strategic Accessibility** – thanks to its proximity to the Kalamata Airport and Moreas Highway – the internal transport network remains fragmented.

(5) Social Services & Quality of Life are constrained by the small number of schools, the lack of health centres and public services, contributing to...

(6) Demographic Decline & Ageing, especially in mountain villages.

(7) Governance & Capacity is undermined by understaffing, lack of strategic planning and outdated municipal tools, though there's opportunity to modernize through digital transformation.

(8) Economic Development suffers from seasonal tourism dependence and agricultural stagnation, despite the potential of olive oil and alternative tourism.

(9) Community & Cohesion is affected by introversion, a loss of collective identity and technological illiteracy, while...

(10) External Positioning & Image offers untapped potential through foreign retirees and cultural tourism if managed with sustainability and inclusivity in mind.

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STRENGTHS

- Unique natural landscape
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- The culinary tradition
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- The hospitable people

WEAKNESSES

- Deficiencies in technical infrastructure: road construction: poor (and in some cases non-existent) connection between the inland mountainous zone and the seaside), absence of organized parking spaces, insufficient water supply, irrigation & drainage network and insufficient water supply, lack of waste water treatment plant, delay in the waste collection and recycling process, unstable electricity network, insufficient telecommunication coverage (mobile phones, internet).
- Lack of functional and regular connection of the inland settlements with those of the coastal zone, resulting in poor service provision to the citizens and acting as an inhibiting factor in the increase of residents and in attracting businesses.
- Uncontrolled building, especially in the settlements of the coastal zone.

- Lack of basic social structures: health, social welfare, education (especially preschool e.g. kindergadens).
- Increased traffic load, especially in the summer months, as the existing road network does not have sufficient bearing capacity.
- Lack of an adequate agricultural road network and the inability to maintain the existing one, as a result of which many olive groves have been abandoned and cannot be accessed by wheeled vehicle. At the same time, these areas cannot be accessed by fire engines, in the event of a fire.
- Understaffing of the Municipal Departments and in particular the technical services, civil protection, services to the citizens, the absence of a Fire Station, operating in a permanent basis etc.
- Absence of services of wider interest: post offices, insufficient provision of banking services, etc.
- Lack of cultural activities, while there are places that can host large-scale events, which can give prestige and publicity to the place.
- The non-existence of an updated and realistic integrated strategic development plan of the Municipality.
- Desertification and abandonment of settlements in the mountainous zone.

OPPORTUNITIES

- West Mani can become a travel destination for the whole year and not only for the summer, as it is easily accessible; in close vicinity there is the international airport of Kalamata with important connections to many cities abroad and to Thessaloniki. Also, the national highway "Moreas" that connects Athens with Kalamata has reduced the travel time to 2.5 hours.
- There is a large network of paths and other man-made specimen of cultural heritage that, if used properly, can attract many quality visitors throughout the year, increase the tourist income and enhance extroversion of West Mani.
- Attracting foreign pensioners is a status in West Mani. This human asset can contribute in the international promotion of the area and act as a protection shield against any attempts to alter the tourist profile of the area.
- Opportunities for many different activities in nature for alternative tourism (e.g. caving, hiking, climbing, hang gliding, diving, cycling, religious & sightseeing tourism, etc.)
- Update the administrative capabilities of the Municipality with the use of IT facilities and modern management and public consultation tools.

THREATS

- The lack of an integrated territorial development plan which implies the insufficient road network (in terms of upgrade and quality), public areas (squares, parking) and of course the plan of infrastructure projects, such as water supply, drainage, irrigation and waste treatment.
- The complex and often problematic urban context.

- The alienation and indifference of young people, who prefer the easy-living and blindly follow anything that will bring them money effortlessly.
- The loss – to a large extent – of the sense of community, the isolation seen in most inland villages where there is not even a single coffee shop or a meeting place.
- The introversion of the residents.
- The superficial solutions to the problems from many of the previous Municipal Authorities.
- The technological illiteracy & backwardness of a large part of the population.
- The lack of highly qualified professionals.
- Overtourism. The rapid increase in tourism which, if left uncontrolled, will endanger the landscape due to excessive reconstruction and will risk the disappearance of the traditional architectural features of the area and the loss of the uniqueness of West Mani which has been preserved over the centuries.
- Constant population aging.
- The abandonment of important cultural assets which could be poles of attraction in many settlements (e.g. local folklore museums, traditional threshing floors, wells, traditional cottages that refer to agricultural activities of the past).
- The phenomena of nouveau riche attitude and the shift (in some settlements) to practices to attract mass tourism.
- The mentality of localism that exists among the inhabitants of the area.

eCONNECTING

greener & closer communities



Το ECONNECTING επικεντρώνεται σε βιώσιμες λύσεις αστικής - αγροτικής κινητικότητας στο πλαίσιο της δημιουργίας "περιοχών 30". Η αποστολή μας είναι να διαμορφώσουμε περιεκτικές ψηφιακές και οικολογικές στρατηγικές, προωθώντας την ενεργή συμμετοχή της κοινωνίας στον από κοινού σχεδιασμό κλιματικά ανθεκτικών οικισμών. Προωθούμε τους προσβάσιμους και φιλόξενους οικισμούς, την ορθή διακυβέρνηση για τη λειτουργική διασύνδεση αγροτικών και αστικών περιοχών, την βιώσιμη κινητικότητα, τις πράσινες κοινότητες και την ισόρροπη, χωρίς διακρίσεις ανάπτυξη.

ECONNECTING focuses on sustainable urban-rural mobility solutions within the 30-minute territory. Our mission is to advocate inclusive, digital, and ecological strategies, fostering the community engagement in co-designing climate-resilient towns. We promote accessible and welcoming cities, good governance for proximity territory, humanized and sustainable mobility, green communities and a gender-balanced development.

ΛΕΞΕΙΣ ΚΛΕΙΔΙΑ

#Προσβασιμότητα
#Φιλόξενες πόλεις
#Ορθή διακυβέρνηση
#Περιοχή εγγύτητας
#Βιώσιμη κινητικότητα
#Περιοχές 30'
#Πράσινες κοινότητες

KEYWORDS

#Accessibility
#WelcomingCities
#GoodGovernance
#ProximityTerritory
#SustainableMobility
#30minTerritories
#GreenCommunities

ΔΙΑΡΚΕΙΑ

01/06/2023

31/12/2025

DURATION

01/06/2023

31/12/2025

NETWORK PARTNERS



Unione della Romagna
Faentina (ITALY)



Municipality Of West Mani (GREECE)



Viseu (PORTUGAL)



Orihuela (SPAIN)



Tori Vallavalitsus (ESTONIA)



Nagykálló (HUNGARY)



Clare County Council (IRELAND)



Ormož (SLOVENIA)



Berane (MONTENEGRO)

URBACT



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Interreg



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Vision, Goals and Strategy





View from the public presentation of the draft, the integrated action plan, within the framework of the consultation.

4.1 Project Vision

The vision for West Mani within the framework of the Econnecting project is to transform the municipality into a sustainably connected, digitally empowered and environmentally resilient community, while preserving its rich cultural and natural heritage. As a rural and coastal area, West Mani faces challenges related to mobility, digital infrastructure and economic diversification, which the Econnecting project seeks to address through an integrated, bottom-up citizen-driven approach. The goal is to enhance connectivity in multiple dimensions (physical, digital, and social) ensuring that residents, businesses and visitors benefit from efficient mobility solutions, improved digital access and strengthened community engagement. This vision aligns with the broader objectives of the Econnecting Network, which promotes sustainable urban-rural linkages, smart mobility innovations and inclusive digital transformation in small and medium-sized cities across Europe.

By participating in the Econnecting Network, West Mani aims to implement eco-friendly transport solutions, such as cycling and pedestrian-friendly infrastructure, shared mobility services and low-emission transportation options, reducing the environmental footprint of local travel. The goal is also to expand environmental protection by implementing solutions and practices that will contribute to the rational exploitation of resources and the avoidance of a carbon footprint.

At the same time, enhancing digital connectivity through expanded broadband access, smart public services and digital literacy initiatives will empower local businesses, entrepreneurs, and remote workers, fostering economic resilience and innovation. A strong emphasis will be placed on community participation, ensuring that local stakeholders (residents, businesses, NGOs and policymakers) actively contribute to decision-making processes. Through knowledge exchange with other cities in the network, West Mani will adopt best practices in sustainable tourism, digital governance and climate adaptation, positioning itself as a forward-thinking, inclusive, and environmentally responsible community that harmonizes modern development with its traditional identity.

In a nutshell the vision for West Mani is to establish itself as a destination for permanent residence and professional activity compatible with the environment and the historical heritage of the place. In this way, the following goals will be achieved:

- Reversal of the current trend of population decline and strengthening the tourist profile of West Mani as a high-quality tourist destination.
- The mountainous villages will be brought back to life and regenerated and functional interconnection of settlements throughout the territory of the Municipality will be achieved, so that the needs of residents and visitors are fully covered by ensuring easy and quick access to goods and services. The residential environment and public space in all settlements of the Municipality will also be upgraded, through rationalization and development of infrastructure and the implementation of smart city applications, improving the daily life of citizens.
- The local GDP will increase and living conditions will improve throughout the Municipality. In this way, the strategic goal of balanced and sustainable development throughout the territory of the Municipality will be accomplished.
- The services provided by the Municipality to citizens will be upgraded through the implementation of digital tools and platforms and democratic and broad consultation and communication between citizens and the Municipal Authority will be established. This will result to a consolidation of a sense of mutual trust and democratic operation.

4.2 Project Goals

1. Infrastructure Development:

- Objective: Develop transportation infrastructure to facilitate seamless movement between urban and rural areas.
- Key Results: Construct new roads, water supply network, waste water network and sewage plant. Water reservoirs. Solar panels.

2. Digital Connectivity:

- Objective: Enhance digital infrastructure to improve communication and access to services in both urban and rural areas. Provide free wifi hotspots in squares of all villages and easy access to private internet connection.
- Key Results: Expand broadband internet coverage, establish Wi-Fi hotspots, and promote digital literacy programmes in rural communities.

3. Public Transportation Accessibility:

- Objective: Ensure affordable and efficient public transportation options for residents in rural areas to access urban amenities and facilities and vice versa.
- Key Results: Introduce subsidised bus routes, establish ride-sharing programmes, and improve scheduling and connectivity of existing public transportation systems a well scheduled and multi level public transportation system connecting urban centres with rural settlements.

4. Social Integration and Community Development:

- Objective: Foster social integration and community development between urban and rural populations.
- Key Results: Implement cultural exchange programmes and visits, organize joint community events and support initiatives that promote mutual understanding and cooperation.

5. Economic Development:

- Objective: Stimulate economic growth in rural areas by enhancing connectivity with urban markets and resources. Incentives for relocation or establishment of small innovative enterprises, compatible with the scale and nature of the area. Promotion of biological oil production. Enhancement of the vertical agricultural production model
- Key Results: Provide incentives for businesses to establish operations in rural areas, support entrepreneurship and small-scale industries, and facilitate access to urban markets for rural producers.

6. Environmental Sustainability:

- Objective: Promote environmentally sustainable transportation options and land use practices. Upgrade of public space in all settlements. Municipal free parking areas.
- Key Results: Encourage the use of eco-friendly transportation modes such as cycling and walking paths, implement green infrastructure projects, and preserve natural habitats along transportation

corridors.

7. Community Engagement and Participation:

- Objective: Engage residents and stakeholders in the planning and implementation of connectivity initiatives.
- Key Results: Conduct community consultations, establish advisory committees, and encourage active participation through outreach programmes and digital platforms.

8. Monitoring and Evaluation:

- Objective: Regularly monitor progress and evaluate the effectiveness of connectivity initiatives.
- Key Results: Establish performance indicators, conduct surveys and assessments, and use feedback to adjust strategies and improve outcomes.
- By achieving these strategic objectives, the programme can make significant progress toward achieving functional connectivity between urban and rural areas within the Municipality of West Mani, ultimately realising the overall vision of a more integrated and cohesive community.

4.3 Integration Challenges

It is fundamental for the sustainable development of West Mani to have a realistic, integrated territorial plan, which will be designed with a holistic approach and which will set the framework within which all development interventions will be scheduled and implemented.

This territorial plan will take into account all the special and social features of the area, allowing the existing dynamics to flourish and set the restrictions that will effectively protect the wider environment (both natural and man-made).

For the effective monitoring and implementation of this territorial plan, the Municipality will play an active role. Therefore, it is essential to adopt a new organization chart and adopt innovative methods and tools, to restructure its Departments and properly staff: to employ a sufficient number of capable and specialised executives and adopt modern practices and operating mechanisms, from equipping with new technologies to the implementation of innovative governance and interaction with the citizens.

A obstacle that must be addressed, which constitutes a challenge to deal with, is insufficient funding. Given that the financial means exist, the Municipality must prioritise the systematic monitoring of calls and prepare respective applications appropriately (by maturing studies and preparing interventions) in order to achieve the maximum possible funding. However, the proposals for development interventions for which the Municipality will request funding should be included in an integrated territorial development plan, in order to ensure the required synergies and to document their effectiveness.

Additionally, for the maturation not only of the development interventions that will be proposed but also for the strengthening of democratic planning and inclusive and fair public consultation, it is necessary to establish procedures of constant information and interaction with citizens. Only through participatory planning procedures and society's consensus, the implemented interventions will become effective.

For the efficient reorganization of the Municipality and its Departments, the exchange of experiences and the identification of "good practices" of organization and operation is a tested and effective method. That is why the participation, for the first time ever, of the Municipality of West Mani in this URBACT programme is positively judged. It is proposed that the Municipality orientate itself towards its continuous activation in European Cooperation Programmes and Initiatives, in order to gain the necessary experience of organization, staffing and operation in an international and competitive context. It will be particularly beneficial for the Municipality of West Mani to be ranked and recognized in the group of Municipalities that have a continuous presence and activation in European Programmes and international cooperation initiatives.

To achieve these objectives, drastic changes must occur:

- The Municipality of West Mani must become "alive" and "modern".
- All villages acquire life again, all villages are connected by regular public transport.
- Elderly and disabled citizens are taken care of and there is regular welfare support. The Municipality has to be dynamic, well staffed so to effectively provide the necessary services to permanent residents as well as visitors. To have secured inclusion in community programmes to support the population and entrepreneurship. To ensure stable social benefits.
- To operate manned and well-equipped health structures, to have info points where the visitor can turn to in order to get to know the place and the possibilities it offers.
- To make use of new technologies. To implement innovative, interactive and constructive communication of the Municipality with visitors and permanent residents.
- Sustainable urban development. To achieve revitalisation of the mountain settlements by attracting professionals related to primary sector agriculture and/or processing but also permanent residents who will return to the villages enjoying a modern way of life.
- To improve the quality of the road network, so to provide easy access to all villages. Introduce regular public transportation.
- Resolved the problems of technical infrastructure and provision of public services – Upgrade recycling infrastructure.
- Institute restrictions on reconstruction (typology) in order to protect the built environment and the physiognomy of the place. - Preserve the unaltered beauty of the area.
- Introduce a new integrated territorial development plan.
- Strengthen and encourage soft and thematic tourism in order to register West Mani as a destination for everyone and not to turn into an elitist destination and protect from overtourism.
- Become a year-round destination and not only seasonal, so that there is work for more people. Because if there is work, more people will stay during the winter and the place will not be deserted.

4.4 Approach to URBACT cross-cutting principles

Trans-generational coexistence is required in a sustainable and coherent society. The elderly residents are an asset and not a "burden" because they are bearers of historical memory, which must be saved and transferred to the next generations, in a perpetual process; because a society cannot move forward into the future if it is not firmly rooted in its past.

The expansion of new technologies (and recently artificial intelligence) into all areas of public and private life is a phenomenon that should not be overlooked. Taking advantage of the possibilities provided by new technologies can contribute decisively to the modernisation and sustainable development of a place: both in the strengthening of economic activity and the increase of the local GDP and in the establishment of an integrated framework of benefits and services from the public to the citizens.

Therefore, the utilisation of the tools and possibilities of new technologies – technological updating and modernisation, are a crucial factor in the development process of a place.

In West Mani, as mentioned above, the unique natural environment, the built environment and the tangible and intangible heritage constitute a unique asset that forms the identity of the place. Its preservation and its respectful exploitation are not simply imperative but are a necessary condition of survival for West Mani. Thus, any development interventions designed should take into account the minimisation of the carbon footprint and obey environmental protection standards.

4.5 Logical Framework

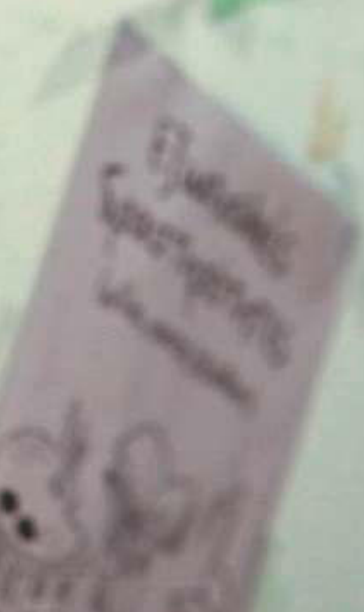
The Logical Framework for West Mani's Econnecting Project, outlines the project's overall goal, objectives, expected results, activities, indicators, and means of verification.

Project Components	Description
Overall Goal	To enhance sustainable mobility, digital connectivity and environmental resilience in West Mani while preserving its cultural and natural heritage.
Specific Objectives	<ol style="list-style-type: none"> 1. Develop eco-friendly and smart mobility solutions to improve connectivity. 2. Strengthen digital infrastructure and services to support economic diversification and accessibility. 3. Foster local community engagement and collaboration within the Econnecting Network for knowledge exchange and innovation.
Expected Results	<ol style="list-style-type: none"> 1. Increased use of sustainable transport modes (combined public transportation, walking, cycling, shared mobility, e-vehicles). 2. Improved digital connectivity with better broadband access and digital literacy programs. 3. Strong community participation in decision-making and co-design of local policies. 4. Enhanced local economic opportunities through eco-tourism and digital and innovative entrepreneurship. <p>Key Activities</p>
Key Activities	<ol style="list-style-type: none"> 1. Conduct stakeholder consultations and participatory workshops to co-design mobility and digital strategies. 2. Implement pilot projects for shared mobility solutions (e-bikes, community transport, pedestrian-friendly spaces, combined public transportation). 3. Upgrade digital infrastructure, expand broadband access and introduce digital literacy training. 4. Knowledge and good-practices exchange with other cities in the Econnecting Network. 5. Develop and promote sustainable tourism initiatives aligned with environmental and cultural preservation. <p>Indicators</p>
Indicators	<ol style="list-style-type: none"> 1. % increase in the use of sustainable transport options. 2. Number of public spaces and mobility infrastructure improved. 3. Growth in broadband access and digital service adoption. 4. Number of businesses and entrepreneurs benefiting from digital infrastructure. 5. Level of community participation in project-related activities. <p>Means of Verification</p>
Means of Verification	<ol style="list-style-type: none"> 1. Mobility surveys, transport usage statistics. 2. Digital access reports, IT infrastructure assessments. 3. Event participation records, stakeholder feedback. 4. Local economic data, tourism statistics. <p>Assumptions & Risks</p>
Assumptions & Risks	<ol style="list-style-type: none"> 1. Weak stakeholder commitment and low public engagement. 2. Insufficient funding and policy support from local and regional authorities. 3. Low technological adaptability and infrastructure feasibility. 4. Potential resistance to change or lack of participation from key community groups.

This Logical Framework provides a structured indicative roadmap for West Mani's Econnecting Project, ensuring a strategic and measurable approach to achieving its sustainability and digital transformation goals.

Αν ήσουν Δήμαρχος,
τι θα βελτιώνες
στον τόπο σου;





Small Scale Actions

The ULG decided to organize three Small Scale Actions

First Small Scale Action

The first Small Scale Action was the organization of an open to the public information event about the URBACT Programme and the theme and actions of the ECONNECTING Network at the Cultural Centre of Stoupa as well as multiple bike rides along the bike lane at sunset. During the event information material (flyers etc) were distributed to all participants.

The motivation and the concept for the Small Scale Action is to sensitise residents of West Mani and inform them on the ECONNECTING Network's theme. By organizing the first event, citizens were informed about the goals of ECONNECTING, the transnational cooperation and interaction within the Network and the Integrated Action Plan and the concept of soft mobility was promoted.

The event took place on September 20th, during the European Mobility Week.

Second Small Scale Action

The URBACT Local Group (ULG) identified the need to raise awareness among young people – especially Elementary School students – as a key priority. The objective of the second Small Scale Action was to capture a sensitive and imaginative perspective on the future of West Mani, as seen through the eyes of children aged 6 to 12.

This action took the form of a student artwork initiative and a public exhibition. The Directors of the two local Elementary Schools were fully briefed on the ECONNECTING Network and its thematic focus. Following this, the school communities of Kampos and Stoupa decided to engage their students in an activity based on the URBACT tool "Newspaper of Tomorrow". The students were encouraged to express their vision for the future of West Mani through original artworks.

The resulting exhibitions were held on June 5th and 6th, 2025, and were open to the public. These events showcased the students' creations, offered interactive workshops, and included a voting activity to identify the most important priorities for improving living conditions in West Mani.

The events also fostered meaningful interaction between ULG members, students, and visitors, creating a dynamic dialogue around the ECONNECTING initiative and local mobility issues. The workshops highlighted key areas for improvement in school infrastructure, while the voting process offered a valuable lesson in democracy for the young participants. The results of the vote among students are presented in Appendix 7.

In a strong show of support, the Mayor of West Mani pledged to implement the proposed improvements in both elementary schools.



Small-Scale Action at Kampou Primary School
5.6.2025

Third Small Scale Action

The third small scale action implemented in late summer 2025 was the pilot test operation of a municipal bus line that connected mountainous settlements with an interim village-hub. A bus was rented which was put in operation in specific routes. After the end of this test period, questionnaires were distributed to residents and their opinions were recorded. The results showed an enormously positive response from citizens to the measure of the municipal transport connection. The outcomes of these questionnaires are presented in Appendix 7. These results prompted the Municipal Authority to prepare the assignment of a transport feasibility/sustainability study. Through this study, the optimal way of implementing municipal transport system will emerge, according to the proposed project #1.



Pilot operation of the municipal bus line.

Integrated Actions

6.1 “Thirty minutes” Territories

6.1.1 MUNICIPAL BUS SERVICE

PROJECT 2 MUNICIPAL BUS SERVICE		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below Stakeholders: Municipality of West Mani	Links to Strategy: 30' TERRITORIES	Risks: 1. The proposal for the purchase of electric buses may not be approved by the Funding Authority (Region of Peloponnese). 2. The hiring of permanent employees (bus drivers) may not be approved by the Ministry of the Interior.
	Finance & Resources: RECOVERY FUND	
	Action Readiness: A feasibility-sustainability study must be prepared, together with a revision of the Traffic Study, from which the frequency of the itineraries and the number of buses to be purchased will be determined. Also, the best scenario will be documented, whether it will be implemented by Municipality's own resources or outsource.	

Short description:

It is proposed to create a municipal bus service between the mountain settlements and the coastal settlements with small or medium-sized buses. Municipal transport can operate efficiently with a total of 20 buses of 25-30 seats, which will run circular routes (shuttles) in two main branches and will connect the villages with the coastal towns and also transport the students: 8 buses in the north branch, 8 buses in the southern branch and 4 additional ones that will run the route: Kampos – Kardamyli – Stoupa – Platsa and vice versa.

The bus routes with reference to Kampos Hub will serve, in circular (and reverse) routes, the settlements: Malta, Stavropigio, Doloi, Kitries, Akrogiali, Megali Mantinea, Sotirianika, Altomira, Pigadia, Dendra, Voreio, Anatoliko, Chora Gaitson, Kentro, Orovas.

The bus routes with reference to Kardamyli Hub will serve, in circular (and reverse) routes, the settlements: Prosilio, Pedino, Tseria, Exochori, Kalyves, Lakkos, Agia Sofia, Petrovouni, Saidona, Proastio.

The bus routes with reference to Stoupa Hub will serve, in circular (and reverse) routes, the settlements: Lefktro, Neochorio, Kastania, Karyovouni, Driopi, Kato Chora, Xanthianika, Milea, Kyvelia, Ano Riglia, Riglia, Ag. Nicholas.

The bus routes with reference to Platsa will serve, in circular (and reverse) routes, the settlements: Pigi, Ag. Dimitrios, Kotroni, Nomitsi, Thalames, Platanos, Lagada, Trachila, Agios Nikon.

To cover the transportation project, a total of 10 buses will need to be put in operation: 2 in each section (Kambos, Kardamyli, Stoupa, Platsa) and 2 along the longitudinal route Kampos - Kardamyli - Stoupa - Platsa. There will be four routes per day in each direction, as this route serves the main settlements of the Municipality and has a large passenger load.

The project includes the purchase (or lease) of 10 electric buses of 30 seats each, in order to be launched on the aforementioned routes. The small size of the buses (approx. 6 m.) allows them to move comfortably and safely on the existing road network of the Municipality.

Brief feasibility documentation

The creation of municipal transport will serve almost all the settlements of the Municipality and will regularly connect the remote mountain settlements with the coastal zone and every point of the Municipality.

Thus, the current isolation of these settlements will be removed and all residents will gain access to services and recreation.

In this way, it is expected to give a significant boost to the attractiveness of the settlements to attract residents and businesses, to cover the entire territory of the Municipality in accordance with the principles of the 30' territory and to give an incentive to reverse the current trend of desertification of the hinterland.



6.1.2 TAXI-ON-DEMAND SERVICE

PROJECT 2 TAXI-ON-DEMAND SERVICE		PROJECT OWNER MUNICIPALITY OF WEST MANI	
Short description: See below		Links to Strategy: 30' TERRITORIES	Risks: 1. The project may not sound feasible to local TAXI owners
Stakeholders: 1. Municipality of West Mani 2. Local Association of TAXI owners		Finance & Resources: MUNICIPALITY'S OWN RESOURCES	
		Action Readiness: A feasibility-sustainability study must be prepared. The implementation of this project relies on the successful implementation of the project "Municipal bus service"	

Short description:

In addition to the above, it is proposed to operate - initially on a pilot basis - the "TAXI on demand" service, which will enable citizens, especially those with reduced mobility, to be transported by TAXI on the day and time they wish, following a telephone appointment. The citizen will only be charged with the cost of the municipal bus ticket, and the difference in the fare will be covered by the Municipality, on a monthly basis.

In order to remove possible entanglements and conflicts with private companies active in the vehicle rental area, it is proposed that this service be provided ONLY to permanent residents or professionals of the Municipality.

Also, the service will be provided on days and times that are not covered by regular municipal routes as mentioned above.

Brief feasibility documentation

The proposed TAXI-on-demand service will complement the municipal transport and fully cover the movement needs of the residents of the Municipality, throughout its territory.

It is a measure that strengthens social cohesion and completes the Municipality's compatibility to the 30' territory principle.

6.2 Accessible and Welcoming Cities

6.2.1 TRANSPORTATION AND TRANSFER HUBS

<div>PROJECT 3</div> <div>TRANSPORTATION AND TRANSFER HUBS</div>		<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>	
<div>Short description: See below</div>		<div>Links to Strategy:</div> <div>ACCESSIBLE & WELCOMING CITIES</div>	<div>Risks:</div> <div>1. The project proposal may not be approved by the Funding Authority (Region of Peloponnese) or by the Ministry of Culture (as Kardamyli is listed as “traditional settlement”</div> <div>2. The acquisition of the land for the creation of the two transfer hubs in Kardamyli and Stoupa may not take place due to the high land value.</div> <div>3. The Municipality may not be able to meet the operational requirements of the hubs due to understaffing.</div>
<div>Stakeholders:</div> <div>1. Municipality of West Mani</div> <div>2. Ministry of Culture</div> <div>3. Region of Peloponnese</div>	<div>Finance & Resources:</div> <div>ERDF</div>		
	<div>Action Readiness:</div> <div>A comprehensive study of the creation of the hubs must be prepared in order to submit an application to the relevant Funding Authority.</div>		

Short description:

In order to ensure the integrated nature of the Municipal Transportation System, it is proposed to create transportation hubs in Kampos and Platsa, and transfer stations in Kardamyli and Stoupa, in appropriately selected areas, so that passengers can board and disembark. Additional social facilities will be provided, especially in the Hubs of Kampos and Platsa, in order to accommodate passengers and citizens in order to define the integrated character of the infrastructure.

As in Kardamyli and Stoupa, most of services are already provided, the transfer points can facilitate only to boarding, disembarking and waiting room for passengers, thus there is no need for large size land configurations and constructions.

For the above mentioned hubs and transfer stations the following are proposed:

Kamos: It is proposed to reuse the complex of municipal buildings, located in the south-western end of the settlement, since they provide sufficient covered space and the courtyard between the two buildings covers the needs of parking and boarding and disembarking passengers.

Platsa: It is proposed to utilize the municipal property on the central square of the village, given that the square has sufficient area for parking buses, to pick up and drop off passengers. Within the hub, additional social and health services can be provided in daily basis.

Kardamili: It is proposed to form a transfer hub at the entrance of the settlement, before the bridge, at the northern end of the settlement.

Stoupa: It is proposed to create a transfer hub on a suitable municipal plot on the main provincial road.

In all hubs and stations telematics will be installed to provide update and accurate itineraries' info.

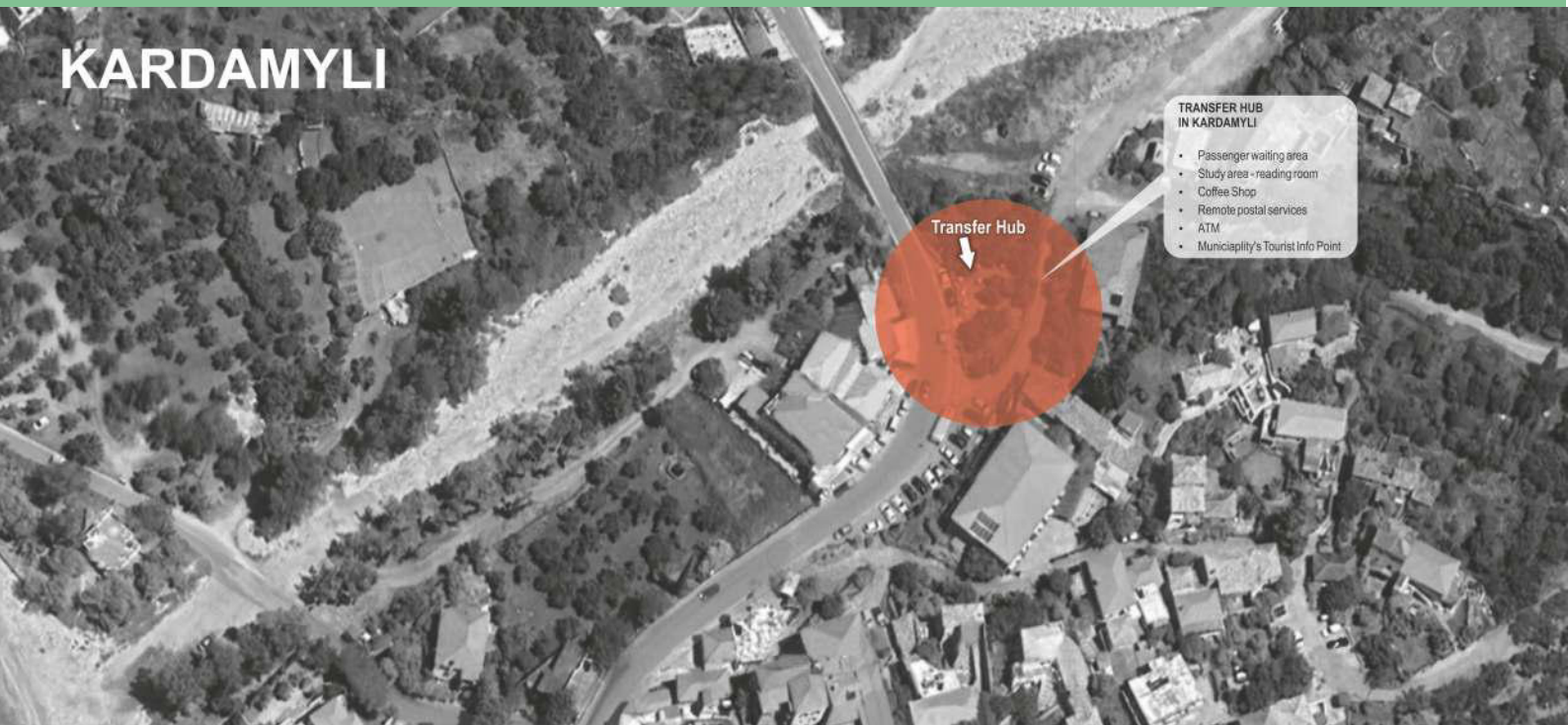
The services that can be housed and provided in the hubs are indicative of the following:

- Passenger waiting area
- Study area - reading room
- Library
- Municipal Tutoring Courses for primary school students
- Coffee Shop
- Primary Health Services*
- Kindergarden
- Remote postal services
- Municipal Police Station
- ATM
- Space for gatherings and organizing events (e.g. local community's assemblies, exhibitions, speeches, presentations, etc.)
- Citizens Service Centre
- InfoPoint for entrepreneurs and businesses

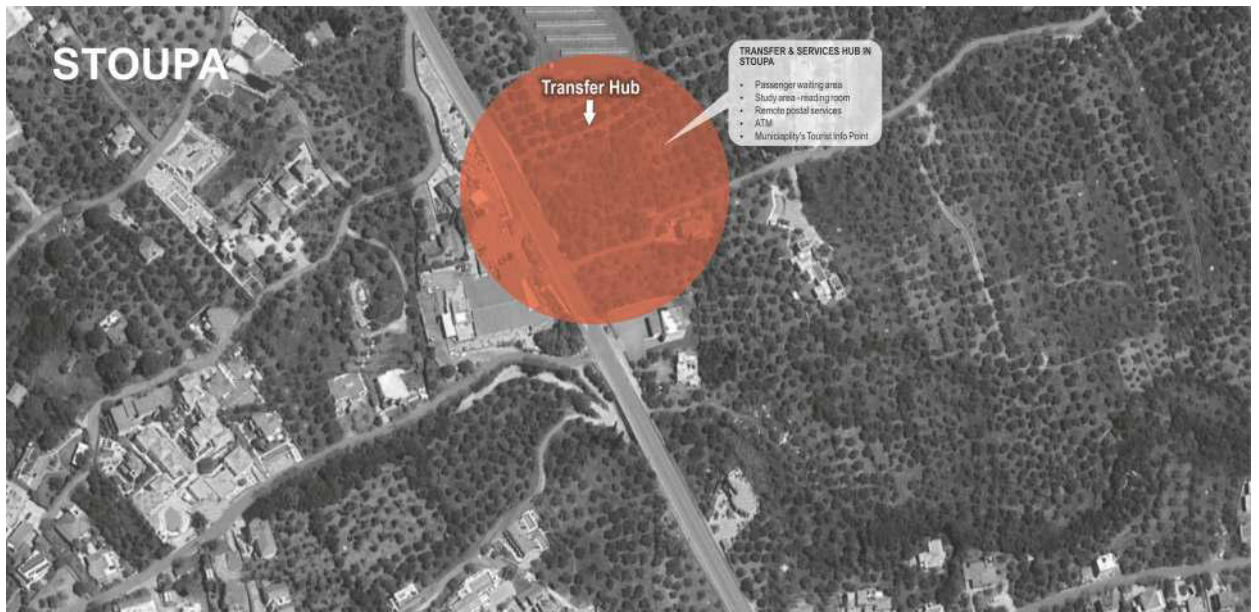
* In particular, for Primary Health Services, it is proposed to design and implement a programme of periodic visits – on a weekly basis – of groups of Health Officers to mountainous villages, so that residents can be served in their basic medical needs

Brief feasibility documentation

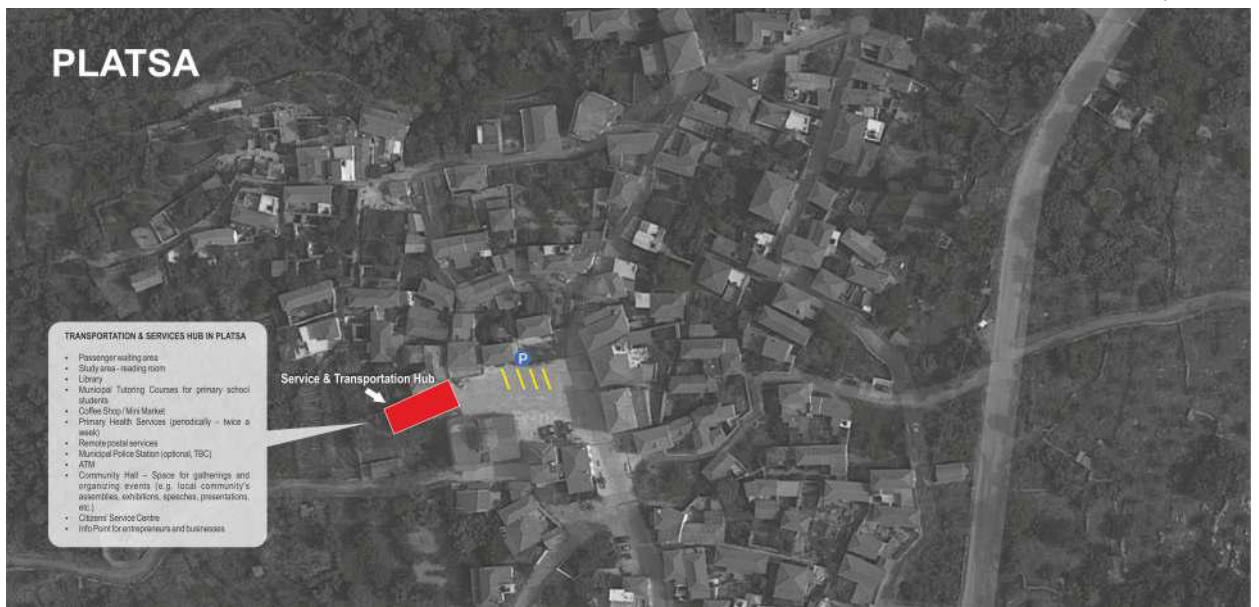
The proposal to create "hubs" aims at creating an intermediate level of services provided to the residents and an attempt to reduce distances and increase accessibility to basic services (super market, ATM/Bank services, info points etc.). The creation of "hubs" obeys the logic of creating 30' territories. Within each hub basic infrastructure & services will be provided to serve the permanent residents as well as the visitors: e.g. Health Centres/Rural Dispensaries, "Help at home" Service, Citizens Service Centre, meeting halls, BusinessInfoPoint etc.



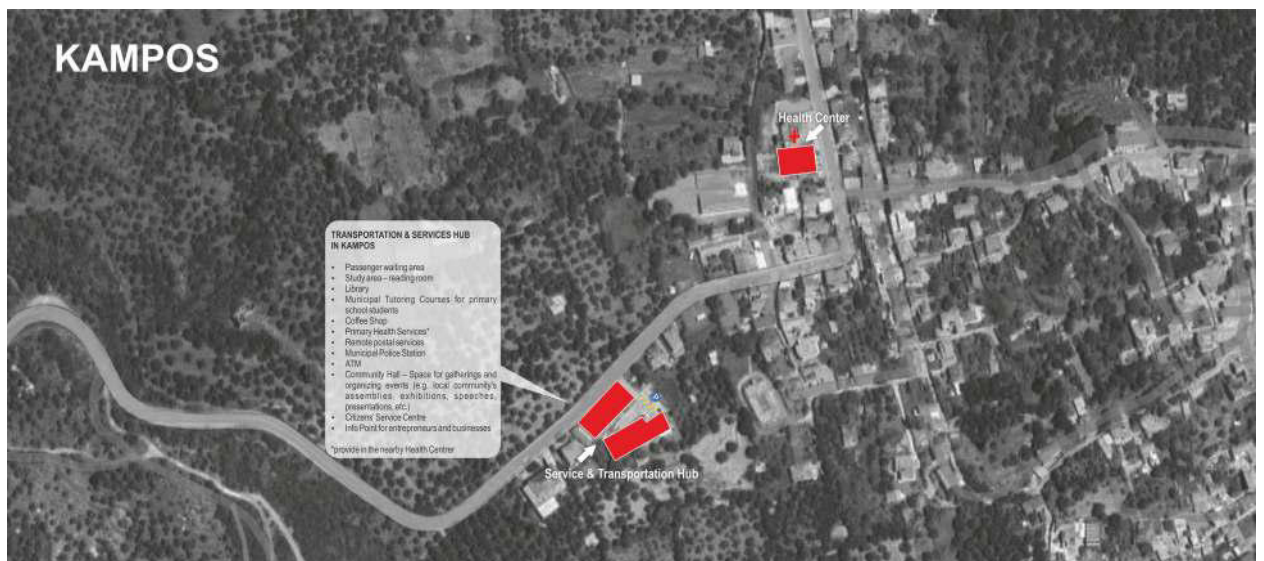
Kardamili Hub



Stoupa Hub



Platsa Hub



Kampos Hub

6.2.2 PEDESTRIANISATION OF KARDAMYLI'S MAIN STREET

PROJECT 4

PEDESTRIANISATION OF KARDAMYLI'S MAIN STREET

PROJECT OWNER

MUNICIPALITY OF WEST MANI

Short description: See below

Stakeholders:

1. Municipality of West Mani
2. Region of Peloponnese
3. Ministry of Culture

Links to Strategy:

ACCESSIBLE & WELCOMING CITIES

Finance & Resources:

ERDF

Action Readiness:

None

Risks:

he implementation of the project is totally dependent on the implementation of the bypass road of Kardamyli, given that the existing road that crosses the settlement is the unique access road to the southern side of the western coast of Mani. In case the bypass road is not constructed, the pedestrianisation project will not be able to be implemented.
The risks lie on the one hand in the possible non-funding of the bypass road, either due to a lack of fundings, or due to a long delay in completing the required expropriation procedures or due to non-approval of the project by the Ministry of Culture.

