



SWAN

"Enhancing regional transportation through Sustainable Water Aerodrome Network"

D.5.2.3 – Sustainable Mobility Plan

Municipality of Central Corfu and Diapontian Islands

1



Project Details: Programme: (Interreg V-A) EL-IT - Greece-Italy Priority Axis: Cross Border and Sustainable Transport System. Objective: Promoting transport and removing bottlenecks in key network infrastructure. Project Title: Enhancing regional transportation through Sustainable Water Aerodrome Network. Project Acronym: SWAN Reference No:5003044 Lead Partner: Port Authority of Corfu Total Budget: 2.632.895,00€ Time Frame: 01/01/2018 - 15/05/2021

Deliverable Details WP: 5 Deliverable Title: Sustainable Mobility Plan Responsible Partner: Municipality of Central Corfu and Diapontia Islands Involved Partner: Municipality of Central Corfu and Diapontia Islands Date & Place of delivery: Dec 2021/ Corfu



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Synopsis

This deliverable is drafted in the context of the *Work Package (WP) 5 Cross-Cutting activities: Implementation training and educational program & Improving Legal Framework through new levels of coordination and cooperation*, aiming at the elaboration of a Sustainable Mobility Plan (Del.5.3) for the five (5) Greek Water Aerodromes which are going to be developed in the context of the SWAN Project.

The report consists of the following main sections:

- Presentation of the Vision & Objectives of the SWAN Network: In this Section, the common vision for the establishment of the SWAN Network is briefly presented along with the common objectives which have been defined to indicate the type of change that is aimed for, through the establishment of the proposed Network.
- Presentation of the Context Analysis: This Section provides the context analysis of the five (5) Greek territories and ports in which the proposed Water Aerodromes will be developed. In the first part of this Section reference is made to the geographic, demographic and mobility characteristics of each Greek territory participating in the SWAN Network, while for some of these territories, Points of Interest (POIs) are also identified. In the second part of the Section, the focus is placed on the five (5) proposed Water Aerodromes that are going to be developed. Information regarding the geographic location of the Water Aerodromes, their infrastructure, facilities and services is provided. Additionally, transport infrastructure and services currently connecting the ports (Water Aerodromes) with the Points of Interest identified earlier are explored and presented.
- Presentation of a SWOT and PEST Analysis: Following the Context Analysis, this Section aims to summarise key findings and to highlight key points and aspects that create the background for the recommendations that this Mobility Plan foresees. Specifically, the first part of the Section presents a summary of the gaps, problems and challenges, which were identified during the analysis. In the second part of the Section, PEST Analysis is used as a strategic planning tool aiming to set the overall context under which the SWAN project and the SWAN Network is being developed and to evaluate the impact of political, economic, social, and technological factors on the project. Lastly, in the third part of the Section, a SWOT Analysis is undertaken



aiming to summarise and highlight the strengths and weaknesses of the participating territories and the Water Aerodromes that are going to be developed, as well as to explore the ways that these could be leveraged to take advantage of the opportunities and threats that exist and could have an impact on the project.

 Presentation of Recommendations: Based on the results of the previous sections, this last Section presents recommendations aiming to promote sustainable mobility.



1. Introduction

The project **"Enhancing regional transportation through Sustainable Water Aerodrome Network"**, with the acronym "Swan", is implemented in the framework of the Interreg V-A Greece-Italy Programme. The project is in accordance with Priority Axis 3 "Multimodal Sustainable Transport System" and contributes to the Programme's Specific Objective (SO) 3.1 *"Boosting maritime transport, short- sea shipping capacity and cross- border ferry connectivity"*. Moreover, the project is in line with the Specific Objective 3.2 *"Improving crossborder coordination among transport stakeholders on introducing multimodal environmentallyfriendly solutions"*.

