



ATHENS
URBAN
TRANSPORT
ORGANISATION

From Planning to Performance Key Actions in Athens

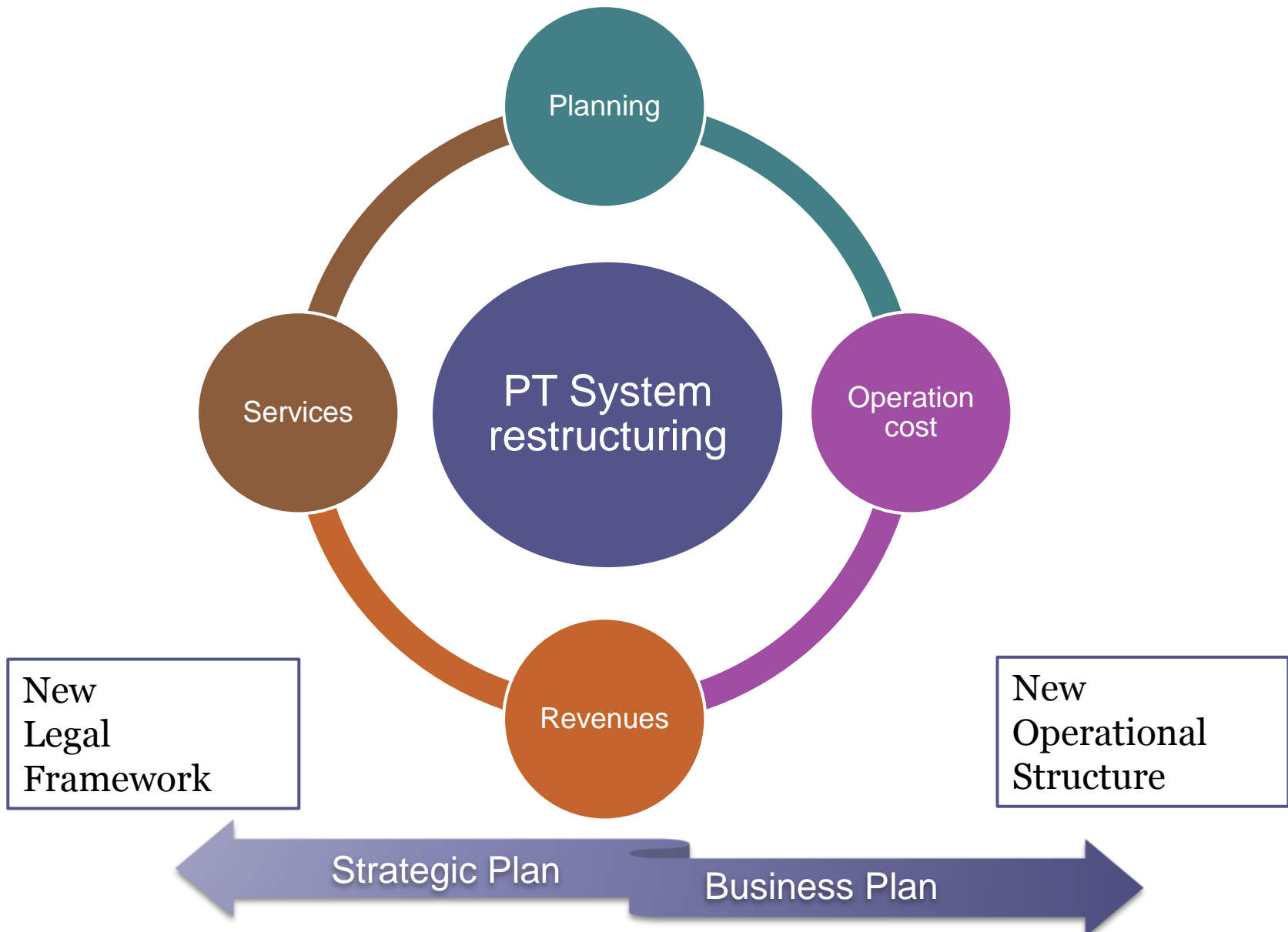
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Athens Urban Transport Organisation

Europeanization in Transport Market

- Single – Domestic market
 - Business framework uniformity
 - Opportunities to new business models
 - Stimulate demand
- Sustainable development
 - Environmental issues
- Decision making
 - Stakeholders role
 - Shift to a performance oriented market

PT system restructuring



Key issues on Strategic Planning

- **Improve quality of services**
 - New technologies (Google, Wi-Fi, etc)
 - Easy access to transport information, (web based information system, telecommunication center, etc)
 - Ticketing (encourage the monthly based card system, etc.)
- **Re-organize the PT network**
 - meet environmental targets
 - reduce operational cost and central government subsidies
- **New deal with the passengers**
 - services and rights
 - level of service
- **Investment plan**
 - Telematics
 - Fare collection system
 - Buslanes - BRT

Athens Urban Transport Organisation (AUTO/OASA) is ...