Short description:

The pedestrianisation of the main street of Kardamyli is proposed to be implemented from the northern entrance of the settlement to the intersection of the Town Hall, total length 800 m.

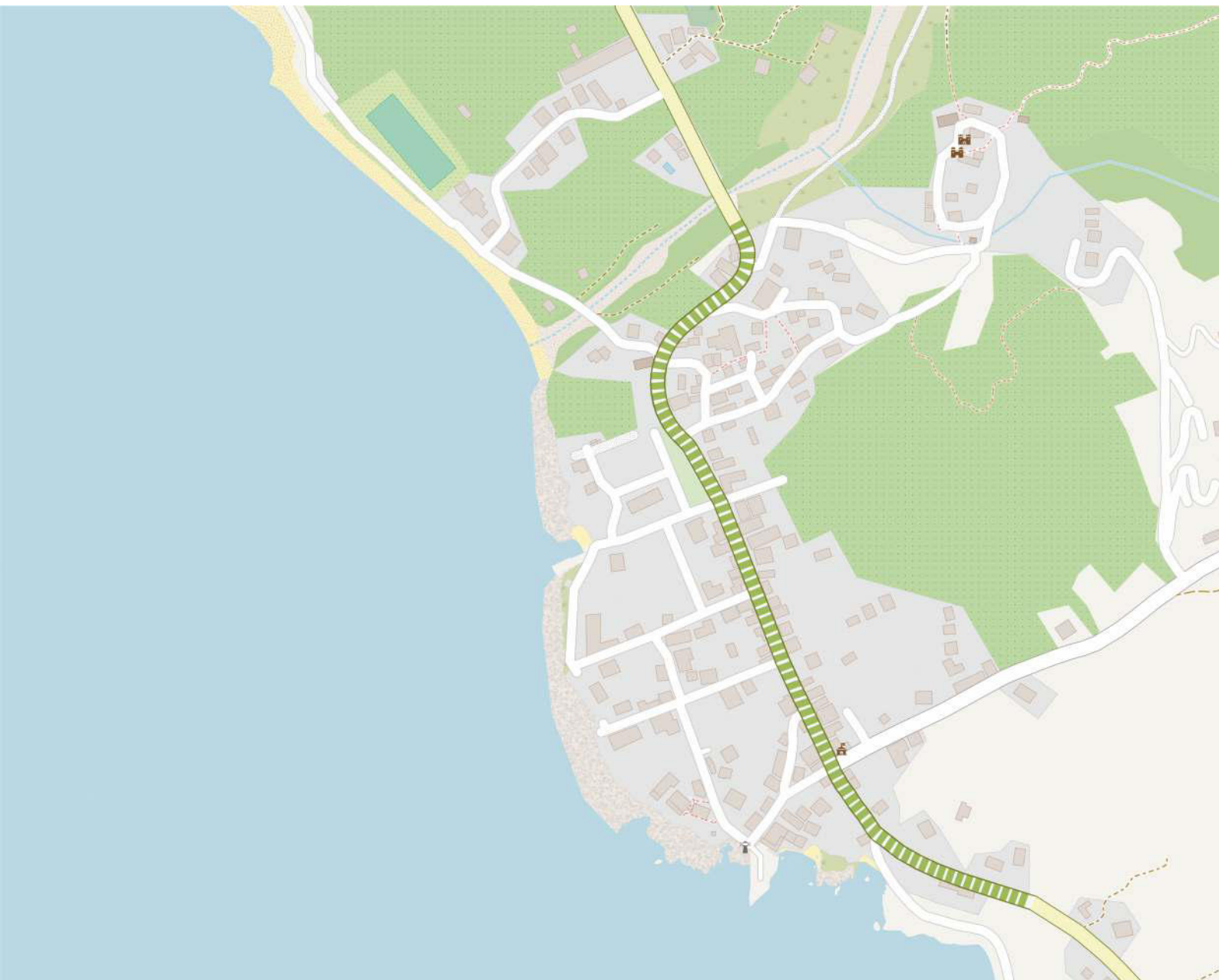
Cold materials will be laid, beautification interventions will be carried out and the preserved settlement of Kardamyli, seat of the Municipality, will be highlighted as a whole.

Soft mobility and pedestrian movement will be strengthened, the pedestrian network of the entire settlement will be unified and conditions will be created to highlight artistic creations in specially designed positions.

The wonderful preserved buildings of the settlement will also be highlighted and the residential environment will be upgraded as a whole.

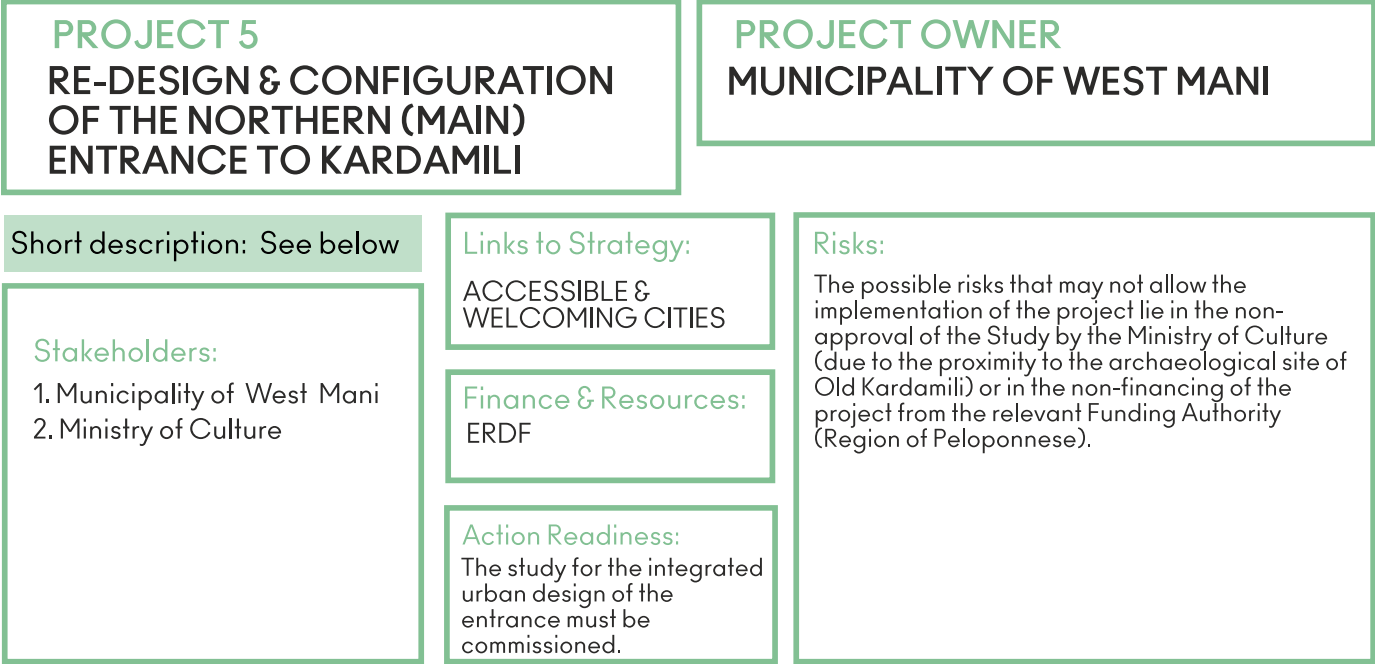
Brief feasibility documentation

With this project, the possibility will be given to transform the section of the current road that crosses the centre of Kardamyli into a pedestrian zone, giving back the entire settlement to pedestrians (residents and visitors), thus unifying the urban unit, highlighting its unique architectural features and giving a revitalising boost to commercial activity.



Pedestrianisation of Kardamyli's main street

6.2.3 RE-DESIGN & CONFIGURATION OF THE NORTHERN (MAIN) ENTRANCE TO KARDAMILI



Short description:

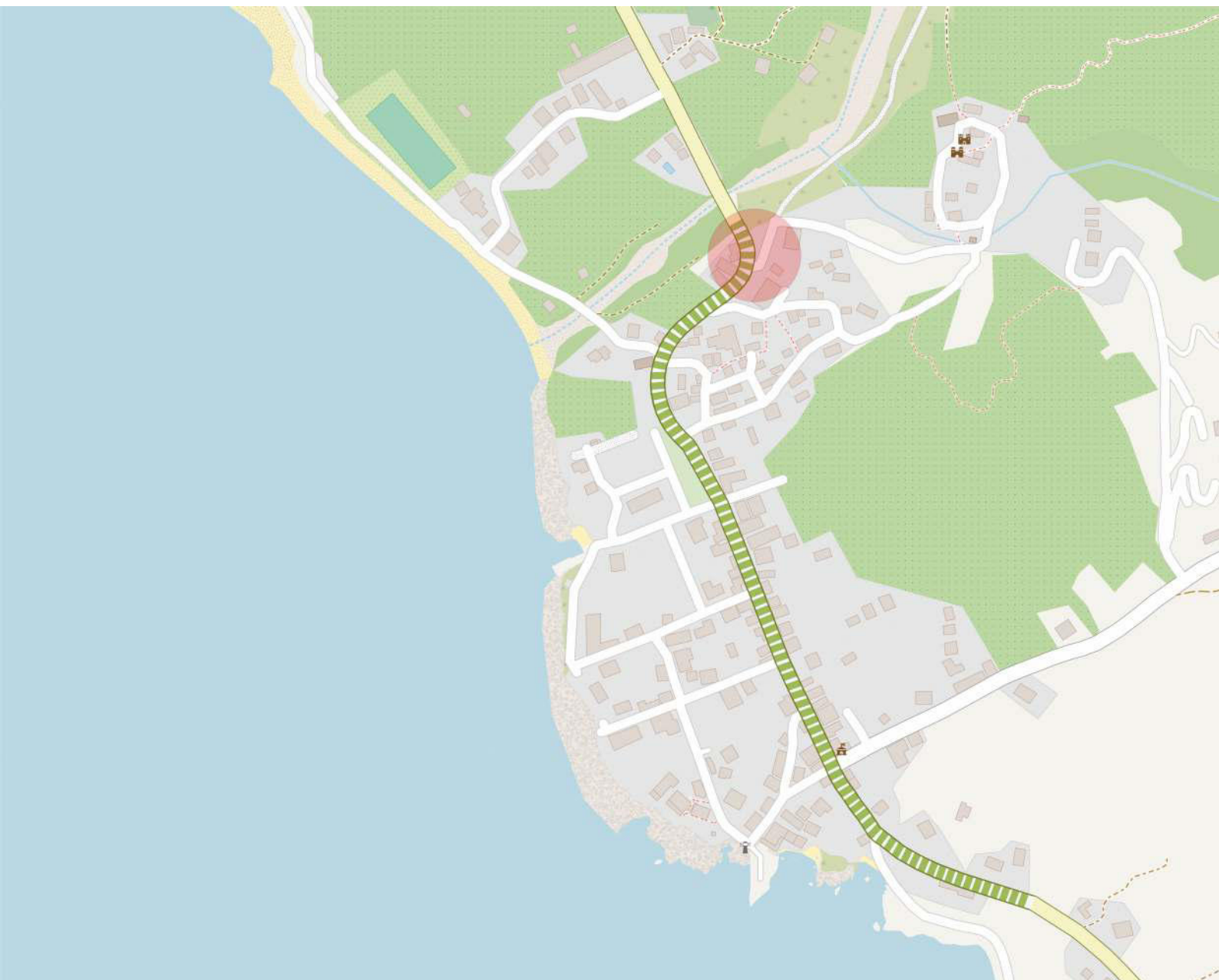
The provincial road that connects Kalamata with Areopolis of Laconia enters Kardamyli from the north.

To the left of the entrance is the archaeological site of Old (Medieval) Kardamyli with the Troupakis Tower complex and historically preserved buildings.

The re-design and configuration of the entrance, in addition to the proposed transfer hub, is proposed to be totally reconfigured and include an info kiosk with tourist information about the Municipality, the attractions and the activities that take place every season.

Brief feasibility documentation

The area of the northern entrance to Kardamyli is the first image that the visitor gets of the wider area, therefore the upgraded entrance to the settlement overall upgrades the image of Kardamyli and the Municipality of West Mani as a whole. With the re-design and configuration of the entrance area, visitors will be given the opportunity to be informed about all the attractions, monuments, activities and, in general, tourist events in the Municipality, throughout the year.



Re-design and configuration of the northern (main) entrance to Kardamili

6.2.4 MUNICIPAL ADMINISTRATIVE CENTRE IN KARDAMILI

PROJECT 6 MUNICIPAL ADMINISTRATIVE CENTRE IN KARDAMILI		PROJECT OWNER MUNICIPALITY OF WEST MANI	
Short description: See below		Links to Strategy: ACCESSIBLE & WELCOMING CITIES	Risks: The acquisition of the neighbouring building for the creation of the Municipal Administrative Centre in Kardamyli may not take place due to the high value or due to the current owners' refusal to sell it and the Municipality may not accept to pay the political cost of the forced expropriation. The modification of the urban plan which is mandatory for the implementation of the project may not be approved.
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese		Finance & Resources: ERDF	
		Action Readiness: The relevant architectural study must be carried out and the modification of the urban plan must be submitted and approved by the Municipal Council. In parallel, The Municipality must investigate the prices and the intentions of the owners to sell the property.	

Short description:

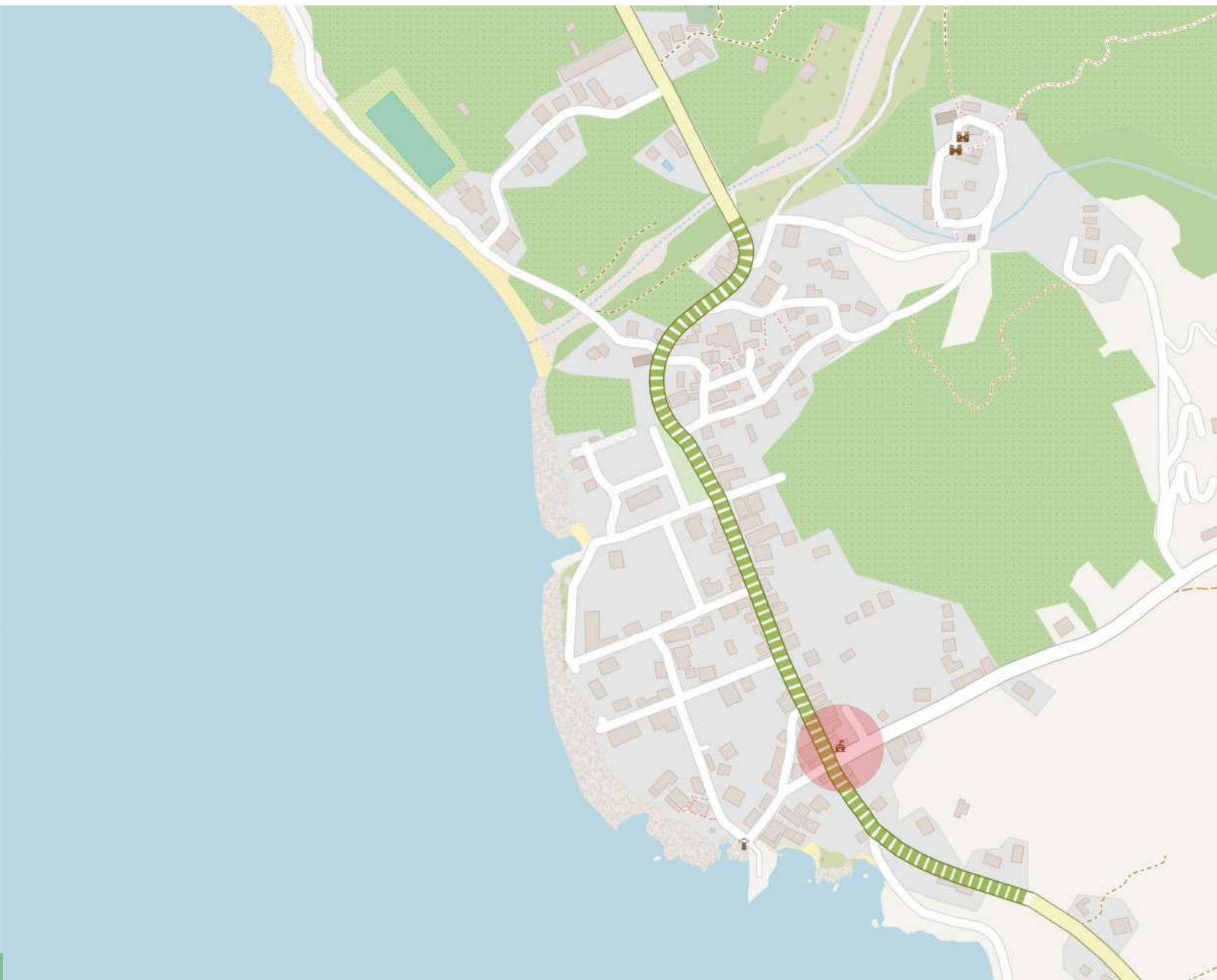
The project includes the acquisition of the unused building opposite the current City Hall, connecting the two buildings with a pedestrian bridge, in order to ensure sufficient area for housing all the Central Departments of the Municipality.

It also includes configuration of the outdoor space of the property with the construction of parking slots for vehicles and seating areas.

Brief feasibility documentation

The acquisition of the neighbouring property, its functional connection with the City Hall and the configuration of the surrounding area to serve the needs of the citizens dealing with the Municipality, will contribute to the creation of a modern Administrative Centre of the Municipality, with sufficient and decent spaces for housing of Municipal Services and with satisfactory Conference Halls and event rooms.

Additionally, it will upgrade the image of the Municipality as the Town Hall is the point of reference for the entire Municipality and it projects the image of the Municipality. A comfortable, modern, decent and functional City Hall building complex will improve the efficiency of employees and the services provided to citizens and will become a landmark for Kardamyli and for the entire Municipality



Municipal Administrative Centre of Kardamili

6.2.5 DIGITAL HUB IN KARDAMILI

PROJECT 7 DIGITAL HUB IN KARDAMILI		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below		Risks: The possible risks that may not allow the implementation of the project lie in the non-approval of the Restoration Study by the Ministry of Culture (as Kardamyli is listed as “traditional and protected settlement”) or in the non-financing of the project from the relevant Funding Authority (Region of Peloponnese, Ministry of Environment, Ministry of Development).
Stakeholders: 1. Municipality of West Mani 2. Local stakeholders and businesses	Links to Strategy: ACCESSIBLE & WELCOMING CITIES	
	Finance & Resources: RECOVERY FUND PRIVATE FUNDING (in a Public-Private partnership scheme)	
Action Readiness: A feasibility study and business plan for the hub to operate must be prepared. Next, complete technical studies should be prepared and the commissioning process followed, once the required financing has been secured		

Short description:

The project concerns the restoration and utilisation of the building of the old Elementary School in back of the central square of Kardamyli. The building is partially in use, hosting the Municipal Kindergarten of Kardamyli. The biggest part occasionally operates as an exhibition space and it can house coworking spaces for remote workers or digital nomads.

Another optional use is to establish and house a school of traditional professions related to the tourism sector.

The building with the surrounding area is property of the Municipality. The static restoration of the building, the upgrading of its premises, the creation of new electromechanical installations and facilities and its full functional equipment (computers, furniture etc.) are required.

A feasibility study and business plan for the hub to operate is required.

Next, complete technical studies should be prepared and the commissioning process followed, once the required financing has been secured.

Brief feasibility documentation

The creation of coworking spaces within this building aims to serve and facilitate the following:

Local Community members and citizens, Entrepreneurs & Start-Ups, project researchers and teams, freelancers, e-students, commuters, c=visitors, tourists. The property can also host community & business meetings.

Finally, the location of the property in the central square of Kardamyli will upgrade the overall image of the public space.



Views of the abandoned Elementary School of Kardamili

6.2.6 UPGRADE OF PUBLIC SPACE IN MOUNTAINOUS VILLAGES

PROJECT 8 URGRADE OF PUBLIC SPACE IN MOUNTAINOUS VILLAGES		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below		Links to Strategy: ACCESSIBLE & WELCOMING CITIES
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese	Finance & Resources: ERDF	Risks: The possible main risk that may not allow the implementation of the project lie in the non-approval of the financing application from the relevant Funding Authority (Region of Peloponnese). Another risk is the contracts for the technical projects may delay due to institutional and legislative conflicts
	Action Readiness: he relevant studies have been prepared and their approval is expected from the competent State Authorities (Technical Council of the region of Peloponnese, Ministry of Culture, etc.) It is expected that the relevant invitations will be issued by the Region of Peloponnese, within the framework of the Regional Operational Programme for the period 2021-2027, in order to submit the corresponding project proposals for funding. Regarding the project implemented by (Hellenic Telecommunications Organization) it is expected to be concluded by the end of 2026	

Short description:

Upgrade of public space in villages: Anatoliko, Kampos, Kentro, Orovas and Stavropigio.

The project concerns the urban re-design of the squares and sections of the road network of the settlements, including paving, installation of urban equipment and electric lighting and in general the aesthetic and functional upgrading of the public space of the settlements.

It is planned to remove the asphalt layers, pave with slabs of local stones, new water supply and rainwater drainage infrastructure, plantings, electric lighting, installation of seating areas, sunshades, information signs, etc.

The project also includes the restoration and highlighting of the monuments (mainly Byzantine churches) that are located in some of the villages and are important assets and attraction points of hyper-local importance.

For the overall upgrade of the public space of the mountainous villages of the Municipality, the creation of telecommunication infrastructures, which is carried out by OTE (Hellenic Telecommunications Organization), as described below, has an important contribution.

UFBB ULTRA-HIGH BROADBAND INFRASTRUCTURES

As has already been pointed out, the creation of digital infrastructure and the telecommunications and internet coverage of the settlements is a necessary pre-condition for the development and the attraction of residents and businesses, so as to reverse the current of desertification and achieve a balanced development throughout the territory of the Municipality West Mani.

As part of the upgrade of the telecommunications network in the Municipality of West Mani, OTE (Hellenic Telecommunications Organization) is implementing a large-scale programme to create Ultra High Broadband infrastructure (UFBB) in the settlements of the Municipality. On 12.06.2023, the Partnership Agreement was signed between the Ministry of Digital Governance, the General Secretariat of Telecommunications & Posts and the Managing Authority for the creation of UFBB infrastructure mainly in semi-urban and rural areas across the country and the project is in the implementation phase.

The following will be implemented in the settlements of the Municipality of West Mani:

1. Provision of 1G broadband services to approximately 1,350 households and businesses in 15 settlements
2. Class 1G broadband connections in 10 points of socio-economic interest (schools, health centres, citizen service centres, public buildings, etc.) namely: Agios Nikolaos Health Center, Kardamili Regional Clinic, Kampos Regional Clinic, Kampos Municipal Complex, Lefktro Municipal Unit KEP, Kardamyli Town Hall, Kampos Kindergarten, Kampos High School, Kardamyli High School, Kampos Primary School.

UFBB NETWORK POINTS OF PRESENCE

PROJECT SETTLEMENTS		SETTLEMENTS WITH ACTIVE RURAL NETWORK				EXISTING NETWORK HUBS	
1	Prosilion	1	Pigi	19	Karyovouni	1	Charavgi
2	Malta	2	Megali Mantineaia	20	Tseria	2	Kouris
3	Platoma	3	Lakkos	21	Pyrgos	3	Sotirianika
4	Avia	4	Kentro, Chora Gaitson, Anatoliko	22	Lefktro	4	Kitries
5	Akrogiali	5	Charavgi	23	Trachila	5	Avia
6	Geranou	6	Dryopi	24	Kotroni	6	Ano Riglia
7	Kampos 1	7	Ano Doloj, Kato Doloj	25	Milea	7	Kotroni
8	Marmoutsa	8	Platanos, Nomitsi	26	Platsa	8	Karyovouni
9	Kampos 2	9	Stoupa 1	27	Lagada	9	Pyrgos
10	Prastova	10	Saidona	28	Vorio	10	Dryopi
11	Bazigeika	11	Kastania	29	Altomira	11	Saidona
12	Agios Dimitrios	12	Neochori	30	Kalianeika	12	Kastania
13	Kalamitsi	13	Exochori	31	Kouris	13	Trachila
14	Agios Nikolaos	14	Sotirianika	32	Neo Proastio, Proastio	14	Milea
15	Kardamili	15	Kato Chora			15	Kato Chora
		16	Ano Riglia			16	Thalames
		17	Kitries			17	Vorio
		18	Stoupa 2			18	Gaitses



UFBB field of intervention



Existing Rural Network Hub

Brief feasibility documentation

The improvement of the public space of the settlements will upgrade the built environment aesthetically and functionally and will contribute to highlighting the monuments that exist in many of these settlements.

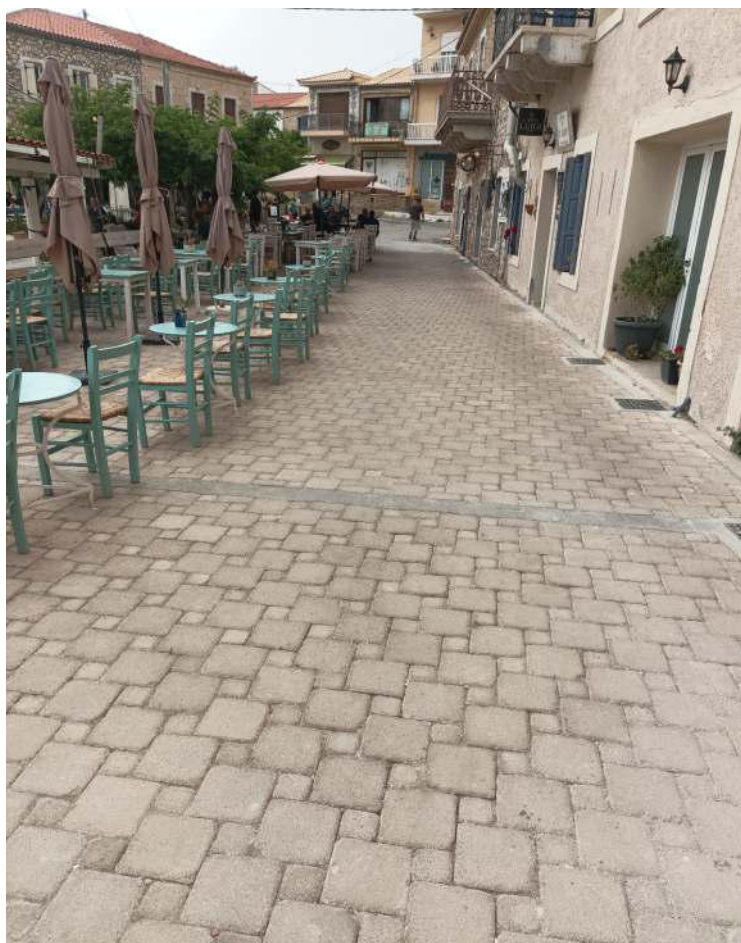
In addition, the upgrade of the public space and - by extension, the positive impact it will have on the overall upgrade of each settlement - will create attractive conditions for new permanent residents and the further development of economic activity.

The expected benefits from these interventions are the upgrading of the urban texture, ensuring the accessibility and functionality of the public space (accessibility to all), highlighting the cultural resources and, therefore, improving the quality of life of the residents (permanent and seasonal). In addition, the upgraded public space will have a positive effect on the strengthening of economic activity, with the expected creation of new businesses (restaurants, cafés, accommodation etc)

Highlighting the monuments (mainly Byzantine churches) of the mountainous villages will attract a large number of visitors.

Due to the relatively short distance between the villages and the hyper-local importance of each intervention, the main beneficiaries are the permanent residents of the entire Municipality.

The development of telecommunications infrastructure and the provision of high-speed internet connectivity





Views of various interventions for the upgrade of public space in villages

6.2.7 ONLINE PLATFORM FOR PROMOTING ARTISTIC AND CULTURAL EVENTS

<div>PROJECT 9</div> <div>ONLINE PLATFORM FOR PROMOTING ARTISTIC AND CULTURAL EVENTS</div>	<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>	
<div>Short description: See below</div>	<div>Links to Strategy:</div> <div>ACCESSIBLE & WELCOMING CITIES</div>	<div>Risks:</div> <div>One risk is the local artistic creators not to express an interest to participate due to inability to evaluate the positive impact of the inline platform. Other risks, are related to the operation of the Platform itself, such as: Market Competition: High competition requires strong marketing and unique features to stand out. Technology Risks: Ensuring platform security and reliability to prevent downtime and data breaches. User Adoption: Gaining traction and maintaining user engagement through continuous improvement and marketing</div>
<div>Stakeholders:</div> <div>1. Municipality of West Mani</div> <div>2. Local artists and entrepreneurs in the creative sector</div> <div>3. Stakeholders</div>	<div>Finance & Resources:</div> <div>1. MUNICIPALITY'S OWN RESOURCES</div> <div>2. CROWDFUNDING</div>	
	<div>Action Readiness:</div> <div>The Municipality must prepare a reliable feasibility study and to commission the preparation of the relevant study for the creation of the platform. In a following stage, the communication and promotion plan of the platform has to be implemented. The promotion plan has to be comprehensive, targeted, and dynamic, ensuring effective reach and engagement with the intended audience through a mix of digital marketing, social media campaigns, partnerships with cultural institutions, influencer collaborations, and continuous user engagement strategies.</div>	

Short description:

An online platform for promoting artistic and cultural events is a digital hub that connects artists, organizers, and audiences. It serves as a comprehensive resource for discovering, promoting and engaging with a wide range of events such as art exhibitions, music concerts, theatre performances, film festivals, literary readings and cultural festivals. Key features typically include:

- **Event Listings:** Detailed descriptions, schedules, and locations of upcoming events.
- **User Accounts:** Profiles for artists, event organizers, and attendees to share and follow events.
- **Ticketing System:** Secure online purchasing of tickets and RSVPs.
- **Social Integration:** Sharing events on social media platforms to increase visibility and engagement.
- **Reviews and Ratings:** User-generated reviews and ratings to help others decide which events to attend.
- **Custom Recommendations:** Personalized event suggestions based on user preferences and past activities.
- **Multimedia Content:** Photos, videos, and live streams of events to enhance user experience.
- **Community Features:** Forums, chat rooms, and discussion boards for users to connect and discuss events.

This platform aims to foster a vibrant community around arts and culture, making it easier for enthusiasts to discover and participate in events, while providing artists and organizers with tools to reach a wider audience.

The implementation plan of the online platform includes the following 4 phases:

Phase 1: Planning and Design (2 months)

Market research, requirements gathering, and initial design.

Phase 2: Development (6 months)

Build core features, user accounts, event listings, ticketing system, and social integration.

Phase 3: Testing and Launch (2 months)

Beta testing, bug fixes, and official launch.

Phase 4: Marketing and Growth (Ongoing)

Continuous marketing efforts, partnerships, and feature enhancements based on user feedback.

Brief feasibility documentation

A brief Feasibility Analysis of an Online Platform for Promoting Artistic and Cultural Events include the following aspects:

Market Demand

High Interest: There is a growing interest in arts and culture, with people increasingly seeking out unique experiences.

Target Audience: Includes a diverse group of artists, event organizers, and art enthusiasts who actively seek event information online.

Technical Feasibility

Platform Development: Development of the platform is achievable with current web and mobile app technologies.

Scalability: Cloud-based infrastructure can support scalability as user base grows.

User-Friendly Design: Designing an intuitive and accessible interface is essential for user engagement and retention.

Financial Feasibility

Initial Investment: Costs involve website/app development, marketing, and operational expenses.

Revenue Streams: Ticket sales commission, advertising, premium subscriptions, and partnerships with cultural institutions.

Funding Options: Potential for venture capital, crowdfunding, and grants from cultural and arts organizations.

Operational Feasibility

Team Requirements: A team with expertise in software development, marketing, event management, and customer service.

Content Management: Effective systems for user-generated content, moderation, and event verification.

Customer Support: Essential for handling user inquiries and issues promptly.

Legal and Compliance

Data Privacy: Compliance with data protection regulations (e.g., GDPR, CCPA).

Licensing: Necessary permissions for ticket sales and event promotions.

Terms of Service: Clear guidelines and policies for users to ensure smooth operation and legal protection.

Unique Value Proposition: Emphasize features like personalized recommendations, multimedia content, and community engagement tools.

Risk Analysis

Market Competition: High competition requires strong marketing and unique features to stand out.

Technology Risks: Ensuring platform security and reliability to prevent downtime and data breaches.

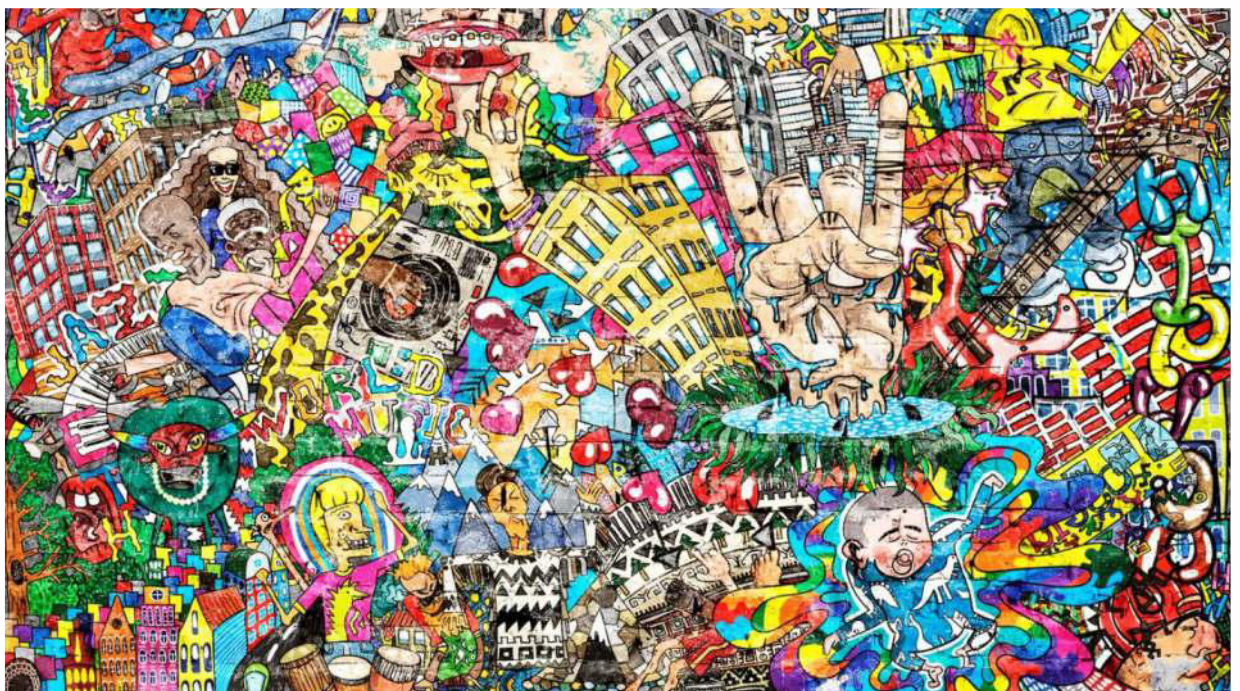
User Adoption: Gaining traction and maintaining user engagement through continuous improvement and marketing.

In summary, an online platform for promoting artistic and cultural events is feasible given the high market interest, accessible technology, and potential revenue streams. However, it requires a solid initial investment, a skilled team, and effective differentiation from competitors to succeed.

In the case of West Mani the proposed online platform will also promote emerging talent, offering them targeted opportunities in terms of mobility, training, incubation and development, as well as remuneration.

The platform can also work on priorities such as inclusion, youth, skills, resilience etc.

Last but not least, the platform aims to improve the working conditions and careers of artists, but also to strengthen solidarity, participation and access to culture, social cohesion, and the promotion of creation and cultural diversity.



6.2.8 DIGITAL VIRTUAL TOUR OF WEST MANI

<div>PROJECT 10</div> <div>DIGITAL VIRTUAL TOUR OF WEST MANI</div>		<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>
<div>Short description: See below</div>		<div>Risks:</div> <div>Reluctance of Ministries to respond to planning and implementation requirements.</div> <div>Not finding suitable scientists (of various scientific fields) or animators to create the educational and interactive material.</div>
<div>Stakeholders:</div> <div>1. Municipality of West Mani</div> <div>2. Region of Peloponnese</div> <div>3. Local stakeholders</div> <div>4. Local Teachers</div> <div>5. Ministry of Education</div> <div>6. Ministry of Culture</div>	<div>Links to Strategy:</div> <div>ACCESSIBLE & WELCOMING CITIES</div>	
	<div>Finance & Resources:</div> <div>1. MUNICIPALITY'S OWN RESOURCES</div> <div>2. REGIONAL or STATE FUNDING</div> <div>3. PRIVATE INVESTMENT</div> <div>4. CROWDFUNDING</div>	
	<div>Action Readiness:</div> <div>Action Readiness:</div> <div>First, the appropriate partners must be found and the creation of the digital platform and applications must be assigned, as well as the creation of the thematic sections of the virtual tour (texts, photos, podcasts, etc.).</div>	

Short description:

The project concerns the creation of digital public infrastructure (ICT equipment and software) to promote, organize and support an experiential exploration of Western Mani.

The concept of this project is to organize virtual online routes throughout the Municipality of West Mani, including hotspots of natural, historic or architectural interest.

In the route someone can experience various visions of the unique fabric of the natural and urban texture of West Mani.

In the proposed platform are included (indicatively) the following interventions:

- Digital Repository Platform that will allow the collection of cultural and other relevant data for the operation of the route and will provide users and other online applications with documented multimedia content about the points of interest of the route.
- Development of a specialised website as a central platform for promoting the route.
- Digital tours, both for selected places and for the entire route, as well.
- Digitisation and promotion of the cultural asset of the Municipality.

Various applications can be incorporated in these routes, such as:

(a) the “Labyrinth” game (inspired from the labyrinthine street plan of the villages of the area.

(b) “Hidden stories”, an international photographic competition with the participation of the visitors of West Mani, that will highlight and expose “secret” or unknown elements of the local fabric.

© Street painting: The proposed action concerns the aesthetic upgrading of the public space of various villages with figures from paintings found in museums around the world. It is proposed to be applied only in designated areas, which will be provided free by the Municipality and will be appropriately indicated. This is a provisional physical action, which can be included in the integrated schedule of the project.

(d) On-line educational programmes: It is proposed to set up research and study groups in order to implement educational programmes especially designed for children and older visitors. The action can be actively supported by schools operating in the Municipality.

The platform will be developed in the following stages:

Phase 1: Planning and Design (2 months)

Market research, requirements gathering, and initial design.

Phase 2: Content Creation (4 months)

Producing 360-degree videos, VR/AR content, and high-quality images.

Phase 3: Development (4 months)

Building the web and mobile platforms, integrating VR/AR capabilities.

Phase 4: Testing and Launch (2 months)

Beta testing, bug fixes, and official launch.

Phase 5: Marketing and Growth (Ongoing)

Continuous marketing efforts, partnerships and feature enhancements based on user feedback.

The initial includes the costs for content creation, platform development and marketing.

Revenue Streams are (indicatively): advertising, sponsorships, premium content subscriptions, partnerships with local businesses and tourism boards.

Break-even Point: Estimated within 2-3 years with effective users engagement strategies.

Brief feasibility documentation

The rapid development of the tourist market shown in the studies of the World Tourism Organization indicates the necessity of investments related to the management of the tourist product and the provision of seamless information to potential buyers.