The project's aim is to develop and valorise a Network of Water Aerodromes within the Ports of Corfu, Paxoi, Diapontia Islands (Erikousa, Othonoi, Manthraki), Taranto, Gallipoli and Nardo. The vision for the eight (8) proposed Water Aerodromes is work as mini hubs for local transport needs, aiming to enhance connectivity, support multimodal integration and interconnection of transport modes, enable direct connection and easy access from hinterland to water areas and provide additional services to passengers, tourists and inhabitants of these territories.

This report is elaborated in the context of *Work Package (WP) 5 Cross-Cutting activities: Implementation training and educational program & Improving Legal Framework through new levels of coordination and cooperation.* Particularly, WP5 aims to:

- develop and conduct a custom and tailored to the project needs, transferrable training program based on successful examples worldwide. The training subjects will include the following: a) basic rescue, b) first aid, c) firefighting, d) mooring, e) basic seamanship, f) safety, g) security, h) infrastructure management and i) maintenance and seaplane operations. The training program will also qualify the personnel for Civil Protection duties and for working in other similar areas such as ports, marinas, handling companies, etc.
- elaborate a study, presenting the existing Legal Framework in Greece and Italy regarding water aerodromes operations and improve with tailored recommendations. Among others, the study will assess the legal issues between the maritime and the aviation sector and activities, promoting the adoption of a common set of rules, addressing operational aspects (operations within ports, equipment, signalling procedures) and specific legal issues related to Security (harmonisation



between National Security Plan for Ports and Airports). The harmonisation of the differences on Security regulations between the ports and aviation is important in order to promote amphibious operations; amphibious aircrafts (Seaplanes with wheels in the floats) take off from both ports and airports (land operation), thus, allowing real multimodal transportation.

 elaborate a Joint Sustainable Mobility Plan (Del.5.3). The Sustainable Mobility Plan will be the basis for project replication as it will describe all the necessary steps (administrative, legal, technical, and financial) for the realization of a Water Aerodrome and for the establishment of the supporting facilities. Replication is also enhanced from the practical development of the eight (8) Water Aerodromes and their validation and testing during the project duration.

The Sustainable Mobility Plan of the Municipality of Central Corfu and Diapontia Islands aims to:

- a. to describe existing connections of the Ports with Points of Interest at the five
 (5) territories or with other neighbouring/ key Ports as well as
- b. to make recommendations and suggestions to further enhance intermodality and connectivity and to provide integrated mobility solutions for the users of the five (5) Water Aerodromes of the proposed Network.

The main sections of the Plan are briefly presented below:

- Abstract
- Introduction
- Common Vision & Objectives
- Context Analysis
- PEST & SWOT Analysis
- Recommendations
- Bibliography



2. Common Vision & Objectives of the SWAN Network

Aiming to provide a rather short and qualitative description of the desired future for the eight (8) Water Aerodromes, *Section 2* presents the common vision which has been set and summarized in the following sentence, as well as the main objectives which have been defined to indicate the type of change that is aimed for through the establishment of the proposed Network.

|Common Vision of the SWAN Network|

The creation of a Water Aerodrome Network that **will address local transport needs through multimodal and environment-friendly solutions.**

The main objectives for the establishment of the Network are:

| Main objectives |

- **Enhance direct connections between the Ports** participating at the Network.
- Provide easy access to Points of Interest and other Destinations for the inhabitants and visitors of the territories participating at the Networks.
- Provide fast and safe transportation options to the inhabitants and the visitors of the territories participating at the Networks.
- Provide environment-friendly modes of transport to the inhabitants and the visitors of the territories participating at the Networks.
- Provide alternative/ additional services to the inhabitants and the visitors of the territories participating at the Networks.
- Provide multimodal integrated solutions to the inhabitants and the visitors of the territories participating at the Networks.



3. Context Analysis

Section 3 aims to provide the context analysis of the five (5) Greek territories and ports in which the proposed Water Aerodromes will be developed.

