

# Bus Fleet Decarbonisation

*Case Study  
Athens*

*Nellie Tzivelou, OASA  
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*All data in this presentation is for illustration purposes only*

## Overview of this Presentation

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- The Situation in Athens
- Working Group and Data Collection
- The Process

## Case Study, Athens

*The Situation in Athens (November 2019)*



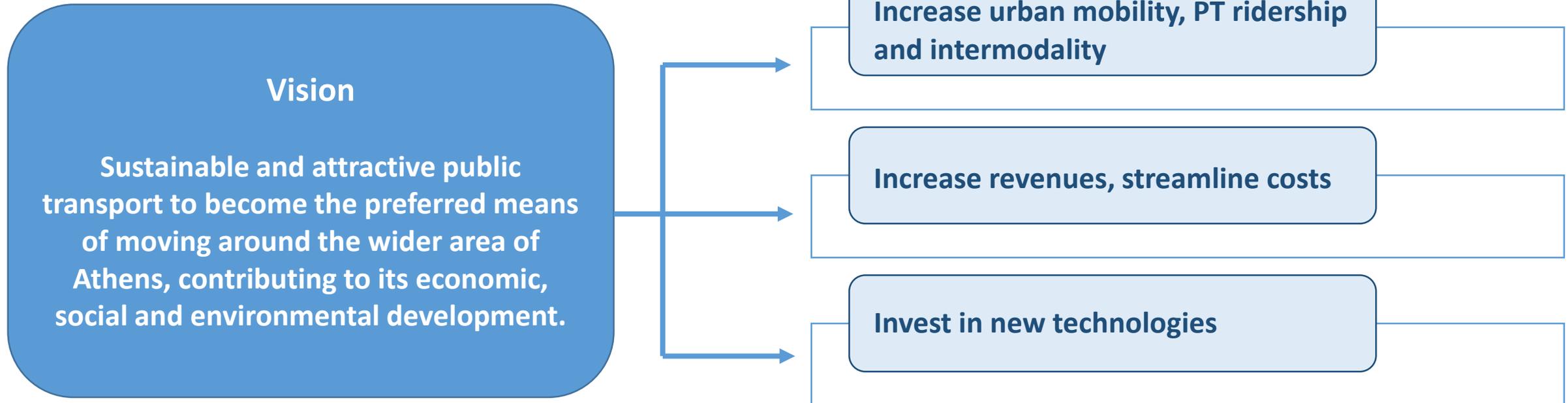
## The Situation in Athens

### ○ OASA S.A.

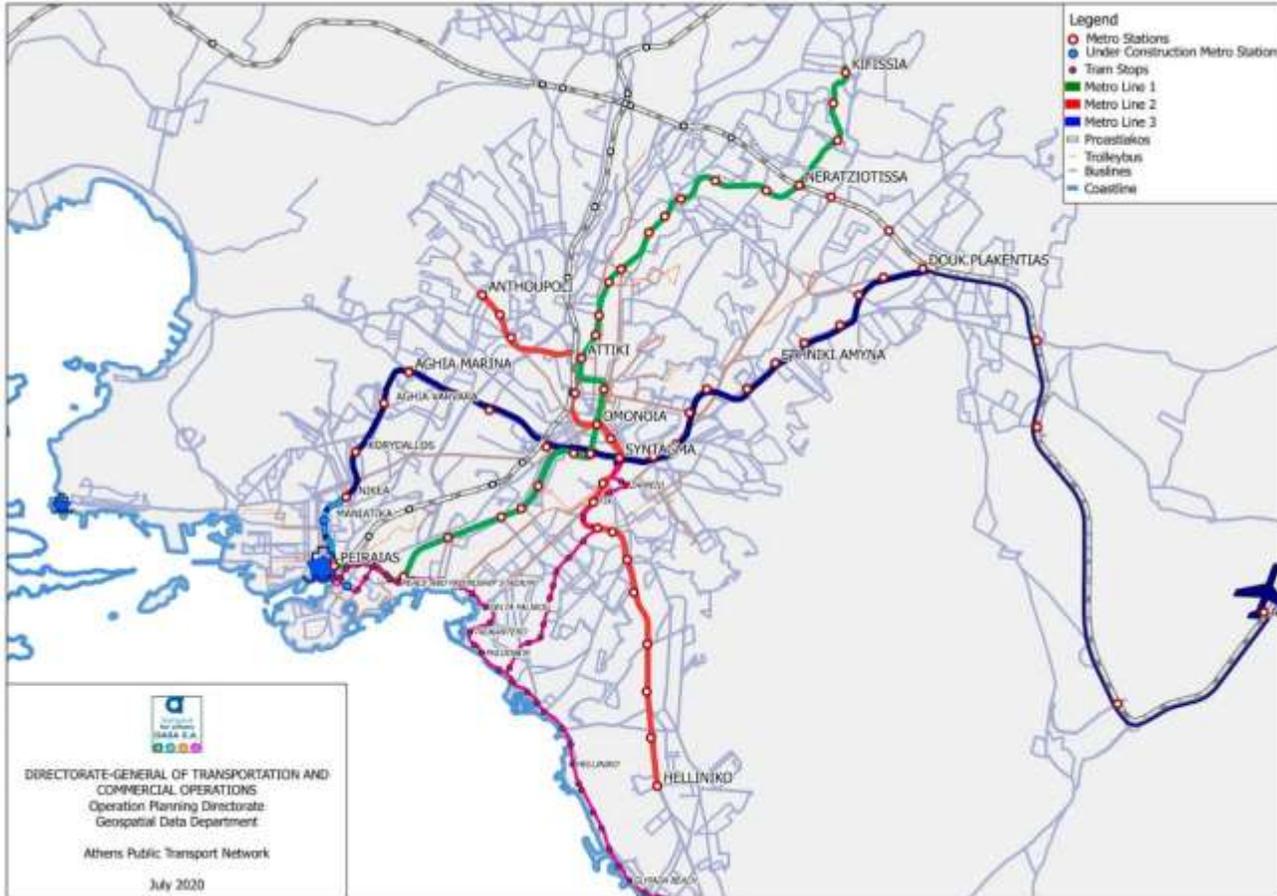
- ✓ **OASA Group** consists of the Athens Urban Transport Organization (OASA SA) and its subsidiaries, the two transport operators OSY SA and STASY SA.
- ✓ The only shareholder of OASA Group is the Hellenic **Corporation of Assets & Participations (HCAP)**.
- ✓ **OASA S.A.** is the largest public transport authority in Greece, responsible for planning, coordinating, monitoring and financing the public transport system in the Attica region.
  - ✓ **OSY SA** provides transport services by buses and trolley buses.
  - ✓ **STASY SA** provides transport services by metro and tram.



 OASA's vision, strategic objectives



# The Situation in Athens



## OASA Group in numbers (2019 data)



### Metro & Tram Transport Operator (2019 data)

- 267.163.000 boardings
- 2.435 employees
- 106,5 kms
- 3 metro lines
- 3 tram lines



### Bus & Trolley Transport Operator (2019 data)

- 322.988.000 boardings
- 4.790 employees
- 6.086 kms
- 263 bus lines
- 1.707 buses
- 19 trolley lines
- 286 trolley buses



## The Situation in Athens

### Total Fleet – 2000 vehicles (November 2019)

- 1,700 thermal fueled (diesel or CNG)
- 300 trolley buses
- 800 Euro I/Euro II (age close to 20 years)

### Availability is a challenge

- 1,200 vehicles available for daily operations
- 1,146 vehicles required to operate the schedule