The digital applications and services of the proposed project will ensure for the Municipality an increasing number of visitors and in the med-term an increase in demand for investment opportunities for hotel and tourism businesses that wish to operate within the boundaries of the Municipality. In addition, by utilising digital applications and tools, the Municipality of West Mani will have a tool that will contribute to the awareness of the destination both locally, domestically, internationally and online.

The aim is to develop and maintain attractive digital cultural products, which will significantly increase the number of visitors to the points of interest, offer them new services in the form of additional educational experiences and bring immediate benefits to the local community, while at the same time giving impetus in technological innovation and the application of modern methods of managing cultural resources.

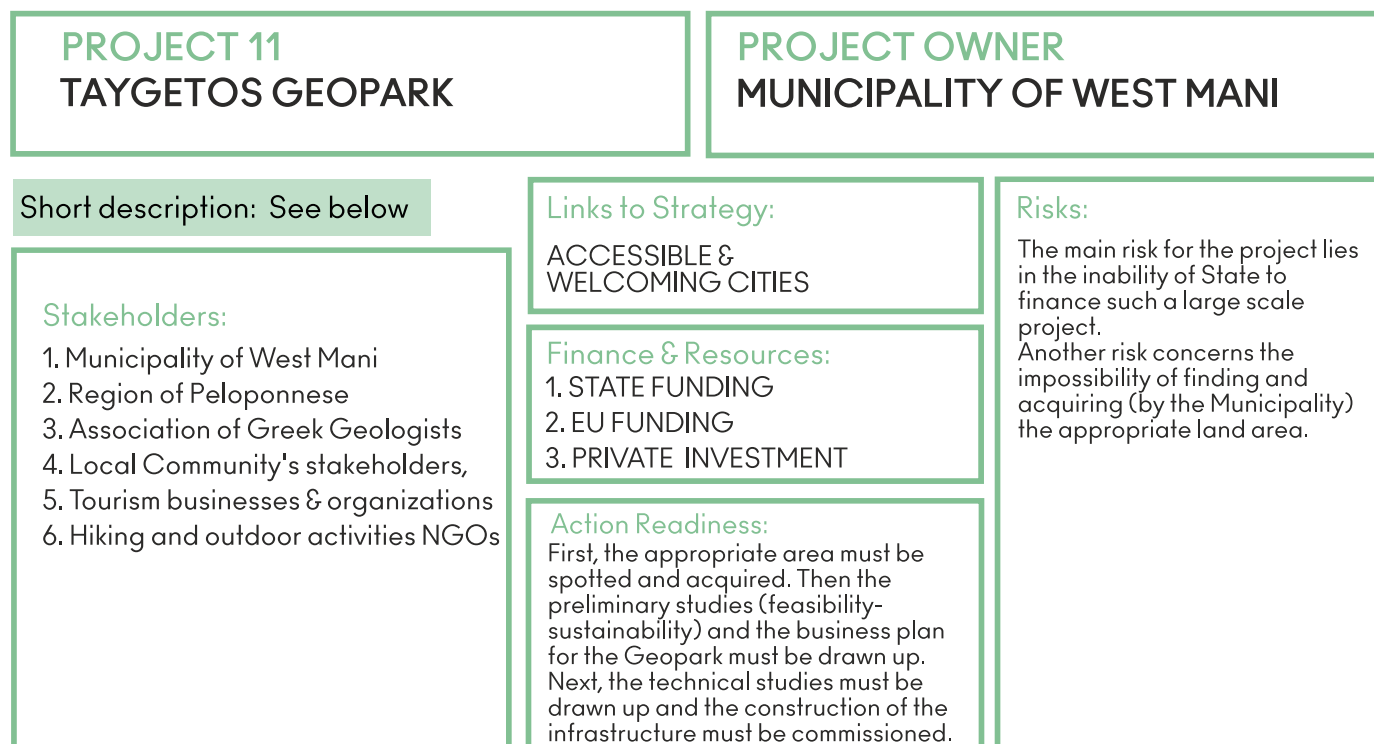
This platform will provide an immersive experience for tourists, residents, and potential investors, enhancing the Municipality's visibility and engagement.

The virtual digital tour for West Mani is technically and financially feasible, with a clear demand and potential for significant impact. Initial investment in high-quality content and robust platform development, combined with strategic marketing, will be critical to its success. This project will enhance the Municipality's visibility, attract tourists, and provide valuable resources for residents and investors.

In summary, the expected benefits from the implementation of the project are the following:

- Upgrading the quality of information and services provided to the public.
- Organization, documentation, digitisation, management and presentation of rich cultural and physical environment.
- Enrichment of the existing cultural digital stock.
- Support the effort to preserve the historical documentation of information ensuring the accessibility of the material in the future.
- Significant improvement of the accessibility of people with mobility problems, to archaeological, historical, cultural and natural information.
- Equal access of citizens to the possibilities of new technologies and to knowledge - information.
- Economic development through the promotion of cultural goods and the exploitation of cultural content in areas such as tourism, information, entertainment, education.

6.2.9 TAYGETOS GEOPARK



Short description:

Taygetos, which rises imposingly across the entire length of the eastern part of the Municipality of West Mani is one of the most important mountain masses in Greece, with extremely interesting geological formations (gorges, pyramidal peaks, etc.) and rare fauna and flora.

It is proposed to create an integrated infrastructure to highlight the geological and natural reserve (canyons, fauna, flora) of Taygetos.

A Geopark is a designated area that showcases an area's rich geological heritage while promoting sustainable development and education. These parks serve as living laboratories where visitors can explore and learn about the Earth's history, geological processes, and the natural environment. Geoparks aim to protect and preserve significant geological sites while fostering a balance between conservation and local economic growth.

At the heart of a Geopark is its geological diversity, which often includes spectacular landscapes, unique rock formations, fossils, and minerals that tell the story of Earth's evolution. These sites offer a tangible connection to the planet's past, providing insights into tectonic activity, erosion, sedimentation, and other geological phenomena. For instance, a Geopark might feature ancient volcanic craters, limestone caves, or dramatic coastal cliffs, each with its own narrative about the forces that shaped our world.

However, Geoparks are more than just collections of rocks and landforms. They integrate the region's cultural, ecological, and historical significance, creating a holistic approach to conservation and education. Local communities play a crucial role in this framework, contributing their traditional knowledge and practices to the Geopark's management and activities. This community involvement

ensures that the Geopark not only preserves the natural environment but also supports the livelihoods and cultural heritage of its inhabitants.

Educational programmes are a cornerstone of Geoparks, offering a wide range of activities designed to engage and inform the public. These programmes include guided tours, workshops, school visits, and interactive exhibits that make geology accessible and exciting. By fostering an appreciation for the natural world, Geoparks inspire visitors to become advocates for environmental conservation and sustainable practices.

Sustainable tourism is another key aspect of Geoparks. They promote eco-friendly travel experiences that minimize environmental impact while providing economic benefits to local communities. By attracting tourists who are interested in nature and education, Geoparks help to create jobs, support local businesses, and generate revenue for conservation efforts. This approach ensures that tourism development is balanced with the need to protect and preserve the geological and ecological integrity of the area.

In conclusion, a Geopark is a dynamic and multifaceted concept that brings together geology, culture, education, and sustainable development. It is a place where the Earth's story is told through its landscapes, where communities are empowered to protect their heritage, and where visitors are inspired to appreciate and conserve the natural world. Through their efforts to balance conservation with development, Geoparks provide a model for sustainable living and a deeper understanding of our planet's geological wonders.

Brief feasibility documentation

The proposed infrastructure is expected to attract thousands of visitors enhancing themed tourism and also enhancing the already developed hiking and mountaineering tourism in the area.

The aim of the proposed Geopark is to enhance sustainable tourism that develops and promotes the area as a truly special encounter-rich destination, strengthens the local economy and improves the visitor experience. To achieve this goal, we have developed a Code of Practice in Sustainable Tourism to work on the following areas:

Collaboration between all stakeholders ensures the development and promotion of the Geopark as a sustainable tourism destination.

By ensuring high standards of communication and understanding of the unique character of the place, we emphasise the particular attributes and strengths of the Geopark.

By building capacity and experience in the destination management, we focus on enhancing the quality and standards of visitor experiences and tourism products and services.

We aim at optimising tourism's potential as both an economic and social development tool which benefits local community as well as visitors.

The Geopark creates strong economic benefits through product development, marketing and promotion, cost and energy savings, local sourcing and the increase of employment.

6.2.10 SPORTS VENUES

PROJECT 12 SPORTS VENUES	PROJECT OWNER MUNICIPALITY OF WEST MANI	
Short description: See below	Links to Strategy: ACCESSIBLE & WELCOMING CITIES	Risks: The main risk for the project lies in the inability of State to finance such projects.
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese 3. General Secretariat of Sports	Finance & Resources: 1. STATE FUNDING 2. EU FUNDING 3. PRIVATE INVESTMENT	
	Action Readiness: The technical studies already exist and have received the necessary approvals from the competent authorities.	

Short description:

There are currently only a few municipal sports facilities operating throughout the entire area of the Municipality of West Mani, almost all of which are located within the Municipal Unit of Avia (reconstructed football field of the Local Community of Kampos and 5x5 football and basketball fields in the Local Community of Stavropigion). The need to create organized and safe sports facilities in the territory of the Municipal Unit of Lefktro is imperative.

The creation of two integrated Sports Centres is proposed:

1. New Kardamyli Sports Centre
2. Platsa Community Football Field (Location "Kampinari")

KARDAMYLI NEW SPORTS CENTRE

The construction of the New Kardamyli Sports Centre is being developed on a plot of land owned by the Municipality of West Mani in an area outside the urban plan but in contact with the boundaries of the settlement. The following projects are included:

1. Construction of Football Fields

A 8X8 field will be constructed with a playing field dimensions of 35.00 m * 50.00 m which will have the possibility of being separated into two smaller training fields measuring 19.00 m * 38.00 m all with a final

coating of latest generation technical turf. Rows of concrete stands as well as external fencing are foreseen around the fields.

2. Construction of a Tennis Court

A tennis court of regular dimensions will be constructed with a final coating of layers of elastic base (cushioned), and a final elastic acrylic paint in two layers in blue, gray colours as a study.

3. Construction of Canteen premises

A ground-floor building will be constructed for use as a canteen, office that will include a sanitary complex for the service of spectators and visitors, fully accessible for people with disabilities.

4. Construction of Changing Rooms

A ground floor building with a basement will be constructed that will include on the ground floor two changing room sections with bathrooms and sanitary areas and a medical area and in the basement a complex of coaches' changing rooms and the auxiliary areas of the entire facility (warehouse, electrical panel etc.).

5. Electromechanical installations

The following installations will be constructed:

- Water supply network.
- Sewage - Rainwater drainage.
- Active fire protection installation.
- Air conditioning - Heating - Ventilation.
- Installation of Strong Electric Currents.
- Installation of Weak Electric Currents.
- Structured Cabling Network (Telephone installation - Data Network).

PLATSA COMMUNITY FOOTBALL FIELD (LOCATION "KAMBINARI")

In the "Kampinari" location, in the Local Community of Platasa, in the Municipal Unit of Lefktro, there is an already developed football field in which until recently the training sessions of the sports club "Mani Athletic Association" and small, non-professional teams of the area took place.

The stadium has a total area of 7,600.00 m². The dimensions of the playing field under construction will be 94.00 m. * 60.00 m. (length * width). Its current structure is made of layers of graded stabilized materials, with the top layer consisting of gravel. The stadium is delimited by a perimeter concrete beam and a wire mesh fence, which, however, needs to be replaced. The geometric shape and slopes of the playing ground require reform in order to comply with the specifications of the General Secretariat of Sports.

With the supply and installation of the necessary equipment, the football venue will become fully functional and safe, capable of accommodating the needs of local amateur teams.

Indicatively, the proposed interventions are:

- Cleaning the surface of brought materials and waste,
- Removal of worn-out equipment (existing fencing, football goals, substitute benches),
- Small-scale shaping of the surface to ensure the desired geometric shape for the installation of the football ground.
- Supply and installation of metal fencing.
- Supply and installation of a perimeter prefabricated drainage system.
- Supply and installation of a synthetic football field layer.
- Supply and installation of stadium equipment (football goals, substitute benches).
- Stadium certification by a FIFA accredited laboratory for the issuance of a FIFA QUALITY or FIFA QUALITY PRO certificate.

Brief feasibility documentation

The creation of sports venues in the Municipality of West Mani arises as a necessity and a demand of the residents to ensure sports facilities and to serve local sports clubs.

The first step is proposed to be implemented at the locations where mature studies already exist: Kardamyli Integrated Sports Centre and Platsa Football Ground. The studies for both sports venues have received the necessary approvals from the competent Authorities.

According to article 16, paragraph 9 of the Greek Constitution, the State supervises and finances sports associations. In addition, Local Governments have a role in the creation and maintenance of sports infrastructure. It is important to ensure compliance with all legal requirements and to secure funding for the construction and maintenance of the facilities.

The design of the facilities meets the needs of the local community, offering multiple sports activities for all ages.

The creation of a sustainable management strategy is essential for the long-term operation of the sports venues. This includes staff training, programme development and securing ongoing funding.

Overall, the development of sports facilities in the Municipality of West Mani can provide significant benefits to the local community, improving quality of life and promoting health and social cohesion. However, a comprehensive and strategic approach is required to ensure their sustainability.

6.2.11 RESTORATION OF KARDAMYLI'SPORT

<div>PROJECT 13</div> <div>RESTORATION OF KARDAMYLI'S PORT</div>		<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>	
<div>Short description: See below</div>		<div>Links to Strategy:</div> <div>ACCESSIBLE & WELCOMING CITIES</div>	<div>Risks:</div> <div>The main risk for the project lies in the possible lack of funding</div>
<div>Stakeholders:</div> <div>1. Municipality of West Mani</div> <div>2. Region of Peloponnese</div>	<div>Finance & Resources:</div> <div>1. STATE FUNDING</div> <div>2. EU FUNDING</div>		
	<div>Action Readiness:</div> <div>The technical studies already exist in a preliminary stage. More detailed studies are needed in order for the project to be mature for implementation.</div>		

Short description:

The project concerns the restoration and enhancement of the existing harbour that is being developed on the southern shores of the bay of Kardamyli.

The planned interventions have currently been studied at the level of Preliminary Study of port projects, while their precise geometric and construction design will be implemented at a later, advanced stage of the Study.

The capacity of the port after the completion of the proposed interventions is expected to reach twenty (20) vessels, potentially increasing to thirty (30) with the installation of (removable) seasonal floating piers during the summer months.

The port infrastructure is formed by the reconstruction of the damaged pre-existing pier as an external protection project against wave attack, the utilization/upgrading of the existing coastal quays of the port, as well as the installation of temporary floating jetties - platforms to cover the increased seasonal demand during the summer months.

The planned interventions aim in this case at the structural and functional restoration of the port (as far as possible within the geometric limits of existing and pre-existing structures), without the creation of a new infrastructure from the outset, with substantially differentiated characteristics and functions compared to those already established.

In particular, the construction of a windward pier with a total length of approximately 65 m and a N-S orientation is planned, which is implemented as close as possible to the geometric outline of the pre-

existing damaged project. The new pier is constructed as a gravity structure of mixed cross-section, i.e. with a quay of artificial boulders on the inside for the passage of vessels and with armour slopes of natural boulders on the outside to stop the action of the dominant waves, originating from the south-southwest sea areas. The useful width of the pier is planned to be uniform at 4.50 m, this being considered as absolutely necessary for the installation of anchoring equipment and basic electro-mechanical installations on the superstructure, the passage of a small emergency/supply vehicle, as well as the safe movement of pedestrians along its entire length. The entire leeward front provides the possibility of mooring twelve (12) sailing/motorboats with lengths up to 15m maximum. Along the existing coastal quay of a total length of approximately 33m, it is planned to create eight (8) berths for small traditional fishing boats and boats up to 5m in length. In view of the apparently poor structural condition of the quay, at this stage its complete reconstruction is proposed, a necessity which will however be confirmed following more detailed field investigations in the next stage regarding the foundation conditions and the remaining strength of the project. At the NE end of the installation, where stones and old concrete currently lie irregularly, it is planned to form a coastal shield of natural boulders of a total length of approximately 25 m to dampen the action of the waves entering the port basin, in order to avoid resonance phenomena.

In between the coastal quay, a small 4m wide berth is being constructed for the lifting/launching of boats, of those that will be served at the facility. In order to -at least partially- meet the expected increased demand for mooring positions during the summer months, the installation of two seasonal floating jetties is planned, which will be dismantled, removed and stored in a suitable place in the winter.

Brief feasibility documentation

The operation of the port is inextricably linked to the commercial and economic activities of the inhabitants of the Taygetos peninsula (Mani), as it has been recorded since historical times as a maritime entry/exit gateway for ships that carried out transport and routes in the eastern Mediterranean.

The implementation of the proposed project aims to create conditions for the organized and safe reception of traditional fishing vessels that currently moor randomly and at anchor within the bay, as well as a small number of passing yachts from those that sail the Messinian Gulf during the summer months. At the same time, the proposed interventions aim to restore the situation that has developed over many years in the port, as a consequence of the destruction of the pre-existing windward breakwater (extensive dispersion of boulders, remaining bulky concrete blocks, etc.), the extensive damage found in the existing coastal quays (damage to the superstructure, cracked pavements, etc.) as well as the implementation of subsequent shoddy and improvised constructions along the coastal zone. The above has resulted in the alteration to some extent of a natural landscape of particular beauty with important historical and cultural heritage. Therefore, the proposed interventions are considered absolutely necessary for the creation of a small but safe port infrastructure to serve current needs, the operation of which will however take into account the given institutional framework within which it is located, as well as the finite carrying capacity of the area to welcome additional flows of visitors and vessels.

Upon completion of the interventions, the coastal settlement of Kardamyli, whose history is inextricably linked to the maritime commercial activities of the inhabitants of Mani (Taygetos Peninsula), will once again acquire a basic, but technically sound and organized port infrastructure, capable of meeting the absolutely current needs for berthing positions and port services.

From the upgraded operation of the port, the organized reception of vessels/visitors by sea and the provision of related port services, direct and indirect benefits are expected for the Municipality and by extension for the local economy, given the recorded shortage of berthing positions.

6.2.12 EXHIBITION HALL AND CULTURAL CENTRE OF KARDAMYLI

PROJECT 14 EXHIBITION HALL AND CULTURAL CENTRE OF KARDAMYLI		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below	Links to Strategy: ACCESSIBLE & WELCOMING CITIES	Risks: Risks: The main risk lies in the non-financing by the Regional Operational Programme of Peloponnese. Another risk is the contracts for the technical projects may delay due to institutional and legislative conflicts.
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese	Finance & Resources: ERDF	
	Action Readiness: A detailed technical restoration study must be carried out to solve the problems of the building shell. Subsequently, the construction of the restoration project of the building and the electromechanical installations will have to be commissioned. A detailed museological – museographical study must also be carried out and the implementation phase will follow, for the creation of the exhibition of the olive mill installation in the ground floor. Finally, based on the business plan, the staffing of the Cultural Centre and its management should follow.	

Short description:

The project concerns the creation of an exhibition hall and cultural centre in the abandoned Troupaki building, in Kardamyli.

The building is located on the main street of Kardamyli facing the central square of the settlement. It is a donation of the Troupakis family to the Municipality and the Holy Metropolis of Gytheion.

The building is two-storied, with external stone walls and a wooden roof covered with tiles. It has a total surface of 546 m².

On the ground floor, an olive mill with its equipment is preserved.

The floor housed the residence.

The wish of the donor was to use the upper floor (residence) as a cultural space for young and old people, but also to preserve and exhibit the olive mill installation with the press and all the accompanying equipment and accessories.

The new use of the building will concern the creation of a Museum for the olive of Kardamyli with all necessary services and the creation of a multi-purpose space.

The backyard open air space will be included in the multi purpose space of the building complex.

The study that has been prepared includes the following works:

- Functional integration of spaces
- Restoration of the building's structure
- Architectural interventions in the interior and the exterior
- New complete electromechanical installations (ventilation, air conditioning, strong and weak electric currents, heating)
- Installation of fire protection
- Maintenance of the olive mill equipment and implementation of the museological - museographic study for the creation of a museum of the olive.

Brief feasibility documentation

The renovated Troupakis building with its new use will be an important asset for West Mani and will function as a landmark of the Municipality's cultural infrastructure. It will provide an innovative cultural space for educational and community activities and quality recreation. The Cultural Centre can host exhibitions, performances and events to promote local cultural heritage and foster community engagement.



6.2.13 RESTORATION & RE-USE OF THE CULTURAL CENTRE IN STOUPA

PROJECT 15 RESTORATION & RE-USE OF THE CULTURAL CENTRE IN STOUPA		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below		Links to Strategy: ACCESSIBLE & WELCOMING CITIES
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese	Finance & Resources: ERDF	
	Action Readiness: Initially, an inspection must be carried out to identify the problems of the building shell. Subsequently, the technical restoration studies will have to be prepared and the construction of the restoration project of the building and the electromechanical installations will have to be commissioned. Finally, based on the business plan, the staffing of the Cultural Centre and its management should follow.	
		Risks: The main risk lies in the non-financing by the Regional Operational Programme of Peloponnese. Another risk is the contracts for the technical projects may delay due to institutional and legislative conflicts.

Short description:

The Cultural Centre of Stoupa has been named the "Nikos Kazantzakis" Stoupa Cultural Centre, in honour of the great Greek litterateur who lived for a period of two years (1917 – 1919) in the wider area of West Mani (Prastova mines).

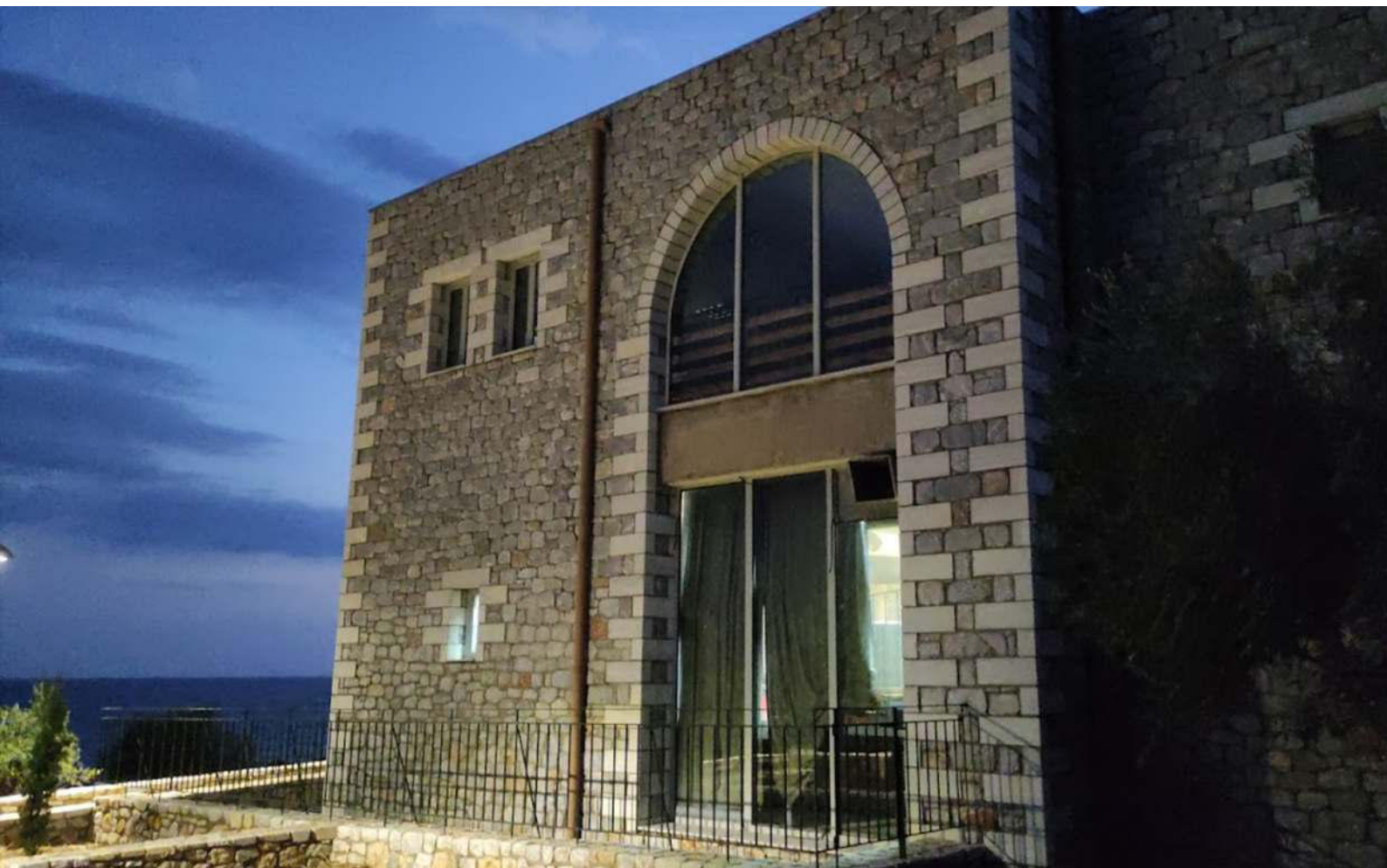
The Cultural Centre of Stoupa has remained closed in the last years due to problems with the building shell.

The restoration of the building and the modernisation of its infrastructure and equipment are necessary for its re-operation in modern terms.

The project includes the restoration works of the building and its static adequacy as well as the electromechanical equipment.

Brief feasibility documentation

The Stoupa Cultural Centre will function as the core of the Municipality's cultural activities. It will provide a dynamic space for artistic, educational and community activities and continuous programme development. The Stoupa Cultural Centre will host exhibitions, performances, workshops and events to promote local cultural heritage and foster community engagement.



Cultural Centre of Stoupa "Nikos Kazantzakis"

6.3 Humanised and Sustainable Mobility

6.3.1 BY-PASS (RING ROAD) of Kardamyli

PROJECT 16 BY-PASS (RING ROAD) OF KARDAMILI		PROJECT OWNER MUNICIPALITY OF WEST MANI	
Short description: See below		Links to Strategy: HUMANISED & SUSTAINABLE MOBILITY	Risks: The possible risks are the lack of approval for the construction of the bypass road by the Ministry of Culture, the lack of funding from the Region of Peloponnese and big delays due to administrative malfunctions.
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese 3. Ministry of Culture		Finance & Resources: ERDF	
		Action Readiness: The initial study has been carried out. As soon as the Ministry of Culture approves the Study, the final studies will be commissioned.	

Short description:

Given that the current main road of Kardamyli is the only road leading to southern part of the west coast of Mani, the planned ring road (with two traffic lanes) that will by-pass the centre of Kardamyli, will relieve traffic congestion and the consequent urban degradation of the settlement.

The project includes the expropriation of the land for the construction of the road and its construction works.

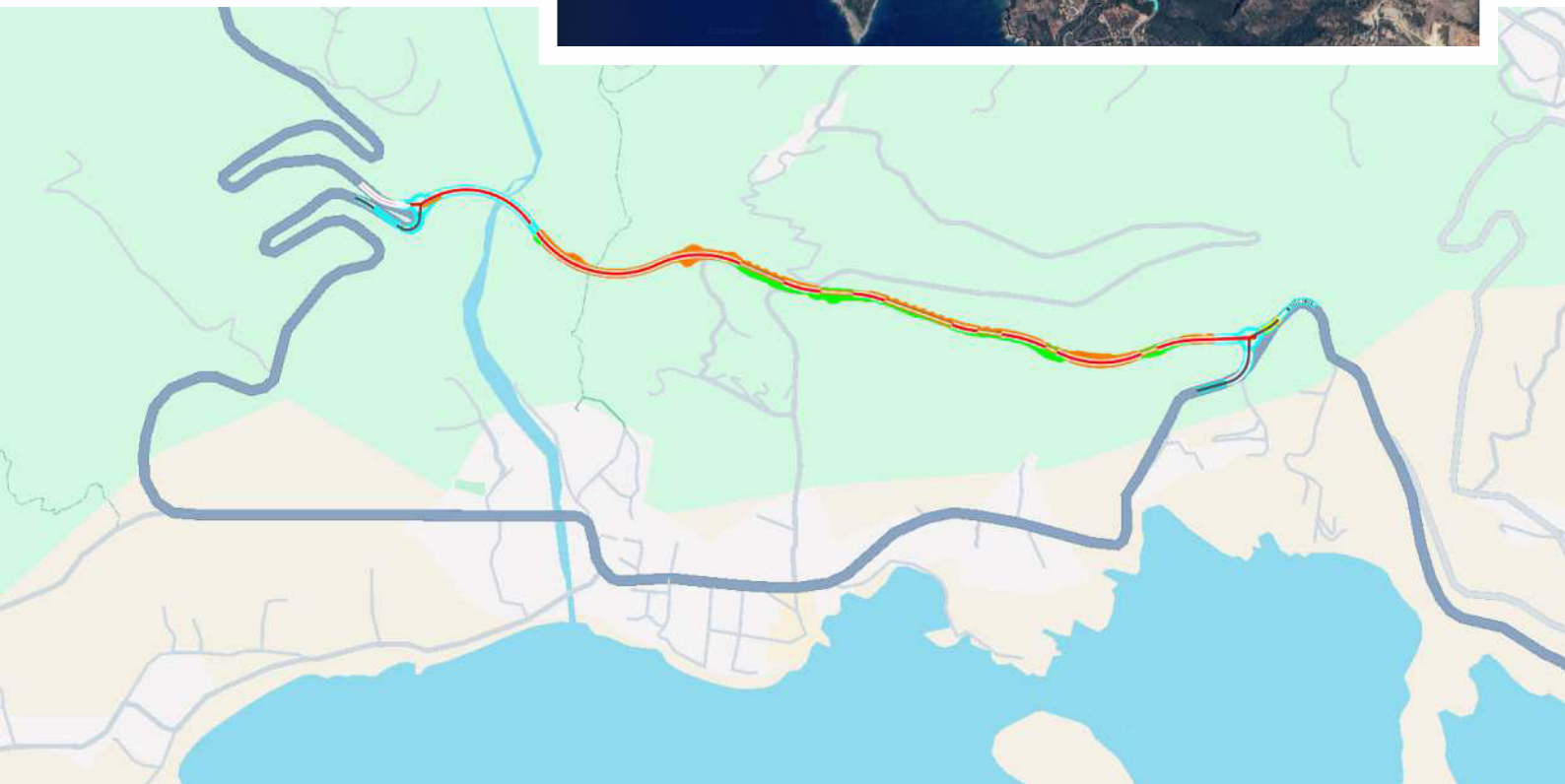
Brief feasibility documentation

The bypass road, because it will pass at a short distance from the town of Kardamyli, will not make prohibitive the access to the centre of the settlement and therefore will not have a negative effect on commercial activity.

The construction of the road will only have positive effects both on the residential environment and on the commercial activity of Kardamyli, but also on the decongestion of the current only road axis that crosses the settlement.



By-pass road of Kardamili



6.3.2 UPGRADE OF EXISTING ROAD NETWORK
(interventions improving road accessibility and safety)

PROJECT 17 UPGRADE OF EXISTING ROAD NETWORK (interventions to improve road accessibility and safety)		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below	Links to Strategy: ACCESSIBLE & WELCOMING CITIES	Risks: 1. The project proposal may not be approved by the Funding Authority (Region of Peloponnese). 2. The contracts for the technical projects may delay due to institutional conflicts.
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese	Finance & Resources: ERDF	
	Action Readiness: A comprehensive study must be prepared for the required interventions (traffic, improvement of road accessibility, comprehensive signage and removal of risks)	

Short description:

Due to the ragged and mountainous terrain it is extremely difficult (almost impossible) to build new roads. Therefore it is a great need and priority to upgrade and make safer the existing road network. The following proposals were pointed out:

- Repair the damage to the road surface and cover it with non-slip carpets in places of large slopes.
- Remove the danger items from many parts of the network in order to ensure visibility and protect traffic from movement of unattended animals, etc.
- Protect the slopes from landslides.
- Design bypass roads in specific settlements, where necessary, in order to avoid congestion.
- Widening of roads where required.
- Construction of new asphalt pavements.
- Place protective parapets and to mark the road surface.
- Install signage.

The object of the project is:

- the mapping and marking of the points that need interventions,
- the maintenance and reconstruction of the pavement of the road sections according to the Traffic Study. Concrete removal, stripping and milling of asphalt carpets, as well as earthworks, are included.
- the construction of rain drainage network in the required locations,
- the construction of retaining concrete or stone walls, where required. For the construction or maintenance of the walls and drainage, a relevant static study will be drawn up,
- the restoration of the level of existing wells, the installation of safety barriers and appropriate signage.

For this project, the approved National Technical Specifications will apply (Government Gazette 2221 B /30-7-2012), which concern the method of construction, quality of materials, controls, safety measures, measurement of works, etc.

Brief feasibility documentation

The existing road network of the Municipality of West Mani, from the point of view of layout, is considered sufficient. Construction of new roads, on the one hand, is not considered necessary, on the other hand it is extremely difficult to implement due to the mountainous terrain of the area. The improvement of the existing road network is deemed necessary to ensure smooth and safe mobility conditions to and from all settlements.

By improving the condition of the roads and the asphalt surfaces, together with removing the dangers - where they are detected - it will upgrade the quality and safety of mobility. Thus, accessibility to all settlements will be facilitated and the residential and economic development will be boosted.

The project aims to maintain and repair the road network of the Municipality of West Mani, with a direct effect on road safety and the safe mobility of citizens. It is a fact that the road infrastructures of the Municipality of West Mani have serious problems and damages as they have many years to maintain and repair the road network as a whole. As a result there are serious risks for the safety of users.

In particular, the observed damages are summarized:

- a) cracks in the road surface (longitudinal and transverse), either on asphalt roads or on cement roads,
- b) erosion of the surface layers of pavements (side walks) by rainwater,
- c) on the roads where only pavement had been constructed, slips and drifts of this were caused and
- d) damage or collapse of sloping roads and retaining walls.

As most of these damages have not been repaired, the proposed project is an attempt to restore and ensure road safety. As most of these damages have not been repaired, the proposed project is an attempt to restore and ensure road safety.

6.3.3 PEDESTRIAN STREET BETWEEN AGIOS NIKOLAOS AND STOUPA

<div>PROJECT 18</div> <div>PEDESTRIAN PATHWAY BETWEEN AGIOS NIKOLAOS AND STOUPA</div>		<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>
<div>Short description: See below</div> <div><div>Stakeholders:</div><div>1. Municipality of West Mani 2. Region of Peloponnese</div></div>		<div><div>Links to Strategy:</div><div>ACCESSIBLE & WELCOMING CITIES</div></div> <div><div>Finance & Resources:</div><div>ERDF</div></div> <div><div>Action Readiness:</div><div>A comprehensive study must be prepared for the required interventions (traffic, improvement of road accessibility, comprehensive signage and removal of risks).</div></div> <div><div>Risks:</div><div>1. The project proposal may not be approved by the Funding Authority (Region of Peloponnese). 2. The contracts for the technical projects may delay due to institutional conflicts.</div></div>

Short description:

A pedestrian pathway is proposed to be constructed on the section of the provincial road connecting the settlements of Agios Nikolaos and Stoupa, with a total length of approximately 7 km. The walkway is laid out parallel to the road surface, at its western boundary.

Currently, there is an existing walking route connecting these two villages, covering approximately 7.4 km (4.6 miles) with an elevation gain of about 40 meters. The creation of the new walkway will smooth out the slopes and create a safe and comfortable walking route connecting the two settlements.

Expropriations have already been carried out on a large part of the total length, but the rest remain to be implemented, so that the study and construction of the project can be carried out.

Careful planning is essential to minimize environmental disruption and preserve the area's cultural heritage. As this project was proposed in the context of public consultation by residents, engaging local communities and stakeholders will ensure that the development aligns with regional values and sustainability goals.

Brief feasibility documentation

Establishing a pedestrian pathway between Agios Nikolaos and Stoupa in the Municipality of West Mani could significantly enhance local tourism and community engagement.

A well-developed pedestrian pathway which will transform this trail into a dedicated pedestrian pathway would include the upgrading of the trail's surface to ensure safety and accessibility. And provide clear directional signs and information boards to enhance the user experience.

The project is expected to attract visitors interested in hiking and cultural experiences and increase foot traffic to local shops, cafes, and restaurants in both Agios Nikolaos and Stoupa. It will also provide residents with a safe and enjoyable space for exercise and leisure.

Adding benches and shaded spots for rest along the route will enhance the potential of the infrastructure.

6.3.4 RESTORATION AND HIGHLIGHT OF TRADITIONAL TRAILS

PROJECT 19 RESTORATION AND PROMOTION OF TRADITIONAL TRAILS		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below		Risks: 1. The contracts for the project may delay due to institutional & beaurocratic conflicts. 2. Failure to secure the necessary funding.
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese	Links to Strategy: HUMANISED & SUSTAINABLE MOBILITY	
	Finance & Resources: ERDF	
	Action Readiness: A complete study has already been carried out.	

Short description:

The project "Restoration and promotion of trails in the Municipality of West Mani" concerns the restoration, maintenance and promotion of trails in the Municipality of West Mani. In the first phase, the project concerns the trails:

1. Sotirianika – Altomira
2. Malta – Kardamyli
3. Kardamyli – Palaia Kardamyli – Agia Sofia – Petrovouni
4. Proastio – Foneas
5. Elaiochori – Panagia Giatrissa
6. Agios Nikolaos – Pigi
7. Pigi – Platsa
8. Platsa – Kotroni
9. Thalames – Lagada
10. Thalames – Trachila
11. Lagada – Trachila
12. Lagada – Agios Nikonas
13. Pigadia – Gefyri – Kentro
14. Tseria – Exochori
15. Proastio – Kalamitsi

The purpose of the project is initially to restore walkability and ensure safe trailing. The projects are small-scale and aim to upgrade the natural environment and mountain recreation infrastructure. Specifically, the work to be carried out concerns:

- Cleaning the path surface from shrubby vegetation by uprooting plants that grow within the pathway and pruning the branches of peripheral trees that prevent passage from the paths.
- Removal of earth and stone products that have made passage from these paths difficult.
- Restoration of dry stone-walls on both sides of the pathways by repositioning scattered and fallen stones along the paths.
- Repair of the cobblestone sections of the paths in the areas that have been damaged as well as repair of the steps from existing stones or from transportation from other nearby points, after appropriate processing and shaping.
- Restoration of the pathways with mudstone in the areas where the opening of roads has destroyed the access; removal of stones and construction of dry stone-walls.
- Construction of recreational and information works. They concern the formation of stopping areas at appropriate points on the paths, the placement of marking and information signs at the beginning, along and at the end of the routes with information regarding the location, the distance, the characteristic points of view of the route, the flora and fauna etc.

Brief feasibility documentation

In recent years, there has been an increased interest in environmental protection, both by the competent authorities and by society itself. The following have contributed to this:

- The exacerbation of environmental problems
- The awareness of the interdependence of human activities and the natural environment
- The improvement of living standards.

At the same time, the principle of "sustainability" is applied to all levels of development. Sustainable development is defined as: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland Report 1987).

However, in order to achieve the transition to sustainable development, our efforts must be focused on activities that do not negatively affect the environment and do not deplete natural resources. This requires changes in our mentality and consumer habits, as well as the integration of environmental concerns in the formulation and implementation of economic and sectoral political decisions by public authorities. In other words, the adoption of new forms of development and the formation of environmental awareness are required.

In a country like Greece, where tourism is considered an important factor in its economy, but especially in West Mani, which is an international tourist destination par excellence, the implementation of the ecotourism model can be an alternative proposal for its development, and this is because ecotourism is a form of sustainable development that is based on and at the same time respects the environment and promotes environmental education.

In order to achieve long-term and sustainable tourism development in an area, this development must respect the local special characteristics and peculiarities, as these are also the attraction point for tourists. The protection of cultural heritage, the natural environment and local values, as well as their exploitation, must be a priority of any strategic tourism planning.

In this context, the concept of sustainable tourism development seems to be constantly gaining ground and to be a one-way street for areas where tourism is a key pillar of their economy.

6.3.5 BIKE LANE EXPANSION AND SIDE SPOTS

PROJECT 20 BIKE LANE EXPANSION AND SIDE SPOTS		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below		Risks: 1. The project proposal may not be approved by the Funding Authority (Region of Peloponnese). 2. The contracts for the technical studies and projects may delay due to institutional conflicts caused by the involvement of several public services. 3. Failure to secure the necessary funding
Stakeholders: 1. Municipality of West Mani 2. Region of Peloponnese	Links to Strategy: HUMANISED & SUSTAINABLE MOBILITY	
	Finance & Resources: ERDF	
Action Readiness: A technical study must be prepared for the acquisition of land (where necessary) and the technical works for the construction of the expansion of the bike lane.		