3.1 Participating Territories

In the first part of this Section *(Section 3.1)* reference is made to the geographic, demographic and mobility characteristics of each Greek territory participating in the SWAN Network, while for some of these territories, Points of Interest (POIs) are also identified.

3.1.1 Geographical position

```
Corfu – Othonoi – Ereikousa – Mathraki |
Municipality of Central Corfu and Diapontia Islands (MCCDI)
```

Corfu, Othonoi, Ereikousa and Mathraki are four (4) of the five (5) territories participating in the Greek Network of Water Aerodromes. All four (4) territories belong administratively in the Municipality of Central Corfu and Diapontia Islands.

Central Corfu and Diapontia Islands is a municipality in the Regional Unit of Corfu, in the Ionian Islands Region in Greece. It covers the central part of the island of Corfu and the Diapontia Islands (Figure 1). The municipality was formed at the 2019 local government reform, when the pre-existing municipality of Corfu was divided in three (3) different municipalities (i.e., North Corfu, South Corfu, Central Corfu and Diapontia Islands). Today, the municipality of Central Corfu and Diapontia Islands is the largest of the three (3) municipalities and consists of eight (8) subdivisions/ municipal units (Achilleion, Corfu, Palaiokatritsa, Parelioi, Faiakes, Ereikousa, Mathraki, Othonoi), as shown in Figure 2.





Figure 1 – Municipality of Central Corfu and Diapontia IslandsFigure 2 – Municipal Units of the Municipality of Central Corfu and Diapontia Islands



Corfu (or the municipal unit of Corfu) is located in the eastern and central part of the island of Corfu (Figure 3), covering a total area of 41.9 km². It borders from the north with the municipal unit of Faiakes, from the south with the municipal unit of Achilleion, to the west with the municipal unit of Parelioi and from the east it borders the Ionian Sea. Corfu Town is the capital of the municipality of Central Corfu and Diapontia Islands, the capital of the Regional Unit of Corfu as well as the capital of the Region of the Ionian Islands. Corfu Town sits on a small peninsula about halfway down the east coast of the island, a site chosen for its natural port and the two peaks that lent themselves to fortress-building. The city is an



Figure 3 – Municipal Unit of Corfu

internationally famous tourist destination. It possesses both a rich cultural heritage and all the aspects of a Greek island that make it appealing to tourists, who visit for at least eight (8) months each year. All central government services of the island, the airport, the Corfu Port, and the hospital of the island are located in Corfu Town. Due to the geographical position of the area, but also due to its long history and cultural influences from Britain, France and Venice, the Old Town of Corfu is one of UNESCO's World Heritage Sites.

Othonoi (or the municipal unit of Othonoi) is a small Greek island in the Ionian Sea, located northwest of the island of Corfu, 12 nautical miles from the Cape of Drasti (Corfu) (Figure 4). Othonoi is the largest of the Diapontia Islands and is the westernmost point of Greece, very close to the sea border of Greece-Italy. Since the 2019 local government reform, it is part of



the municipality of Central Corfu and Diapontia Islands. The municipal unit of Othonoi covers a total area of 10.8 km². It has two (2) main settlements, a coastal one called Ammos and a more mountainous one called Chorio, as well as smaller ones such as Kasimatika and Deletatika. Othonoi has beautiful shores, impressive geological formations, dense vegetation, small settlements with stone houses and unique topography. The port of Othonoi is Ammos, located on the east side of the island.

Figure 4 – Municipal unit of Othonoi



Ereikousa (or the municipal unit of Ereikousa) is one of the Diapontia Islands. Since the 2019 local government reform, it is part of the municipality of Central Corfu and Diapontia Islands. Ereikousa is located northwestern of Corfu, and is almost equidistant from Corfu to the



southeast, Mathraki to the southwest, and Othonoi to the west (Figure 5). The municipal unit covers an area of 4.5 km². The island consists of six (6) settlements with an average of 20 households each. The capital and only town of some size is called Ereikousa. Important tourist attractions in the island are the traditional olive mills, and the churches of Agia Triada and Agios Nikolaos. The port of Ereikousa is located in a bay in the southwest of the island and is called Porto.