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- Metropolitan Public Transport Authority

-- responsible for the:

- ✓ transportation planning, control of services, the fare policy monitoring and the distribution of fare revenues to the operators
- ✓ coordination of all public transport operators into the Athens metropolitan area, i.e. thermal and electric (trolley) buses, metro and tram

-- supervision of the

- ✓ two major PT operators in Athens: Bus and Metro companies, as it is the only shareholder

AUTO strategic goals

- Sustainable development and rationalized operation of the Public Transport System
- Improvement of the level of services offered to passengers and modernization of the infrastructures of OASA and PT operators.
- Optimization of the performance and quality of transport services by increasing transport reliability
- Increase ridership
- Rationalization of resources
- Ensure the revenues
- Evaluate PT operators transportation and economic performance

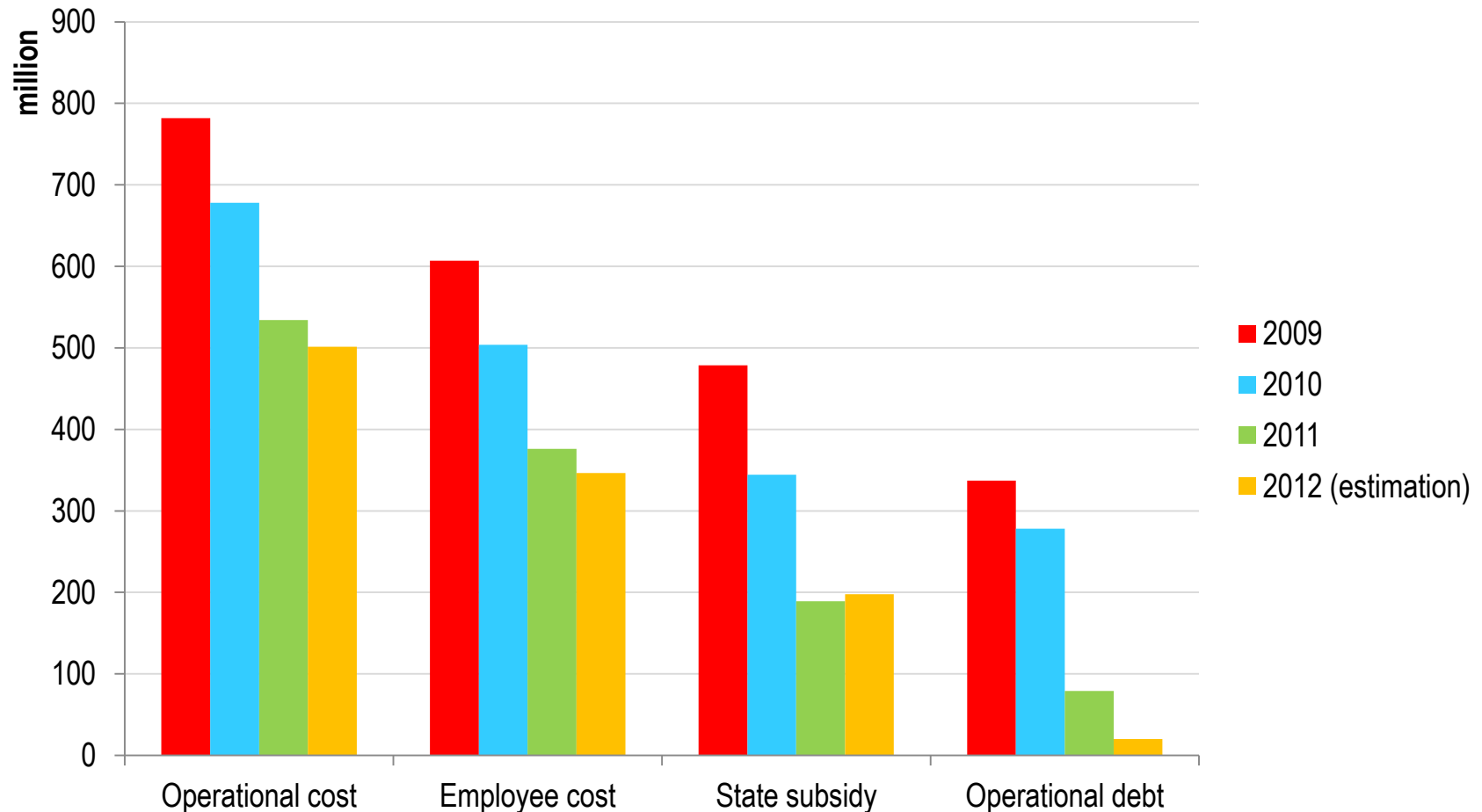


Economic feasibility

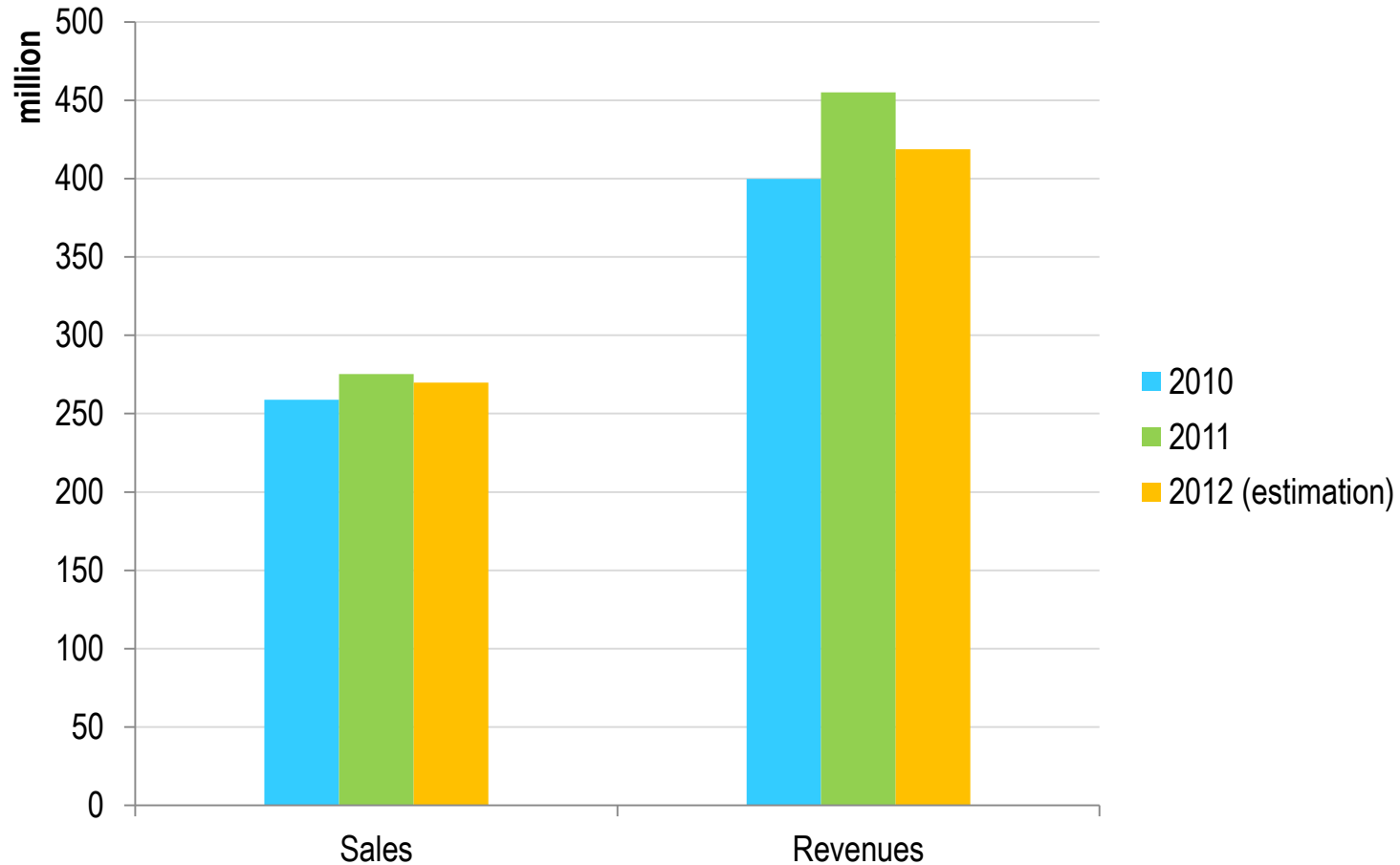
Key issues on Business Plan

- **Reduce operational cost**
 - fixed cost (salaries, real estate, etc)
 - variable cost (routes, hour of operation, cost based services, etc.)
 - new activities (maintenance, etc.)
- **Cost control**
 - new contracts to operators (cross cost contacts)
 - mechanism to monitoring performance (per month, quarter, annually)
