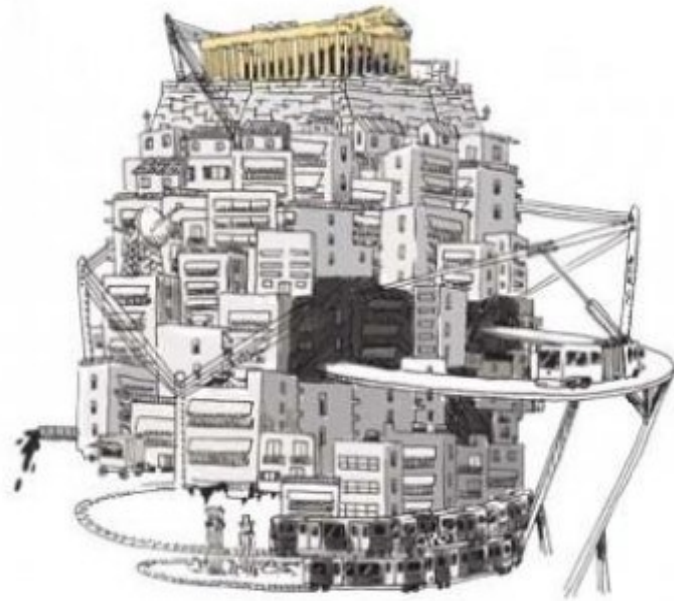


Athens in economic and moral crisis:

Stop paying for transport!



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Introduction



❖ Financial Crisis :

- Reflects the shock stimulated by the severity of changes
- Is primarily an urban phenomenon
- Urban policy analysis cannot be dissociated from any financial crisis

❖ Transport and Urban Planning :

- Transport planning decisions affect land use development, and land use conditions affect transport activity in a complex and dynamic relationship.
- Transportation offer can be understood as the means to reshape land values, space, and economic policies.

➤ **Urban travel demand patterns can capture crisis effects**

❖ The Greek crisis context:

- short- and medium-term loans of over 200 billion euros
- austerity measures and real income reduction
- budget cuts in PT subsidies
- reduction of PT quality of service
- significant increases in PT fares
- major increase in gasoline price

❖ Citizens:

- ‘*I don't pay*’ movement against toll rates and PT tickets

Introduction



❖ Actors:

Government	
Official parties	
Municipal authorities	
Intellectuals	
Scientists	
PT Organizing Authority	
Roadway Concessionaires	?
The Media	
Citizens	? ? ?