Municipality of Central Corfu and Diapontia Islands. It is located on the northwestern side of the island of Corfu, and it is 4.5 nautical miles from Agios Stefanos (Figure 6). The municipal unit of Mathraki covers an area of 3.1 km². The island's port is Plakes. Mathraki is characterised by dense flora and many scattered, small settlements connected by picturesque paths. There are only few tourist facilities and Mathraki is the island of the Diapontia Islands with the less

Figure 5 – Municipal unit of Ereikousa

<u>Mathraki</u> (or the municipal unit of Mathraki) is the smallest of the Diapontia Islands and since the 2019 local government reform, it constitutes one of the municipal units of the



Figure 6 – Municipal unit of Mathraki

Paxos | Municipality of Paxoi

Paxos is the fifth territory participating in the Greek Network of Water Aerodromes. Paxoi is the smallest island group within the Ionian Islands, in the Ionian Sea. Paxoi islands consist of a complex of small islands and islets (Paxos, Anti-Paxos, Mogonisi, Kaltsonisi, Panagia, St. Nicholas and Dascalia), the largest of which are Paxos and Anti-Paxos. **Paxos** is located 7

visitors and the lowest tourist traffic.





miles south of Corfu, at a distance of 8 miles from the mainland (coast of Epirus) and administratively belongs to the Regional Unit of Corfu (Figure 7). The total area of the municipality of Paxoi is 30.1km². The main town and the capital of Paxoi is Gaios, while other settlements in Paxos are Lakka and Longos. The port of Paxos (Gaios Port) is the main entrance to Paxos island.

Figure 7 – Municipality of Paxoi



3.1.2 Demographics

<u>Population</u>

Table 1 presents population statistics (according to the results of the latest Census of ELSTAT 2011) regarding the five (5) Greek territories (namely Corfu, Othonoi, Ereikousa, Mathraki and Paxoi) participating in the Greek Network of Water Aerodromes; while Table 3 demonstrates the demographic shift that has taken place in these areas during the period 2001-2011.

Specifically, as shown in Table 1 and Figure 8, the **municipal unit of Corfu has a population of 39,674 residents**, which regards to 57.87% of the population of the municipality of Central Corfu and Diapontia Islands and to 38.01% of the population of the Regional Unit of Corfu. On the contrary, **Othonoi, Ereikousa and Mathraki are sparsely populated areas with small populations**. Specifically, Othonoi has a population of 392 residents, Ereikousa has a population of 496 residents and Mathraki has a population of 329 residents. Paxoi are inhabited by more people comparing to the Diapontia Islands. Specifically, **the municipality of Paxoi has 2,300 residents**.

As indicated in Table 3, the **municipal unit of Corfu as well as the municipal unit of Mathraki have experienced an increase in their population** (+0,47% and 10,77% accordingly) during the period 2001-2011. On the other hand, **Othonoi, Ereikousa and Paxoi have seen a decrease in the number of their inhabitants during these 10 years**. Population decline in the case of Othonoi reaches 40,87%, while the reduction in the cases of Ereikousa and Paxoi is 28,94% and 3,12% respectively. An overall decrease in population is also evident (Table 4) in the municipality of Central Corfu & Diapontia Islands but also in the regional unit of Corfu (-1,42% and -6,79% respectively).

