

Bus Fleet Decarbonisation

*Case Study
Athens*

*Nellie Tzivelou, OASA
Alan O'Brien, JASPERS*

All data in this presentation is for illustration purposes only

Overview of this Presentation

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

Case Study, Athens

The Situation in Athens (November 2019)

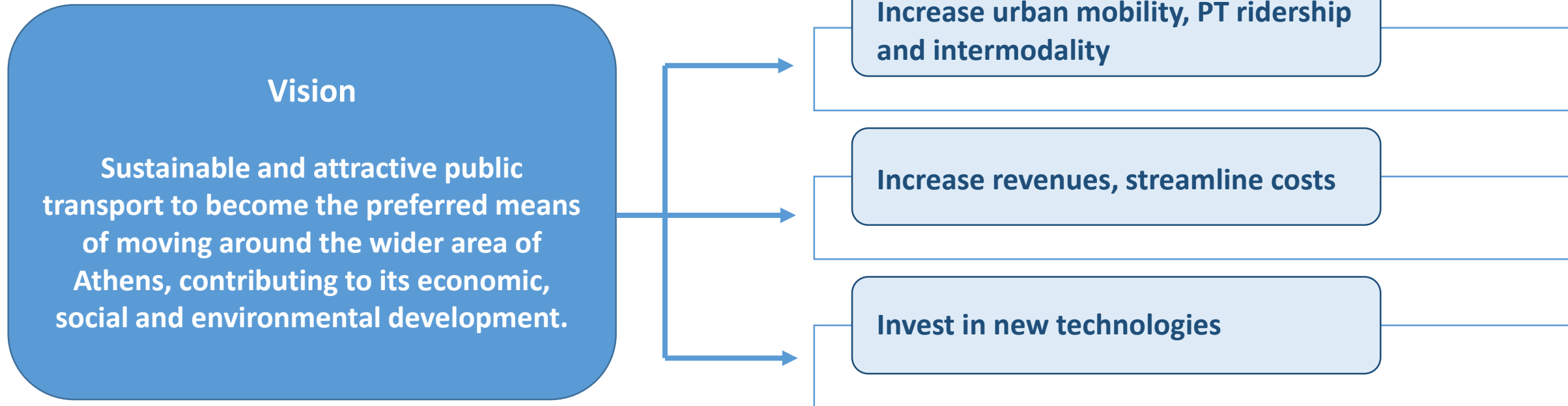
The Situation in Athens

○ OASA S.A.