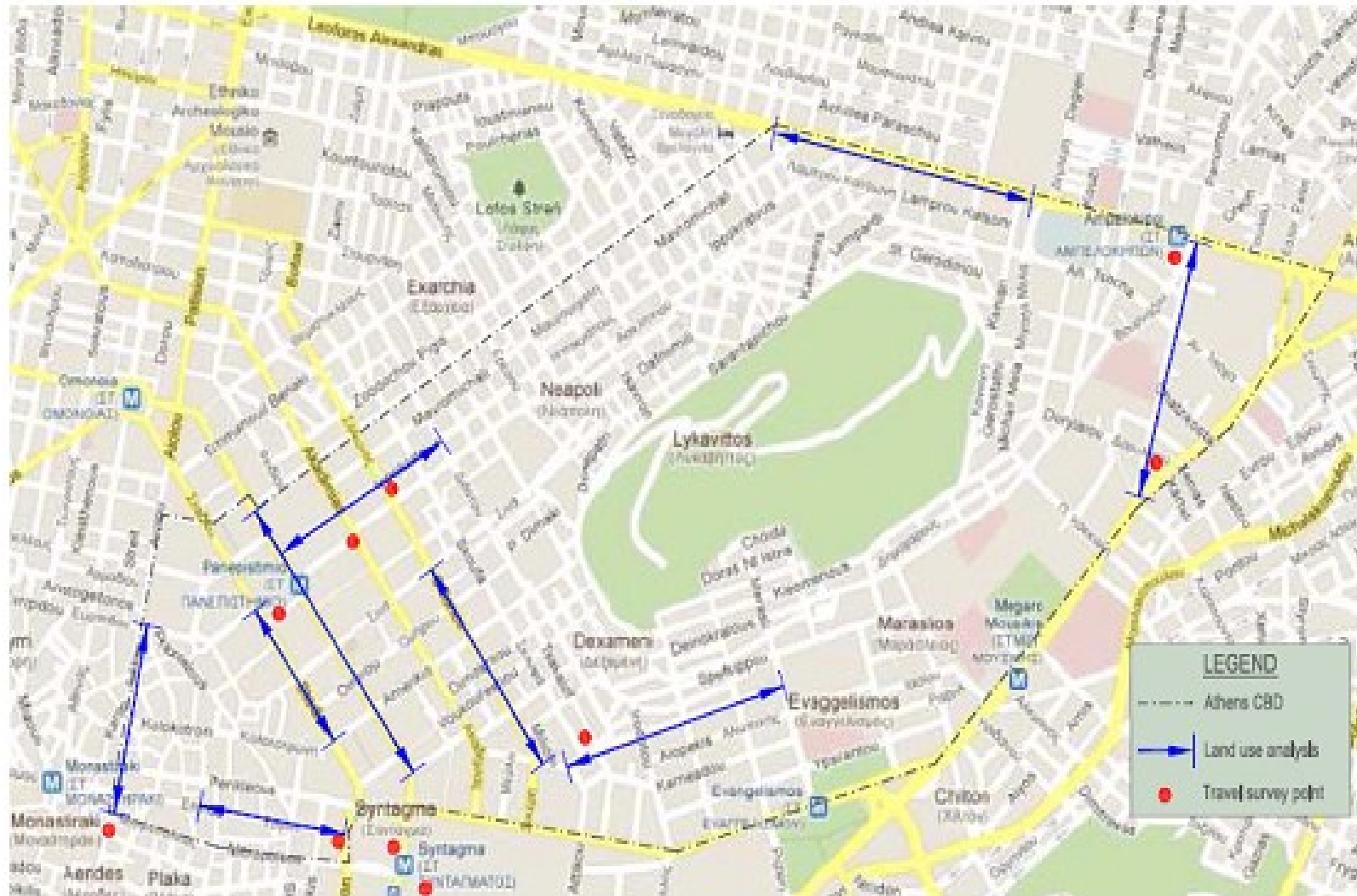
❖ Objectives:

1. to provide insight regarding the impact of crisis on travel behaviors
2. to explore the context and the characteristics of ‘*I don’t pay*’
3. **citizens should or not pay for transport?**

✓ Athens:

- 50% of country’s GDP
- average annual income € 27,000 per capita (pre-crisis data)
- 700.000 inhabitants in CBD, 5 million in the Metropolitan area
- 7.000.000 journeys on a typical working day, congestion
- Dispersion of activities, but the role of the CBD is still predominant

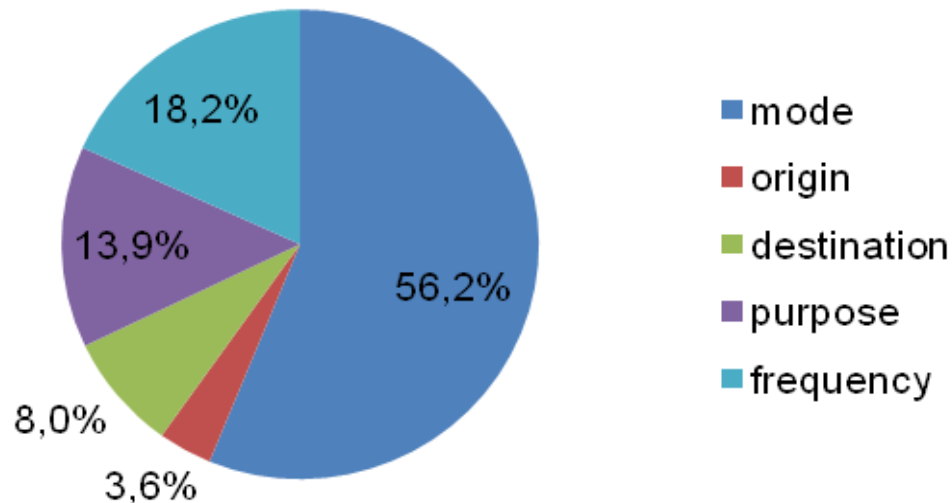
Study Design



❖ Travel survey :