With regards to density levels, it is worth mentioning that population density in the Regional Unit of Corfu is greater than the average of the country, making the area the 3rd largest among most densely populated areas in the country. Specifically, density in the Municipal Unit of Corfu is 946.9/ km².



| Population Size and Population Density in the Greek Participating Territories | | | | | | |
|---|----------------------------|------------------------------|--------------------------------|----------------------------------|--------------------------|--|
| | Municipal unit of Corfu | Municipal unit of Othonoi | Municipal unit of Ereikousa | Municipal unit of Mathraki | Municipality of Paxoi | |
| Population (Census 2011) | 39,674 | 392 | 496 | 329 | 2,300 | |
| Population Density (Population 2011/ Km²) | 946.9/ km² | 36.3/ km² | 110.2/ km² | 106.1/ km² | 76.4/ km² | |
| Area (Km²) | 41.9 | 10.8 | 4.5 | 3.1 | 30.1 | |

Table 1 – Population Size and Population Density: Greek Participating Territories

Source: ELSTAT 2011

Table 2 – Population Size and Population Density: Regional Unit of Corfu - Municipality of Central Corfu andDiapontia Islands - the Municipality of Corfu (which has been abolished today)

| Population Size and Population Density in the Regional Unit of Corfu and the Municipality of Central Corfu and Diapontia Islands | | | | | |
|---|---|------------|--|--|--|
| | Regional Unit of Corfu Municipality of Central Corfu & Diapontia Islands | | | | |
| Population (Census 2011) | 104,371 | 68,558 | | | |
| Population Density (Population 2011/ Km ²) | 162.8/ km² | 264.2/ km² | | | |
| Area (Km²) | 641.1 | 259.5 | | | |

Source: ELSTAT 2011



Figure 8 – Population 2011: Greek Participating Territories *Source: ELSTAT 2011*



Table 3 – Population Shift (2001-2011): Greek Participating Territories

| Population Shift (2001-2011) in the Greek Participating Territories | | | | | | |
|---|----------------------------|------------------------------|--------------------------------|----------------------------------|--------------------------|--|
| | Municipal unit of Corfu | Municipal unit of Othonoi | Municipal unit of Ereikousa | Municipal unit of Mathraki | Municipality of Paxoi | |
| Population 2011 (Census 2011) | 39,674 | 392 | 496 | 329 | 2,300 | |
| Population 2001 (Census 2001) | 39,487 | 663 | 698 | 297 | 2,374 | |
| Population Shift (2001-2011) | +0.47% | -40.87% | -28.94% | +10.77% | -3.12% | |

Source: ELSTAT 2011

Table 4 – Population Shift (2001-2011): Regional Unit of Corfu - Municipality of Central Corfu and DiapontiaIslands

| Population Shift (2001-2011) in the Regional Unit of Corfu and the Municipality of Central Corfu and Diapontia Islands | | | | | |
|---|---|--------|--|--|--|
| | Regional Unit of Corfu Municipality of Central Corfu & Diapontia Islands | | | | |
| Population 2011 (Census 2011) | 104,371 | 68,558 | | | |
| Population 2001 (Census 2001) | 111,975 | 69,544 | | | |
| Population Shift (2001-2011) | -6.79% | -1.42% | | | |

Source: ELSTAT 2011



Figure 9 – Demographic Shift (2001-2011): Territories Greek Participating Source: ELSTAT 2011



Gender Distribution

Information regarding gender distribution on the level of the municipal units of Corfu, Othonoi, Ereikousa and Mathraki or on the level of the municipality of Central Corfu and Diapontia Islands were not available. Thus, data presented in Table 5 and Figures 10 (a, b, c) regard the former municipality of Corfu, which during Census 2011 included the aforementioned areas. Information on gender distribution is also presented on the level of the Regional Unit of Corfu and on the Municipality of Paxoi. Given the similar results that derive, it is assumed that gender distribution at the municipal units should not be significantly different.

