



NR.	SECTION	DESCRIPTION
0	Photographs	 
1.	Title of the practice	Transport Synergies: Collaborative Schemes in Epirus (P4)
2.	Precise theme/issue tackled by the practice	Synergies of public transport (KTEL) with student transfers, mail-carrier services, products transfer as a means to provide better services in rural, isolated and dispersed areas.
3.	Objectives of the practice	<p>The objectives of the practice are:</p> <ul style="list-style-type: none"> • To address the transport issues of dispersed areas in a viable way. • To provide rural populations and dispersed population with a basic transport service. • To find a solution for cases and territories with weak demand that regular service is not viable to be provided. • To utilize parallel services of other sectors which can partially cover the cost for operating a bus line that otherwise it could not be possible.
4.	Location	<ul style="list-style-type: none"> - Greece - Region of Epirus – Regional Unit of Ioannina
5.	Detailed description of the practice	
<p><u>Origin:</u></p> <p>RU of Ioannina (as the rest of the Region) is characterized by low population density, mountainous morphology and wide dispersion of settlements (isolation conditions).</p> <p>Territorial mobility is principally consisted of local buses & KTEL long distance service buses (private).</p> <p>Villages & settlements are not served or sparsely served by public transport (KTEL). In some occasions, the closest bus line is dozens of km away. A large share of the population, mainly elderly, practically remains unserved. The weak demand of these areas makes the transport service unfeasible.</p> <p>However, even weak demand areas are being serviced by the mail service, are being supplied with products etc.</p> <p>Having this in mind, KTEL of Ioannina pursued the collaboration with several of actors so as to undertake these services as a subcontractor. In the isolated areas of the Region, KTEL buses deliver the mail and carrier packages, product supplies etc.</p> <p>By this way, isolated areas are being served (even not frequently) by bus lines which otherwise would not be feasible to operate. Moreover, the environmental impact is less, since with a single means of transport several activities are taking place which otherwise multiple transports would be needed.</p>		

Another opportunity for collaboration is being utilized for the transfer of students who live in areas that the closest school in the closest town is miles away. In these cases, Municipalities have contracts with KTEL S.A. for the free transfer of the students (tender procedure) to/from school.

Such an example is the collaboration of Municipality of Zitsa with KTEL S.A. According to the contract signed, KTEL buses pick up students making special routes in areas that are not being served. Along with the students, KTEL buses also serve the local population.

Bodies involved / implementation:

- KTEL S.A.
- Hellenic Postal Service
- Carrier Companies
- Logistic companies
- Municipalities

Process and detailed content of the practice:

The transport operator of Epirus Region (KTEL) is collaborating with postal service and private companies which want to transfer goods, mails and parcels to isolated areas. By this way, the revenues for this service as well as the tickets for the transfer of the passengers of these areas can make the bus line feasible in economic and environmental terms.

Collaboration is being achieved also between KTELS and Municipalities concerning the transfer of the students. KTEL is being funded by Municipalities in order to ensure the daily transport of students coming from isolated and rural areas achieving synergies with passenger transport and making viable bus routes that otherwise could not have been.

Of course the timetable of the service is restricted to the specific hours of student service.

Financial framework:

The revenues from the supplement services (mail service, product supplies and student bus lines) cover the operating cost for the transportation service of areas that could not be covered otherwise.

Synergies and economies of scale seem to work effectively. That is the main reason why only 3-4% of the total population in the Region remains totally unserved (without any transportation service at all).

However, the frequency of the service is still an issue.

Use degree (%): users/total population:

According to KTEL's estimations, about 5-10% of the population is being served through these collaborative schemes and who otherwise could not be reached by any public transport means.

6.	Evaluation	<p><u>Possible demonstrated results (through indicators):</u></p> <ul style="list-style-type: none"> • Increase of the population covered by transport services. • Increase of satisfaction for people who otherwise would have to use a private means or taxi. • Self-sufficient bus lines in areas that could not be feasible otherwise. <p><u>Possible success factors:</u></p> <ul style="list-style-type: none"> • Collaboration among wide range of actors. • Mutual benefit for all actors. • Synergies achieved. <p><u>Difficulties encountered:</u></p> <p>Mainly financial difficulties related to payment flows (economic crisis and austerity measures have limited the funds for student transfers).</p>
7.	Lessons learnt from the practice	Synergies can be achieved with direct benefits for involved actors and passengers.
8.	Contact information	Mr Filis: +30 26510-27441 (KTEL of Ioannina S.A.)