### Aim of Fleet Renewal Plan

- To understand replacement schedule
- Investment programme for EU funds



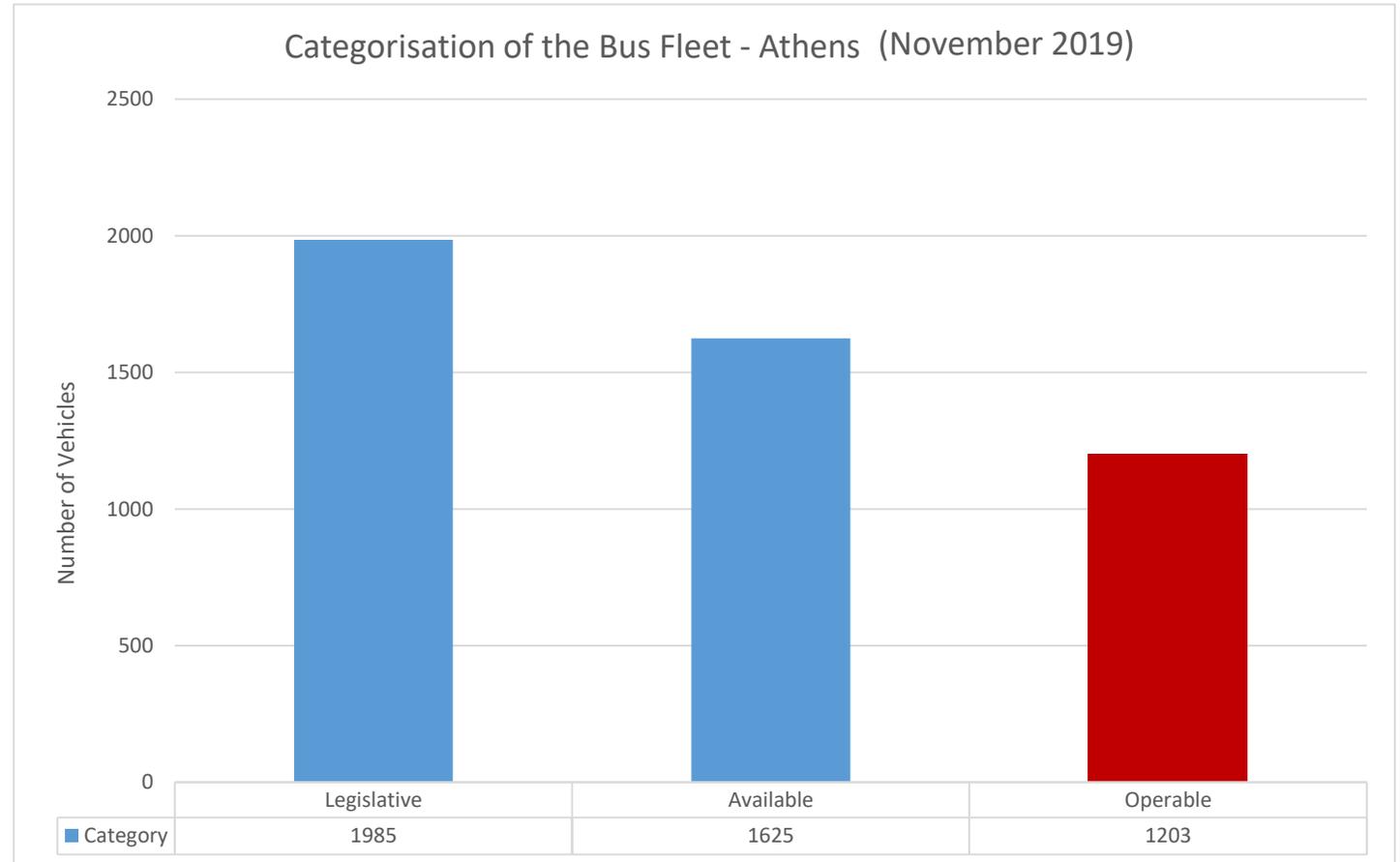
### ○ Working Group established in October 2019

- *OASA, OSY, supported by JASPERS*
- *Detailed inventory of the bus fleet size and characteristics*
- *Best available knowledge on the likely evolution of the bus fleet to 2030.*