Table 5 – Gender Distribution: Regional Unit of Corfu – Municipality of Corfu – Municipality of Paxoi

| Gender Distribution in the Regional Unit of Corfu, in the former Municipality of Corfu, in the Municipality of Paxoi | | | | | |
|---|--------|--------|--------|--|--|
| Regional Unit of CorfuMunicipality of Corfu (abolished and divided in 3 different municipalities)Municipality of | | | | | |
| Men (%) | 48.63% | 48.59% | 50.39% | | |
| Women (%) | 51.37% | 51.41% | 49.61% | | |

Source: ELSTAT 2011



Figure 10 (a, b) – Gender Distribution: Regional Unit of Corfu - Municipality of Corfu *Source: ELSTAT 2011*





Figure 10 (c) – Gender Distribution: Municipality of Paxoi *Source: ELSTAT 2011*

<u>Age Distribution</u>

With regard to age distribution, data are presented on the level of the Regional Unit of Corfu and on the national level, since those were the only available. As it can be seen from the age structure diagram (Figure 11), **the Regional Unit of Corfu** (according to the results of the latest Census of ELSTAT 2011) **demonstrates higher percentages (%) of middle and older age and slightly higher population aging compared to the country**.



Figure 11 – Age Pyramid 2011: Greece – Regional Unit of Corfu Source: ELSTAT 2011



<u>Educational Level</u>

As in section *Gender Distribution*, data regarding the educational level are presented on the level of the Regional Unit of Corfu, on the level of the former municipality of Corfu and on the level of the Municipality of Paxoi, given that these are currently available (Table 6). Specifically, according to the latest Census of ELSTAT (2011), **12.08% of the population of the municipality of Corfu are graduates of higher education**, 39.4% are graduates of secondary education, while 29.35% are graduates of primary education. As it can be assumed from Figures 12 (a, b, c), **for the municipality of Paxoi**, the percentages are slightly differentiated with **graduates of higher education being 10%**, graduates of secondary education.

| Educational Level in the Regional Unit of Corfu, in the former Municipality of Corfu, in the Municipality of Paxoi | | | | | |
|--|---------------------------|--------------------------|--------------------------|--|--|
| | Regional Unit of Corfu | Municipality of Corfu | Municipality of Paxoi | | |
| Holders of a doctoral or postgraduate degree/ Graduates of the University - Polytechnic, ATEI, ASPAITE, higher vocational and equivalent schools | 12,562 | 12,332 | 230 | | |
| Graduates of post-secondary education (IEK, Colleges, etc.)/ Graduates of High School | 26,251 | 25,691 | 560 | | |
| Graduates of tertiary High School and graduates of Vocational Schools | 14,960 | 14,523 | 437 | | |
| Graduates of Elementary School | 30,658 | 29,953 | 705 | | |
| Other | 19,940 | 19,572 | 368 | | |
| Total | 104,371 | 102,071 | 2,300 | | |

 Table 6 – Educational Level: Regional Unit of Corfu – Municipality of Corfu – Municipality of Paxoi

Source: ELSTAT 2011









Figure 12 (a, b, c) – Educational Level: Regional Unit of Corfu Municipality of Corfu - Municipality of Paxoi Source: ELSTAT 2011



Additionally, according to latest data (2019) from Eurostat, **the Region of Ionian Islands stands above the Greek average regarding the percentage of young people (15-24 years old) who are not studying or working**. Specifically, the aforementioned percentage for the Region of Ionian Islands is 15.4%, while the Greek average is 12.5% (Figure 13). Additionally, as shown in Figure 14, the Region of Ionian Islands stands below the Greek average regarding the percentage of people (25-64 years old) who are graduates of higher education.



Figure 13 – % of young people (15-24) not studying or working in all Greek Regions *Source: Eurostat 2019*



Figure 14 – % of people (25-64) being graduates of higher education in all Greek Regions *Source: Eurostat 2019*



Employment

With regard to the economic aspect, Table 7 presents data about the economic activity in the Regional Unit of Corfu, in the Municipality of Corfu and in the Municipality of Paxoi (Census of ELSTAT 2011). As it can be seen from Figures 15 (a, b, c), the percentages of active and inactive population in the three (3) cases/ areas are very similar. Specifically, **economically inactive population in both municipalities is approximately 57%, while economically active population is approximately 43%**.