Short description:

The construction of the expansion, from Stoupa to Kardamyli, of the existing bike lane aims to build a dedicated bike lane along the major part of the sea front of the Municipality of West Mani. Therefore, to construct an integrated bike route and to promote sustainable soft mobility, improve safety for cyclists, and connect the major urban centres of the Municipality.

The bike lane will span approximately 10.5 kilometers (2.5 km the length of the existing lane from Agios Nikolaos to Stoupa and approx. 8 km the proposed new expansion from Stoupa to Kardamyli) with a standard width of 2.5 meters, allowing safe two-way cycling.

The full development of the project implementation includes:

A) Pre-construction activities that include the detailed topographic survey, the soil testing and the environmental impact assessment.

The topographic survey will assess the existing terrain, identify elevation changes, and locate potential obstacles such as trees, utility poles, or drainage systems.

The soil testing will determine the load-bearing capacity, the moisture content and the need for soil stabilization.

The environmental impact assessment will evaluate potential environmental impacts and ensure the project aligns with local environmental regulations.

B) Design and Layout

The technical and traffic study aims at designing a safe and efficient lane, considering the existing natural landscapes and minimizing disruptions. The study will also propose proper drainage solutions (e.g., swales, culverts) integrated into the entire project to prevent water accumulation on the bike lane. Finally, signage and markings are essential for the integrated implementation of the project.

C) Construction phase

After the studies and the necessary approvals and licensing the construction phase will follow. In this stage site preparation works (clearing & grubbing, excavation and grading) are included. The main construction phase includes the compaction of sub grade is needed to increase stability. Following, sub-base and base layers are spread and compacted, with leveling of the surface to the desired grade, ensuring smooth transitions and avoiding bumps.

Final layer is the paving of the surface of the bike lane.

D) Additional Infrastructure

Additional infrastructure concern the installation of concrete or stone curbs along the bike lane to provide a clear boundary and prevent vehicles from encroaching and concrete or metal edge restraints in order to maintain the lane's shape and prevent spreading.

A drainage system must also be installed to manage stormwater and prevent flooding of the bike lane.

Directional and regulatory signs are installed, indicating bike lane usage, speed limits, and nearby facilities. Reflective signs may be added for night visibility.

It is important to foresee the placement and creation of service points for cyclists along the route, such as e-bike charging stations, on-site bicycle repair parts stations (e.g. tire inflation, etc.), stop and rest points (especially at strategic points of interesting view) with information signs, benches, trash bins, etc.), as well as lighting along the entire length of the route.

The development of service stations and view spots along the entire bike lane will add to the integrated nature of the intervention and will create a functional and attractive soft mobility infrastructure.

Brief feasibility documentation

The expansion of the existing bike lane between Stoupa and Kardamyli will provide an integrated transportation infrastructure and will offer significant benefits for the local community of West Mani, such as improved connectivity, enhanced safety and promotion of eco-friendly transportation.

1. Economic Feasibility

One of the primary considerations is the cost of construction and maintenance. The initial expenses include land acquisition (if required), site preparation, materials, and labour. However, bike lanes are generally more affordable than roads for motor vehicles due to their smaller scale and reduced need for heavy infrastructure. Funding can often be secured through local government initiatives, grants aimed at

promoting sustainable transport or even public-private partnerships.

The economic benefits of the project could offset its costs over time. By improving connectivity between the urban centres of the coastal front of West Mani, local businesses may experience increased patronage from cyclists. Additionally, a bike lane can reduce vehicle congestion and lower road maintenance costs by decreasing the number of cars on the road. Moreover, promoting cycling can lead to health benefits that reduce public healthcare expenses in the long term.

2. Environmental Feasibility

From an environmental perspective, a bike lane is a sustainable transportation solution. It reduces the carbon footprint by encouraging cycling over car use, leading to lower CO₂ emissions. The construction process itself, while less impactful than building a roadway, still requires careful planning to minimise disruption to the natural landscape. Using permeable paving materials or incorporating green buffers can help manage rainwater runoff and reduce environmental impact.

Moreover, connecting Agios Nikolaos, Stoupa and Kardamyli with a bike lane can encourage eco-tourism, attracting visitors interested in nature and outdoor activities. This could potentially increase the awareness and preservation of local flora and fauna, as the community values the natural environment along the bike route.

3. Social Feasibility

The social aspect is a critical component of feasibility. A dedicated bike lane can significantly improve safety for cyclists, reducing accidents between vehicles and cyclists on shared roads. For citizens and visitors, especially those without access to cars, a bike lane provides a reliable and low-cost mode of transportation. It also serves students, workers and elderly residents who might prefer cycling as an accessible, affordable travel option between the three coastal settlements.

A bike lane could also encourage a healthier lifestyle among residents. With an easily accessible route, cycling becomes a viable form of exercise, which can have positive effects on public health. This shift can foster a community culture that values physical activity and well-being.

In terms of public acceptance, local support is crucial for the success of the project. Engaging with community members through consultations and feedback sessions can help address concerns, such as land use changes and ensure that the bike lane meets their needs.

4. Technical Feasibility

The technical aspect focuses on the route selection and construction challenges. The ideal path would follow the optimal route, minimising the need for new land acquisitions or major or difficult technical interventions. The bike lane's design must consider terrain, potential obstacles and the need for infrastructure like drainage systems or small bridges to ensure safety and usability year-round.

Construction materials will also play a role in feasibility. For example, using recycled asphalt or concrete can reduce costs and environmental impact. Additionally, the bike lane should be designed to accommodate two-way traffic, with a standard width of around 2.5 to 3 meters, depending on expected usage.

Expanding the existing bike lane, as mentioned hereby and upgrading the total route is a feasible and worthwhile project that offers multiple economic, environmental, and social benefits. The project can be made more viable with careful planning, community engagement and strategic use of resources. By providing a safe, accessible and sustainable mode of transport, the bike lane could enhance the quality of life for residents, boost local economies and contribute to a healthier environment.

Overall, investing in this bike lane represents a forward-thinking approach to rural development, aligning with broader goals of sustainability, community well-being soft mobility and Econnecting principles.

The expansion to the North and the completion of the bike lane along almost the entire length of the coastal front of the Municipality will rank West Mani as an important international cycling destination.

It will strengthen the priority of the Municipal Authority towards the development and implementation of policies that will promote soft mobility.

6.4 Green Communities

6.4.1 OVERFLOW WATER BOTTLING PLANT

PROJECT 21 OVERFLOW WATER BOTTLING PLANT		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below	Links to Strategy: GREEN COMMUNITIES	Risks: See below
Stakeholders: Municipality of West Mani	Finance & Resources: MUNICIPALITY'S OWN RESOURCES 2. ERDF	
	Action Readiness: A research on the available compact bottling machines with the appropriate technical specifications must be carried out, in order for the Municipality to approve its purchase.	

Short description:

Establishment of a plant that will use the overflowing drinking water from existing reservoirs and will bottle and distribute it to local restaurants, coffee-shops, bars and tourism businesses.

At a level below Vyros springs, which supply the drinking water network of West Mani, there are water reservoirs. Today's overflowing water is lost unused.

On the other hand, the needs for bottled drinking water in the area, especially for tourism businesses, are huge, especially in the summer months, due to the increased number of tourists. Businesses procure bottled water, resulting to big expenditure which is a significant percentage of their budget.

With the proposed installation, the overflowing water from the reservoirs will be collected, bottled and distributed free of charge to the tourism businesses of the Municipality, thereby significantly strengthening them.

The proposed project includes the purchase and installation of an automatic water bottling machine with the following general description:

The proposed machine is mainly used in water filling operations. The three functions of flushing, filling and capping the bottle are composed in one body of the machine. The whole process is automatic. The machine is used to fill mineral water and pure water into polyester and plastic bottles. The handle of the machine can be turned freely and comfortably to adjust the machine to fill various types of bottles.

The filling operation is fast and stable because the low pressure filling operation is adopted. Therefore the performance and benefit of the machine is high.

The machine adopts a programmable controller which controls the automatic operation while a transducer is used in the input chains to adjust the speed and it is coordinated with the inverter of the main body of the machine, so that the functions of the bottle movement are driven steadily to the front.

Brief feasibility documentation

The bottling of the overflowing water from the reservoirs of the Vyros springs and its free distribution to the tourist businesses of West Mani will provide financial relief to these businesses, as the annual expenditure for the supply of drinking water constitutes a significant percentage of their budget.

In addition, drinking water of local origin will promote, thus enhancing the image of West Mani.

Risks

Although the proposed project is not based on over-extraction of water from local sources, some possible environmental risks can occur, such as:

- The bottling process can generate wastewater and other pollutants that, if not properly managed, can contaminate local water bodies and soil.
- Plastic waste from bottled water, including bottles and packaging, contributes to environmental pollution and landfill burden if not effectively recycled.

In terms of financial viability and market competition we address that high initial capital investment and ongoing operational costs may not be recouped if the plant does not generate sufficient revenue. Also, competing with established commercial bottled water brands can be challenging, especially if the municipal plant cannot match their marketing and distribution networks.

The plant must comply with local, state and EU regulations regarding environmental protection and product safety. Non-compliance can lead to fines, legal actions and shutdowns.

Some operational risks are also identified:

Dependence on a steady supply of raw materials (plastic or glass bottles) and efficient distribution channels can be vulnerable to disruptions, impacting production and sales. Equipment malfunctions or technological failures can halt production and incur significant repair costs. Recruiting and retaining skilled workers to operate and maintain the plant can be challenging and costly.

The Municipality must follow specific mitigation strategies to successfully cope with the above mentioned risks:

1. Implement sustainable water management practices and invest in water-efficient technologies to minimize environmental impact.
2. Engage with local communities and stakeholders through consultations and transparent communication to build trust and address concerns.
3. Ensure rigorous adherence to all regulatory requirements and maintain high standards of water quality and safety.
4. Conduct thorough market and financial feasibility studies to ensure economic viability and competitive positioning.

6.4.2 WEST MANI GREEN SPOT

PROJECT 22 WEST MANI GREEN SPOT		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below	Links to Strategy: GREEN COMMUNITIES	Risks: See below
Stakeholders: Municipality of West Mani	Finance & Resources: ERDF	
	Action Readiness: A research on the available compact bottling machines with the appropriate technical specifications must be carried out, in order for the Municipality to approve its purchase.	

Short description:

Green Spots are designed, organised and demarcated areas or spots with appropriate building infrastructure and equipment where citizens can deliver waste materials such as paper, glass, metals, plastics, textiles, organic oils or used objects and equipment (such as clothing, furniture, electrical and electronic equipment), in order to be further forwarded for recycling or reuse. At the green spots, the work carried out is the collection of objects / waste for reuse / recycling, sorting in case of failures, weighing and, where appropriate, compaction.

In the Green Spots it is possible to take place some preliminary work such as: manual sorting, separation, compression, shredding, baling, etc.

Green Spots contribute decisively to the information and awareness of citizens in matters of proper waste management. The green spots are categorised into small and large, while at the same time the planning foresees recycling corners, mobile green spots and recycling, information and training and sorting at the source centres.

In the Municipality of West Mani, the main sources of waste are residences and tourist businesses (accommodation and catering), health shops, supermarkets and commercial and craft units, administrative buildings (Town Hall, Post Office, Police Department etc) and school units.

The total annual amount of waste produced for the current conditions is estimated at 3,500 - 4,500 tons. This amount varies seasonally with the peak of production coinciding with the peak of the tourist season in mid-August.

The revised National Waste Management Plan provides that each Municipality should have and operate at least one Green Spot, which will be included in the Local Waste Management Plan.

The Local Solid Waste Management Plan of the Municipality of West Mani foresees the development of one Green Spot. The Green Spot is located in the "Two Stones" area of the Local Community of Prosilion. This is a public forest area of approximately 4 acres for which the relevant Forestry Department has started a process of concession of use.

The proposed location is in contact with the provincial road of Kalamata – Areopolis. It was chosen due to the ease of road access, the centripetal gravity to facilitate the access of citizens as well as the proximity to the trans-shipment station. Access to the Green Spot is via an existing rural road.

The proposed area for the installation of the Green Spot is located in an area outside the approved urban plan, in which land uses have not been determined by the applicable urban planning provisions and its distance is greater than 500 meters from the settlement boundaries. The proposed site is also outside protected areas of the "NATURA 2000" network, outside wildlife sanctuaries and far from areas of outstanding natural beauty.

In summary, the Green Point of West Mani will have the following functions:

- Deposition of recyclable waste by citizens.
- Pre-treatment of materials. compression and baling for paper and plastics, shredding for green waste, etc.
- Storage of the materials and delivery for further exploitation to the final recipients.
- Information, awareness and training actions.

For the implementation of the Green Spot West Mani, the following actions are required:

- a) Operational planning of the Green Spot. It includes the description of the operation of the Green Spot and its dimensioning
- b) Technical studies for the construction of the infrastructure of the Green Spot (Architectural Study, Static Study, Electromechanical Study, etc.),
- c) Submission and approval of the Environmental Licensing Folder.
- d) Financial Analysis (Feasibility Study and Business Plan).

The estimated time schedule for the implementation of the Green Spot is 19 months; 4 months is the estimated time for the preliminary actions and studies and 15 months for the construction phase.

Brief feasibility documentation

The design and implementation of a network of Green Spots aims at the environmentally and economically efficient collection and temporary storage of solid waste and in particular at the general environmental upgrade and the environmental awareness of citizens, at the recycling of household waste and its separate collection, at increasing revenue and of the return from the process of reuse / recycling of the collected materials. The rational organization and networking of Green Points works in addition to sorting systems at the source and affects both qualitatively and quantitatively the management of municipal solid waste.

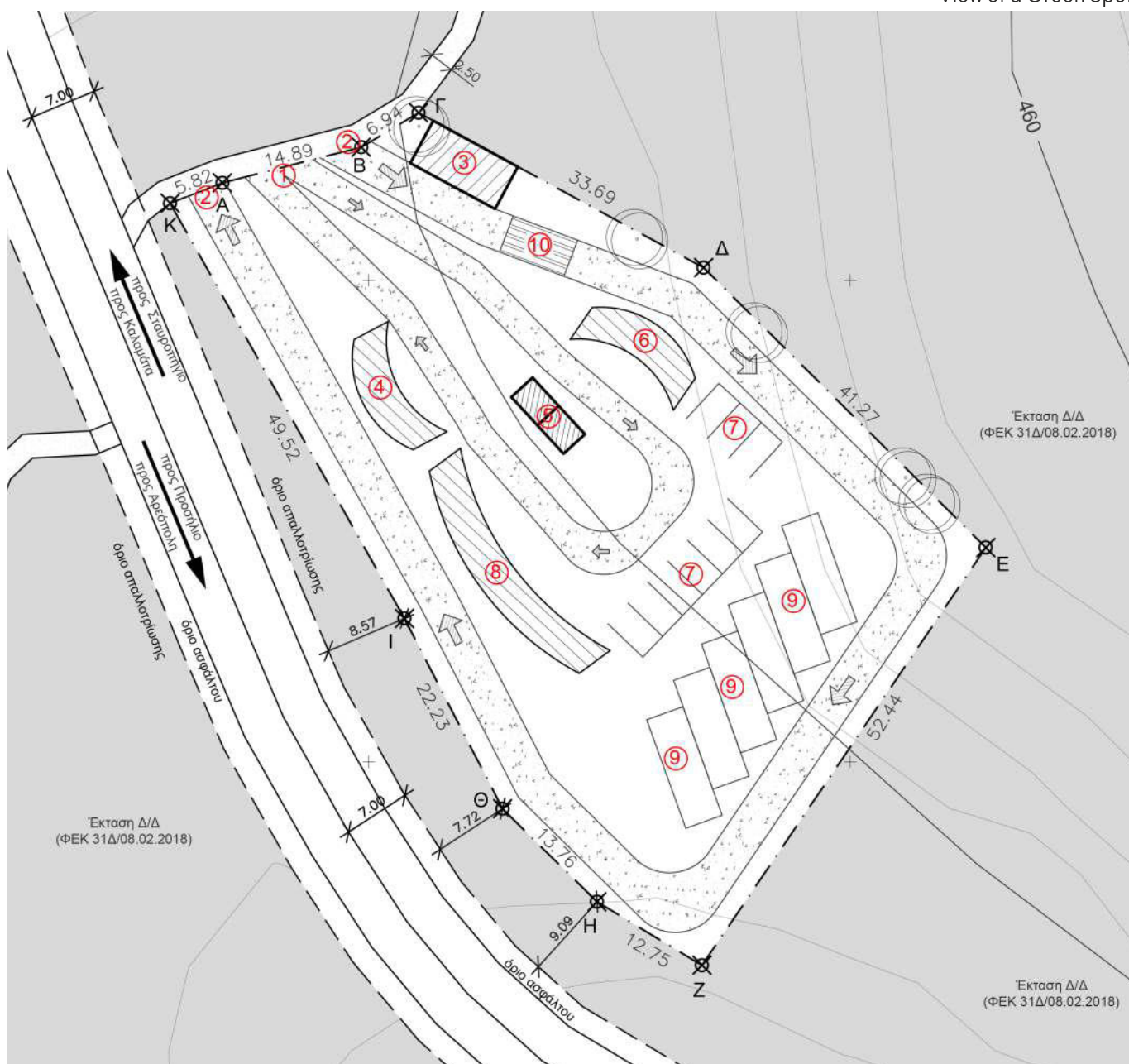
The construction of Green Spots is part of the harmonisation actions with the principles of sustainability (sustainable development), the strategies and policies of the European Union and the imperatives of National and EU legislation. The new National Waste Management Plan (September 2020) sets as targets for the recycling of packaging waste 65% for 2025 and 70% for 2030 and to increase preparation for the reuse and recycling of municipal solid waste (MSW) to at least 55% by 2025 and 60% until 2030.

The achievement of the above goals for reuse, impose the development and networking of Green Spots. The creation of the Green Spots is expected to contribute decisively to:

- promoting the prioritisation of waste management and in particular the promotion of the prevention of waste generation and the establishment of a new approach to “what is and what is not waste” and the development of new standards of social behaviour,
- strengthening reuse and recycling activities and achieving the objectives of the National Legislation, which is harmonised with the EU Directives,
- diversion of waste from Sanitary Landfills,
- reduction of management costs and profits from the commercial management of waste that will be collected in Green Spots,
- active participation of citizens and education and their awareness in recycling and reuse actions.



View of a Green Spot



Plan of the proposed Green Spot of West Mani

6.4.3 SOLAR PANELS TO PUBLIC BUILDINGS

<div>PROJECT 23</div> <div>SOLAR PANELS TO PUBLIC BUILDINGS</div>		<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>	
<div>Short description: See below</div>		<div>Links to Strategy:</div> <div>GREEN COMMUNITIES</div>	<div>Risks:</div> <div>Technical Risks: Potential issues with installation, maintenance, and energy production efficiency.</div> <div>Financial Risks: Initial investment and securing sufficient funding; variability in energy prices affecting cost savings.</div> <div>Community Acceptance: Ensuring public support through effective communication of benefits and addressing any concerns.</div>
<div>Stakeholders:</div> <div>1. Municipality of West Mani</div> <div>2. Renewable Energy Authorities</div> <div>3. Private investors</div>		<div>Finance & Resources:</div> <div>1. RECOVERY FUND</div> <div>2. ERDF</div> <div>3. PRIVATE INVESTMENTS</div>	
		<div>Action Readiness:</div> <div>Conduct building assessments, secure funding, and finalize design plans.</div>	

Short description:

Installation of solar panels in all municipal buildings of West Mani.

The proposed project involves the installation of solar panels on municipal buildings to reduce energy costs, promote sustainability, and demonstrate environmental leadership. This initiative aims to harness renewable energy, decrease reliance on non-renewable resources, and set an example for the community in sustainable practices.

The whole process incorporates the following steps:

1. Building Assessment: Evaluation of municipal buildings for solar panel suitability, considering roof space, orientation, and structural integrity.
2. Technology Requirements: Photovoltaic solar panels, inverters, mounting systems, and monitoring systems.
3. Installation: Collaboration with experienced solar installation companies to ensure efficient and safe implementation.
4. Scalability: Initial installation on select buildings with the potential to expand to additional properties

based on success and budget.

The Municipality must ensure that the following requirements are met:

Project Team capability: Project manager, energy consultant, technical staff for maintenance and administrative support

Proper maintenance: Regular cleaning, inspection, and maintenance of solar panels to ensure optimal performance.

Sufficient monitoring: Implementation of a monitoring system to track energy production and consumption, ensuring transparency and efficiency.

Brief feasibility documentation

The installation of solar panels on municipal buildings is technically and financially feasible, with significant potential for cost savings and environmental benefits. With a clear plan for implementation and funding, the project can reduce energy costs, promote sustainability, and serve as a model for other communities. This initiative represents an innovative approach to energy management and environmental stewardship.

6.4.4 WATER SUPPLY INFRASTRUCTURE

PROJECT 24 WATER SUPPLY INFRASTRUCTURE		PROJECT OWNER MUNICIPALITY OF WEST MANI	
Short description: See below		Links to Strategy: GREEN COMMUNITIES	
Stakeholders: Municipality of West Mani	Finance & Resources: RECOVERY FUND		Risks: Managerial Risks: Potential issues with maintenance.
	Action Readiness: The project is already under construction.		

Short description:

West Man has historically faced significant water scarcity due to its permeable limestone terrain, which limits natural water retention. Traditionally, the local population addressed this challenge by constructing cisterns to harvest and store rainwater, serving as primary sources for drinking and supporting small-scale agriculture and livestock.

In the past five decades, modern borehole infrastructures have been introduced to extract groundwater. However, the water quality from these sources remains suboptimal, leading residents and visitors to rely predominantly on bottled water.

The project concerns the exploitation of the Vyros springs, which provide a sufficient quantity of drinking water to meet the needs of the Municipality of West Mani. It includes the replacement of the external pipeline which supplies the distribution networks within the settlements of the Municipality. The project aims at reducing the water leakages.

Brief feasibility documentation

- The project manages the following challenges:
- Water scarcity as limited precipitation and high evaporation rates reduce available water resources.
 - Poor water quality, as groundwater sources often contain high levels of minerals.
 - Infrastructure deficiencies, as the existing networks are old and there is a lack of maintenance.
 - Rising demand, due to increased tourism and population growth.
- The project which is already under construction will ensure long-term water security for residents and visitors alike.

6.4.5 SEWERAGE NETWORK AND WASTEWATER TREATMENT PLANT OF KARDAMYLI, STOUPA & AGIOS NIKOLAOS

<div> <div>PROJECT 25</div> <div>SEWERAGE NETWORK AND WASTEWATER TREATMENT PLANT OF KARDAMYLI, STOUPA AND AGIOS NIKOLAOS</div> </div>		<div> <div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div> </div>
<div>Short description: See below</div>	<div>Links to Strategy:</div> <div>GREEN COMMUNITIES</div>	<div>Risks:</div> <div> Technical Risks: Potential issues with construction and maintenance of the Wastewater Treatment Plant. </div> <div> Financial Risks: Potential risk in securing sufficient funding. </div>
<div>Stakeholders:</div> <div>Municipality of West Mani</div>	<div>Finance & Resources:</div> <div> 1. RECOVERY FUND 2. ERDF </div>	
	<div>Action Readiness:</div> <div>Study under implementation. The project construction will follow.</div>	

Short description:

The scope of the project is the construction of sewage networks for the settlements of Kardamyli, Stoupa and Agios Nikolaos in the Municipality of West Mani. Within the framework of the relevant studies, the collection, transport, treatment and disposal projects for the treated sewage of the above settlements will be constructed.

The study that was prepared identified the projects to be constructed using economic and technical criteria, with precision and completeness, so that a valid budget for their expenditure is obtained, the tendering of the project is possible as well as the smooth and technically sound construction and operation of the project.

The scope of the project will be:

- Construction of an internal sewage network for each settlement, with the pumping stations required, depending on the topographic relief.
- Construction of sewage transport pipelines (gravity and/or depression) to the Wastewater Treatment Plant.
- Construction of a central Wastewater Treatment Plant for all settlements in the wider area of Agios Nikolaos, in a suitably located area.
- Construction of the transport pipelines from the Wastewater Treatment Plant to the appropriate recipient, based on the required environmental commitments.

The provision of design also covers the future sewage needs of the above settlements, over a 40-year period.

The Wastewater Treatment Plant is also provided with a cesspool sewage station (for which additional treatment is required), so that it is possible to receive cesspool sewage from other settlements of the Municipality that will not be covered by the sewage network.

Brief feasibility documentation

The Municipality of West Mani is an important tourist destination worldwide. The increase in population during the long summer season, especially in its coastal settlements, causes a great burden on the environment and significant direct and indirect risks to public health. The main problems today are identified in the pollution of the soil, underground aquifers, surface water bodies and the appearance of odors due to the septic cesspools.

The purpose of the project is that the proposed sewage system of the coastal settlements of Stoupa, Kardamyli and Agios Nikolaos should serve the needs of permanent residents, as well as the big number of visitors, especially during the summer season. The above settlements are currently served by septic and/or absorption cesspools. In such residential areas with a sharp increase in accommodation due to tourist pressures, we encounter a large number of illegal sewage discharges into streams or even directly into the sea. Therefore, the problem of sewage and sewage treatment is very intense and constitutes an immediate priority project for the area. In addition, the coastal location of these settlements in combination with the residential development from the intense tourist development, make it necessary to have appropriate infrastructure projects, such as a modern sewage network with the required Wastewater Treatment Plant.

The new integrated wastewater management projects of the above settlements are of primary importance for addressing the direct adverse effects of the uncontrolled disposal of wastewater that is observed today and the protection of public health. Furthermore, they will ensure the environmental upgrading of the areas, which is a fundamental condition for its social and economic development. Thus, the area will be upgraded into a modern and environmentally sensitive tourist destination.

6.4.6 SMART CITY APPLICATIONS

PROJECT 26 SMART CITY APPLICATIONS		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below	Links to Strategy: GREEN COMMUNITY	Risks: 1. Potential challenges with integration, data security, and system reliability 2. Securing sufficient funding, managing initial investment costs, and ensuring long-term financial sustainability 3. Gaining public support through transparent communication of benefits and addressing privacy concerns.
Stakeholders: Municipality of West Mani	Finance & Resources: ERDF	
	Action Readiness: Conduct needs assessment, secure funding, and develop detailed project plans.	

Short description:

"Smart City" applications constitute a distinctive unity, which, due to their characteristics, are mentioned separately. In any case, however, upgrading interventions of the urban space, the urban infrastructure or the urban equipment should be integrated or are in direct connection with the technical projects.

The Smart City Applications proposed for West Mani will upgrade the standard and quality of life across the whole Municipality and enhance its attractiveness to new residents or entrepreneurs intending to relocate there.

We propose to implement the following applications, which form an integrated project. The installation and operation of "Smart City" applications is compatible with the principles of the Smart City Strategy and with the specifications of Sustainable Urban Mobility.

The estimated budget breakdown of the project's applications is as follows:

SMART CITY APPLICATION	BUDGET
Smart Lightning	€ 100,000.00
Smart Parking Control	€ 30,000.00
Smart Waste Management	€ 670,000.00
Smart Bench	€ 250,000.00
Digital Signage	€ 20,000.00
Smart Building Energy Management	€ 500,000.00
Smart Traffic Management	€ 50,000.00
Electric Car Charging Station	€ 20,000.00
Smart Bus Stop	€ 300,000.00
Smart City Platform	€ 60,000.00
Smart pedestrian crossings	€ 250,000.00
IoT wireless network	€ 100,000.00
Sensors & Environmental quality monitoring system	
Sensors & Noise monitoring system	€ 500,000.00
System for recording the effects of seismic activity on buildings	€ 100,000.00
Telecommunication system ("smart suitcase") in vulnerable groups for remote diagnosis	€ 130,000.00
Telecommunication system ("smart bracelet") in vulnerable groups for remote diagnosis and notification	€ 80,000.00

Brief feasibility documentation

Smart city applications leverage technology and data to enhance urban living, improve efficiency, and address environmental, economic and social challenges. The feasibility of these applications hinges on various factors, including technological infrastructure, financial investment, regulatory environment and citizen engagement.

Technological Infrastructure

- IoT (Internet of Things) Devices:** Sensors, cameras, and smart meters provide real-time data for monitoring and managing city services such as traffic, waste management and energy usage.
- Connectivity:** Reliable and widespread high-speed internet, including 5G networks, is essential for real-time data transmission and communication between devices.
- Data Analytics:** Advanced analytics and artificial intelligence (AI) systems process large volumes of data to derive actionable insights and automate decision-making.

Financial Investment

- Initial Costs:** Significant investment is required for the deployment of IoT devices, connectivity infrastructure, and data centres.
- Operational Costs:** Ongoing expenses include maintenance, data storage, and energy consumption.
- Funding Sources:** Public-private partnerships, government grants and smart city initiatives can help mitigate the financial burden on municipalities.

Regulatory Environment

- Data Privacy and Security:** Robust regulations must ensure the protection of citizens' data and secure communication channels to prevent cyber-attacks.
- Standardisation:** Establishing standards for data formats, communication protocols and interoperability between devices is crucial for seamless integration and scalability.

Citizen Engagement

- Awareness and Education:** Informing citizens about the benefits and functionalities of smart city applications can drive acceptance and participation.
- User-Centric Design:** Solutions should be designed with the end-user in mind, ensuring they are intuitive, accessible, and address real needs.
- Feedback Mechanisms:** Platforms for collecting and incorporating citizen feedback can improve service delivery and foster a sense of community involvement.

The application areas of these “smart city” applications are:

- Transportation:** Smart traffic management systems reduce congestion and pollution, while real-time public transit information enhances convenience and efficiency.

-Energy Management: Smart grids and energy-efficient buildings lower consumption and reduce carbon footprints.

-Public Safety: Surveillance systems and predictive policing algorithms improve emergency response and crime prevention.

-Healthcare: Telemedicine and health monitoring systems provide better access to healthcare services and improve patient outcomes.

-Environmental Monitoring: Sensors track air and water quality, enabling proactive measures to combat pollution and ensure sustainability. In particular, the measurement of the quality and purity of the sea waters of West Mani will offer significant benefits in maintaining and promoting the comparative advantage of the clean seas of West Mani.

-The implementation of smart city applications is feasible and has a significant potential to enhance urban living, improve municipal efficiency and promote sustainability. With a clear implementation plan and funding strategy, the project can transform urban management, foster economic growth, and improve the quality of life for residents. This initiative represents a forward-thinking approach to urban development and positions the Municipality of West Mani as a leader in applied technological innovation and sustainability.

While challenges exist, the potential benefits in terms of efficiency, sustainability and quality of life make “smart city” initiatives a promising endeavour for the integrated territorial development of the Municipality of West Mani.

6.5 Governance Adaptations and Modifications

6.5.1 DIGITAL PLATFORM FOR e-GOVERNANCE

<div>PROJECT 27</div> <div>DIGITAL PLATFORM FOR e-GOVERNANCE</div>		<div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div>	
<div>Short description: See below</div>		<div>Risks:</div> <div>Given that the estimated cost for the creation and operation of the e-governance platform is not expected to be prohibitively high, the only risk identified concerns the reduced acceptance and response of citizens and entrepreneurs (stakeholders) to the platform. However, it is estimated that over time and the systematic operation of the platform, the benefits will emerge and its use will be generalised</div>	
<div>Stakeholders:</div> <div>1. Municipality of West Mani</div> <div>2. Region of Peloponnese</div>	<div>Links to Strategy:</div> <div>GOVERNANCE ADAPTATIONS & MODIFICATIONS</div>		
	<div>Finance & Resources:</div> <div>1. RECOVERY FUND</div> <div>2. REGIONAL OPERATIONAL PROGRAMME OF PELOPONNESE</div> <div>3. MUNICIPALITY'S OWN RESOURCES</div>		
	<div>Action Readiness:</div> <div>The study for the content and specifications of the digital platform must be commissioned</div>		

Short description

The necessity of creating e-governance infrastructures was highlighted by the field research carried out within the Econnecting project in the Municipality of West Mani. It emerged as a necessity in order to create a framework of open and direct public consultation and in order to break the barriers between the Municipal Authority and Citizens.

A digital platform for e-governance is a comprehensive, integrated system that leverages digital technologies to enhance the efficiency, transparency and accessibility of Municipal services. This platform serves as a unified portal through which citizens, businesses and municipal agencies interact, facilitating seamless service delivery and communication.

The key features of this e-governance platform are the following:

-Unified Access: A single portal provides access to a wide range of municipal services, such as licensing, municipal taxation, healthcare and social welfare, reducing the need for physical visits to the Municipality's Headquarters.

-User-Friendly Interface: Intuitive design ensures ease of use for all citizens, including those with limited digital literacy.

-Data Integration: Consolidation of data across various municipal departments allows for streamlined processes and reduces redundancy.

-E-referendums & open public consultation: Possibility to conduct e-referendums and open public consultation for decision-making on critical issues of the Municipality.

-Security and Privacy: Advanced encryption and authentication mechanisms protect sensitive information and ensure user privacy.

-Real-Time Updates: Citizens and stakeholders receive timely updates and notifications about the status of their applications and services.

-Mobile Accessibility: Mobile-friendly interfaces and dedicated apps ensure services are accessible on-the-go.

The considerations for the implementation of the e-governance platform are summarized as following:

-Infrastructure: Adequate digital infrastructure, including reliable internet connectivity and data centres is crucial.

-Legislation: Supportive legal frameworks are needed to municipal digital transactions and data protection.

-Capacity Building: Training programmes for municipal employees and citizens to effectively use the digital platform.

-Public Awareness: Campaigns to inform citizens about the availability and benefits of the e-governance platform.

Brief feasibility documentation

A digital platform for e-governance transforms the way governments operate, making public services more accessible, efficient, and transparent, ultimately fostering greater trust and engagement between citizens and the government.

The benefits of the e-governance platform are in bullets, the following:

-Transparency and Accountability: Digital records and transaction logs increase transparency, making it easier to track and audit municipal activities.

-Efficiency: Automation and streamlined workflows reduce processing times and administrative burdens.

-Cost Savings: Digital services lower operational costs by minimising paperwork and reducing the need for physical infrastructure.

-Citizen Engagement: Feedback and complaint systems empower citizens to participate actively in municipal governance and report issues.

-Inclusivity: Enhanced accessibility ensures that services reach underserved and remote populations, thus enhance integration.

The creation of an e-governance platform is an innovative approach to municipal operation, since it brings the Municipal Authority closer to the citizens, strengthens dialogue, interaction, democratic planning in the decision-making process and, ultimately, strengthens and deepens the very democratic function

6.5.2 MUNICIPAL TOURISM OFFICE AND BRAND IDENTITY

<div> <div>PROJECT 28</div> <div>MUNICIPAL TOURISM OFFICE AND BRAND IDENTITY</div> </div>		<div> <div>PROJECT OWNER</div> <div>MUNICIPALITY OF WEST MANI</div> </div>
<div>Short description: See below</div>		<div>Risks:</div> <div>See below</div>
<div>Stakeholders:</div> <div>MUNICIPALITY OF WEST MANI</div> <div>MINISTRY OF THE INTERIOR</div>	<div>Links to Strategy:</div> <div>GOVERNANCE ADAPTATIONS & MODIFICATIONS</div>	
	<div>Finance & Resources:</div> <div>MUNICIPALITY'S OWN RESOURCES</div>	
	<div>Action Readiness:</div> <div>The reform of the internal operating regulations and the restructure of the Organization Chart of the Municipality must be drawn up and consequently approved.</div>	

Short description

A strong brand identity is crucial for attracting visitors and distinguishing the Municipality in a competitive tourism market. Branding involves creating a unique image and message that captures the essence of what makes the municipality special.

The creation of a single and coherent Brand Identity for West Mani is interconnected with the creation and operation of a Tourist Promotion Office within the Municipality, as tourism can become a major driver of economic growth and cultural exchange, especially for Municipalities with unique attractions, historical sites, or natural beauty just like West Mani. This Tourism Office will be responsible for the establishment of a strong branding strategy which can help harness this potential, drawing visitors and boosting local businesses.

The process typically includes:

-Market Research: Understanding the target audience is the first step. The Tourism Office needs to identify the types of tourists likely to visit (e.g., nature lovers, history enthusiasts, families, digital nomads etc.) and tailor the brand accordingly.

-Defining Core Values and Themes: The Municipality's brand should reflect its unique characteristics, such as its cultural heritage, natural landscapes, local customs or vibrant local events. These elements will form the core message that will be conveyed in all promotional materials.

-Creating a Visual Identity: A logo, colour scheme and slogan that capture the Municipality's spirit help make the brand instantly recognisable.

-Digital and Physical Promotion: The Municipal Tourism Office should employ both digital marketing (social media, websites, online advertisements) and traditional methods (brochures, billboards, travel guides) to promote the brand. Collaborations with travel influencers, bloggers and tourism websites can also amplify reach.

-Support, networking and promotion of local entrepreneurship and local products. The creation of a single Brand Identity of West Mani will not only be limited to tourist attraction applications but will also extend to the local business community, enhancing local products and services provided. The inclusion of businesses in such a single Brand Identity scheme will not only ensure them the necessary recognition and visibility, but will also provide the accreditation of the quality of the products and services. In addition, it will facilitate international networking, interaction with foreign professional bodies and international cooperation.

Brief feasibility documentation

The establishment of a Tourist Development Department, coupled with a strong branding strategy, offers numerous advantages:

-Increased Tourist Footfall: A well-promoted brand can draw more visitors, resulting in higher occupancy rates in hotels, more patrons in restaurants, and increased sales for local businesses.

-Economic Growth: The influx of tourists generates revenue for the local economy, supports job creation, and stimulates investment in infrastructure and services.

-Community Engagement and Pride: A strong brand fosters a sense of identity and pride among residents, encouraging them to participate in cultural events and activities that showcase their heritage.

-Sustainable Development: By focusing on strategic growth, the Tourist Development Department can implement sustainable tourism practices that protect local resources and ensure long-term benefits for the community.

The creation of a Tourist Development Department and the establishment of a cohesive branding strategy are essential steps for municipalities seeking to boost their development potential. By promoting the unique aspects of the area and providing a well-coordinated approach to integrated management, the Municipality of West Mani can enhance its appeal, stimulate economic growth and create a vibrant, sustainable productive environment.

Risks

- 1.The establishment of the Tourism Office and the creation of a unique and strong Brand Identity requires significant initial capital for recruitment, office setup and training, which may strain the Municipal budget.
- 2.Sustaining salaries, office maintenance and other operational expenses can be financially demanding.
- 3.Difficulty in attracting and retaining qualified staff with relevant expertise.

6.5.3 EU PROGRAMMES MUNICIPAL OFFICE

PROJECT 29 EU PROGRAMMES MUNICIPAL OFFICE		PROJECT OWNER MUNICIPALITY OF WEST MANI
Short description: See below		Risks: See below
Stakeholders: 1. Municipality of West Mani 2. Ministry of the Interior	Links to Strategy: GOVERNANCE ADAPTATIONS & MODIFICATIONS	
	Finance & Resources: MUNICIPALITY'S OWN RESOURCES	
	Action Readiness: The reform of the internal operating regulations of the Municipality must be approved.	

Short description:

Establishment and appropriate staffing of an Office within the Organization Structure of the Municipality, exclusively for European Programmes, with dedicated employees. This Office will focus in the identification, preparation and implementation of European Programmes of networking and territorial cooperation.

The EU Programmes Municipal Office will be responsible for identifying, applying for, and managing European Union funds and grants to support local projects and initiatives. This Office plays a critical role in ensuring that the Municipality maximises its benefits from EU programmes.

The key functions of the EU programmes Office in the Municipality of West Mani are identified as follows:

- Identifying, developing, and managing EU-funded projects, representation in EU meetings and conferences; securing funding and partnerships.
- Overseeing specific EU-funded projects, coordinating with stakeholders, ensuring compliance with EU regulations; preparing and submitting reports
- Identifying funding opportunities, preparing grant proposals, managing grant applications, tracking funding status, managing relationships with funding bodies.
- Engaging with stakeholders, the community and the public to promote projects and initiatives, preparing communication materials, managing social media and website content, community outreach.
- Office administration, scheduling meetings, handling communications, maintaining records, supporting office staff, ensuring efficient office operations and support for all staff activities.

This structure and staffing model ensures that the Municipal Office for EU Programmes operates efficiently, maximises funding opportunities and effectively manages the implementation of EU-funded projects.

Brief feasibility documentation

The excessive bureaucratic workload to manage applications, compliance and reporting overburdens the existing municipal staff. So the need of establishing an Office within the Municipality of West Mani, exclusively dealing with EU Programmes is mandatory.