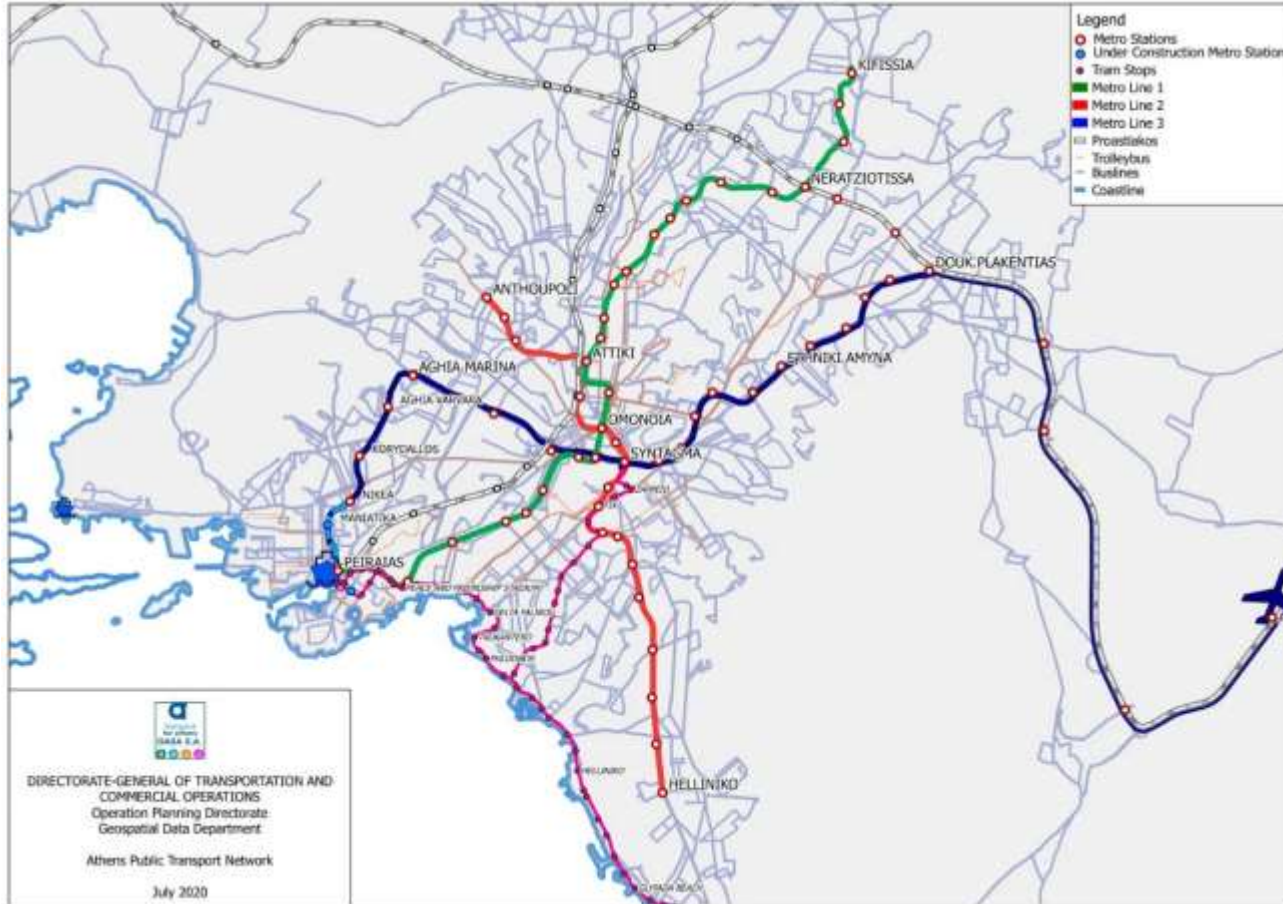
- ✓ **OASA Group** consists of the Athens Urban Transport Organization (OASA SA) and its subsidiaries, the two transport operators OSY SA and STASY SA.
- ✓ The only shareholder of OASA Group is the Hellenic **Corporation of Assets & Participations (HCAP)**.
- ✓ **OASA S.A.** is the largest public transport 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



