



## ATHENS- OVERVIEW

**RIDE2RAIL-IP4MAAS Stakeholders' Workshop**  
**Karlsruhe, 12 May 2022**

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IP4MaaS

# The IP4MaaS Athens Pilot Site



These projects have received funding fi

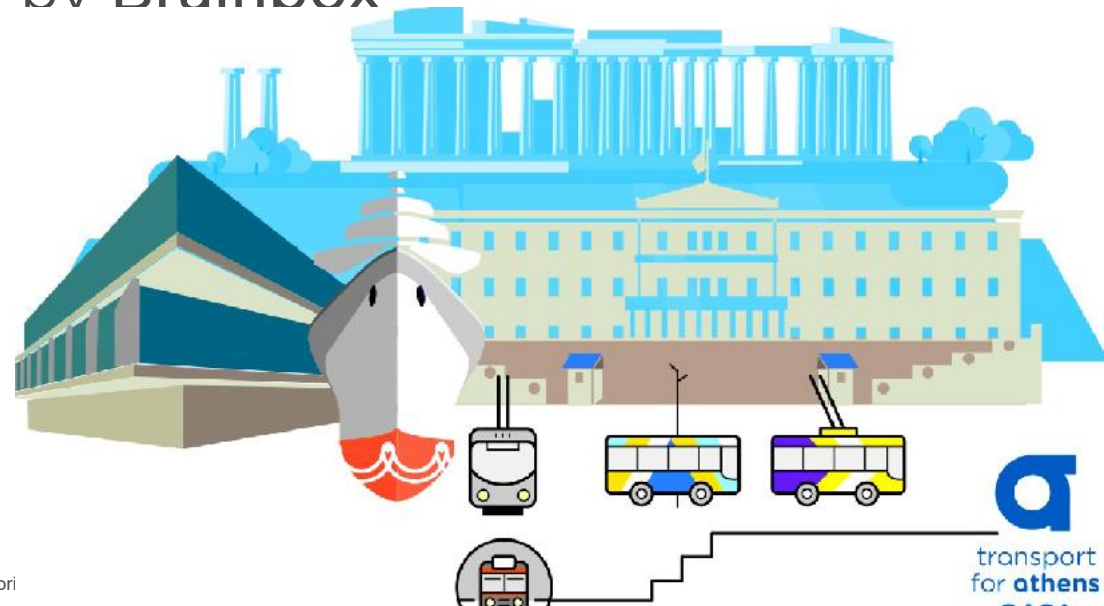


125 (RIDE2RAIL) and 101015492 (IP4MaaS)

# OVERVIEW OF ATHENS' DEMO SITE

Athens' site includes PT, shared and on-demand mobility services provided by 4 TSPs:

- Urban PT provided by **OASA S.A**: It covers the entire Athens Agglomeration and consists of a comprehensive network of multiple PT means: Bus, Trolley, Trams and Metro.
- Municipal PT service (bus) provided by the **Municipality of Irakleio**
- Taxi service provided by COSMOS radiotaxi (**Taxiway partner**)
- Shared bike service provided by **Brainbox**



# OBJECTIVES OF ATHENS' DEMO SITE

The following example scenarios/combinations are foreseen:

- ✓ Taxi service for first/last mile with metro and bus services for a single trip
- ✓ Bike sharing for first/last mile with metro and bus service for a single trip
- ✓ PT modes for a single trip
- ✓ PT tickets with flat cost taxi rides through a single on-line purchase

Athens demo site will also be add tourist users' modes





# 2IP4MAAS -KEY FUNCTIONALITY DEMONSTRATED

## DEMONSTRATION PHASE 1

- Journey Planner & Offer builder for OASA, Taxi and bike sharing
- Taxi booking
- Bike sharing issuing
- Location Based Experience



## DEMONSTRATION PHASE 2

- Journey planner & Offer builder extended for all TSPs
- Issuing of digital coupons for OASA
- Issuing of digital travel entitlement for Taxis
- On board validation and inspection of travel entitlements for taxis
- Location Based Experience



IP4MaaS



# IP4MAAS – CHALLENGES

- OASA's ATHENA contactless card ticketing system cannot be integrated with other ticketing technologies for legal, contractual and practical reasons
- QR code based ticketing technology needs hardware and software infrastructure investment in order to be adopted
- Bike sharing scheme uses top-up e-wallet payment method, which is not directly integrateable within a standard PT ticketing scheme
- Bikes' unlocking & locking functionality is not foreseen
- Discrepancies in standards used by PT and shared & on-demand services
- Mobility packages require business agreements in place & win-win business models