The establishment of an EU Programmes Office within the Municipality of West Mani aims to streamline the identification, application, and management of EU funds. The establishment of an EU Programmes Office in the Municipality is a feasible and beneficial initiative that can significantly enhance local development through increased access to EU funds. It will also enhance overall extroversion of the Municipality and will establish cooperation agreements with peer Municipalities across Europe.

With proper planning, staffing, and risk management, the office can become a pivotal element in the Municipality's growth and improvement strategies. The initial investment and operational costs are justified by the potential for substantial long-term benefits in terms of funding, project success, and community impact.

Risks

- 1.The establishment of the EU Programmes Office requires significant initial capital for recruitment, office setup and training, which may strain the municipal budget.
- 2.Sustaining salaries, office maintenance and other operational expenses can be financially demanding.
- 3.Difficulty in attracting and retaining qualified staff with expertise in EU programmes and project management.
- 4.Insufficient experience in handling complex EU regulations and projects might lead to inefficiencies or errors.
- 5.Failure to fully comply with stringent EU regulations and reporting requirements can result in penalties, loss of funding or reputational damage.
- 6.Poor communication with the public about the benefits and progress of EU-funded projects can lead to misunderstanding and lack of support.
- 7.Delays in project approval, funding disbursement, or implementation due to bureaucratic processes or inefficiencies.

In order to achieve maximum success of the operation of the EU Programmes Office within the Municipality of West Mani it is strongly recommended to implement continuous professional development for staff and building internal expertise in EU programmes, by organising training and capacity building seminars and courses.

Also, transparent communication and active engagement with local communities will build support and address concerns within the local society of West Mani, about the necessity and usefulness of the EU Programmes Municipal Office.

Implementation Strategy

7.1 Implementation Strategy

The successful implementation of the West Mani Integrated Action Plan (IAP) will rely on a structured and collaborative governance model. The Municipality of West Mani will act as the lead coordinating authority, ensuring strategic alignment with national and EU priorities and mobilizing technical and administrative resources to support project development and funding applications. A dedicated Municipal Implementation Unit will be established or reinforced, with technical support from regional authorities and external experts where needed, particularly for complex projects like infrastructure, digital transformation, and environmental sustainability. Governance will also include clear role allocation, monitoring mechanisms, and performance indicators for each project phase, ensuring transparency, accountability, and adaptability to changing conditions or funding opportunities.

Stakeholders' engagement remains a cornerstone of the IAP's long-term success. The URBACT Local Group (ULG), activated during the "Econnecting" Action Planning Network, will evolve into a permanent participatory platform, promoting continued citizen and stakeholder input into decision-making processes. This group – comprising local business owners, civil society, youth representatives and public agencies – will play a consultative and co-design role, especially in the early implementation stages. As part of the IAP strategy, regular public forums, thematic workshops and digital consultation tools will be introduced to ensure inclusive engagement, while the ULG will be empowered through capacity-building actions to become a long-term governance mechanism for integrated development and cross-sectoral collaboration. This participatory model will help maintain project relevance, community buy-in and adaptability across the multi-year implementation period.

7.2 Project Prioritization, Programme Duration and Milestones

In order the Integrated Action Plan (IAP) for the Municipality of West Mani to be effective, it has to be focused on sustainable development, economic growth, environmental conservation, and social cohesion. West Mani, like many municipalities, likely faces unique challenges such as limited infrastructure, the need for tourism development and the growth of permanent residents as well as innovative businesses and preserving its cultural heritage. A high-level framework to guide the implementation in order to be holistic and reasonable has to rely on the following seven pillars:

1. Vision and Strategic Goals

- **Vision Statement:** Establish a clear, long-term vision for the Municipality of West Mani that reflects sustainable growth, community well-being, environmental protection, and the promotion of cultural heritage. This Vision is clearly identified in chapter 4.1 of the Integrated Action Plan.
- **Strategic Goals:**
 - Sustainable tourism and economic development
 - Improved infrastructure and sustainable transportation
 - Environmental protection and climate resilience
 - Enhanced social services and quality of life for residents

-Preservation of cultural heritage and community identity

2. Needs Assessment and Community Engagement

- **Data Collection:** Conduct surveys, focus groups and workshops with local residents, businesses and stakeholders to understand their needs, concerns, and suggestions.
- **Community Priorities:** Identify critical issues such as economic opportunities, infrastructure gaps, and environmental concerns.
- **Stakeholder Mapping:** Engage local government, businesses, community groups and non-profits, and map their roles and potential contributions to the implementation of the Integrated Action Plan.

3. Pillar-Based Action Areas

- **Economic Development:**

- Develop a sustainable tourism strategy that promotes West Mani's natural beauty, culture, and history.
- Support small businesses and local products, especially those related to agriculture, arts, and crafts.
- Create incentives for entrepreneurship and investment in local businesses.

- **Infrastructure Improvement:**

- Improve transportation routes, including road safety measures and sustainable public transportation options.
- Develop digital infrastructure to improve connectivity and promote digital services.
- Upgrade public amenities like parks, recreational spaces, sufficient water supply & waste management systems.

- **Environmental Sustainability:**

- Implement measures for the conservation of natural landscapes and biodiversity.
- Develop climate resilience strategies to address issues like wildfire risk, coastal erosion and water management.
- Promote recycling programmes, green spaces, and pollution reduction efforts.

- **Social Development:**

- Enhance healthcare, education, and other social services, especially for vulnerable populations.
- Create programmes for youth engagement and cultural activities.
- Strengthen partnerships with local NGOs and social enterprises to deliver services efficiently.

- **Cultural Heritage Preservation:**

- Promote cultural festivals, museums and historical sites to attract tourism and foster community pride.
- Develop programmes for the preservation of traditional crafts, architecture, and cultural practices.
- Ensure that new developments respect the area's cultural identity and heritage.

4. Resource Mobilisation and Financial Planning

- **Budgeting:** Outline a realistic budget for each action area, prioritizing projects with high-impact potential according to their maturity.
- **Funding Sources:** Identify local, national and EU funding opportunities, as well as public-private partnerships.

- **Revenue Generation:** Consider strategies for revenue generation, such as ecotourism fees, cultural event tickets and local product sales.

5. Capacity Building and Continuing Training

- **Municipal Staff Training:** Invest in capacity building for municipal employees on project management, sustainability and digital skills.
- **Community Workshops:** Conduct training sessions for community members on entrepreneurship, digital literacy and sustainable practices.
- **Collaboration with Universities/Research Centres:** Partnerships with academic institutions for research support and innovative solutions tailored to local issues.

6. Monitoring, Evaluation and Reporting

- **Key Performance Indicators (KPIs):** Develop measurable KPIs for each action area to track progress and impact.
- **Regular Reviews:** Implement bi-annual or annual reviews to adjust the IAP based on new developments and feedback.
- **Public Reporting:** Keep the community informed through reports, public meetings, and online platforms to ensure transparency.

7. Communication and Public Engagement Strategy

- **Awareness Campaigns:** Promote the IAP objectives and achievements through local media, social media and public events.
- **Feedback Mechanisms:** Set up channels for ongoing community feedback, such as suggestion boxes, online forms or town hall meetings.
- **Promote Success Stories:** Highlight successful initiatives, especially those that align with sustainability and cultural preservation, to build community pride and engagement.

This framework provides a structured approach to implementing an Integrated Action Plan for West Mani that addresses the needs of the municipality comprehensively while focusing on sustainability, economic development, and quality of life for residents. Each action area should be updated based on future specific local data and input from the community and key stakeholders.

It is of extreme importance that the ULG become the liaison arm of the Municipal Authority with the local community of West Mani, in the sense that it will transfer data and information in both directions. The continuity and the democratic function of the ULG, as it has been established and operates to date, ensures that all decisions are widely accepted and that stakeholders are consulted perpetually.

7.2.1 Funding Calendar and Roadmap

Below is a Funding & Phasing Roadmap for the projects included in the West Mani IAP, structured into a multi-year grant application calendar (total duration 10 years). This roadmap matches each project to suitable EU funding windows, ensuring strategic alignment with programme cycles, readiness levels, and implementation complexity.

Year	Priority Themes	Projects	Funding Windows / Calls	Notes / Rationale
2025	Digital Transition, Governance, Planning & Quick Wins	7. Digital Hub 26. Smart City Apps 27. e-Governance Platform 6. Administrative Centre 29. EU Programmes Municipal Office 9. Online Platform (Culture)	Digital Europe (annual calls) Horizon Europe Cluster 4 RRF (final disbursements) Interreg Europe (open call) Technical Assistance funds	Digital infrastructure projects are well-aligned with open digital transformation calls. Quick wins like e-Governance and planning-related infrastructure are fast to implement.
2026	Sustainable Mobility, Urban Design, Community Access	1. Municipal Bus Service 3. Transfer Hubs 4. Pedestrianisation of Kardamyli 5. Northern Entrance Re-design 28. Tourism Office & Branding 2. Taxi-on-Demand	ERDF & CEF 2021-2027 cycle (rolling and annual calls) RRF leftovers (where applicable) Interreg MED & URDF ESF+ & LEADER	Transport projects need more time for planning and stakeholder engagement. Branding & soft mobility projects should begin to attract early tourists and boost visibility.
2027	Cultural Infrastructure, Public Realm, Tourism	14. Exhibition & Cultural Centre 15. Cultural Centre in Stoupa 10. Virtual Tour 12. Sports Venues 8. Public Spaces in Villages	Creative Europe (biannual calls) LEADER Tourism Innovation Funds RRF/PRR URDF	These mid-scale investments focus on local identity, community infrastructure, and increased visitor engagement. Includes physical and digital actions.
2028	Environmental & Energy Transition	23. Solar Panels on Public Buildings 22. Green Spot of West Mani 21. Water Bottling Plant 11. Taygetos Geopark	LIFE (Climate Action & Circular Economy strands) Natura 2000 funding National Green Transition Fund Circular Economy Grants	Projects align with the EU Green Deal priorities; applications can benefit from matured guidelines under LIFE and thematic calls under the Green Transition framework.
2029	Infrastructure for Sustainability & Tourism	13. Kardamyli Port Restoration 16. Ring Road Kardamyli 17. Road Network Upgrades 18. Agios Nikolaos Stoupa Path 19. Trails Restoration	CEF Transport (2028-2034 new cycle opens) ERDF LIFE Nature Interreg (late-cycle projects)	Major civil works require environmental assessments, design, and permitting. These align with new EU budget cycles and long-term sustainability priorities.
2030	Water, Sanitation, and Last-mile Services	24. Water Supply Infrastructure 25. Sewerage Network 20. Bike Lane Expansion	Cohesion Fund 2028+ RRF (closing reports, extensions if any) Urban Mobility Funds	Heavy infrastructure and compliance projects to close the plan. Also align with next Multiannual Financial Framework (MFF) cycle.

7.2.2.1 Key Observations & Strategy

-Quick Start Projects (2025–2027): Target digital, governance and soft mobility projects to establish momentum and early community benefits.

-Mid-Term Focus (2028–2032): Shift to cultural, environmental and community infrastructure to strengthen identity and sustainability.

-Long-Term Infrastructure (until 2030): Implement heavy technical projects that require permits, studies and large funding pools.

7.2.2.2 Recommended Actions

1.Establish a Grant Task Force: Begin preparation of technical files and funding applications aligned with the above timeline.

2.Engage Managing Authorities Early: Especially for ERDF, CEF, LIFE and INTERREG calls to understand eligibility and co-financing requirements.

3.Use 2025 for Preparatory Studies: Feasibility studies, designs, and community consultation, especially for large or complex projects.

4.Monitor EU Programming Updates (Post-2027): Begin adjusting the plan in 2028 to fit with the 2028–2034 MFF.

7.3 Cost estimation and funding strategy

7.3.1 Cost estimation

The total estimated investment for the implementation of the West Mani Integrated Action Plan (IAP) amounts to **€ 61,646,550**, covering a portfolio of strategic projects aimed at transforming the municipality into a more accessible, sustainable, digitally connected, and culturally vibrant territory. These projects are systematically categorized under key strategic development pillars, including: 30' Territories (smart, inclusive mobility), Accessible & Welcoming Cities (public space and community infrastructure), Humanised & Sustainable Mobility, Green Communities (environmental infrastructure and energy transition), and Governance Adaptations & Modifications (institutional strengthening and digital governance).

The cost estimations are based on a combination of sources and methods, including previous feasibility studies, market benchmarks, comparable public sector investments, and inputs from engineering experts and municipal technical services. For larger-scale infrastructure projects – such as the sewerage network, Taygetos Geopark, and the Digital Hub – costs also consider preliminary design data and average unit prices derived from similar EU-funded investments in comparable regions.

Additionally, consultation with external consultants and reference to national funding programmes and planning guidelines contributed to shaping reliable financial projections.

These estimated costs serve as a foundational tool for multi-annual budgeting, grant application planning, and private-public partnership (PPP) frameworks, ensuring that the IAP is not only visionary but also financially grounded and ready for implementation.

ID	PROJECT	CONSTRUCTION/ACQUISITION ESTIMATED COST	PILLAR
1	MUNICIPAL BUS SERVICE	€ 2,622,500	30' TERRITORIES
2	TAXI-ON-DEMAND SERVICE	€ 97,250	

3	TRANSPORTATION AND TRANSFER HUBS	€ 591,300€	ACCESSIBLE & WELCOMING CITIES
4	PEDESTRIANISATION OF MAIN STREET	€ 886,300	
5	RE-DESIGN & CONFIGURATION OF THE NORTHERN (MAIN) ENTRANCE TO KARDAMILI	€ 432,100	
6	MUNICIPAL ADMINISTRATIVE CENTRE IN KARDAMILI	€ 2,868,400	
7	DIGITAL HUB IN KARDAMILI	€ 572,100	
8	UPGRADE OF PUBLIC SPACE IN MOUNTAINOUS VILLAGES	€ 1,574,200	
9	ONLINE PLATFORM FOR PROMOTING ARTISTIC AND CULTURAL EVENTS	€ 72,000	
10	DIGITAL VIRTUAL TOUR OF WEST MANI	€ 432,100	
11	TAYGETOS GEOPARK	€ 3,562,600	
12	SPORT VENUES	€ 2,054,200	
13	RESTORATION OF	€ 2,562,100	
14	EXHIBITION HALL & CULTURAL CENTRE OF KARDAMILI	€ 1,734,200	
15	RESTORATION & REUSE OF THE CULTURAL CENTRE IN STOUPA	€ 672,100	

14	BY-PASS (RING ROAD) TO KARDAMILI	€ 1,284,200	HUMANISED & SUSTAINABLE MOBILITY
15	UPGRADE OF EXISTING ROAD NETWORK	€ 1,134,200	
	PEDESTRIAN PATHWAY BETWEEN AGIOS NIKOLAOS AND STOUPA	€ 8,062,100	
	RESTORATION AND PROMOTION OF TRAILS	€ 1,054,200	
16	BIKE LANE EXPANSION AND SIDE SPOTS	€ 1,022,100	
17	OVERFLOW WATER BOTTLING PLANT	€ 507,100	GREEN COMMUNITIES
18	WETS MANI GREEN SPOT	€ 794,200	
19	SOLAR PANELS TO PUBLIC BUILDINGS	€ 1,084,200	
	WATER SUPPLY INFRASTRUCTURE	€ 2,574,200	
	SEWERAGE NETWORK AND WASTEWATER TREATMENT PLANT	€ 20,208,400	
20	SMART CITY APPLICATIONS	€ 2,532,100	
21	DIGITAL PLATFORM FOR e-GOVERNANCE	€ 84,100	GOVERNANCE ADAPTATIONS & MODIFICATIONS
22	MUNICIPAL TOURISM OFFICE AND BRAND IDENTITY	€ 225,000	
23	EU PROGRAMMES MUNICIPAL OFFICE	€ 347,000	
TOTAL		€ 61,646,550	

Detailed breakdown of this Budget regarding the Cost estimation of each project can be found in Annex 4.

7.3.2 Operational Expenditure (OPEX)

While CAPEX (Capital Expenditure) is clearly planned in the Integrated Action Plan (IAP) of West Mani, the OPEX (Operational Expenditure) and maintenance strategy are essential to ensure the long-term success and sustainability of these investments.

Below is a structured post-implementation Business & Sustainability Model for the the development of the multi-investment plan of the IAP of West Mani:

Post-Project Business Model: Ensuring Sustainability of the West Mani Multi-Investment Plan

1. OPEX Planning by Project Cluster

Cluster	Typical OPEX Elements	Responsibility	Sustainability Strategy
Transport & Mobility (e.g., Municipal Bus, Taxi-on-Demand, Transfer Hubs)	Fuel, vehicle maintenance, staff salaries, ticketing systems	Municipality, Transport Coop	Introduce low-fare ticketing, seasonal tourist pricing, or PPPs for outsourced operation
Digital Infrastructure (e.g., Smart City Apps, Digital Hub, e-Governance)	Hosting, cybersecurity, updates, user support	Municipality IT dept or external provider	Establish annual IT budget, explore EU Digital Operational grants, local SME partnerships
Cultural & Tourism Infrastructure (e.g., Exhibition Centre, Cultural Platform, Trails)	Staff, cleaning, ticketing, content updates, marketing	Municipality, Cultural NGOs	Revenue from tickets, events, use of crowdfunding or local sponsorships, tie-in with DMO (Destination Management Org)
Environmental & Circular Economy Assets (e.g., Geopark, Green Spot, Solar Panels)	Monitoring, maintenance, waste logistics, licenses	Municipality + Environmental Agencies	Develop eco-tourism passes, community cooperatives, or use EPR (Extended Producer Responsibility) funds
Water & Sewer Infrastructure	Utility management, energy, repairs	Municipal Water Authority () or Region	Tariff adjustment model + lifecycle costing for depreciation reserves

2. Business Model Options (Post-IAP)

Model Type	Use Case	Advantages	Risks
Public-Private Partnerships (PPPs)	Bus services, digital hubs, cultural venues	Brings private capital & expertise	Requires robust legal & contractual management
Special Purpose Vehicle (SPV) or Municipal Enterprise	Combine management of several projects	Economies of scale, professional management	Requires initial setup costs, governance clarity
Local Cooperatives / Community Enterprises	Geopark, Trails, Rural Culture Centres	High local buy-in, job creation	Capacity & scale might be limited
Revenue-Generating Public Services	Parking, branded tourism passes, cultural events	Sustainable income streams	Needs good marketing and visitor flow
EU-funded OPEX Schemes	Digital Europe, LIFE+, ESF+	Supplements operational budgets	Time-limited, dependent on calls

3. Recommendations for Immediate Action

1. Conduct a full OPEX Forecasting Exercise per project cluster.
2. Appoint a Sustainability & Business Planning Task Group from the Municipality and local stakeholders.
3. Develop a phased Business Model Canvas post-IAP for grouped assets (Digital, Mobility, Cultural, Environmental).
4. Explore multi-actor governance models for costly or strategic infrastructures (e.g., Port, Sewer Network, Geopark).
5. Prepare for 2028–2034 EU Cohesion Policy tools, which may allow for limited OPEX co-financing for innovative or green initiatives.

7.3.3 Funding Strategy

Financing an Integrated Action Plan is a complex and multidisciplinary process.

Attracting and securing financial resources for the implementation of urban regeneration programmes in Europe and in the rest of the world, is perhaps the most crucial factor for the implementation of the relevant (municipal or central) policies. Resources can come from both the public and private sectors, with state-of-the-art approaches placing particular emphasis on private equity participation.

In addition, resources from European Union Programmes have been a key parameter in recent years for the implementation of urban regeneration Programmes (European Commission, 2010). At this point it should be emphasised that in countries of the European periphery such as Greece which do not have a solid background around local development policies such as France or Germany, funding comes mainly from EU Initiatives and Programmes. Especially for Greece, in the past but also today, through the Community Support Frameworks and in particular through the **Regional Operational Programmes** and the **Operational Programme for the Environment**, numerous studies and projects have been funded.

The European Investment Bank (EIB) has, over time, played a particularly important role in financing and supporting regeneration and development projects and public investments.

In addition to the EIB, **the Council of Europe Development Bank (CEB)** also participates in the financing of public interventions, with the most prominent examples being the financing of integrated interventions for housing and urban infrastructure in areas across Europe.

An additional source of funding which has recently emerged is the **Recovery and Resilience Fund (RRF)**, which provides a particularly significant amount of funding for Greece, in order to re-activate the development process which has been hit by the pandemic and the subsequent crisis. Given that many of the decided interventions for West Mani are of a developmental nature with a horizontal effect, it is very likely that they will be selected for funding from the fundings of the RRF.

As early as the 1990s, the need to delegate significant responsibilities to the private sector began to emerge. This divestiture over time, proved to be absolutely necessary and efficient and is constantly increasing, with the result that today there is talk of an undeniable inflow of private capital in the implementation of urban regeneration programmes in major European countries.

The private sector undertakes and finances the investments made, while the Municipal Authorities or the State in most cases, provides various facilities, maintaining a supporting role. It has been proven in many cases that the availability of resources and the attraction of private capital are key points for the successful outcome of a policy of territorial development or urban regeneration.

Interventions for the development of an area are directly correlated and have an undeniable impact on the structure and operation of the real estate market. For this reason, in recent years there has been a special involvement of the so-called **Real Estate Investment Funds (REITs)** in the implementation of the renovations. These are companies that hold mutual funds in real estate and there is the possibility of being listed on the stock exchange. In this way the real estate is transformed into a capital of the international markets and the notion of the specific space that a property possesses by its nature is lost. This is the so-called securitisation of real estate that is also valid in Greece (Law 3165/2003) as well as the institutionalisation of Real Estate Investment Companies (Law 3283/2004). What is interesting is that these funds are attracted during the implementation of a development plan, as they seek to reap a high value and return, both in real estate and in the financial products they may own, a good value that will result

¹ Carter 2006, Guy et al. 2001

² Moulaert et al, 2003

³ Adair et al, 2000b

from the successful outcome of the strategy. These chapters, however, are characterised by a highly volatile and unstable character depending on the opportunities presented, while at the same time emerging as regulators for global development.

The involvement of private investors in the financing of local development projects, as evidenced by the accumulated experience, is a particularly high-risk investment initiative, as it takes place mainly in degraded areas that are not of significant investment interest. This is due to the low purchase value of real estate (plots and buildings).

Therefore, for the private investor, fundamental parameters are, on the one hand, the provision of such guarantees and, on the other hand, the provision of a satisfactory return on investment. These guarantees must come mainly from the State that has the coordinating role and secondarily from the Municipal Authority. The creation by the State of mechanisms that coordinate and establish the basic principles of the development policies also contributes in this direction.

At this point we must emphasise that we do not choose territorial development through "profit-oriented" investments aimed at high-income population groups, which ultimately lead to the removal of current residents, but we choose investments that – with the support of the central and local government – seek creation of affordable housing.

In a second phase, depending on the body that will implement the development programme, other parties can be involved, such as the private sector or local communities. What should be noted is that the above schemes are generally the bases that support the organizational structures for the implementation of development policies from an institutional point of view. It is a fact that in each country there are different institutions and there is a special variety in terms of representation and participation of the central government in the organization and support of such programmes.

In Greece there are various schemes and mechanisms for the formation of the financial framework in the implementation of the regeneration policies of an area. In most cases, the resources come from Public Organizations of the Central Government (Ministries, General Secretariats), from Local Authorities of A' and B' degree, from **Public & Private Sector Partnerships** but also from purely private resources.

In recent years, in Greece, special emphasis has been given on the development of partnerships between the private and the public.

Considering that the various forms of financing of development and regeneration through state subsidies mainly concern individual interventions in this context and which are made:

(a) through public investment in real estate to promote social housing;

b) by providing loans with favorable repayment terms or various forms of tax exemption,

These schemes are not of particular interest, as on the one hand they presuppose the existence of large financial resources which in the current economic situation are if not improbable, at least extremely difficult to find, on the other hand they run into the labyrinthine bureaucratic regime of the State.

Therefore, the partnerships between the private and the public sector are of greater interest, which show particular transformations and differences in their structure over the years and from region to region⁴.

Other alternative sources of direct funding for the local Development Strategy and the Integrated Action Plan, in addition to the aforementioned European programmes, financing of Development Credit Institutions and funds from Public-Private Partnerships, are **funds from large corporate institutions and social crowdfunding**.

⁴I. Lainas "Investigation of urban renaissance policies - European experience and perspectives in Greece, p. 22, Athens 2015

The crowdfunding process due to its relatively limited dynamics is mainly aimed at small-scale actions. For the implementation of small-scale actions, the voluntary contribution is necessary and often catalytic.

Above all, the most important and critical parameter is the establishment and adoption of a coherent and holistic Sustainable Development Programme that will focus exclusively on the area of West Mani. This Programme (Integrated Territorial Investment of Mani) has already been decided by the Municipal Authorities of West and East Mani in collaboration with the Regional Authority of Peloponnese. It has already been partially implemented in the Programming Period 2014-2020 and the aim is to be expanded in the Programming Period 2021-2027 and beyond.

7.3.4 Funding Table

The IAP of West Mani presents a comprehensive and multidimensional vision for local development, rooted in sustainability, community engagement, digital innovation, and environmental stewardship. Its strength lies in the integration of soft and hard interventions, the long-term strategic planning over a 10-year horizon and its alignment with EU territorial cohesion and green transition goals.

The IAP and the proposed funding strategy capitalises the strengths of the area:

- The 7-pillar structure (economic, environmental, infrastructure, social, digital, governance, and culture) ensures a balanced and inclusive development strategy tailored to the region's identity and challenges.
- Ambitious but Realistic Planning.
- A mix of flagship infrastructure projects (e.g., sewerage network, green energy, digital hubs) and low-cost, high-impact cultural and mobility actions is well-aligned with phased, multi-source funding models.
- Strategic use of Funding Instruments.
- The strategy reflects knowledge of national (RRF, PRR), EU (ERDF, Interreg) and private sector funding sources, acknowledging the practical limitations of public budgets in Greece.
- Monitoring and Evaluation Preparedness.
- The KPIs are well-structured and linked to measurable indicators across four domains: mobility, digitalization, community governance, and tourism—ensuring transparency and accountability.
- Engagement with Institutional Actors.
- The IAP acknowledges the role of the URBACT Local Group (ULG) and integrates Academic Institutions, businesses and NGOs in its implementation, ensuring cross-sector collaboration.

To fully realize this potential, West Mani should formalize a targeted funding calendar, operationalise PPP structures, embed lifecycle cost strategies and expand local co-governance mechanisms. With these improvements, the municipality will be well positioned to attract sustained investment, deliver transformative change and model best practice in the Mediterranean context.

ID	Project	Estimated	Recommended Funding Sources	Pillar/Theme
1	Municipal Bus Service	2,622,500	ERDF, CEF, RRF, PRR	Sustainable Mobility
2	Taxi-on-Demand	97,250	Interreg MED, ESF+, LEADER	Social Innovation / Rural Access
3	Transfer Hubs	591,300	ERDF, URDF, CEF	Smart Mobility / Accessibility
4	Pedestrianisation of Kardamyli	886,300	URDF, Tourism Funds, RRF	Sustainable Tourism / Urban Design
5	Northern Entrance Re-design	432,100	ERDF, Local Budget	Public Realm
6	Administrative Centre	2,868,400	RRF, ERDF, National Territorial Development Funds	Governance
7	Digital Hub	572,100	Digital Europe, RRF, Interreg Europe	Digital Transition
8	Public Spaces in Villages	1,574,200	LEADER, PRR, ESF+	Territorial Equity
9	Online Platform (Culture)	72,000	Creative Europe, Digital Europe	Cultural Promotion
10	Virtual Tour	432,100	Interreg MED, Tourism Innovation Grants	Smart Tourism
11	Taygetos Geopark	3,562,600	LIFE, ERDF, Natura 2000 funding	Environmental Heritage
12	Sports Venues	2,054,200	URDF, Youth Funds	Health and Community Well-being
13	Kardamyli Port Restoration	2,562,100	CEF, ERDF, Maritime Funds	Resilient Infrastructure
14	Exhibition & Cultural Centre	1,734,200	Creative Europe, RRF, PRR	Cultural Heritage
15	Cultural Centre in Stoupa	672,100	LEADER, Local Sponsorship	Rural Cultural Infrastructure

ID	Project	Estimated	Recommended Funding Sources	Pillar/Theme
16	Ring Road Kardamyli	1,284,200	CEF, National Infrastructure Funds	Sustainable Traffic Management
17	Road Network Upgrades	1,134,200	RRF, ERDF	Core Infrastructure
18	Agios Nikolaos Stoupa Path	8,062,100	ERDF, LIFE, Interreg	Active Travel / Nature Tourism
19	Trails Restoration	1,054,200	LIFE, Natura 2000, LEADER	Eco-Tourism / Climate Resilience
20	Bike Lane Expansion	1,022,100	RRF, Urban Mobility Fund	Cycling Infrastructure
21	Water Bottling Plant	507,100	Circular Economy Grants	Green Economy
22	Green Spot of West Mani	794,200	LIFE, PRR, LEADER	Circular Economy / Climate
23	Solar Panels for Public Buildings	1,084,200	LIFE, RRF, National Green Transition Fund	Clean Energy Transition
24	Water Supply Infrastructure	2,574,200	ERDF, RRF	Essential Services
25	Sewerage Network	20,208,400	RRF, EIB, Cohesion Fund	Environmental Infrastructure
26	Smart City Apps	2,532,100	Digital Europe, Horizon Europe	Smart Governance
27	e-Governance Platform	84,100	Digital Europe	Public Services
28	Tourism Office & Branding	225,000	Interreg, Creative Europe	Marketing / Tourism
29	EU Programmes Municipal Office	347,000	Technical Assistance, Interreg	Capacity Building

7.3.5 Public–Private Partnership (PPP) Framework for West Mani IAP

The objective is to establish a transparent and strategic pathway for engaging private partners in designing, financing, operating and maintaining selected public assets and services under the IAP, ensuring long-term sustainability, innovation and cost-efficiency.

Below is a comprehensive PPP Framework tailored for the West Mani Integrated Action Plan (IAP) to guide transparent, phased and structured private sector engagement for selected large-scale projects:

1. Projects Suitable for PPP Structuring

Project	Justification for PPP	Indicative	Suggested PPP Model
Taygetos Geopark	High tourist potential, eco-operations, revenue streams from entry/activities	3.56M	Concession with revenue-sharing
Municipal Bus Service	Recurrent operations, ticketing, vehicle management	2.62M	DBFO / Service contract with lease
Digital Hub	Technological services, commercial space, operator needed	0.57M	Build Operate Transfer (BOT) or Lease Develop Operate

2. PPP Lifecycle & Operational Plan

Phase	Action	Responsible Actors	Deliverables
1. Screening & Prioritization	Identify PPP-suitable projects	Municipal PPP Task Team	PPP pipeline list
2. Pre-Feasibility Study	Legal, technical, market assessment	External advisors	Pre-FS reports
3. Market Sounding	Public launch of Expression of Interest (Eoi) or Request for Information (RFI)	Municipality, Advisor	Private sector feedback
4. Feasibility & Value-for-Money Analysis	Financial modeling, risk allocation, procurement approach	Consultant, Municipality	PPP Business Case
5. PPP Tender Process	Transparent open call, award based on VFM & capability	Municipality with oversight	Awarded PPP contracts
6. Contract Management	Performance monitoring, KPI evaluation	Contracting Authority	Annual performance reports
7. Renegotiation or Transfer	Mid/long-term revision or transfer back	Municipality	Exit or extension strategy

3. Governance Model for Transparent PPPs

-West Mani PPP Unit: A small technical unit or external advisor to oversee PPP pipeline development and procurement.

-PPP Oversight Committee: Multi-stakeholder body (public officials, citizens, SMEs) for transparency and accountability.

-Digital Portal: Public access to tender notices, contracts, progress, and evaluations (Open PPP governance model).

4. Project-Specific PPP Outlines

Taygetos Geopark – Eco-Tourism Concession

-Private Role: Build visitor centre, manage trails, offer services (guided tours, thematic events).

-Public Role: Land access, branding, oversight, partial CAPEX support.

-Revenue: Entry tickets, concessions, environmental education programmes.

-Term: 15–20 years.

Municipal Bus Service – Operations PPP

-Private Role: Purchase/lease vehicles, manage fleet, operate routes.

-Public Role: Infrastructure, subsidy model, route planning.

-Revenue: Farebox + municipal support.

-Term: 7–10 years with performance bonuses.

Digital Hub – BOT or LDO⁵

-Private Role: Operate coworking, manage training, rent offices.

-Public Role: Provide building/space, initial fit-out.

-Revenue: Subscriptions, events, service contracts.

Term: 10–15 years with hand-back clause

⁵ 1. BOT Build Operate Transfer

Definition:

A private partner builds an infrastructure asset, operates it for a fixed period to recover its investment (and make a profit), and then transfers it back to the public authority.

Key Features:

- The public authority retains ownership of the asset.
- The private entity assumes construction and operational risks.
- Commonly used in transportation, energy, and public facilities.
- After the contract ends, the asset is transferred at no cost or pre-agreed fee.

Example in West Mani:

The Taygetos Geopark could be developed under an BOT: the Municipality leases part of the land to a private company, which invests in facilities (e.g. eco-center, trail signage), and operates them with visitor fees.

5. Blended Financing Recommendations

Operating Support (Bus Service)	ESF+, URDF, local budget
Feasibility/PPP Prep Support	EIB Advisory Hub, ELENA, INTERREG

6. PPP Roadmap Timeline (2025-2028)

Year	Milestone
2025	Screening, Pre-FS for 4 key projects
2026	Market sounding, feasibility, launch tenders
2027	Award PPP contracts
2028	Start construction/operation for awarded PPPs

7. Next Step Recommendation

Prepare a “West Mani PPP Preparation Dossier”, containing:

- Prioritized project list
- Draft Pre-FS terms of reference
- Stakeholder engagement plan
- Potential funding sources for advisory services

2. LDO Lease Develop Operate

Definition:

The public authority leases a public asset (e.g. land or a building) to a private entity, which develops or upgrades it, then operates it for profit under lease terms.

Key Features:

- The asset remains publicly owned throughout.
- Lower upfront cost for the public sector.
- Attractive for projects like cultural venues, tourism hubs, markets.

Example in West Mani:

For the Digital Hub, since the building is owned by the Municipality, a private partner could finance and equip the hub, manage it (e.g. training programs, coworking) and operate it for a specific period of time (e.g. 10-15 years).

Comparison Summary

Feature	BOT	LDO
Asset Ownership	Public (after transfer)	Always Public
Private Role	Build + Operate	Upgrade + Operate
Revenue Model	Tariffs, user fees	Lease revenue + user fees
Public Risk Level	Medium	Lower
Good For	New infrastructure (Geopark)	Redevelopment (Digital Hub)

7.4 Overall timeline

Below is presented in a Gantt Chart the timeline for each project aligned with funding and implementation phases.

[illegible]

[illegible]

7.5 General Risk Assessment

The successful implementation of the West Mani Integrated Action Plan (IAP) requires proactive identification and management of potential risks that may arise throughout the project lifecycle. The risk assessment table provides a structured overview of key risks—technical, financial, administrative, social, and environmental—that could impact the timely and effective delivery of the proposed interventions. Each risk is evaluated based on its likelihood and potential impact, and is accompanied by mitigation measures aimed at reducing or eliminating its effects.

This assessment serves as a dynamic management tool, supporting informed decision-making and allowing the Municipality and its partners to respond swiftly to challenges. It reflects both past experiences and anticipated implementation complexities—especially for large-scale or innovative projects—ensuring that the IAP remains resilient, adaptable, and aligned with local and EU governance standards. The risk matrix will be reviewed and updated regularly as the projects transition from planning to execution phases.

<i>Risk Category</i>	<i>Risk Description</i>	<i>Probability</i>	<i>Impact</i>	<i>Mitigation measures</i>
Strategic	Not to give due priority by the Municipal and the Regional Authorities	Low	Very High	Good documentation of the financing application. Regular information of the Municipal Authority
Financial and Economic	Lack of funding (especially for the large scale projects)	Medium	Very High	Good documentation of the feasibility of the proposed projects. Special territorial sub-program for West Mani, incorporated in the Regional Operational Programme of Peloponnese, for the programming period 2021-2027 Clarification and maturation of technical studies
Legal	Changes in the current legal framework	Low	High	Frequent reviews of relevant legislation to ensure on-time response towards possible change
Political	Possible changes in the current political status of the Municipality	Low	Low	To date, all municipal parties in the Municipal Council have agreed and strongly support the IAP. There is no indication that their stance will change in the future.
Organizational/ Managerial	Not the right mix on ULG synthesis	Medium	High	Continuous and detailed information.
	Inability to cooperate with minority population groups, inhabitants of the area	High	Medium	Activation of the competent Social and Welfare Municipal Services and the ULG
Environmental	Ecosystem disturbance	Very Low	Very Low	Observance of the regulations
	Transportation and traffic effects	High	Medium	Continuous and detailed information.

7.6 Indicators and Monitoring

To ensure the success and effectiveness of West Mani's "Econnecting" Integrated Action Plan (IAP), a robust monitoring strategy with well-defined indicators is essential. This strategy will track progress, measure impacts and allow for interventions and adjustments to optimize implementation. The following outlines the key indicators and the monitoring strategy to evaluate the plan's outcomes.

Key Performance Indicators (KPIs)

The indicators are categorized based on the main objectives of the action plan:

7.6.1 Sustainable Mobility Indicators

- Percentage increase in the modal split share of non-motorized transport modes (walking, cycling, shared mobility)..
- Reduction in CO₂ emissions from local transport (measured in tons/year).
- Number of new or improved pedestrian and cycling routes.
- Increase in the number of users of sustainable mobility services (e.g., e-bikes, public transport).

7.6.2 Digital Connectivity & Smart Infrastructure Indicators

- Growth in broadband coverage and internet access in all rural areas of the Municipality.
- Increase in the number of public digital services available to residents.
- Percentage of businesses and individuals participating in digital literacy programs.
- Number of new digital platforms or smart applications introduced for tourism, mobility, or public services.

7.6.3 Community Engagement & Governance Indicators

- Number of participatory workshops and community engagement events held.
- Percentage of local stakeholders actively involved in decision-making processes.
- Increase in public awareness of sustainability initiatives (measured through surveys).
- Satisfaction levels of residents and businesses with project outcomes (collected via feedback mechanisms).

7.6.4 Economic and Sustainable Tourism Indicators

- Increase in the number of eco-tourism initiatives and sustainable tourism businesses.
- Growth in tourism revenue linked to sustainable mobility and digital services.
- Number of local entrepreneurs supported through digital tools and innovation hubs.

7.7 Monitoring Strategy

A robust monitoring strategy is essential to ensure that the implementation of the Integrated Action Plan (IAP) for West Mani remains aligned with its objectives, timelines, and desired outcomes. The Monitoring Strategy outlines the mechanisms, indicators and governance structures that will be used to track progress, evaluate impact and support evidence-based decision-making. Monitoring will not only focus on financial and physical implementation but also on qualitative improvements in mobility, governance, environmental sustainability and quality of life. A combination of quantitative indicators (e.g., modal split, digital service uptake) and participatory tools (e.g., stakeholder feedback, community engagement forums) will form the basis of a continuous and transparent evaluation framework.

The monitoring process will involve data collection, evaluation and reporting to assess the progress of the Integrated Action Plan.

1.Data Collection Methods

- Field Surveys & Questionnaires – Conducted periodically with residents, tourists, and businesses.
- Traffic & Mobility Data – Gathered through sensors, GPS tracking, and mobility apps.
- Digital Infrastructure Reports – Monitored through broadband providers and municipality records.
- CO₂ Emission Tracking – Measured using environmental monitoring tools and reports.
- Public Engagement Metrics – Assessed through event participation records and digital feedback.

2.Monitoring Frequency & Responsibility

- Quarterly Monitoring Reports – Prepared by the Municipality of West Mani.
- Annual Progress Reviews – Conducted with local stakeholders and Econnecting Network partners.
- Mid-Term Evaluation (Year 2, Year 4, Year 6, Year 8) – To assess effectiveness and adjust strategies as needed.
- Final Impact Assessment (End of Project/Year 10) – Comprehensive review of project outcomes and sustainability.

3.Stakeholder Involvement

- Local Government – Oversees implementation and reporting.
- URBACT Local Group (ULG) – Engages community members and experts.
- Academic & Research Institutions – Provide technical analysis and evaluation.
- Local Businesses & NGOs – Contribute feedback and support ongoing initiatives.

4.Reporting & Transparency

- Public Reports & Newsletters – Published online and in local media to update the community.
- Stakeholder Meetings & Forums – To discuss progress and challenges.
- Knowledge Sharing with Econnecting Network – To exchange best practices and insights.

By systematically tracking these indicators and following a structured monitoring strategy, West Mani will ensure that the Econnecting Integrated Action Plan delivers measurable, long-lasting benefits to the community, fostering a sustainable, digitally connected, and resilient future.