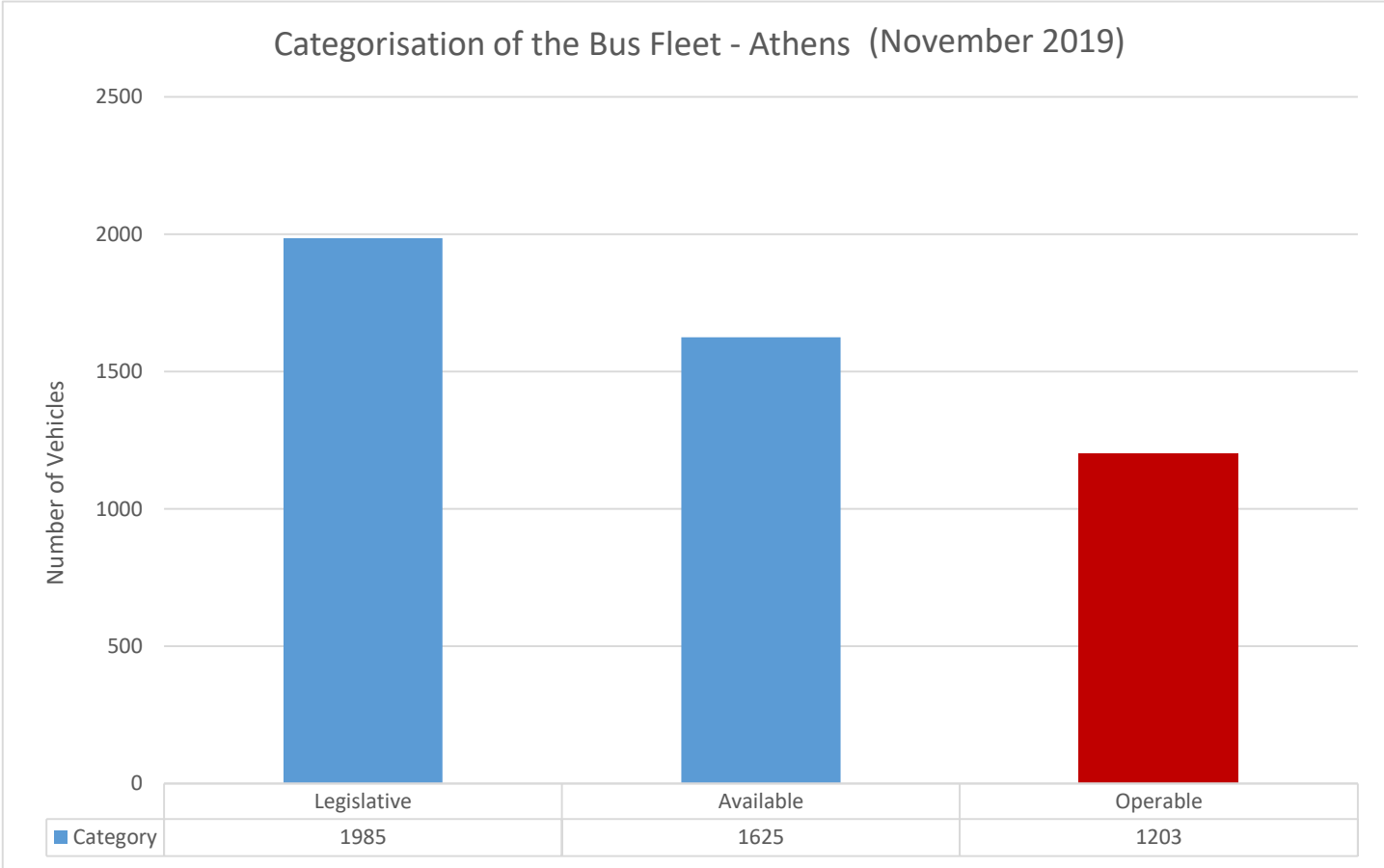


Working Group established in October 2019

- *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'

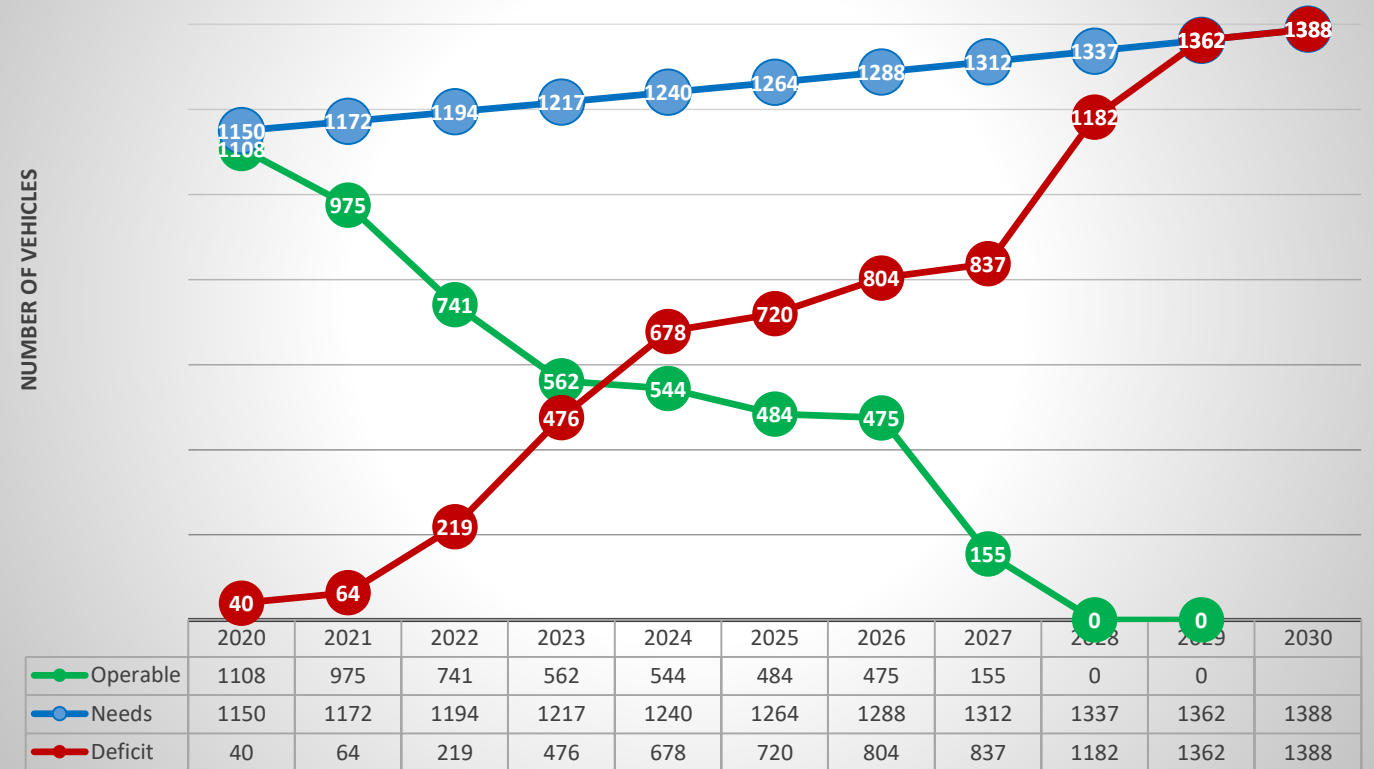
| Year | Maximum Age |
|------|--|
| 2020 | 27 Years , in line with current legal maximum |
| 2023 | Maximum age reduced to 23 years |
| 2027 | Maximum age reduced to 19 years |
| 2030 | Maximum age reduced to 15 years |