## Fleet Status



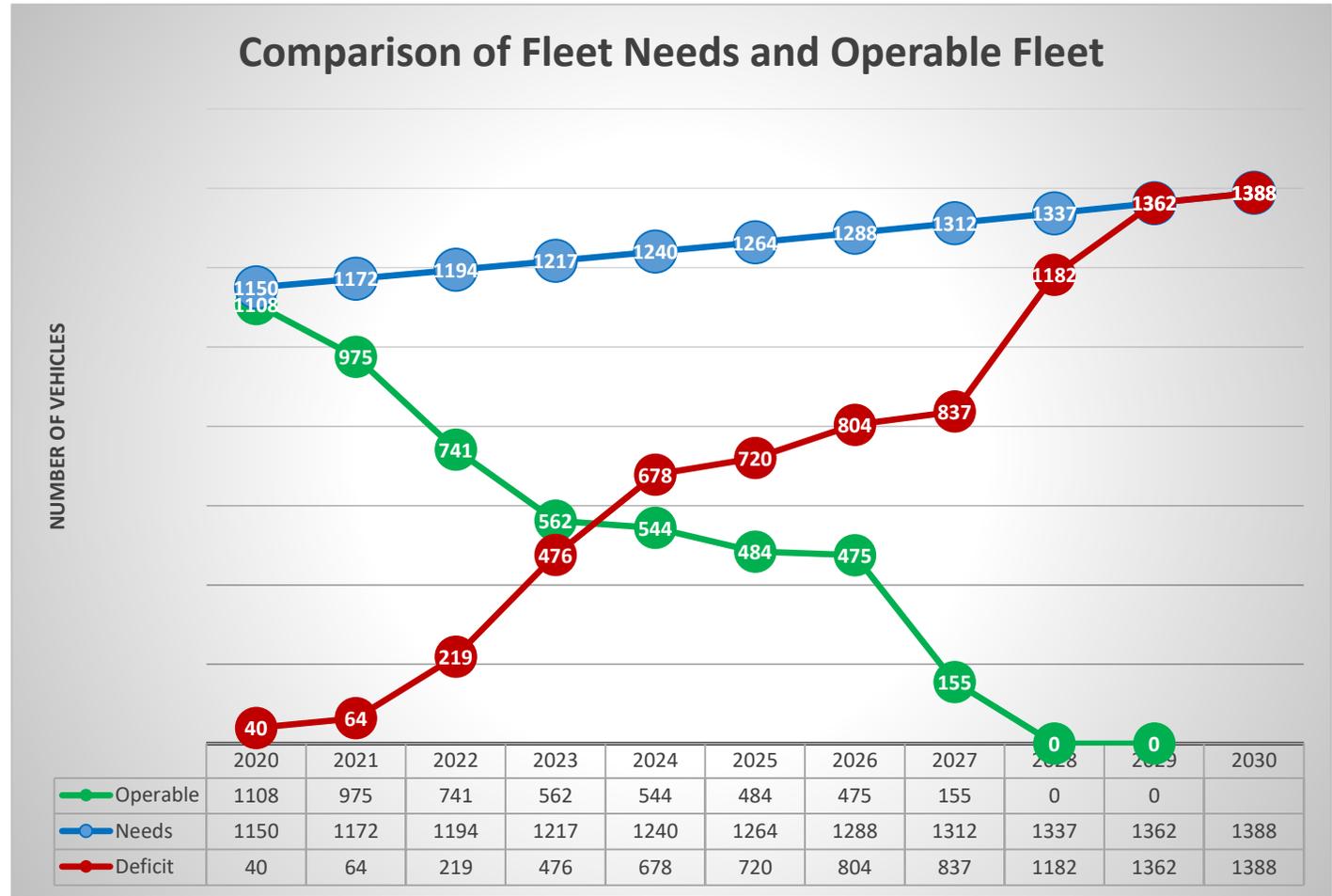
 **Maximum Age**  
*Impacts on the 'headroom'*

Year	Maximum Age
2020	<b>27 Years</b> , in line with current legal maximum
2023	Maximum age reduced to <b>23 years</b>
2027	Maximum age reduced to <b>19 years</b>
2030	Maximum age reduced to <b>15 years</b>