 - obligations on cost control (if in one quarter the cost is more 10% then an detail report should be provided to government)
- **Improve the revenues**
 - new ticket pricing policy (+ 20-40% single tickets, 10-20% monthly and annually travel cards)
 - New body to reduce free travelers (target: less than 10% at the end of 2011)
- **Economy of scale**
 - Mergers in PT operation companies

PT economic performance 2009-2011



PT economic performance 2010-2011



Transportation performance 2010-2011

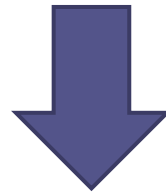
- -10% passengers (-20% the travels by car)
 - reduction of the mobility
 - leisure trips
 - Shopping
 - high number of strikes
 - more than 30 days for the employees in PT system
 - more than 100 days for the employees in other activities
- -20% routes by PT
 - Re-organise the Bus network
 - connection to Metro stations
 - reduce low demand routes
- Operational characteristics
 - Occupancy
 - $\geq 90\%$ in peak hours for the 70% of the routes
 - Fleet management
 - $\geq 35\%$ new technology fleet (Euro5 and CNG)
 - $\geq 20\%$ in CO2



Investments

Key Investments

- Implementation of a **Telematic System** used for thermal and electrical buses
- Development of an **Automatic Fare Collection System** for Athens Urban Transport



Public Private Partnerships (PPPs)

Thank you for your attention !

www.oasa.gr

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