- **Sample size:** 300
- **Method:** stated preference travel survey
- **Sampling:** random, stratified per hour of the day
- **Questions:**
 - demographic characteristics
 - personal travel habits
 - crisis-related travel pattern changes in 2011
 - reasons for such changes
 - attitude and practice regarding ‘*I don’t pay*’ in PT

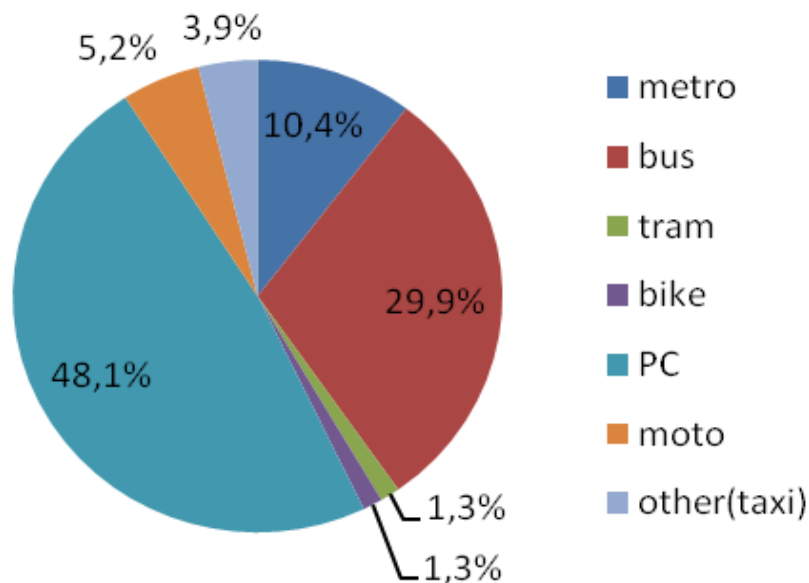
❖ Stated changes in travel patterns:



- 107 individuals (36%) stated to have changed their CBD travel patterns in 2011 due to reasons related to the financial crisis.
- crises have a severe impact on travel behaviors

Results

❖ Reduced mode:



- Gasoline shows high elasticity (for the current price levels and market state)
- ‘Captive’ PT users are not equally captive during the crisis

Results



❖ I 'don't pay' attitude:

	Revenue		Travel purpose			'I don't pay'		Mode
	<10.000€	unempl.	work	entert.	shopping	Negative opinion	Sometimes validate	P.T.
1	43%	16,7%	46,7%	30,0%	6,7%	33,3%	30,0%	85,4%
2	30%	3,3%	63,3%	13,3%	13,3%	26,7%	36,7%	82,5%
3	52%	6,7%	50,0%	30,0%	3,3%	46,7%	10,0%	74,3%
4	30%	6,7%	60,0%	16,7%	16,7%	30,0%	23,3%	84,2%
5	33%	3,3%	53,3%	16,7%	16,7%	6,7%	36,7%	60,0%
6	50%	16,7%	50,0%	33,3%	3,3%	36,7%	20,0%	83,8%
7	50%	10,0%	46,7%	20,0%	20,0%	23,3%	46,7%	67,7%
8	23%	6,7%	33,3%	46,7%	13,3%	26,7%	20,0%	70,5%
9	45%	3,5%	40,0%	30,0%	23,3%	3,3%	40,0%	56,7%
10	30%	6,7%	73,3%	3,3%	3,3%	10,0%	53,3%	60,0%
avg	38,6%	8,0%	51,5%	24%	12,0%	24,3%	31,7%	72,5%

Conclusions



'I don't pay'

- over $\frac{3}{4}$ of the Athenians have a positive opinion
- no correlations to demographic profiles
- regular PT users do not approve of 'I don't pay'

Mobility:

- travel demand characteristics reflect the crisis in the urban context:
 - 'involuntary' shift towards PT ridership due to financial reasons
 - previous PT users decrease travelling
- ✓ general reduction in urban mobility