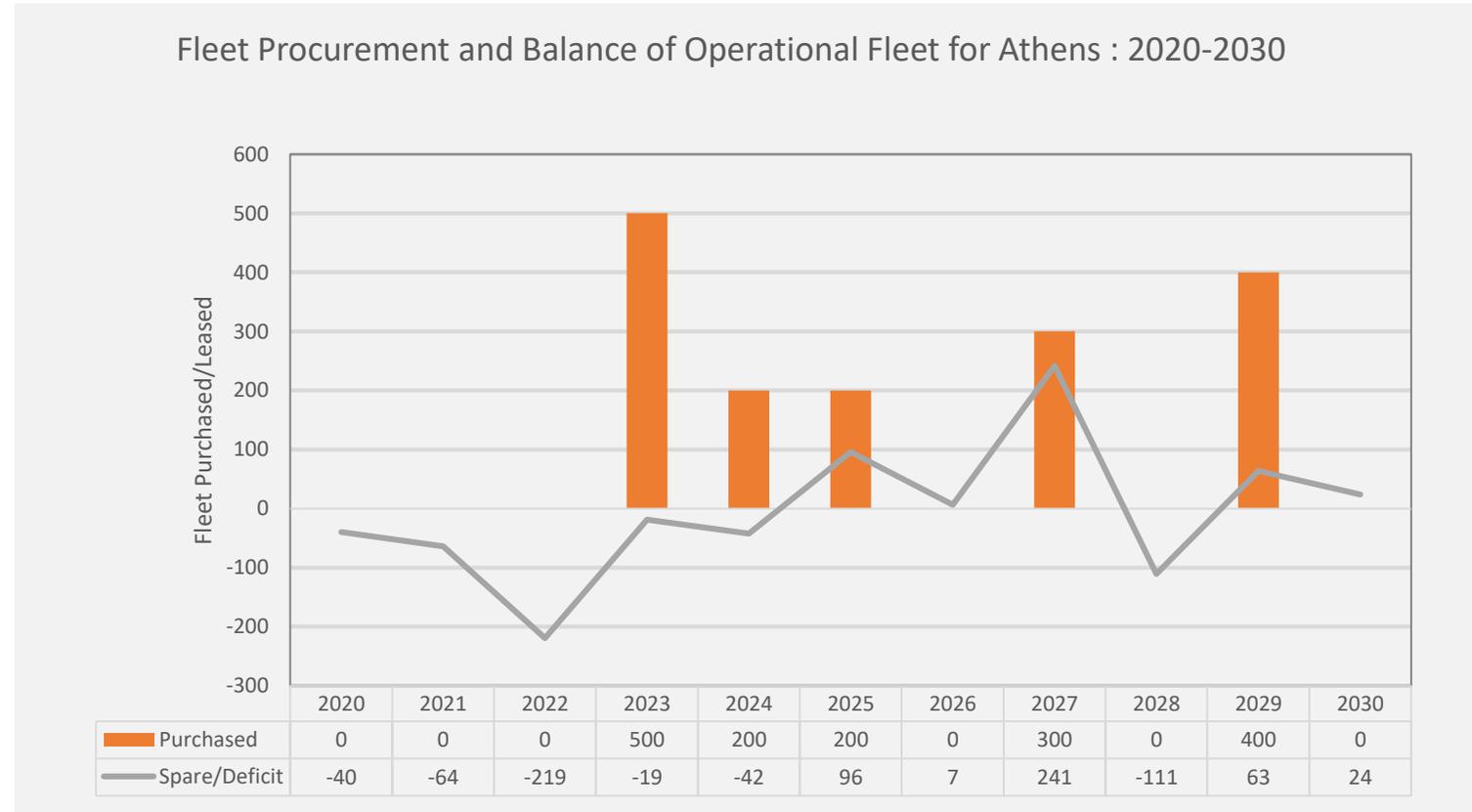
# Analysis of Needs

 **Fleet Needs**

- Arrival of Metro
- Complementary Investments (bus priority)
- Land Use/Planning and new Development Areas
- Transport Policy that impacts on Mode Share
- General Economic Growth/Travel Demand



## Finding the right Fleet Renewal Programme



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# More Information

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**For info or further questions on this webinar please contact the JASPERS Networking Platform team:**

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