ANNEXES

ANNEX 1

Official Municipal Documents & Mayor's Decisions

ΑΔΑ: 9ΘΩΡΩ9Χ-077

Ministry of Digital
Governance,
Hellenic Republic

Digitally signed by Ministry
of Digital Governance,
Hellenic Republic
Date: 2023.09.06 12:28:53
EEST
Reason:
Location: Athens



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΠΕΡΙΦΕΡΕΙΑ ΠΕΛΟΠΟΝΝΗΣΟΥ
ΠΕΡ. ΕΝΟΤΗΤΑ ΜΕΣΣΗΝΙΑΣ
ΔΗΜΟΣ ΔΥΤΙΚΗΣ ΜΑΝΗΣ
Ταχ. Δ/ση: Καρδαμύλη
Ταχ. Κωδ.: 24022
Τμήμα: Γραφείο Δημάρχου
Τηλέφωνο: 2721360922

Καρδαμύλη, 31.08.2023
Αρ. Πρωτ.: 7979

ΑΠΟΦΑΣΗ ΔΗΜΑΡΧΟΥ 235/2023

ΘΕΜΑ : ΟΡΙΣΜΟΣ ΤΟΠΙΚΗΣ ΟΜΑΔΑΣ ΔΡΑΣΗΣ (ULG) ΓΙΑ ΤΟ ΔΙΚΤΥΟ «E-CONNECTING-ΠΡΑΣΙΝΕΣ ΑΠΟΦΑΣΕΙΣ ΓΙΑ ΓΕΙΤΟΝΙΚΕΣ ΠΕΡΙΟΧΕΣ», ΣΤΟ ΠΛΑΙΣΙΟ ΤΟΥ ΠΡΟΓΡΑΜΜΑΤΟΣ ΣΥΝΕΡΓΑΣΙΑΣ URBACT IV- ΔΙΚΤΥΑ ΣΧΕΔΙΑΣΜΟΥ ΔΡΑΣΗΣ (Action Planning Networks)

Ο ΔΗΜΑΡΧΟΣ ΔΥΤΙΚΗΣ ΜΑΝΗΣ

Λαμβάνοντας υπόψη την κείμενη νομοθεσία και τις, κατ' εξουσιοδότηση αυτής εκδοθείσες κανονιστικές πράξεις, όπως ισχύουν, και τις αποφάσεις των αρμοδίων οργάνων του Δήμου ως ακολούθως:

1. του ν. 3463/2006 «Κώδικας Δήμων και Κοινοτήτων» (ΦΕΚ.-114/τ.Α'),
2. του ν. 3852/2010 «Νέα Αρχιτεκτονική της Αυτοδιοίκησης και της Αποκεντρωμένης Διοίκησης –Πρόγραμμα Καλλικράτης» (ΦΕΚ -87/τ. Α'/07.06.2010), όπως έχει τροποποιηθεί και ισχύει, και ιδίως τις διατάξεις των άρθρων 58 και 59 του νόμου 3852/2010 (ΦΕΚ 87/α'/07.06.2010),
3. του ν. 3861/2010 (Α'112) «Ενίσχυση της διαφάνειας με την υποχρεωτική ανάρτηση νόμων και πράξεων των κυβερνητικών, διοικητικών και αυτοδιοικητικών οργάνων στο διαδίκτυο 'Πρόγραμμα διαύγεια' και άλλες διατάξεις»,
4. του ν. 4555/2018 Μεταρρύθμιση του θεσμικού πλαισίου της Τοπικής Αυτοδιοίκησης-Εμβάθυνση της Δημοκρατίας- Ενίσχυση της Συμμετοχής –Βελτίωση της οικονομικής και αναπτυξιακής λειτουργίας των Ο.Τ.Α. [Πρόγραμμα Κλεισθένης] όπως έχει τροποποιηθεί και ισχύει
5. του ν. 4623/2019 (Α'134/09.08.2019) «Ρυθμίσεις του Υπουργείου Εσωτερικών διατάξεις για την ψηφιακή διακυβέρνηση, συνταξιοδοτικές ρυθμίσεις και άλλα επείγοντα ζητήματα»,
6. τον Οργανισμό λειτουργίας του Δήμου Δυτικής Μάνης (ΦΕΚ 602/Β'/26.02.2019),
7. την από 20/3/2023 επιστολή του Δημάρχου προς την Διαχειριστική αρχή του Προγράμματος Συνεργασίας URBACT IV με την οποία επιβεβαιώνει την πρόθεση του Δήμου Δυτικής Μάνης να συμμετέχει σαν εταίρος σε εταιρικό σχήμα με επικεφαλής την Ένωση Δήμων της Romagna Faentina (Ιταλία) (Unione della Romagna Faentina) στο πλαίσιο πρόσκλησης του Προγράμματος Συνεργασίας URBACT IV-ECONNECTING: Green civic decisions for proximity territories” “Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών”,
8. την από 31/5/2023 εγκριτική απόφαση της Διαχειριστικής Αρχής του Προγράμματος Συνεργασίας URBACT IV- Δίκτυα Σχεδιασμού Δράσεων (Action Planning Networks) για συμμετοχή του έργου “ECONNECTING:Green civic decisions for proximity

Establishment of ULG

territories” “Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών” στο δίκτυο του προγράμματος URBACT IV,

9. την υπ’ αριθμ 187/2023 απόφαση του Δημοτικού Συμβουλίου του Δήμου Δυτικής Μάνης με θέμα: Αποδοχή υλοποίησης, έγκριση σκοπιμότητας και όρων του σχεδίου Κοινού Συμφωνητικού μεταξύ Δήμου Δυτικής Μάνης και ένωσης Δήμων της περιοχής Romagna Faentina (Unione della Romagna Faentina) Ιταλίας και έγκριση συγκρότησης Τοπικής Ομάδας Δράσης (URBACT Local Group – ULG) για την υλοποίηση του Δικτύου: «E-Connecting - Πράσινες αστικές αποφάσεις για γειτονικές περιοχές», στο πλαίσιο του Προγράμματος Συνεργασίας URBACT IV - Δίκτυα Σχεδιασμού Δράσης (Action Planning Networks),

10. τις υποχρεώσεις του Δήμου Δυτικής Μάνης που απορρέουν από τα ανωτέρω στο πλαίσιο της υλοποίησης του έργου “ECONNECTING:Green civic decisions for proximity territories” “Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών

ΑΠΟΦΑΣΙΖΕΙ

την συγκρότηση Τοπικής Ομάδας Δράσης (ULG) για το δίκτυο “ECONNECTING” στο πλαίσιο του προγράμματος συνεργασίας URBACT IV για την περιοχή του Δήμου Δυτικής Μάνης

Συγκεκριμένα η ομάδα εργασίας αποτελείται από τους:

- κ. Χριστίνα-Φαίδρα Νηφάκου, Πολιτικό Μηχανικό, Υπάλληλο του Δήμου Δυτικής Μάνης
- κ. Άννα Νικητοπούλου, Πολιτικό Μηχανικό, Υπάλληλο του Δήμου Δυτικής Μάνης
- κ. Ιουλία Εξαρχουλέα, Περιβαλλοντολόγο, Υπάλληλο του Δήμου Δυτικής Μάνης
- κ. Ανδριάνα Νικολούδη, Γεωπόνο, Υπάλληλο του Δήμου Δυτικής Μάνης
- κ. Ευτύχη Μπιτσάνη, Αρχιτέκτονα της Αρχαιολογικής Υπηρεσίας Μεσσηνίας
- κ. Παναγιώτη Παπαντωνίου, Επίκουρο Καθηγητή του Πανεπιστημίου Δυτικής Αττικής και Πρόεδρο του Συλλόγου Ελλήνων Συγκοινωνιολόγων
- κ. Σοφία Μποτσέα, Πρόεδρο Πολιτιστικού Συλλόγου Προαστίου
- κ. Σταυρούλα Σπυρέα, Δικηγόρο, Επιχειρηματία
- κ. Ιωάννη Αβραμέα, Πρόεδρο του Συλλόγου 2407
- κ. Τάκη Ραπτέα, επαγγελματία
- κ. Κων/νο Καρμπέρη, Πολιτικό Μηχανικό & Αρχιτέκτονα Εσωτερικών Χώρων
- κ. Πέγκυ Θεοδωροπούλου, Αρχιτέκτονα

Στην ανωτέρω «Τοπική Ομάδα Δράσης URBACT (ULC)» Δήμου Δυτικής Μάνης ανατίθενται ως καθήκοντα:

1. Η συμμετοχή στο Σχεδιασμό του Ολοκληρωμένου Σχεδίου Δράσης
2. Η πρόταση δράσεων που θα περιληφθούν σε αυτό
3. Η συμμετοχή στην οργάνωση εκδηλώσεων που αφορούν στην υλοποίηση της «Δράσης Μικρής Κλίμακας» που προβλέπεται στο πλαίσιο της υλοποίησης του έργου URBACT
4. Η συμμετοχή σε εκπαιδευτικές ημερίδες και δράσεις του URBACT

Για τον καλύτερο συντονισμό της λειτουργίας της «Τοπική Ομάδα Δράσης URBACT (ULC)» ορίζεται Συντονίστρια της Ομάδας η κ. Χριστίνα-Φαίδρα Νηφάκου

Τα καθήκοντα της συντονίστριας είναι:

- Να συγκαλεί την Τοπική Ομάδα Δράσης σε συνεδριάσεις (τακτικές ή/και έκτακτες).
- Να συντάσσει την ημερήσια διάταξη κάθε συνεδρίασης της Τοπική Ομάδα Δράσης.
- Να εκπροσωπεί την Τοπική Ομάδα Δράσης σε συσκέψεις, επαφές και επισκέψεις, είτε στο εσωτερικό είτε στο εξωτερικό, όποτε αυτό είναι απαραίτητο.

Η ανωτέρω ομάδα συγκροτείται στο πλαίσιο υλοποίησης του έργου ECONNECTING του Προγράμματος Συνεργασίας URBACT IV και έχει σαν στόχους:

1. Να συνδέσει λειτουργικά τους ορεινούς οικισμούς, που αποτελούν ένα ευρέως κατακερματισμένο οικιστικό περιβάλλον, με τα παραλιακά αστικά κέντρα του Δήμου.
2. Να αντιστρέψει την μείωση του πληθυσμού, τόσο μέσω της επέκτασης της τουριστικής περιόδου όσο το έτος, όσο και με την δημιουργία ευνοϊκών συνθηκών για μόνιμη μετεγκατάσταση πληθυσμού και επιχειρήσεων συμβατών με την φυσιογνωμία και τις ιδιαιτερότητες της περιοχής

Οι φορείς του Δήμου Δυτικής Μάνης σε συνεργασία με την Τοπική Ομάδα Δράση URBACT IV (ULG) θα συνεργαστούν για την εκπόνηση δράσεων που στοχεύουν:

- Να αναδείξουν τα συγκριτικά πλεονεκτήματα της περιοχής (αρχιτεκτονική, πολιτιστική και ιστορική κληρονομιά, φυσικό περιβάλλον)
- Να αξιοποιήσουν τα υφιστάμενα εγκαταλειμμένα κτήρια, τους δημοτικούς χώρους και τις αστικές υποδομές και εξοπλισμό με σκοπό την αναζωογόνηση των οικισμών
- Να εγκαταστήσουν προηγμένο τεχνολογικό υπόβαθρο σε όλη την έκταση του Δήμου με σκοπό την ενίσχυση της οικονομικής δραστηριότητας και την προώθηση της εξ αποστάσεως επιχειρηματικότητας
- Να προωθήσουν την πράσινη και βιώσιμη κινητικότητα σε ολόκληρο τον οικιστικό ιστό του Δήμου, προϋπόθεση απαραίτητη, για την προστασία του περιβάλλοντος και την αειφόρο ανάπτυξη

Οι δαπάνες μετάβασης, διαμονής και αποζημίωσης εκτός έδρας του Συντονιστή και των μελών της «Τοπικής Ομάδας Δράσης (ULG)» του Δήμου Δυτικής Μάνης σε συνεδριάσεις και συσκέψεις εργασίας στο εξωτερικό καλύπτονται από τον Δήμο Δυτικής Μάνης με 100% χρηματοδότηση από το Πρόγραμμα Συνεργασίας «URBACT IV»

Ο ΔΗΜΑΡΧΟΣ

ΔΗΜΗΤΡΙΟΣ ΓΙΑΝΝΗΜΑΡΑΣ

Ψηφιακά υπογεγραμμένο από
DIMITRIOS GIANNIMARAS
Ημερομηνία: 2023.09.04 11:58:36
EEST



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΔΗΜΟΣ ΔΥΤΙΚΗΣ ΜΑΝΗΣ
Γραφείο Δημάρχου

Καρδαμύλη, 14.06.2024

Αρ. Πρωτ.: 4218

ΑΠΟΦΑΣΗ ΔΗΜΑΡΧΟΥ 180/2024

ΘΕΜΑ : ΤΡΟΠΟΠΟΙΗΣΗ ΤΗΣ 235/2023 ΑΠΟΦΑΣΗΣ ΔΗΜΑΡΧΟΥ ΜΕ ΘΕΜΑ ΤΟΝ ΟΡΙΣΜΟ ΤΟΠΙΚΗΣ ΟΜΑΔΑΣ ΔΡΑΣΗΣ (ULG) ΓΙΑ ΤΟ ΔΙΚΤΥΟ «Ε-CONNECTING-ΠΡΑΣΙΝΕΣ ΑΠΟΦΑΣΕΙΣ ΓΙΑ ΓΕΙΤΟΝΙΚΕΣ ΠΕΡΙΟΧΕΣ», ΣΤΟ ΠΛΑΙΣΙΟ ΤΟΥ ΠΡΟΓΡΑΜΜΑΤΟΣ ΣΥΝΕΡΓΑΣΙΑΣ URBACT IV- ΔΙΚΤΥΑ ΣΧΕΔΙΑΣΜΟΥ ΔΡΑΣΗΣ (Action Planning Networks)

Ο ΔΗΜΑΡΧΟΣ ΔΥΤΙΚΗΣ ΜΑΝΗΣ

Λαμβάνοντας υπόψη την κείμενη νομοθεσία και τις, κατ'εξουσιοδότηση αυτής εκδοθείσες κανονιστικές πράξεις, όπως ισχύουν, και τις αποφάσεις των αρμοδίων οργάνων του Δήμου ως ακολούθως:

1. του ν. 3463/2006 «Κώδικας Δήμων και Κοινοτήτων» (ΦΕΚ.-114/τ.Α'),
2. του ν. 3852/2010 «Νέα Αρχιτεκτονική της Αυτοδιοίκησης και της Αποκεντρωμένης Διοίκησης – Πρόγραμμα Καλλικράτης» (ΦΕΚ -87/τ. Α'/07.06.2010), όπως έχει τροποποιηθεί και ισχύσει, και ιδίως τις διατάξεις των άρθρων 58 και 59 του νόμου 3852/2010 (ΦΕΚ 87/α'/07.06.2010),
3. του ν. 3861/2010 (Α'112) «Ενίσχυση της διαφάνειας με την υποχρεωτική ανάρτηση νόμων και πράξεων των κυβερνητικών, διοικητικών και αυτοδιοικητικών οργάνων στο διαδίκτυο "Πρόγραμμα διαύγεια" και άλλες διατάξεις»,
4. του ν. 4555/2018 Μεταρρύθμιση του θεσμικού πλαισίου της Τοπικής Αυτοδιοίκησης- Εμβάθυνση της Δημοκρατίας- Ενίσχυση της Συμμετοχής –Βελτίωση της οικονομικής και αναπτυξιακής λειτουργίας των Ο.Τ.Α. [Πρόγραμμα Κλεισθένης] όπως έχει τροποποιηθεί και ισχύει
5. του ν. 4623/2019 (Α'134/09.08.2019) «Ρυθμίσεις του Υπουργείου Εσωτερικών διατάξεις για την ψηφιακή διακυβέρνηση, συνταξιοδοτικές ρυθμίσεις και άλλα επείγοντα ζητήματα»,
6. τον Οργανισμό λειτουργίας του Δήμου Δυτικής Μάνης (ΦΕΚ 602/Β'/26.02.2019),
7. την από 20/3/2023 επιστολή του Δημάρχου προς την Διαχειριστική αρχή του Προγράμματος Συνεργασίας URBACT IV με την οποία επιβεβαιώνει την πρόθεση του Δήμου Δυτικής Μάνης να συμμετέχει σαν εταίρος σε εταιρικό σχήμα με επικεφαλής την Ένωση Δήμων της Romagna Faentina (Ιταλία) (Unione della Romagna Faentina) στο πλαίσιο πρόσκλησης του Προγράμματος Συνεργασίας URBACT IV-ECONNECTING: Green civic decisions for proximity territories" "Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών",
8. την από 31/5/2023 εγκριτική απόφαση της Διαχειριστικής Αρχής του Προγράμματος Συνεργασίας URBACT IV- Δίκτυα Σχεδιασμού Δράσεων (Action Planning Networks) για συμμετοχή του έργου "ECONNECTING: "Green civic decisions for proximity territories"- "Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών" στο δίκτυο του προγράμματος URBACT IV,
9. την υπ'αριθμ 187/2023 απόφαση του Δημοτικού Συμβουλίου του Δήμου Δυτικής Μάνης με θέμα: Αποδοχή υλοποίησης, έγκριση σκοπιμότητας και όρων του σχεδίου Κοινού Συμφωνητικού μεταξύ Δήμου Δυτικής Μάνης και ένωσης Δήμων της περιοχής Romagna Faentina (Unione della Romagna Faentina) Ιταλίας και έγκριση συγκρότησης Τοπικής Ομάδας Δράσης (URBACT Local Group – ULG) για την υλοποίηση του Δικτύου: «Ε-Connecting - Πράσινες αστικές αποφάσεις για γειτονικές περιοχές», στο πλαίσιο του Προγράμματος Συνεργασίας URBACT IV - Δίκτυα Σχεδιασμού Δράσης (Action Planning Networks),
10. τις υποχρεώσεις του Δήμου Δυτικής Μάνης που απορρέουν από τα ανωτέρω στο πλαίσιο της υλοποίησης του έργου "ECONNECTING:Green civic decisions for proximity territories" "Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών

ΑΠΟΦΑΣΙΖΕΙ

την αντικατάσταση της κ. Πέγκυς Θεοδωροπούλου, Αρχιτέκτονα από την κ. Βούλα Χαρβούρου, Γραφίστρια στην Τοπική Ομάδα Δράσης (ULG) για το δίκτυο "ECONNECTING" στο πλαίσιο του προγράμματος συνεργασίας URBACT IV για την περιοχή του Δήμου Δυτικής Μάνης.

Κατά τα λοιπά, ισχύει η 235/2023 απόφαση Δημάρχου ως έχει.
Η παρούσα απόφαση ισχύει από την έκδοσή της.

Ο ΔΗΜΑΡΧΟΣ



ΓΕΩΡΓΙΟΣ ΧΙΟΥΔΑΣ





ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΔΗΜΟΣ ΔΥΤΙΚΗΣ ΜΑΝΗΣ
ΓΡΑΦΕΙΟ ΔΗΜΑΡΧΟΥ

Καρδαμύλη, 11.10.2024
Αρ. Πρωτ.: 7078

ΑΠΟΦΑΣΗ ΔΗΜΑΡΧΟΥ 293/2024

2^Η ΤΡΟΠΟΠΟΙΗΣΗ ΤΗΣ ΥΠ' ΑΡΙΘΜ. 235/2023 ΑΠΟΦΑΣΗΣ ΔΗΜΑΡΧΟΥ ΜΕ ΘΕΜΑ ΤΟΝ ΟΡΙΣΜΟ ΤΟΠΙΚΗΣ ΟΜΑΔΑΣ ΔΡΑΣΗΣ (ULG) ΓΙΑ ΤΟ ΔΙΚΤΥΟ «E-CONNECTING-ΠΡΑΣΙΝΕΣ ΑΠΟΦΑΣΕΙΣ ΓΙΑ ΓΕΙΤΟΝΙΚΕΣ ΠΕΡΙΟΧΕΣ», ΣΤΟ ΠΛΑΙΣΙΟ ΤΟΥ ΠΡΟΓΡΑΜΜΑΤΟΣ ΣΥΝΕΡΓΑΣΙΑΣ URBACT IV- ΔΙΚΤΥΑ ΣΧΕΔΙΑΣΜΟΥ ΔΡΑΣΗΣ (Action Planning Networks)

Ο ΔΗΜΑΡΧΟΣ ΔΥΤΙΚΗΣ ΜΑΝΗΣ

Λαμβάνοντας υπόψη την κείμενη νομοθεσία, τις κατ' εξουσιοδότηση αυτής εκδοθείσες κανονιστικές πράξεις, όπως ισχύουν και τις αποφάσεις των αρμοδίων οργάνων του Δήμου ως ακολούθως:

1. Του ν. 3463/2006 «Κώδικας Δήμων και Κοινοτήτων» (ΦΕΚ.-114/τ.Α'),
2. Του ν. 3852/2010 «Νέα Αρχιτεκτονική της Αυτοδιοίκησης και της Αποκεντρωμένης Διοίκησης –Πρόγραμμα Καλλικράτης» (ΦΕΚ -87/τ. Α'/07.06.2010), όπως έχει τροποποιηθεί και ισχύει, και ιδίως τις διατάξεις των άρθρων 58 και 59 του νόμου 3852/2010 (ΦΕΚ 87/α'/07.06.2010),
3. Του ν. 3861/2010 (Α'112) «Ενίσχυση της διαφάνειας με την υποχρεωτική ανάρτηση νόμων και πράξεων των κυβερνητικών, διοικητικών και αυτοδιοικητικών οργάνων στο διαδίκτυο 'Πρόγραμμα διαύγεια' και άλλες διατάξεις»,
4. Του ν. 4555/2018 Μεταρρύθμιση του θεσμικού πλαισίου της Τοπικής Αυτοδιοίκησης- Εμβάθυνση της Δημοκρατίας- Ενίσχυση της Συμμετοχής –Βελτίωση της οικονομικής και αναπτυξιακής λειτουργίας των Ο.Τ.Α. [Πρόγραμμα Κλεισθένης] όπως έχει τροποποιηθεί και ισχύει
5. Του ν. 4623/2019 (Α'134/09.08.2019) «Ρυθμίσεις του Υπουργείου Εσωτερικών διατάξεις για την ψηφιακή διακυβέρνηση, συνταξιοδοτικές ρυθμίσεις και άλλα επείγοντα ζητήματα»,
6. Τον Οργανισμό λειτουργίας του Δήμου Δυτικής Μάνης (ΦΕΚ 602/Β'/26.02.2019),
7. Την από 20/3/2023 επιστολή του Δημάρχου προς την Διαχειριστική αρχή του

URBACT



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eCONNECTING
greener & closer communities



Προγράμματος Συνεργασίας URBACT IV με την οποία επιβεβαιώνει την πρόθεση του Δήμου Δυτικής Μάνης να συμμετέχει σαν εταίρος σε εταιρικό σχήμα με επικεφαλής την Ένωση Δήμων της Romagna Faentina (Ιταλία) (Unione della Romagna Faentina) στο πλαίσιο πρόσκλησης του Προγράμματος Συνεργασίας URBACT IV-ECONNECTING: Green civic decisions for proximity territories” “Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών”,

8. Την από 31/5/2023 εγκριτική απόφαση της Διαχειριστικής Αρχής του Προγράμματος Συνεργασίας URBACT IV- Δίκτυα Σχεδιασμού Δράσεων (Action Planning Networks) για συμμετοχή του έργου “ECONNECTING: “Green civic decisions for proximity territories”- “Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών” στο δίκτυο του προγράμματος URBACT IV,
9. Την υπ’ αριθμ 187/2023 απόφαση του Δημοτικού Συμβουλίου του Δήμου Δυτικής Μάνης με θέμα: Αποδοχή υλοποίησης, έγκριση σκοπιμότητας και όρων του σχεδίου Κοινού Συμφωνητικού μεταξύ Δήμου Δυτικής Μάνης και ένωσης Δήμων της περιοχής Romagna Faentina (Unione della Romagna Faentina) Ιταλίας και έγκριση συγκρότησης Τοπικής Ομάδας Δράσης (URBACT Local Group – ULG) για την υλοποίηση του Δικτύου: «E-Connecting - Πράσινες αστικές αποφάσεις για γειτονικές περιοχές», στο πλαίσιο του Προγράμματος Συνεργασίας URBACT IV - Δίκτυα Σχεδιασμού Δράσης (Action Planning Networks),
10. Τις υποχρεώσεις του Δήμου Δυτικής Μάνης που απορρέουν από τα ανωτέρω στο πλαίσιο της υλοποίησης του έργου “ECONNECTING: Green civic decisions for proximity territories” “Λειτουργική διασύνδεση μεταξύ αγροτικών & αστικών περιοχών
11. Την υπ’ αριθμ. 180/2024 Απόφαση Δημάρχου με τίτλο ΤΡΟΠΟΠΟΙΗΣΗ ΤΗΣ 235/2023 ΑΠΟΦΑΣΗΣ ΔΗΜΑΡΧΟΥ ΜΕ ΘΕΜΑ ΤΟΝ ΟΡΙΣΜΟ ΤΟΠΙΚΗΣ ΟΜΑΔΑΣ ΔΡΑΣΗΣ (ULG) ΓΙΑ ΤΟ ΔΙΚΤΥΟ «E-CONNECTING-ΠΡΑΣΙΝΕΣ ΑΠΟΦΑΣΕΙΣ ΓΙΑ ΓΕΙΤΟΝΙΚΕΣ ΠΕΡΙΟΧΕΣ», ΣΤΟ ΠΛΑΙΣΙΟ ΤΟΥ ΠΡΟΓΡΑΜΜΑΤΟΣ ΣΥΝΕΡΓΑΣΙΑΣ URBACT IV- ΔΙΚΤΥΑ ΣΧΕΔΙΑΣΜΟΥ ΔΡΑΣΗΣ (Action Planning Networks)

ΑΠΟΦΑΣΙΖΕΙ

την προσθήκη των κάτωθι νέων μελών στην Τοπική Ομάδα Δράσης (ULG) για το δίκτυο “ECONNECTING” στο πλαίσιο του προγράμματος συνεργασίας URBACT IV για την περιοχή του Δήμου Δυτικής Μάνης:

1. Κα Αθανασία Κατσίκια, Εκπαιδευτικός, Διευθύντρια του 1^{ου} Δημοτικού Σχολείου Στούπας «Παναγιώτης Φωτέας»



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2. Κος Ανδρέας Ζαγάκος, Πρόεδρος του πολιτιστικού Συλλόγου Καρυοβουνίου
3. Κα Σοφία Φιλέα, Εικαστικός
4. Δρ. Γιόλα Γεωργιάδου, Ομότιμη Καθηγήτρια Γεωπληροφορικής

Κατά τα λοιπά, ισχύει η 235/2023 απόφαση Δημάρχου ως έχει.

Η παρούσα απόφαση ισχύει από την έκδοσή της.



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ANNEX 2

Activities



Snapshots from the LE & LP Study Visit (September 2023)





Snapshots from the LE & LP Study Visit (September 2023)





Snapshots from the LE & LP Study Visit (September 2023)



ULG Core Group session 22.11.2023



ULG meeting 17.1.2024



ULG meeting 4.3.2024



Snapshot from the Econnecting Network Transnational Meeting in West Mani, June 2024



ULG meeting 23.10.2024



Bike ride in the sunset (during the 2024 European Mobility Week)





ULG meeting 20.3.2025



ULG meeting 1.8.2025



Small Scale Action in Kampos 5.6.2025



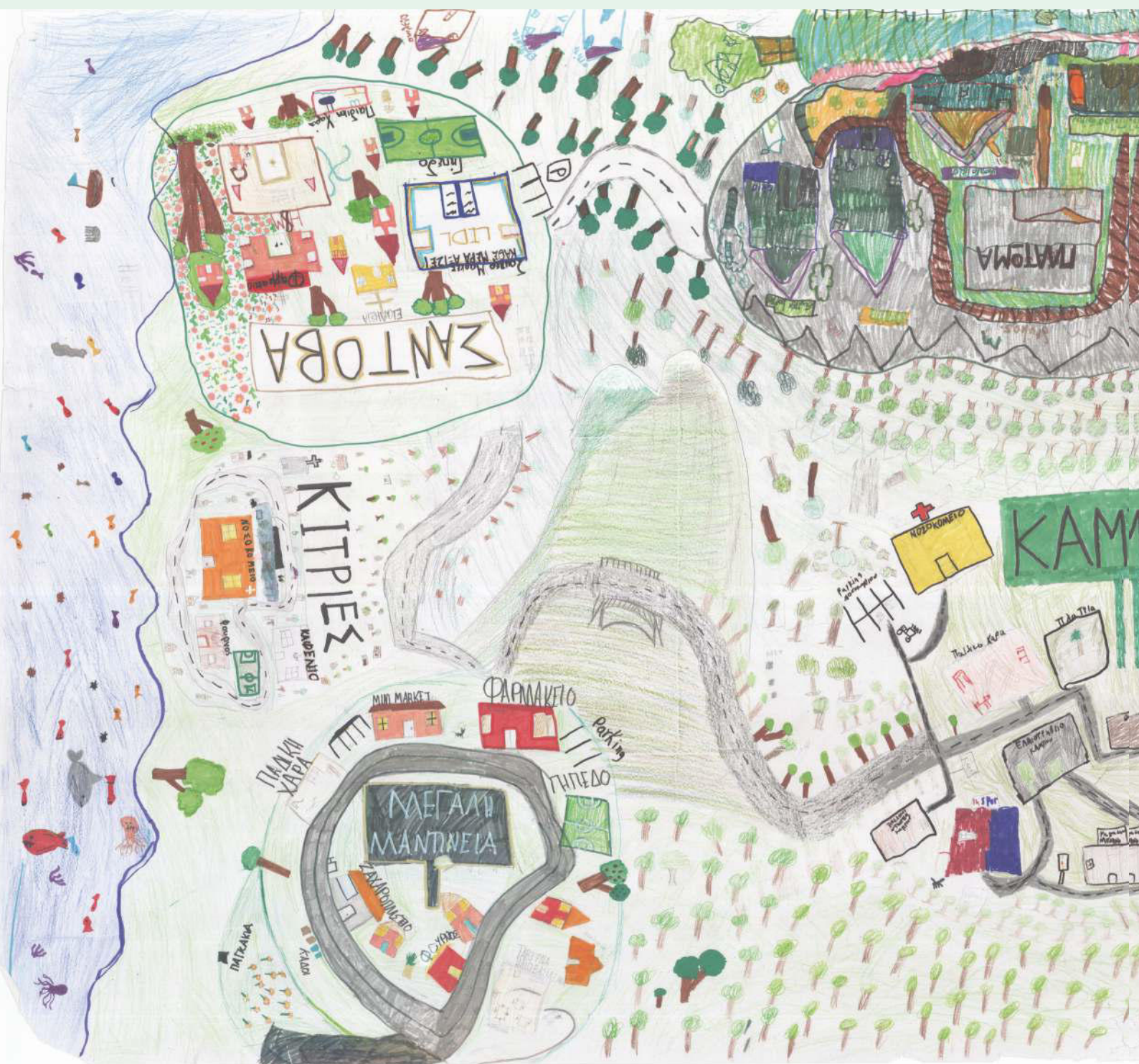


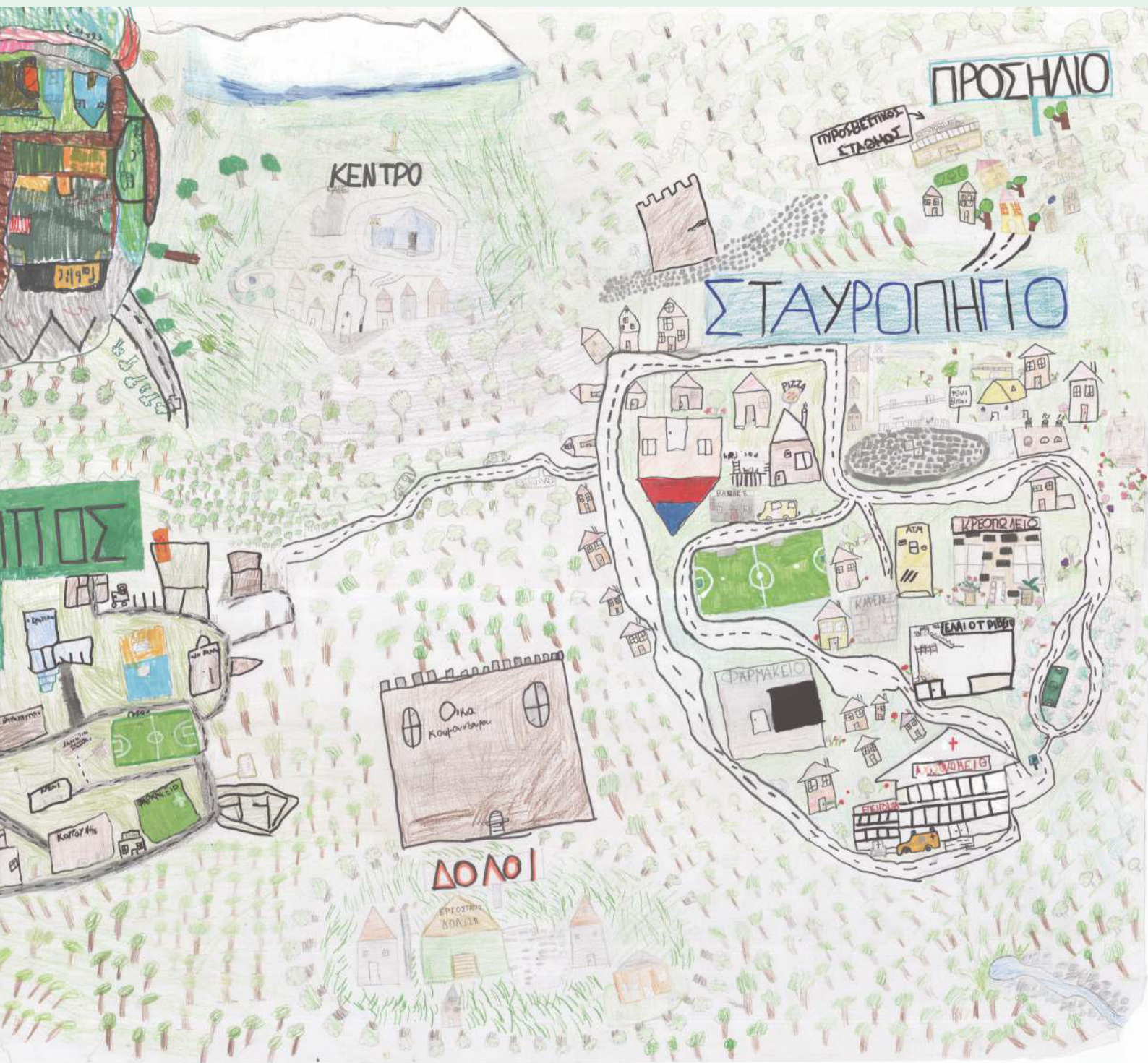
Small Scale Action in Kampos 5.6.2025





Small Scale Action in Stoupa 6.6.2025





Student Project of Kamos Primary School: «Students Speak... About the Western Mani They Want...»
Second Small-Scale Action





Small Scale Action in Stoupa 6.6.2025



Small Scale Action in Kampos 5.6.2025



Πιλοτική Δημοτική Συγκοινωνία

στο πλαίσιο του δικτύου E-Connecting του προγράμματος URBACT IV

Οι μετακινήσεις όλων θα είναι δωρεάν

ΔΡΟΜΟΛΟΓΙΑ	29 Τετάρτη Οκτωβρίου 2025	30 Πέμπτη Οκτωβρίου 2025	31 Παρασκευή Οκτωβρίου 2025	1 Σάββατο Νοεμβρίου 2025	3 Δευτέρα Νοεμβρίου 2025	4 Τρίτη Νοεμβρίου 2025	5 Τετάρτη Νοεμβρίου 2025
ΑΒΙΑΣ Αναχώρηση Πλατεία Κάμπου 8:30 11:45	Κάμπος Σταυροπήγιο Δολοί Κητρέες Αεροστάσι Μεγάλη Μαντίνεια Σαπτιράνικα Κάμπος	Κάμπος Οροβά Βόρειο Δολοί Κητρέες Ανατολικό Χάρα Τσιτσάνη Τσίρα Προσέλιο Σαυροπήγιο Κάμπος	Κάμπος Οροβά Βόρειο Δολοί Ανατολικό Χάρα Τσιτσάνη Τσίρα Προσέλιο Σταυροπήγιο Κάμπος	Κάμπος Σταυροπήγιο Δολοί Κητρέες Ανατολικό Αεροστάσι Μεγάλη Μαντίνεια Σαπτιράνικα Σταυροπήγιο Κάμπος	Κάμπος Οροβά Βόρειο Δολοί Ανατολικό Χάρα Τσιτσάνη Τσίρα Προσέλιο Σταυροπήγιο Κάμπος	Κάμπος Σταυροπήγιο Δολοί Κητρέες Αεροστάσι Μεγάλη Μαντίνεια Σαπτιράνικα Κάμπος	
ΛΕΥΚΤΡΟΥ Αναχώρηση Πλατεία Καρδαμύλης 8:30 12:00	Καρδαμύλη Στούπα Νεοχώριο Πύργος Καρυοβούνι Μεγλό Πλάτσα Πηγή Ρήγκα Άγιος Νικόλαος Στούπα Καρδαμύλη	Καρδαμύλη Στούπα Νεοχώριο Πύργος Καρυοβούνι Μεγλό Πλάτσα Πηγή Ρήγκα Άγιος Νικόλαος Στούπα Καρδαμύλη	Καρδαμύλη Πηγάδι Εξαρχία Σαβόνα Καστάνια Πύργος Νεοχώριο Στούπα Καρδαμύλη	Καρδαμύλη Στούπα Νεοχώριο Πύργος Καρυοβούνι Μεγλό Πλάτσα Πηγή Ρήγκα Άγιος Νικόλαος Στούπα Καρδαμύλη	Καρδαμύλη Πηγάδι Εξαρχία Σαβόνα Καστάνια Πύργος Νεοχώριο Στούπα Καρδαμύλη	Καρδαμύλη Στούπα Νεοχώριο Πύργος Καρυοβούνι Μεγλό Πλάτσα Πηγή Ρήγκα Άγιος Νικόλαος Στούπα Καρδαμύλη	

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MUNICIPALITY OF WEST MANI

Poster for the Third Small-Scale Action

ΔΕΛΤΙΟ ΤΥΠΟΥ

Ο Δήμος Δυτικής Μάνης συμμετέχει στο Δίκτυο Econnecting του Προγράμματος URBACT.

Στην Συνεδρίαση της Επιτροπής Παρακολούθησης του Προγράμματος στα τέλη Μαΐου εγκρίθηκαν τα 30 Δίκτυα συνεργασίας για την τρέχουσα περίοδο υλοποίησης του προγράμματος. Μεταξύ των Δικτύων που εγκρίθηκαν είναι και το Δίκτυο Econnecting στο οποίο συμμετέχει η Δήμος Δυτικής Μάνης.

Το URBACT, το οποίο χρηματοδοτείται απευθείας από την Ε.Ε. και ήδη βρίσκεται στον 4^ο κύκλο υλοποίησής του, είναι το Ευρωπαϊκό Πρόγραμμα διακρατικής συνεργασίας το οποίο προωθεί την δημιουργία δικτύων συνεργασίας με σκοπό την αστική αναζωογόνηση περιοχών που αντιμετωπίζουν κοινές προκλήσεις.

Το Δίκτυο Econnecting στο οποίο συμμετέχει ο Δήμος Δυτικής Μάνης έχει ως αντικείμενο τον καθορισμό στρατηγικών λειτουργικής διασύνδεσης μεταξύ αγροτικών & αστικών περιοχών, εξασφαλίζοντας την βιώσιμη ανάπτυξη, την ευημερία και την κοινωνική συνοχή.

Η επιδιωκόμενη λειτουργική διασύνδεση αγροτικών και αστικών περιοχών θα επιτευχθεί μέσω της δημιουργίας «πράσινων κοινοτήτων», της προώθησης βιώσιμης αστικής κινητικότητας και προσβασιμότητας, της ενίσχυσης των αστικών και των κοινωνικών υποδομών και των έξυπνων εφαρμογών, έτσι ώστε να επιτευχθεί βιώσιμη & ολοκληρωμένη αναζωογόνηση του Δήμου.

Το κύριο χαρακτηριστικό όλων των Δικτύων του Προγράμματος URBACT είναι ότι βασίζονται στον συμμετοχικό σχεδιασμό, στον δημόσιο διάλογο και την δημόσια διαβούλευση με κατάλληλους εκπροσώπους της Κοινωνίας των Πολιτών.