Analysis of Needs

○ Fleet Needs

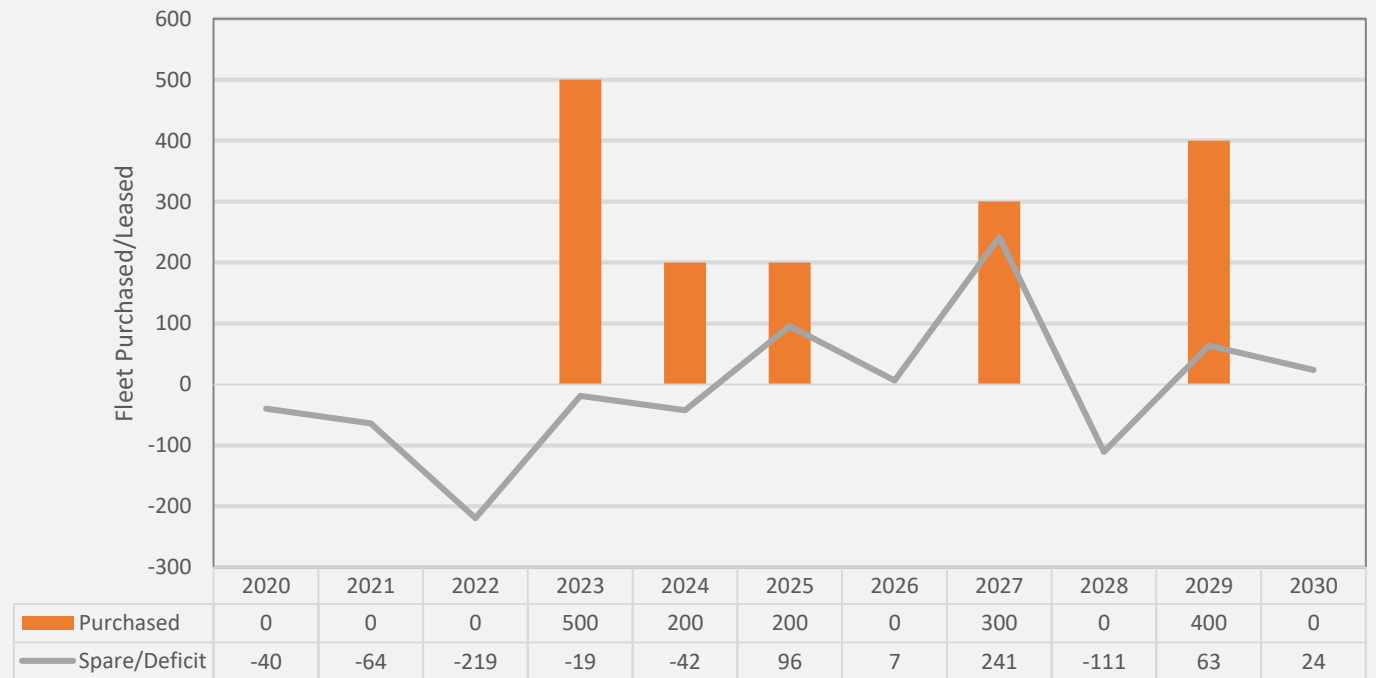
- *Arrival of Metro*
- *Complementary Investments (bus priority)*
- *Land Use/Planning and new Development Areas*
- *Transport Policy that impacts on Mode Share*
- *General Economic Growth/Travel Demand*

Comparison of Fleet Needs and Operable Fleet



○ Finding the right Fleet Renewal Programme

Fleet Procurement and Balance of Operational Fleet for Athens : 2020-2030



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More Information

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