IP4MaaS

# The RIDE2RAIL Athens Pilot Site



# OVERVIEW OF ATHENS' DEMO SITE

The RIDE2RAIL Athens' site aims to:

- Enhance the connection of low density Attica parts to PT modes and specifically to the ATTICO Metro, through the provision of demand responsive ridesharing services
  - serve as test site for the platform assessment taking into account new forms of shared mobility,
  - evaluate innovative concepts of m
- To put it plainly...*

- ❖ Travelers going to the Athens (north and center) from peri-urban areas, with low frequency of PT services, often use their cars for their trips.
- ❖ To stop this, ride-sharing services will be offered through a dedicated app, for the 1st and/or last leg







## ATHENS DEMO AREA

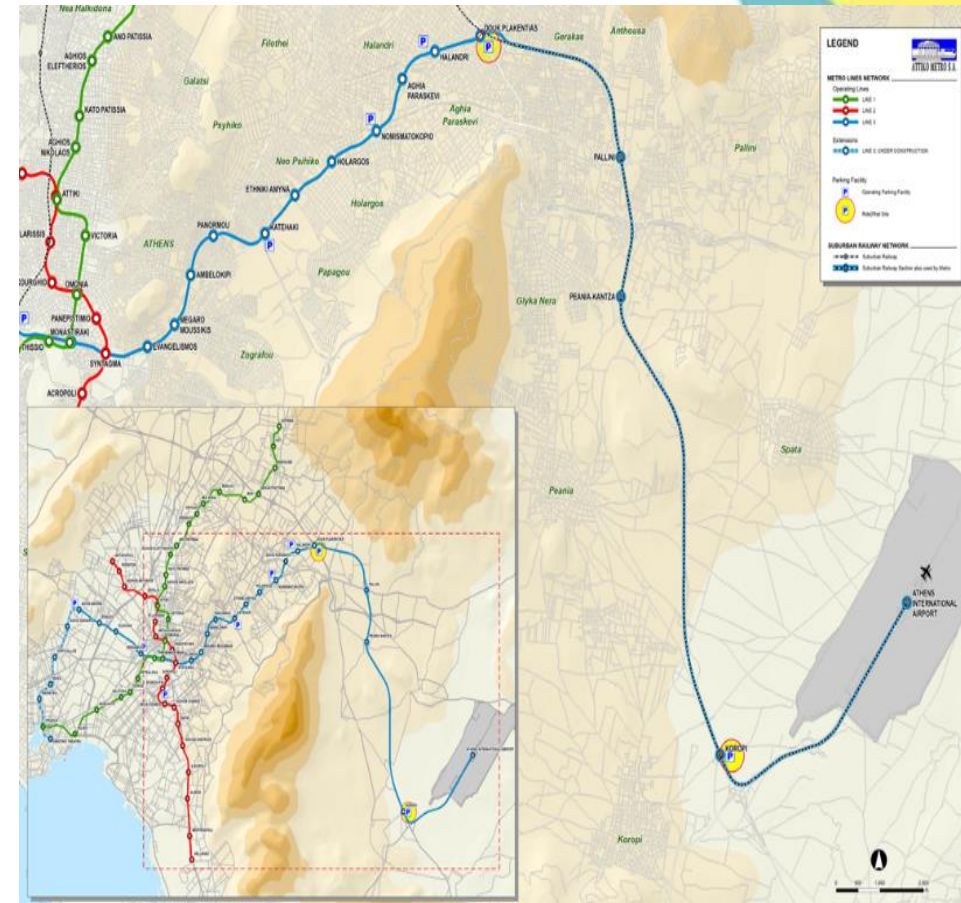
Stated Preference (SP) experiment will involve:

- 250 solo parkers and
- bus feeder users

at both test sites to assess ridesharing acceptance as access/egress mode to rail.

Main segmentation by trip purpose:

1. Potential riding commuters matched to driving commuters,
2. Potential occasional riders matched to all drivers (commuting and occasional).





## ATHENS DEMO SITE – STORY TELLING

- ✓ Maria is an employee living in Koropi.
- ✓ She commutes daily from Koropi to Zografou.
- ✓ She needs to go shopping after work.
- ✓ On her return trip to home, she looks for a bus ride to reach Evangelismos metro station.
- ✓ After shopping in the vicinity, rides on the metro to Doukissis Plakentias station in the late evening when bus service level is low.
- ✓ Thanks to the Travel Companion, she uses a ridesharing driver to reach home.





# THANK YOU FOR YOUR ATTENTION

## **Contacts**

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More info on

[www.ride2rail.eu](http://www.ride2rail.eu)

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