Στο Δίκτυο Econnecting συμμετέχουν οι εξής Δήμοι:

Η Ένωση Δήμων της Romagna Faentina (Ιταλία), η πόλη Ormož (Σλοβενία), η πόλη Nagykallo (ουγγαρία), ο Δήμος Viseu Dão Lafões (Πορτογαλία), ο Δήμος Tori Vallavalitsus (Εσθονία), ο Δήμος Orihuela (Ισπανία), η Δημοτική Ενότητα Ennis (Ιρλανδία) και η περιοχή Berane (Μαυροβούνιο).

Η επιτυχία για τον Δήμο Δυτικής Μάνης είναι μεγάλη και λαμβάνει ιστορικές διασπάσεις δεδομένου ότι είναι ο πρώτος Δήμος της Περιφέρειας Πελοποννήσου που εντάσσεται στο Πρόγραμμα URBACT

Καρδαμύλη 18/10/2023

ΔΕΛΤΙΟ ΤΥΠΟΥ

Στο πλαίσιο υλοποίησης του Δικτύου Econnecting του Ευρωπαϊκού διακρατικού Προγράμματος URBACT, πραγματοποιήθηκε επίσκεψη εργασίας (Study Visit) της εκπροσώπου του επικεφαλής εταίρου «Unione della Roamgna Faentina (ITA)» κας. Nadia Carboni και του Επικεφαλής Εμπειρογνώμονα του Δικτύου κ. Roland Krebs στον Δήμο Δυτικής Μάνης.

Η επίσκεψη έγινε στις 13 & 14 Σεπτεμβρίου 2023.

Η αντιπροσωπεία είχε συνάντηση με τον Δήμαρχο Δυτικής Μάνης κ. Δημήτριο Γιαννημάρα, τους Αντιδημάρχους κ.κ. Ευ. Ανδροβιτσανέα και Παν. Μπασάκο, τα μέλη της Ομάδας Έργου του Δήμου κ.κ. Άννα Νικητοπούλου, Χριστίνα Νηφάκου, Ιουλία Εξαρχουλέα και Ανδριάνα Νικολούδη και τους εξωτερικούς συνεργάτες κ.κ. Κώστα Καρμπέρη και Πέγκυ Θεοδωροπούλου.

Στη συνέχεια έγινε συνεδρίαση της Τοπικής Ομάδας Δράσης (ULG) του Δήμου Δυτικής Μάνης στην οποία συμμετείχαν, εκτός των προαναφερόμενων υπηρεσιακών στελεχών και εξωτερικών συνεργατών, τα ακόλουθα μέλη του ULG: οι κ.κ. Σοφία Μποτσέα, Σταυρούλα Σπυρέα, Ιωάννης Αβραμέας, Τάκης Ραπτέας και μέσω τηλεδιάσκεψης οι κ.κ. Παναγιώτης Παπαντωνίου και Ευτύχης Μπιτσάνης.

Στην Συνεδρίαση του ULG παρουσιάστηκαν οι στόχοι του Προγράμματος URBACT, έγινε ανταλλαγή απόψεων για την καλύτερη οργάνωση των προγραμματιζόμενων δράσεων και ενεργειών του Προγράμματος μέχρι το τέλος του τρέχοντος έτους.

Η 1^η διακρατική συνάντηση των εκπροσώπων του Δικτύου θα γίνει στην πόλη Orihuela της Ισπανίας στις 17 & 18 Οκτωβρίου 2023.

Στη συνέχεια οι Ομάδες Τοπικής Δράσης των εταίρων θα πρέπει να επεξεργαστούν και να υποβάλουν αναλυτικό «οδικό χάρτη ενεργειών» για όλη την περίοδο υλοποίησης του προγράμματος.

Βάσει των στοιχείων από τους οδικούς χάρτες αυτούς και από τα αναλυτικά ερωτηματολόγια που έχουν ήδη υποβληθεί, ο Επικεφαλής Εμπειρογνώμονας θα συντάξει την Μελέτη Ανάλυσης Περιβάλλοντος (Baseline Study) για όλους τους εταίρους του δικτύου, η οποία θα υποβληθεί προς έγκριση στην Γραμματεία του Προγράμματος URBACT στις αρχές Ιανουαρίου 2024.

ΔΕΛΤΙΟ ΤΥΠΟΥ

Την Πέμπτη 9 Νοεμβρίου 2023 έγινε η δεύτερη συνεδρίαση του URBACT Local Group (Ομάδα Τοπικής Δράσης) της Δυτικής Μάνης, στην αίθουσα συνεδριάσεων του Δημαρχείου στην Καρδαμύλη. Το ULG είναι ένα θεσμικά κατοχυρωμένο Όργανο διαβούλευσης, στο πλαίσιο της «από κάτω προς τα πάνω» (bottom-up) προσέγγισης και λειτουργίας, η οποία είναι θεμελιώδης για τα δίκτυα που συμμετέχουν στο Ευρωπαϊκό Πρόγραμμα διακρατικής συνεργασίας «URBACT».

Τα μέλη του Οργάνου ενημερώθηκαν για τα αποτελέσματα της διήμερης Διακρατικής Συνάντησης των εταίρων του Δικτύου «Econnecting» που διεξήχθη στην Ισπανική πόλη Oñate καθώς και για οργανωτικά και διαχειριστικά ζητήματα του έργου. Επίσης έγινε ενημέρωση για τα επόμενα βήματα της υλοποίησης του έργου.

Στη συζήτηση που ακολούθησε αναπτύχθηκε ένας γόνιμος διάλογος, με ανταλλαγή απόψεων και μια πρώτη προσέγγιση του πλαισίου και του στρατηγικού στόχου του δικτύου, για τον Δήμο Δυτικής Μάνης, αναφορικά με το θέμα του Δικτύου Econnecting το οποίο αφορά στην άρση της απομόνωσης και στη λειτουργική διασύνδεση του αγροτικού με τον αστικό χώρο, προωθώντας και εφαρμόζοντας «έξυπνες» και πράσινες πολιτικές.

Το επόμενο διάστημα το ULG θα ασχοληθεί με την ανάλυση του περιβάλλοντος και την διαμόρφωση «οράματος» στο πλαίσιο του θέματος του δικτύου Econnecting, το οποίο είναι η ισόρροπη ανάπτυξη όλων των περιοχών του Δήμου, η άρση της απομόνωσης των ορεινών-ημιορεινών οικισμών με τη λειτουργική διασύνδεσή τους με τα κέντρα του ανεπτυγμένου παραλιακού μετώπου. Στόχος είναι να καταστεί αξιοβίωτος ο Δήμος Δυτικής Μάνης – στο σύνολό του – και ένας ελκυστικός προορισμός για κατοικία και επιχειρηματικότητα, προφυλάσσοντας και αναδεικνύοντας το φυσικό και πολιτιστικό πλούτο της περιοχής.

Από το νέο έτος θα αρχίσει ο σχεδιασμός για την υλοποίηση των δράσεων του επικοινωνιακού σχεδιασμού του Προγράμματος, ώστε να γίνει γνωστό το Πρόγραμμα και οι στόχοι σε κάθε πολίτη και σε κάθε ενδιαφερόμενο.



URBACT



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Καρδαμύλη 17/09/2024

Econnecting

Πρωώθηση βιώσιμων λύσεων για αστική - αγροτική κινητικότητα

ΔΕΛΤΙΟ ΤΥΠΟΥ

Στις 10 & 11 Σεπτεμβρίου 2024 έγινε στην πόλη Ορμποζ της Σλοβενίας η πέμπτη διακρατική συνάντηση του δικτύου Econnecting στο οποίο συμμετέχει ο Δήμος Δυτικής Μάνης, με τετραμελή αντιπροσωπεία της Ομάδας Έργου.

Στην διακρατική αυτή συνάντηση είχε ως θέμα τις «προσβάσιμες & φιλόξενες πόλεις».

Στη διάρκεια αυτής της δεύτερης αυτής συνάντησης των εταίρων του δικτύου εξετάστηκαν σε βάθος οι παράμετροι που επηρεάζουν την προσβασιμότητα σε μια πόλη καθώς και τους τρόπους που μια πόλη καθίσταται συμπεριληπτική, ελκυστική για τους κατοίκους και τους επισκέπτες της. Παράλληλα εξετάστηκαν ζητήματα ολοκληρωμένου σχεδιασμού παρεμβάσεων αστικής ανάπλασης στον δημόσιο χώρο, στη βάση της αειφόρου ανάπτυξης και παρουσιάστηκαν καλές πρακτικές προώθησης του brand name μιας πόλης, παρουσιάστηκαν αναλυτικά έργα συντήρησης, αποκατάστασης & ανάδειξης σημαντικού μνημείου (κάστρο του Ορμποζ) το οποίο αποτελεί τοπόσημο και πόλο έλξης επισκεπτών. Επίσης παρουσιάστηκε και σχολιάστηκε και αναλύθηκε από κοινού από του εταίρους η μεγάλης κλίμακας παρέμβαση αστικής ανάπλασης της κεντρικής πλατείας της πόλης Ορμποζ.

Επιπλέον, οι εταίροι ενημέρωσαν αναλυτικά για τις δράσεις που έχουν σχεδιάσει να υλοποιήσουν κατά την Ευρωπαϊκή Εβδομάδα Κινητικότητας (16 – 22 Σεπτεμβρίου).

Στο πλαίσιο της διακρατικής συνάντησης ο επικεφαλής εταίρος (Ένωση Δήμων Romagna Faentina) ενημέρωσε τους λοιπούς εταίρους για ζητήματα που αφορούν στην υλοποίηση της επικοινωνιακής στρατηγικής που έχει εγκριθεί.

Ο Δήμος Δυτικής Μάνης έλαβε τα εύσημα για το οπτικοακουστικό υλικό που έχει παράξει μέχρι τώρα και το οποίο θα χρησιμοποιηθεί για την δημιουργία του επίσημου video του δικτύου, με μέριμνα της Romagna Faentina.

Η επόμενη προγραμματισμένη διακρατική συνάντηση των εκπροσώπων των εταίρων του δικτύου είναι τον Νοέμβριο 2024 στην έδρα του εταίρου Nagykallo, στην Ουγγαρία.



Press release ULG meeting 17.1.2024

Καρδαμύλη 17/09/2024

Econnecting

Πρωώθηση βιώσιμων λύσεων για αστική - αγροτική κινητικότητα

ΔΕΛΤΙΟ ΤΥΠΟΥ

Στις 10 & 11 Σεπτεμβρίου 2024 έγινε στην πόλη Ορμοζ της Σλοβενίας η πέμπτη διακρατική συνάντηση του δικτύου Econnecting στο οποίο συμμετέχει ο Δήμος Δυτικής Μάνης, με τετραμελή αντιπροσωπεία της Ομάδας Έργου.

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Επιπλέον, οι εταίροι ενημέρωσαν αναλυτικά για τις δράσεις που έχουν σχεδιάσει να υλοποιήσουν κατά την Ευρωπαϊκή Εβδομάδα Κινητικότητας (16 – 22 Σεπτεμβρίου).

Στο πλαίσιο της διακρατικής συνάντησης ο επικεφαλής εταίρος (Ένωση Δήμων Romagna Faentina) ενημέρωσε τους λοιπούς εταίρους για ζητήματα που αφορούν στην υλοποίηση της επικοινωνιακής στρατηγικής που έχει εγκριθεί.

Ο Δήμος Δυτικής Μάνης έλαβε τα εύσημα για το οπτικοακουστικό υλικό που έχει παράξει μέχρι τώρα και το οποίο θα χρησιμοποιηθεί για την δημιουργία του επίσημου video του δικτύου, με μέριμνα της Romagna Faentina.

Η επόμενη προγραμματισμένη διακρατική συνάντηση των εκπροσώπων των εταίρων του δικτύου είναι τον Νοέμβριο 2024 στην έδρα του εταίρου Nagykallo, στην Ουγγαρία.



Το δίκτυο Econnecting είναι ένα από τα 30 διευρωπαϊκά δίκτυα εδαφικής συνεργασίας του προγράμματος URBACT της τρέχουσας προγραμματικής περιόδου 2021 – 2027 το οποίο έχει ως θέμα την αντιμετώπιση της πρόκλησης της λειτουργικής διασύνδεσης αγροτικού και αστικού χώρου, με ολιστική και βιώσιμη προσέγγιση, στο πλαίσιο πολιτικών βιώσιμης κινητικότητας και «πράσινων» παρεμβάσεων.

Ο Δήμος Δυτικής Μάνης συμμετέχει για πρώτη φορά σε ένα τόσο σημαντικό και Πρόγραμμα της Ευρωπαϊκής Ένωσης. Οι εμπειρίες, τα διδάγματα, οι καλές πρακτικές που θα αποκτηθούν, καθώς και η εγκαθίδρυση στενών δεσμών συνεργασίας με ευρωπαίους εταίρους θα αποβούν εξαιρετικά επωφελείς για την εξωστρέφεια του Δήμου και για την περαιτέρω δυναμική ανάπτυξή του.



Kardamyli 20/11/2025

Econnecting

Press release

On November 6th, 2025, the 11th meeting of the URBACT Local Group (ULG) of the Econnecting network was held, with the aim of informing members about the last two transnational meetings of the network in Berane (Montenegro) and Faenza (Italy).

The implementation of the last two small-scale actions implemented in West Mani within the framework of the programme was also assessed:

- a) Participation and production of art works by pupils of the two Primary Schools of Stoupa and Kampos on June 5th and 6th 2025.
- b) Pilot implementation for one week, from 29/10 to 5/11/2025, of the Municipal Transport, which was implemented in collaboration with the Messinia Bus Company in the villages of the Municipality and left positive impressions and was enthusiastically received by the residents. Important conclusions were drawn from this action in order to further study the possibility of permanent implementation of Public Transport in the Municipality of West Mani that will serve all settlements (mountainous and coastal).

Also, at the ULG meeting, a brief presentation was made of the Integrated Action Plan, which is finished and is now in the final layout stage. The final version of the study will be submitted to the URBACT Secretariat, thus completing a highly successful course of the Econnecting Programme over the last two and a half years.

Also, the translation into Greek of the entire IAP has already been assigned. After the final graphic editing, a sufficient number of copies will be produced that will remain in the Municipality.

It was decided that the next ULG meeting will be dedicated to the evaluation of the Group's work throughout the duration of the Programme and to have an extensive discussion on its operation thereafter.

On November 19, the ULG met again (12th meeting) and after assessing the actions and its overall work within the framework of the Programme using a SWOT Analysis, an in-depth discussion among the members followed on the strategy that should be followed in the future so that the ULG can continue to fulfil its purpose successfully.

The ULG is the institutional body of the Municipality of West Mani which constitutes the connecting link between Civil Society and the Municipal Authority in the context of the implementation of the actions included in the Integrated Action Plan for the interconnection of mountainous settlements with the developed coastal zone.

It was decided to present the Integrated Action Plan to the Municipal Council, at an



appropriate time, at the beginning of the new year and to invite the Municipal Council to approve the study.





ANNEX 4

Budget Estimation – Projects' Costs breakdown

PROJECT 1	MUNICIPAL BUS SERVICE	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	20 drivers (full time) per year	450,000.00
Office & Administration / Indirect Costs	5% * staff cost	22,500.00
Travel & Accommodation		
External Expertise & Services	Transportation Study & Feasibility - Sustainability Study	50,000.00
Subcontracting	Management company fee	100,000.00
Equipment & consumables	Purchase of 10 e-buses	2,000,000.00
Infrastructure & Construction works		
TOTAL ESTIMATED COST		2,622,500.00

PROJECT 2	TAXI-ON-DEMAND SERVICE	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	2 employees (full time) per year	45,000.00
Office & Administration / Indirect Costs	5% * staff cost	2,250.00
Travel & Accommodation		
External Expertise & Services		
Subcontracting		50,000.00
Equipment & consumables		
Infrastructure & Construction works		
TOTAL ESTIMATED COST		97,250.00

PROJECT 3	TRANSPORTATION AND TRANSFER HUBS	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 3 municipal engineers *	6,000.00
Office & Administration / Indirect Costs	5% * staff cost	300.00
Travel & Accommodation		
External Expertise & Services		5,000.00
Subcontracting	Technical Studies	30,000.00
Equipment & consumables	Furniture & equipment	50,000.00
Infrastructure & Construction works		500,000.00
TOTAL ESTIMATED COST		591,300.00

PROJECT 4		
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 3 municipal engineers *	6,000.00
Office & Administration / Indirect Costs	5% * staff cost	300.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	30,000.00
Subcontracting		
Equipment & consumables		50,000.00
Infrastructure & Construction works		800,000.00
TOTAL ESTIMATED COST		886,300.00

PROJECT 5		RE-DESIGN & CONFIGURATION OF THE NORTHERN (MAIN) ENTRANCE TO KARDAMYLI
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	30,000.00
Subcontracting		
Equipment & consumables		100,000.00
Infrastructure & Construction works		300,000.00
TOTAL ESTIMATED COST		432,100.00

PROJECT 6	MUNICIPAL ADMINISTRATIVE CENTRE IN KARDAMYLI	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 4 municipal engineers *	8,000.00
Office & Administration / Indirect Costs	5% * staff cost	400.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	30,000.00
Subcontracting	Property acquisition	30,000.00
Equipment & consumables	Furniture & office equipment	300,000.00
Infrastructure & Construction works		2,500,000.00
TOTAL ESTIMATED COST		2,868,400.00

PROJECT 7	DIGITAL HUB IN KARDAMYLI	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer1 *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Feasibility Study	20,000.00
Subcontracting		
Equipment & consumables		150,000.00
Infrastructure & Construction works		400,000.00
TOTAL ESTIMATED COST		572,100.00

PROJECT 8	URGRADE OF PUBLIC SPACE IN MOUNTAINOUS VILLAGES	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	30,000.00
Subcontracting		
Equipment & consumables		40,000.00
Infrastructure & Construction works		1,500,000.00
TOTAL ESTIMATED COST		1,574,200.00

PROJECT 9	ONLINE PLATFORM FOR PROMOTING ARTISTIC AND CULTURAL EVENTS	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs		
Office & Administration / Indirect Costs		
Travel & Accommodation		
External Expertise & Services	Prescriptions	20,000.00
Subcontracting		50,000.00
Equipment & consumables		2,000.00
Infrastructure & Construction works		
TOTAL ESTIMATED COST		72,000.00

PROJECT 10	DIGITAL VIRTUAL TOUR OF WEST MANI	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Prescription & technical description	30,000.00
Subcontracting		400,000.00
Equipment & consumables		
Infrastructure & Construction works		
TOTAL ESTIMATED COST		432,100.00

PROJECT 11	TAYGETOS GEOPARK	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 6 municipal engineers *	12,000.00
Office & Administration / Indirect Costs	5% * staff cost	600.00
Travel & Accommodation		
External Expertise & Services	Technical Studies & Feasibility Study	150,000.00
Subcontracting	Maintenance & operational costs	150,000.00
Equipment & consumables		250,000.00
Infrastructure & Construction works		3,000,000.00
TOTAL ESTIMATED COST		3,562,600.00

PROJECT 12	SPORT VENUES	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services		
Subcontracting	Maintenance & operational costs	30,000.00
Equipment & consumables		20,000.00
Infrastructure & Construction works		2,000,000.00
TOTAL ESTIMATED COST		2,054,200.00

PROJECT 13		
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	External Expert Supervisor	20,000.00
Subcontracting	Maintenance & operational costs	20,000.00
Equipment & consumables		20,000.00
Infrastructure & Construction works		2,500,000.00
TOTAL ESTIMATED COST		2,562,100.00

PROJECT 14	EXHIBITION HALL AND CULTURAL CENTRE OF KARDAMYLI	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services	Technical Study (incl. Museological Study)	30,000.00
Subcontracting	Maintenance & operational costs	150,000.00
Equipment & consumables	Furniture & equipment	50,000.00
Infrastructure & Construction works		1,500,000.00
TOTAL ESTIMATED COST		1,734,200.00

PROJECT 15	RESTORATION & RE-USE OF THE CULTURAL CENTRE IN STOUPA	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Technical Study	20,000.00
Subcontracting		
Equipment & consumables	Furniture & equipment	150,000.00
Infrastructure & Construction works		500,000.00
TOTAL ESTIMATED COST		672,100.00

PROJECT 16	BY-PASS (RING ROAD) OF KARDAMYLI	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services	Technical Study	80,000.00
Subcontracting		200,000.00
Equipment & consumables		
Infrastructure & Construction works		1,000,000.00
TOTAL ESTIMATED COST		1,284,200.00

PROJECT 17		UPGRADE OF EXISTING ROAD NETWORK (interventions to improve road accessibility and safety)
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	30,000.00
Subcontracting		100,000.00
Equipment & consumables		
Infrastructure & Construction works		1,000,000.00
TOTAL ESTIMATED COST		1,134,200.00

PROJECT 18		PEDESTRIAN PATHWAY BETWEEN AGIOS NIKOLAOS AND STOUPA
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineers *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	30,000.00
Subcontracting		
Equipment & consumables		30,000.00
Infrastructure & Construction works		8,000,000.00
TOTAL ESTIMATED COST		8,062,100.00

PROJECT 19	RESTORATION AND PROMOTION OF TRAILS	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services		
Subcontracting		
Equipment & consumables		50,000.00
Infrastructure & Construction works		1,000,000.00
TOTAL ESTIMATED COST		1,054,200.00

PROJECT 20	BIKE LANE EXPANSION AND SIDE SPOTS	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Technical Study	50,000.00
Subcontracting	Maintenance & operational costs	120,000.00
Equipment & consumables		50,000.00
Infrastructure & Construction works		800,000.00
TOTAL ESTIMATED COST		1,022,100.00

PROJECT 21	OVERFLOW WATER BOTTLING PLANT	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Prescriptions	5,000.00
Subcontracting	Operational costs	50,000.00
Equipment & consumables	Purchase of Plant	400,000.00
Infrastructure & Construction works		50,000.00
TOTAL ESTIMATED COST		507,100.00

PROJECT 22	WEST MANI GREEN SPOT	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services		
Subcontracting	Technical Study	40,000.00
Equipment & consumables		50,000.00
Infrastructure & Construction works		700,000.00
TOTAL ESTIMATED COST		794,200.00

PROJECT 23	SOLAR PANELS TO PUBLIC BUILDINGS	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services	Prescription & Market Research	20,000.00
Subcontracting	Maintenance costs	50,000.00
Equipment & consumables		10,000.00
Infrastructure & Construction works		1,000,000.00
TOTAL ESTIMATED COST		1,084,200.00

PROJECT 24	WATER SUPPLY INFRASTRUCTURE	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	4,000.00
Office & Administration / Indirect Costs	5% * staff cost	200.00
Travel & Accommodation		
External Expertise & Services		
Subcontracting	Maintenance costs	50,000.00
Equipment & consumables		20,000.00
Infrastructure & Construction works		3,500,000.00
TOTAL ESTIMATED COST		3,574,200.00

PROJECT 25	SEWERAGE NETWORK AND WASTEWATER TREATMENT PLANT	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 2 municipal engineers *	8,000.00
Office & Administration / Indirect Costs	5% * staff cost	400.00
Travel & Accommodation		
External Expertise & Services	Technical Studies	100,000.00
Subcontracting	Maintenance costs	50,000.00
Equipment & consumables		50,000.00
Infrastructure & Construction works		20,000,000.00
TOTAL ESTIMATED COST		20,208,400.00

PROJECT 26	SMART CITY APPLICATIONS	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Prescriptions & management	30,000.00
Subcontracting		
Equipment & consumables		2,500,00.00
Infrastructure & Construction works		
TOTAL ESTIMATED COST		2,532,100.00

PROJECT 27	DIGITAL PLATFORM FOR e-GOVERNANCE	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs	Project supervision by 1 municipal engineer *	2,000.00
Office & Administration / Indirect Costs	5% * staff cost	100.00
Travel & Accommodation		
External Expertise & Services	Study & Implementation	50,000.00
Subcontracting	Operational costs	30,000.00
Equipment & consumables		2,000.00
Infrastructure & Construction works		
TOTAL ESTIMATED COST		84,100.00

PROJECT 28	MUNICIPAL TOURISM OFFICE AND BRAND IDENTITY	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs		100,000.00
Office & Administration / Indirect Costs	5% * staff cost	5,000.00
Travel & Accommodation		10,000.00
External Expertise & Services	Organization & Feasibility Study	30,000.00
Subcontracting		
Equipment & consumables		80,000.00
Infrastructure & Construction works		
TOTAL ESTIMATED COST		225,000.00

PROJECT 29	EU PROGRAMMES MUNICIPAL OFFICE	
COSTS BREAKDOWN	COMMENTS	ESTIMATED COSTS (€)
Staff Costs		240,000.00
Office & Administration / Indirect Costs	5% * staff cost	12,000.00
Travel & Accommodation		60,000.00
External Expertise & Services		30,000.00
Subcontracting		
Equipment & consumables		5,000.00
Infrastructure & Construction works		
TOTAL ESTIMATED COST		347,000.00

ANNEX 5

Alternative clustering of projects

An alternative clustering of the projects incorporated in the IAP based on thematic alignment, strategic pillars, co-financing potential and implementation synergy could be the following. This structure can help with bundling funding applications, coordinating timelines, and optimizing stakeholder engagement.

Cluster A: Sustainable and Smart Mobility

Focus: Accessibility, mobility innovation, low-carbon transport

ID	Project Name
1	Municipal Bus Service
2	Taxi-on-Demand Service
3	Transportation and Transfer Hubs
4	Pedestrianisation of
5	Redesign of Kardamyli's Northern Entrance
16	Bypass (Ring Road) to Kardamyli
17	Upgrade of Existing Road Network
18	Pedestrian Pathway between Agios Nikolaos and Stoupa
20	Bike Lane Expansion and Side Spots

Cluster B: Digital Transition and Smart Governance

Focus: Connectivity, digital public services, tourism tech

ID	Project Name
7	Digital Hub in Kardamyli
9	Online Platform for Promoting Artistic and Cultural Events
10	Digital Virtual Tour of West Mani
26	Smart City Applications
27	Digital Platform for e-Governance
29	EU Programmes Municipal Office

Cluster C: Green Infrastructure and Climate Resilience

Focus: Energy, circular economy, environmental infrastructure

ID	Project Name
21	Overflow Water Bottling Plant
22	Green Spot of West Mani
23	Solar Panels on Public Buildings
24	Water Supply Infrastructure
25	Sewerage Network and Wastewater Treatment Plant

Cluster D: Cultural Heritage and Tourism Development

Focus: Cultural regeneration, branding, and visitor economy

ID	Project Name
13	Restoration of Kardamyli's Port
14	Exhibition Hall & Cultural Centre of Kardamyli
15	Restoration & Reuse of the Cultural Centre in Stoupa
11	Taygetos Geopark
28	Municipal Tourism Office and Brand Identity

Cluster E: Social Infrastructure and Public Spaces

Focus: Community facilities, quality of life, village revitalization

ID	Project Name
6	Municipal Administrative Centre in Kardamyli
8	Upgrade of Public Space in Mountainous Villages
12	Sport Venues

ANNEX 6

Operational costs

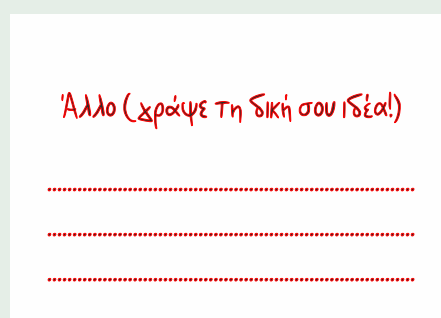
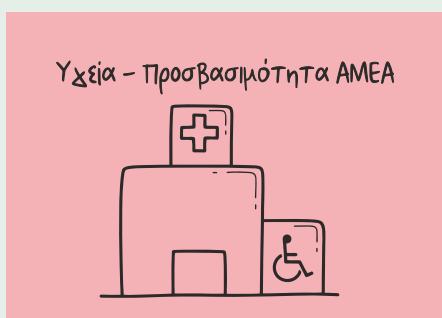
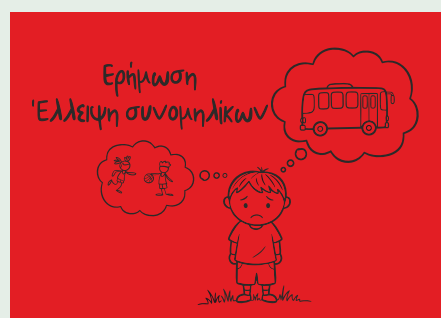
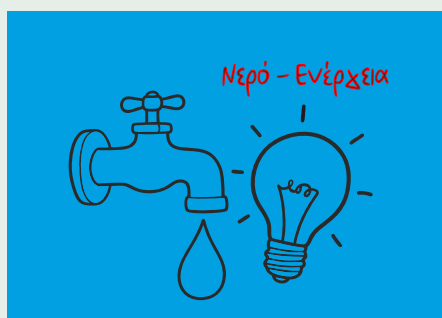
This section provides indicative operating costs for the projects proposed in this IAP. The operating costs have been estimated based on current market prices (in €) or on the basis of currently applied wage policies. These indicative operating costs take into account both personnel fees (for those decided to operate exclusively with Municipality personnel and for those assigned outsourcing), as well as other operating costs (consumable materials, energy costs, etc.)

ID	PROJECT	INDICATIVE ANNUAL OPERATIONAL COST
1	MUNICIPAL BUS SERVICE	€ 30,000
2	TAXI-ON-DEMAND SERVICE	€ 15,000
3	TRANSPORTATION AND TRANSFER HUBS	€ 10,000
4	STREET	€ 5,000
5	RE-DESIGN & CONFIGURATION OF THE NORTHERN (MAIN) ENTRANCE TO KARDAMILI	€ 8,000
6	MUNICIPAL ADMINISTRATIVE CENTRE IN KARDAMILI	€ 25,000
7	DIGITAL HUB IN KARDAMILI	€ 40,000
8	UPGRADE OF PUBLIC SPACE IN MOUNTAINOUS VILLAGES	€ 15,000
9	ONLINE PLATFORM FOR PROMOTING ARTISTIC AND CULTURAL EVENTS	€ 30,000
10	DIGITAL VIRTUAL TOUR OF WEST MANI	€ 30,000
11	TAYGETOS GEOPARK	€ 80,000
12	SPORT VENUES	€ 50,000
13	RESTORATION OF KARDAMYLI'S PORT	€ 15,000
14	EXHIBITION HALL & CULTURAL CENTRE OF KARDAMILI	€ 40,000

15	RESTORATION & REUSE OF THE CULTURAL CENTRE IN STOUPA	€ 30,000
16	BY-PASS (RING ROAD) TO KARDAMILI	€ 20,000
17	UPGRADE OF EXISTING ROAD NETWORK	€ 20,000
18	PEDESTRIAN PATHWAY BETWEEN AGIOS NIKOLAOS AND STOUPA	€ 15,000
19	RESTORATION AND PROMOTION OF TRAILS	€ 40,000
20	BIKE LANE EXPANSION AND SIDE SPOTS	€ 15,000
21	OVERFLOW WATER BOTTLING PLANT	€ 50,000
22	GREEN SPOT OF WEST MANI	€ 15,000
23	SOLAR PANELS TO PUBLIC BUILDINGS	€ 10,000
24	WATER SUPPLY INFRASTRUCTURE	€ 15,000
25	SEWERAGE NETWORK AND WASTEWATER TREATMENT PLANT	€ 60,000
26	SMART CITY APPLICATIONS	€ 30,000
27	DIGITAL PLATFORM FOR e-GOVERNANCE	€ 40,000
28	MUNICIPAL TOURISM OFFICE AND BRAND IDENTITY	€ 40,000
29	EU PROGRAMMES MUNICIPAL OFFICE	€ 20,000

ANNEX 7

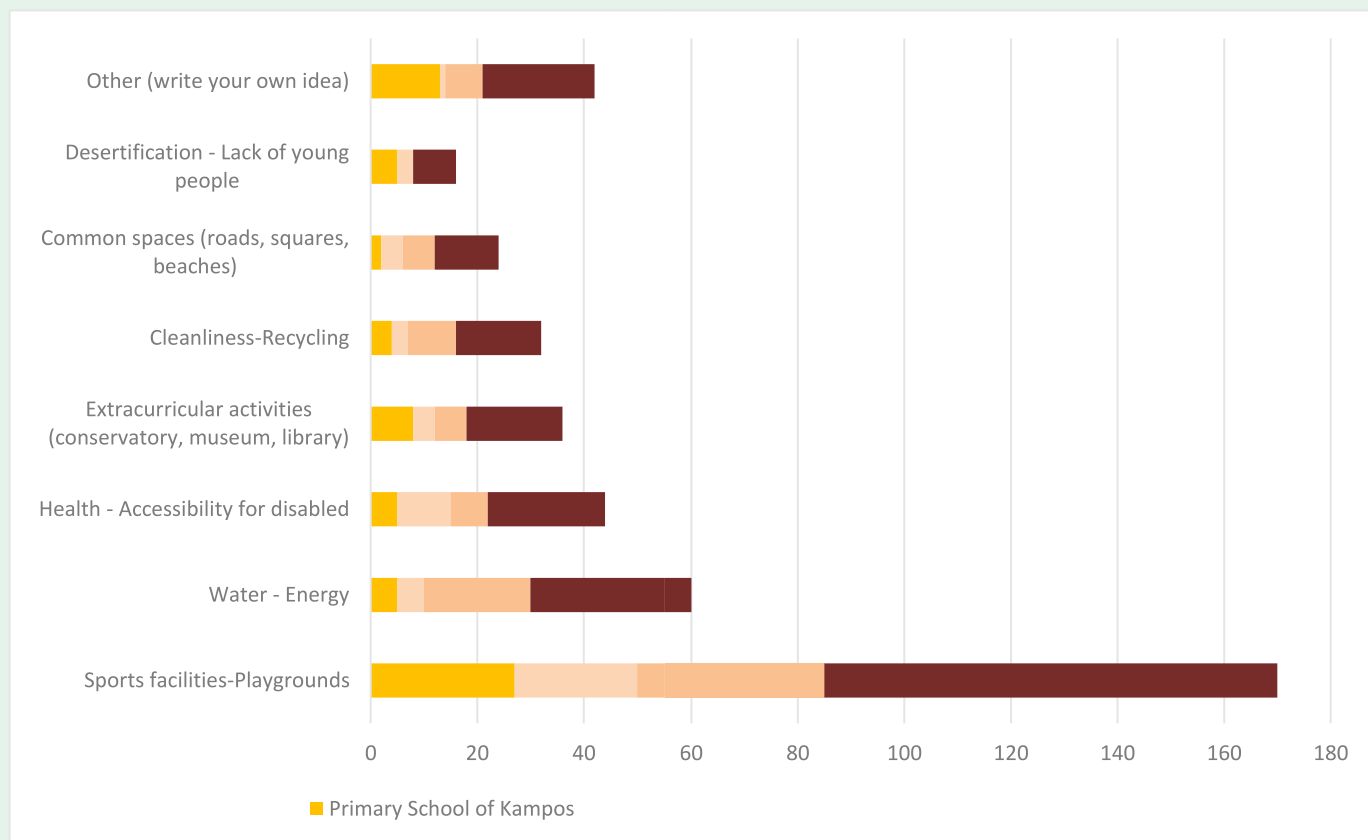
Results of the questionnaires

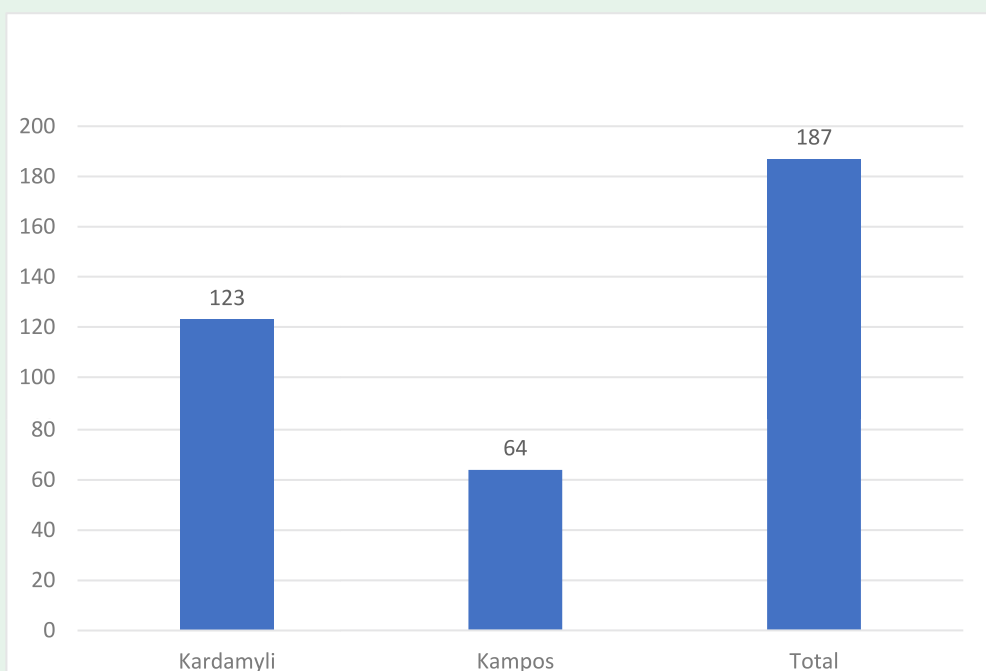


Ballots of the Second Small-Scale Action

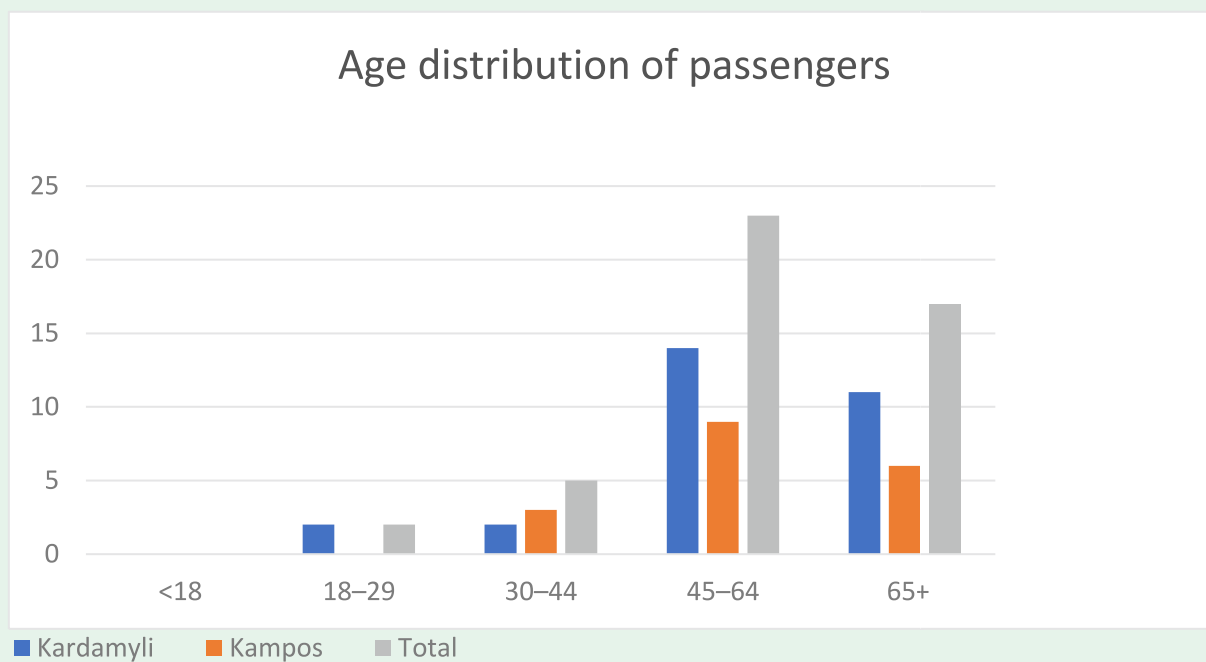
		Primary School of Kampos	Primary School of Stoupa 1	Primary School of Stoupa 2	Total
1	Sports facilities-Playgrounds	27	23	35	85
2	Water - Energy	5	5	20	30
3	Health - Accessibility for disabled	5	10	7	22
4	Extracurricular activities (conservatory, museum, library)	8	4	6	18
5	Cleanliness-Recycling	4	3	9	16
6	Common spaces (roads, squares, beaches)	2	4	6	12
7	Desertification - Lack of young people	5	3		8
8	Other (write your own idea)	13	1	7	21
8.1	School janitor and nurse	4			4
8.2	School garden	1			1
8.3	Swimming pool	1			1
8.4	Shops	1	0	1	2
8.5	Shelter for strays			1	1
0	INVALID/BLANK VOTES	1		3	4
	TOTAL VOTERS	69	53	90	212

School Voting Results



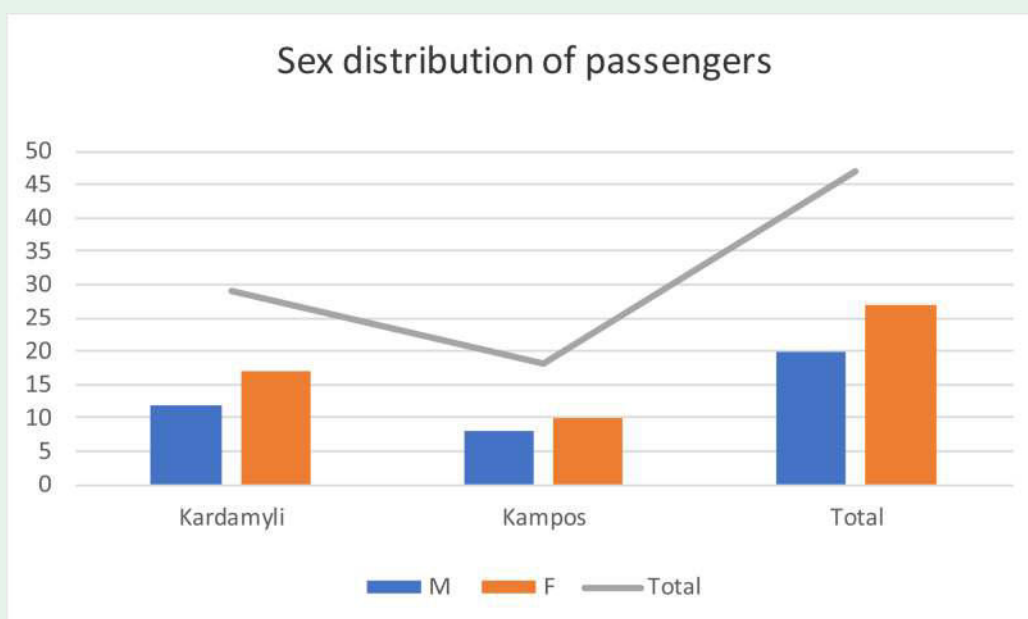


Passengers	Kardamyli 123	Kampos 64	Total 187
Filled Questionnaires	29	18	47

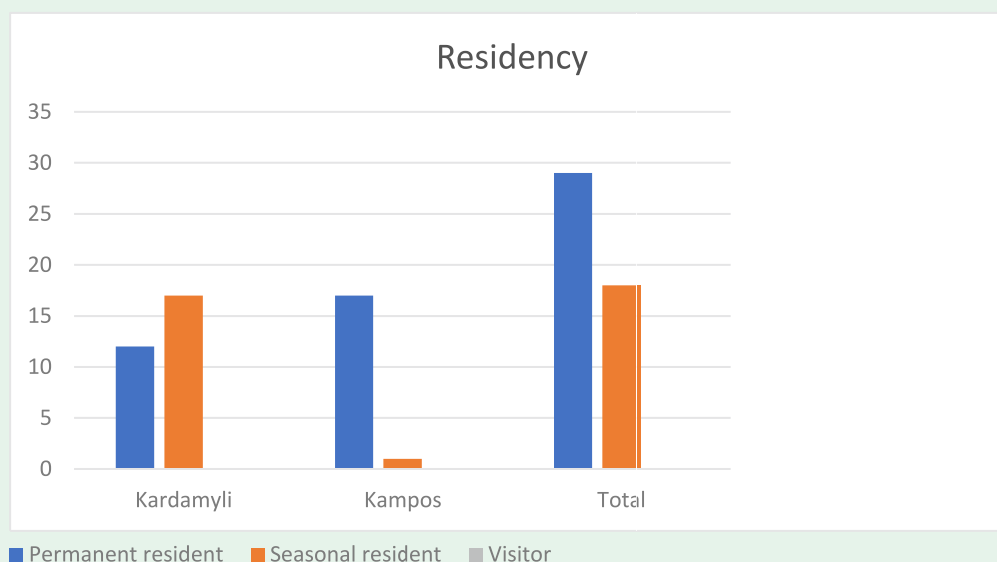


Age Group	<18	18-29	30-44	45-64	65+	Total
Kardamyli	0	2	2	14	11	29
Kampos	0	0	3	9	6	18
Total	0	2	5	23	17	47

Questionnaire Results of the Third Small-Scale Action

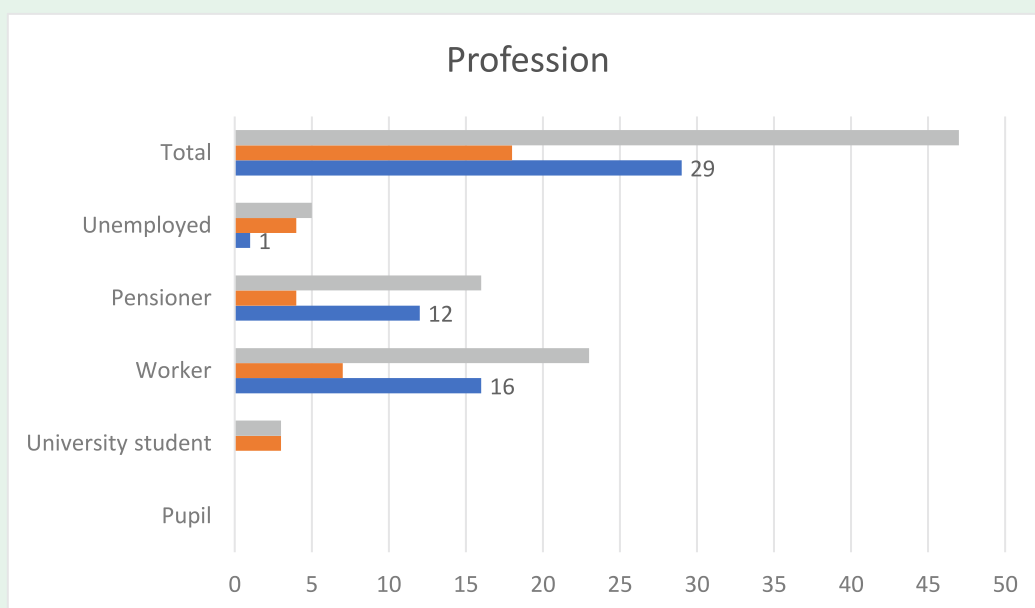


Sex	M	F	Total
Kardamyli	12	17	29
Kampos	8	10	18
Total	20	27	47

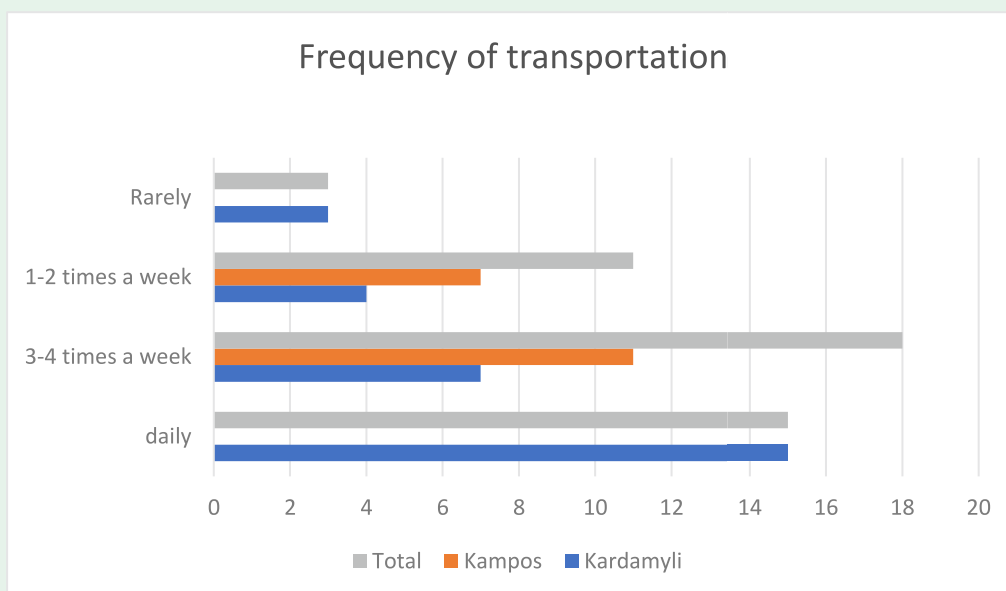


Residency	Permanent resident	Seasonal resident	Visitor	Total
Kardamyli	12	17	0	29
Kampos	17	1	0	18
Total	29	18	0	47

Questionnaire Results of the Third Small-Scale Action

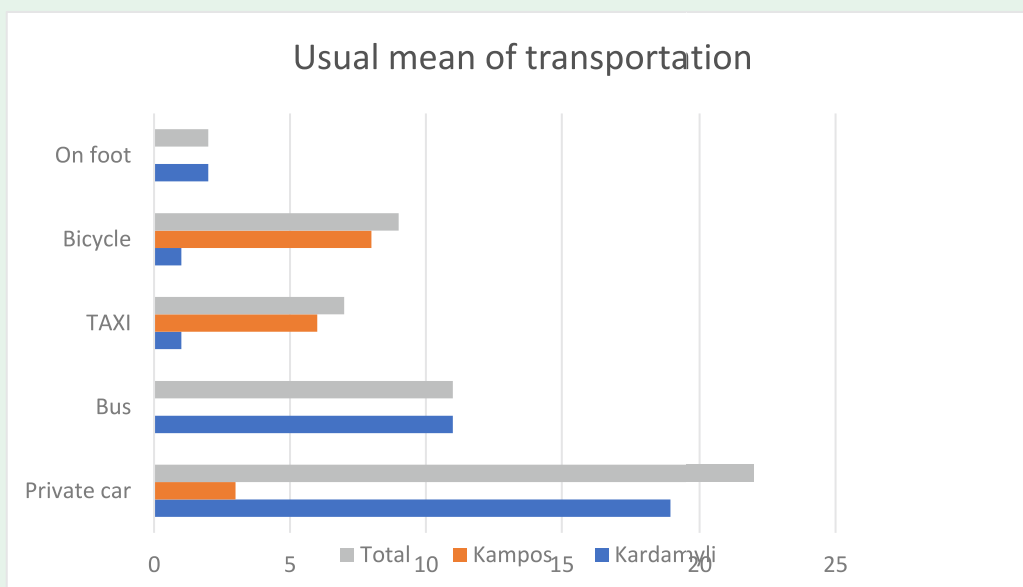


Profession	Pupil	University student	Worker	Pensioner	Unemployed	Total
Kardamyli			16	12	1	29
Kampos		3	7	4	4	18
Total	0	3	23	16	5	47

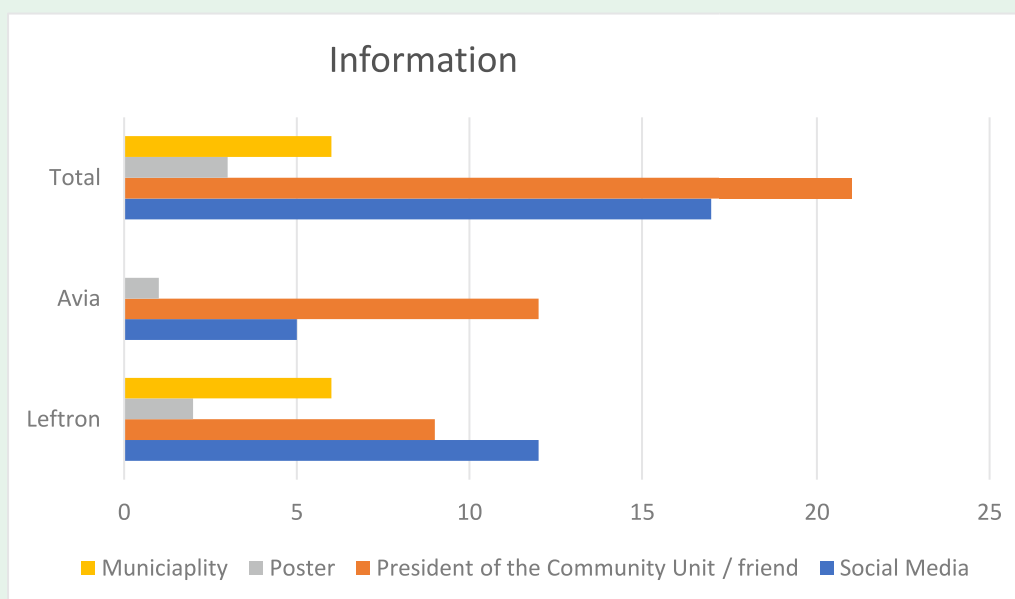


Frequency of transportation	daily	3-4 times a week	1-2 times a week	Rarely	Total
Kardamyli	15	7	4	3	29
Kampos	0	11	7	0	18
Total	15	18	11	3	47

Questionnaire Results of the Third Small-Scale Action



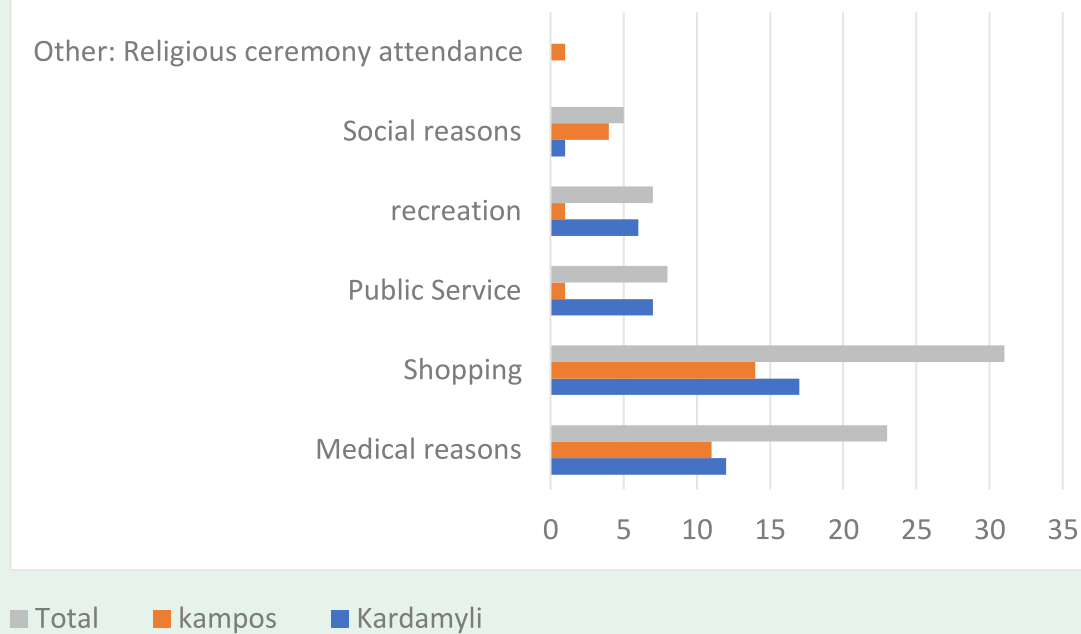
Usual mean of transportation	Private car	Bus	TAXI	Bicycle	On foot	Total
Kardamyli	19	11	1	1	2	34
Kampos	3	0	6	8	0	17
Total	22	11	7	9	2	51



Dissemination of the information about the pilot transportation	Social Media	President of the Community Unit / friend	Poster	Muniaplity	Total
Leftron	12	9	2	6	29
Avia	5	12	1	0	18
Total	17	21	3	6	47

Questionnaire Results of the Third Small-Scale Action

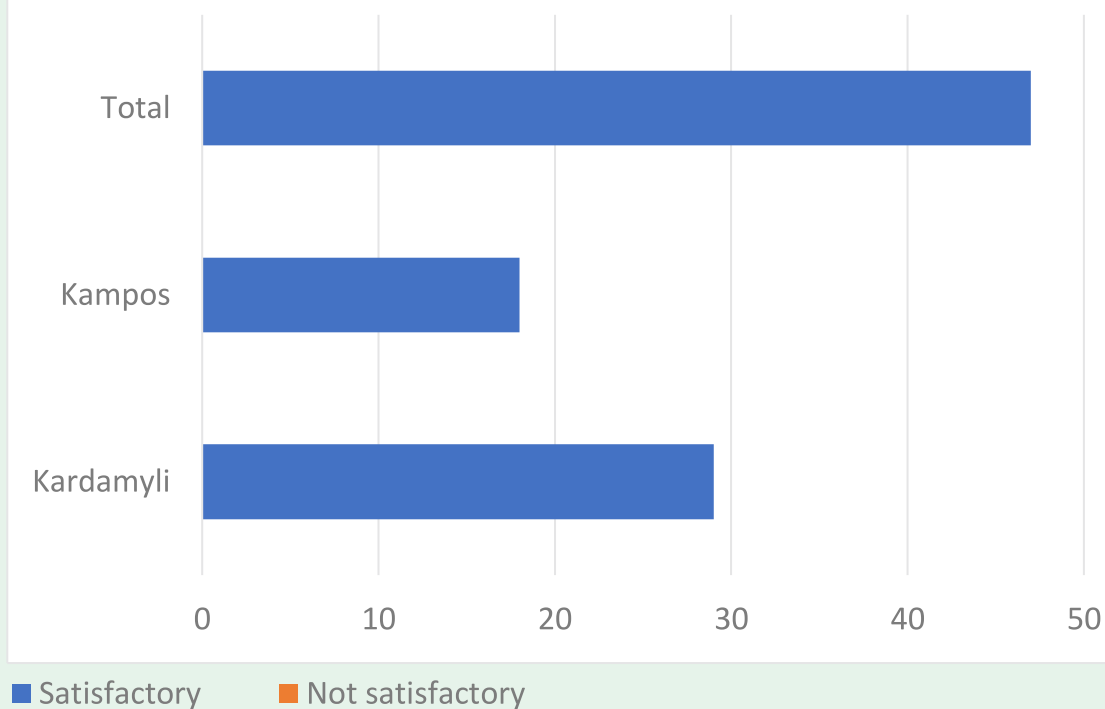
Purpose of travel



Purpose of travel			
	Kardamyli	kampos	Total
Medical reasons	12	11	23
Shopping	17	14	31
Public Service	7	1	8
recreation	6	1	7
Social reasons	1	4	5
Other: Religious ceremony attendance		1	

Questionnaire Results of the Third Small-Scale Action

Organisation

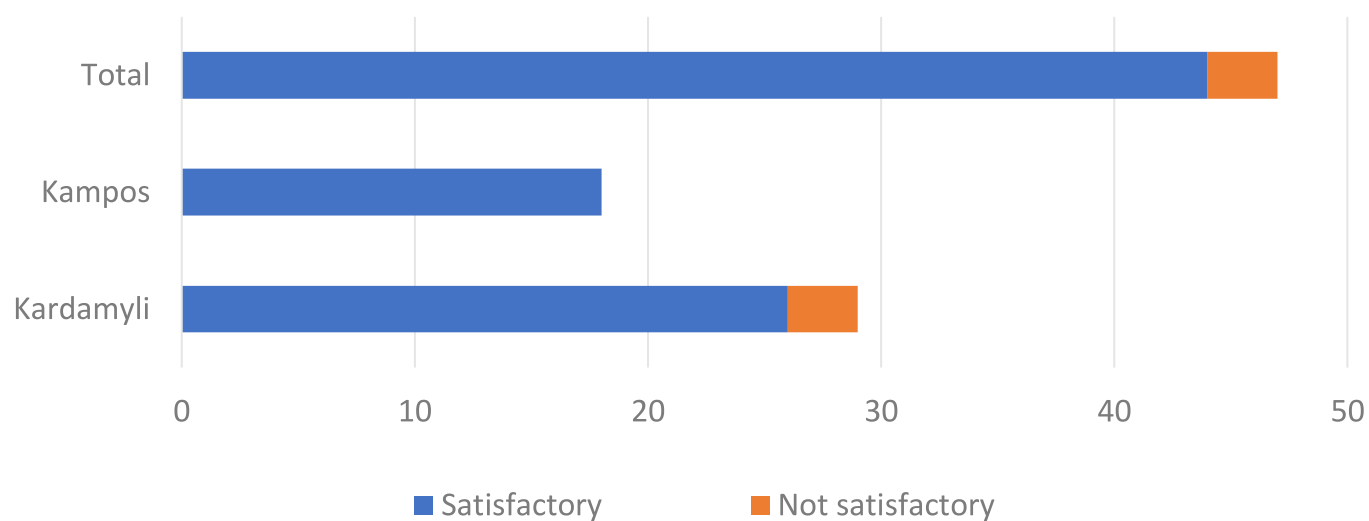


Villages proposed to be included in the Municipal Transport System

Organisation		
	Satisfactory	Not satisfactory
Kardamyli	29	
Kampos	18	
Total	47	

Questionnaire Results of the Third Small-Scale Action

Intermediate time between two itineraries

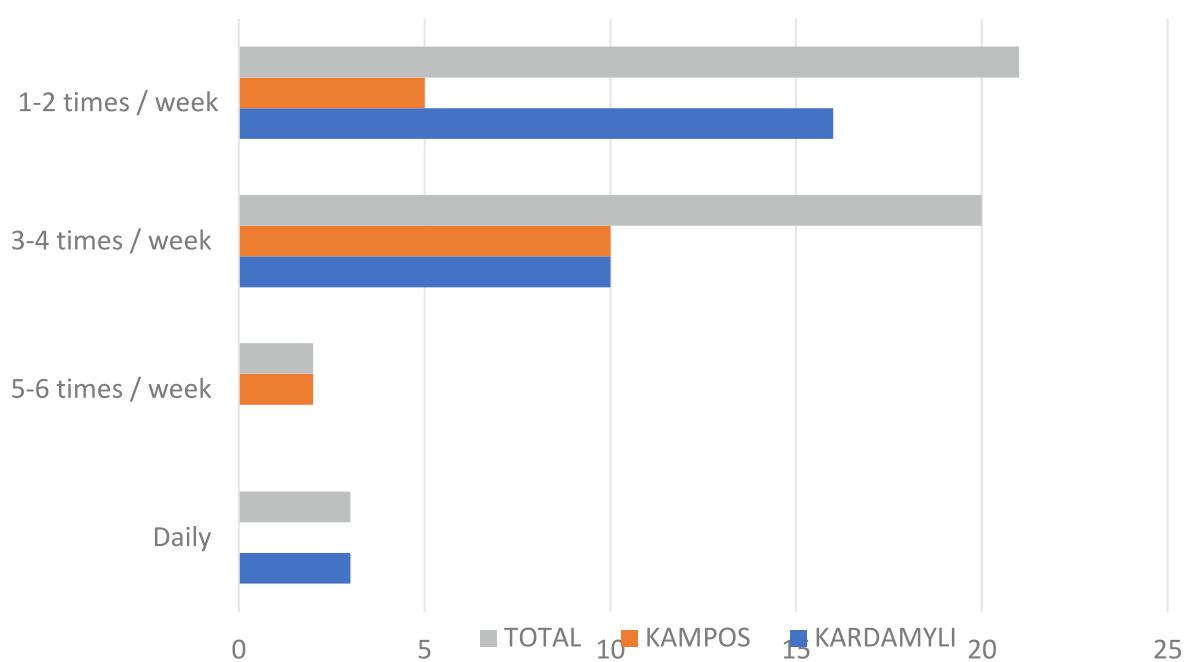


Intermediate time between the two itineraries		
	Satisfactory	Not satisfactory
Kardamyli	26	3
Kampos	18	
Total	44	3

Improvements	Kardamyli	Kampos	Total
Permanent itinerary			1
Route			3
Frequency			

Results of the Evaluation Questionnaire of the Third Small-Scale Action"

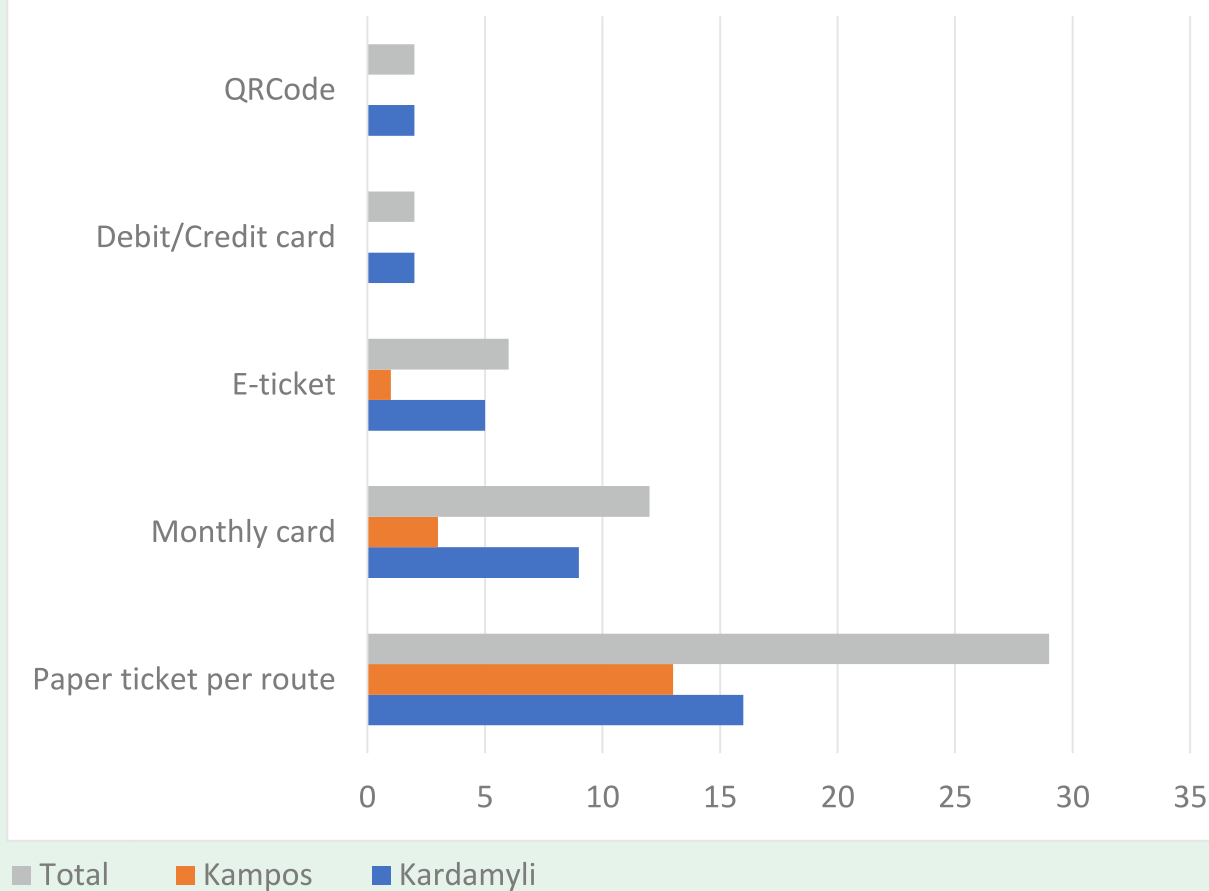
Frequency of Use



TICKET PAYMENT	Kardamyli	Kampos	Total
Paper ticket per route	16	13	29
Monthly card	9	3	12
E-ticket	5	1	6
Debit/Credit card	2		2
QRCode	2		2

Results of the Evaluation Questionnaire of the Third Small-Scale Action"

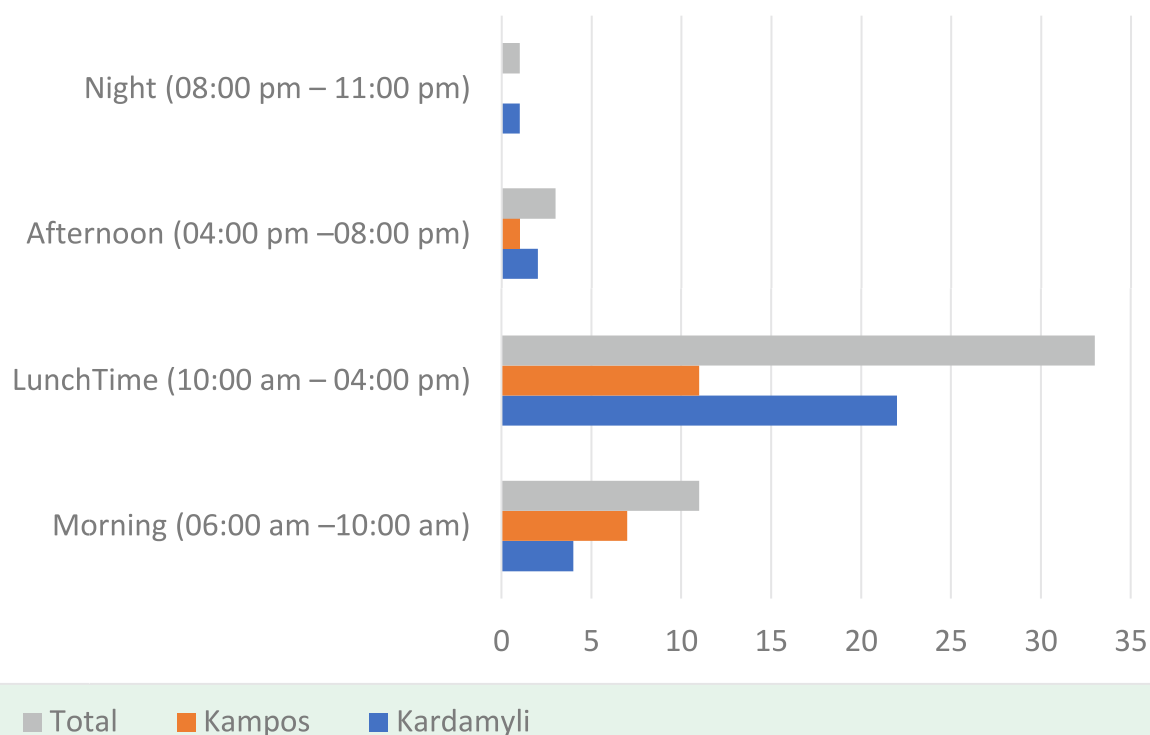
Ticket type



TICKET PAYMENT	Kardamyli	Kampos	Total
Paper ticket per route	16	13	29
Monthly card	9	3	12
E-ticket	5	1	6
Debit/Credit card	2		2
QRCode	2		2

Results of the Evaluation Questionnaire of the Third Small-Scale Action"

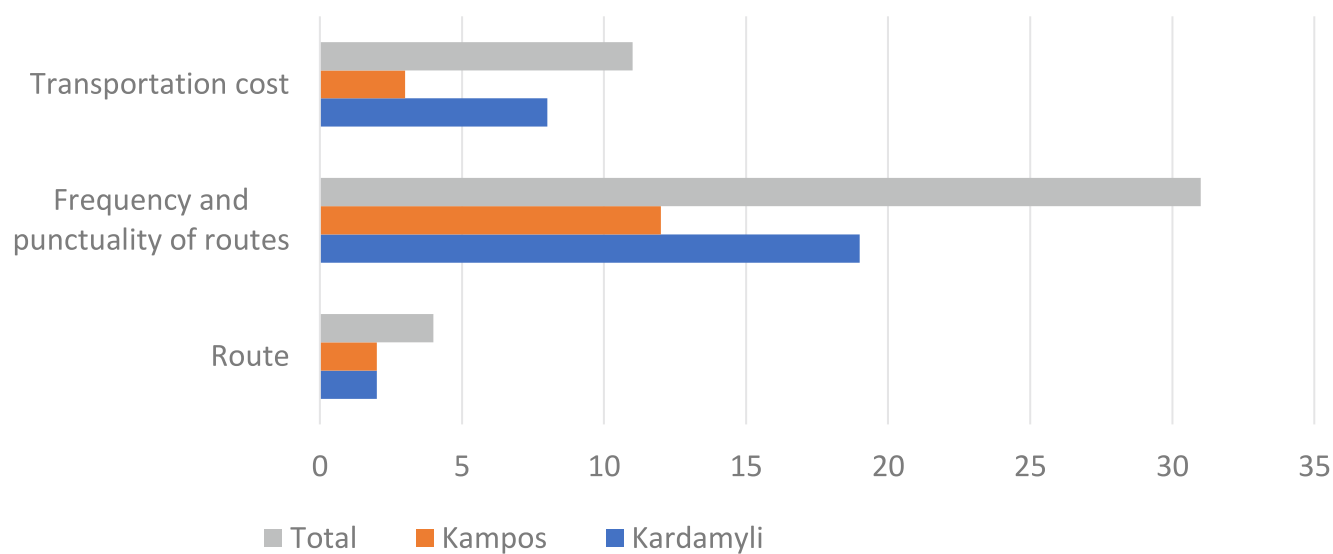
Proposed Operating Hours



Suggested operating hours for public transport	Kardamyli	Kampos	Total
Morning (06:00 am –10:00 am)	4	7	11
LunchTime (10:00 am – 04:00 pm)	22	11	33
Afternoon (04:00 pm –08:00 pm)	2	1	3
Night (08:00 pm – 11:00 pm)	1		1

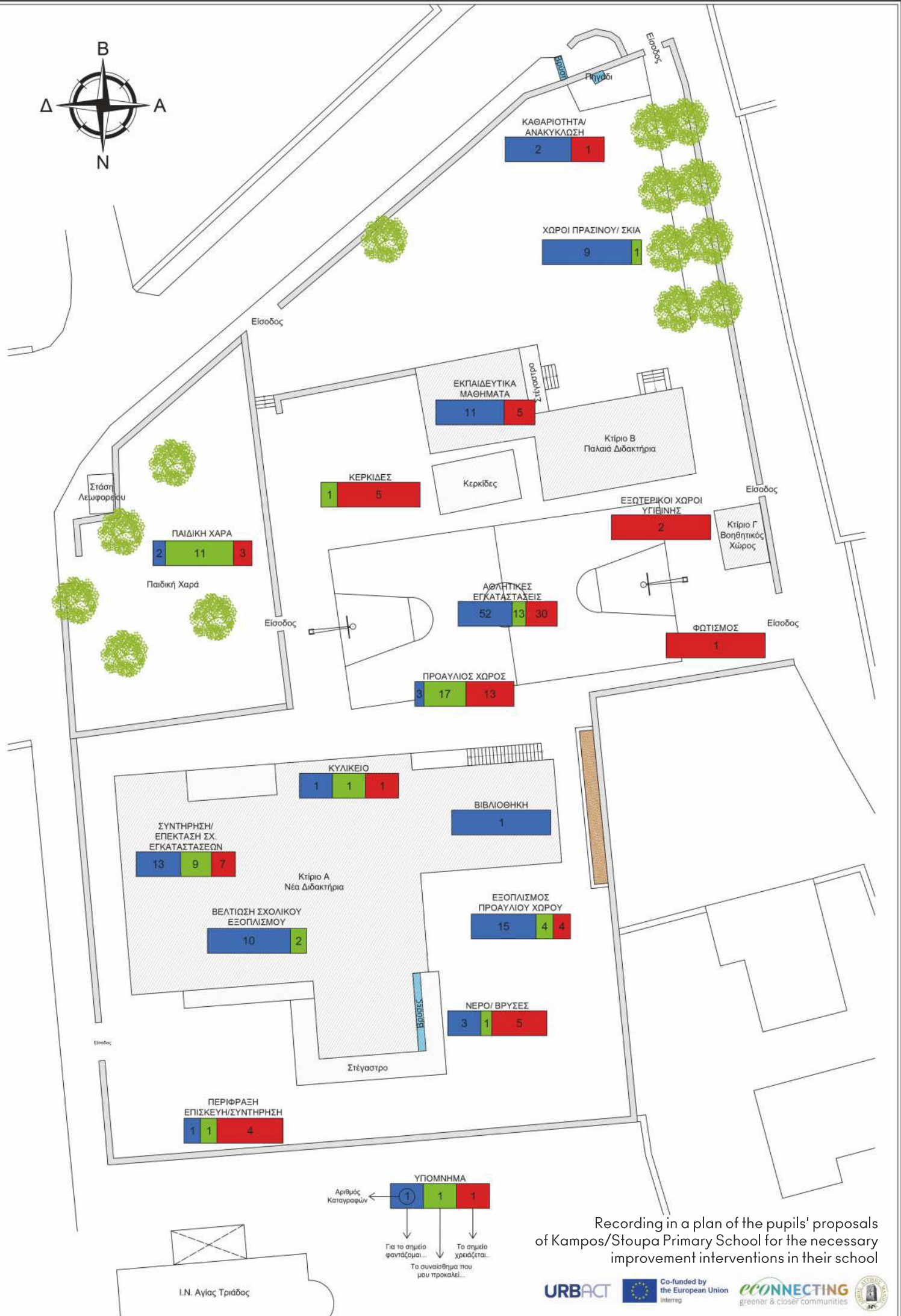
Results of the Evaluation Questionnaire of the Third Small-Scale Action"

Factors

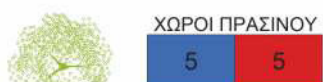


Public transport factors	Kardamyli	Kampos	Total
Route	2	2	4
Frequency and punctuality of routes	19	12	31
Transportation cost	8	3	11

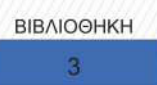
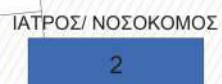
Results of the Evaluation Questionnaire of the Third Small-Scale Action"



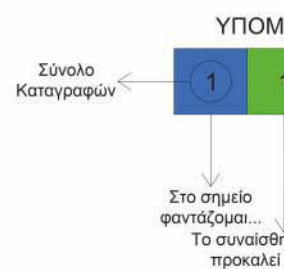
Recording in a plan of the pupils' proposals of Kampos/Stoupa Primary School for the necessary improvement interventions in their school



Αποθήκη



Βρύσες





Recording in a plan of the pupils' proposals of Kampos/Stoupa Primary School for the necessary improvement interventions in their school

CONTRIBUTORS – ACKNOWLEDGMENTS

The Integrated Action Plan was developed within the framework of the ECONNECTING Network (“ECONNECTING – Greener and Closer Communities”), which was implemented within the framework of the European Cooperation Programme “URBACT IV 2021-2027 Action Planning Networks” with funding from the European Union (ERDF) and national fundings.

The plan was developed “bottom-up” with the collaboration of Municipal Departments, local enterprises, active citizens and technical consultants, who formed the “URBACT Local Action Group” for West Mani (Urbact Local Group – ULG), with the collaboration of the partners of the “ECONNECTING” Project and the guidance and comments of the network's Lead Expert Roland Krebs.

Lead Partner: Unione della Romagna Faentina (Italy)

Project Partners: Municipality of Ormož (Slovenia), Municipality of Nagykallo (Hungary), Viseu Dão Lafões Region (Portugal), Municipality of Tori Vallavalitsus (Estonia), Municipal Unit of Ennis (Ireland) and Municipality of Berane (Montenegro).

The Econnecting project, in West Mani, was launched in 2023 during the mayoral term of **Mr. DIMITRIOS GIANNIMARAS**, former Mayor of West Mani and was implemented (2024-2025) during the mayoral term and under the guidance of **Mr. GEORGIOS CHIOUREAS**, Mayor of West Mani.

For the management and implementation of the project, a Local Action Group (ULG) was established, in accordance with the Decisions of the Mayor of West Mani No. 235/2023, 180/2024 and 293/2024.

Local Action Group (ULG) “ECONNECTING” of West Mani:

Anna Nikitopoulou, Head of Technical Service of the Municipality of West Mani – **Project Manager**

Christina - Faidra Nifakou, Special Advisor to the Mayor of West Mani – **ULG Coordinator**

Maria Peristeri, Head of Financial Department of the Municipality of West Mani – **Financial Officer**

Andriana Nikoloudi, Executive of the Environment Department of the Municipality of West Mani – **Communication Officer**

Ioulia Exarchoulea, Head of the Environment Department of the Municipality of West Mani – **Environmental Officer**

Eftychis Bitsanis, Architect of the Ephorate of Antiquities of Messinia

Panagiotis Papantoniou, Assistant Professor of the University of West Attica, President of the Association of Greek Transport Engineers

Sofia Botsea, President of the Cultural Association of Proastio

Stavroula Spyrea, Lawyer, Catering Entrepreneur

Giannis Avrameas, Outdoor Activities Entrepreneur

Takis Rapteas, Organic Olive Oil Producer

Stavroula Harvourou, Graphic Designer

Athanasia Katsika, Primary School Teacher, Director of the 1st Primary School of Stoupa “Panagiotis Foteas”

Andreas Zagakos, President of the Cultural Association of Karyovouni

Sofia Filea, Visual Artist

Yola Georgiadou, Emeritus Professor of Geoinformatics, University of Twente

Costas Karberis, Civil Engineer & Interior Architect, External Expert