Table 7 – Economically active and inactive population:Regional Unit of Corfu – Municipality of Corfu – Municipality of Paxoi

| Economically active and inactive population in the Regional Unit of Corfu, in the Municipality of Corfu and in the Municipality of Paxoi | | | | | |
|---|---------------------------|--------------------------|--------------------------|--|--|
| | Regional Unit of Corfu | Municipality of Corfu | Municipality of Paxoi | | |
| Economically active population (Employed & Unemployed) | 44,762 | 43,773 | 989 | | |
| Economically inactive population (Students, Pensioners, and others) | 59,609 | 58,298 | 1,311 | | |
| Total | 104,371 | 102,071 | 2,300 | | |





Figure 15 (a) – (%) of Active and Inactive Population in the Regional Unit of Corfu Source: ELSTAT 2011





Figure 15 (b, c) – (%) of Active and Inactive Population in the Municipality of Corfu - Municipality of Paxoi Source: ELSTAT 2011

Moreover, according to the Figures 16 (a, b, c), **18.7% of the economically active population in the Municipality of Corfu is unemployed**, while 81.3% of the population is employed. **Employment rate in the Municipality of Paxoi is higher, reaching 89.3%.**

| Employment in the Regional Unit of Corfu, in the Municipality of Corfu and in the Municipality of Paxoi | | | | | |
|--|---------------------------|--------------------------|--------------------------|--|--|
| | Regional Unit of Corfu | Municipality of Corfu | Municipality of Paxoi | | |
| Employed | 36,477 | 35,594 | 883 | | |
| Unemployed | 8,285 | 8,179 | 106 | | |

Table 8 – Employment: Regional Unit of Corfu – Municipality of Corfu – Municipality of Paxoi



| Employment in the Regional Unit of Corfu, in the Pax | Municipality of Co oi | orfu and in the N | Aunicipality of |
|---|---------------------------|--------------------------|--------------------------|
| | Regional Unit of Corfu | Municipality of Corfu | Municipality of Paxoi |
| Total (Economic active population) | 44,762 | 43,773 | 989 |
| | | | |



Figure 16 (a, b, c) – (%) of Employed and Unemployed Population in the Regional Unit of Corfu - Municipality of Corfu - Municipality of Paxoi Source: ELSTAT 2011

Source: ELSTAT 2011



Lastly, Table 9 presents data regarding employment per sector in the Regional Unit of Corfu, in the Municipality of Corfu and in the Municipality of Paxoi. Specifically, the following Figures 17 (a, b, c) demonstrate employment rates per sector in the three (3) cases/ areas. As it can be seen, **Accommodation and Food Service Activities is the sector with the higher rates of employment (23.44% in the Regional Unit of Corfu, 23.48% in the Municipality of Corfu, 21.86% in the Municipality of Paxoi).**

| Employment by sector in the Regional Unit of Corfu, in the Municipality of Corfu and in the Municipality of Paxoi | | | | | | |
|--|---------------------------|--------------------------|--------------------------|--|--|--|
| | Regional Unit of Corfu | Municipality of Corfu | Municipality of Paxoi | | | |
| Agriculture, Forestry, Fisheries | 2,510 | 2,374 | 136 | | | |
| Construction | 2,960 | 2,865 | 95 | | | |
| Wholesale and Retail Trade, Repair of Motor Vehicles and Motorcycles | 6,367 | 6.198 | 169 | | | |
| Transportation and Storage | 1,855 | 1,820 | 35 | | | |
| Accommodation and Food Service Activities | 8,552 | 8,359 | 193 | | | |
| Administrative and Support Service Activities | 1.417 | 1,383 | 34 | | | |
| Public Administration and Defence – Compulsory Social Security | 2,586 | 2,534 | 52 | | | |
| Education | 2,695 | 2.648 | 47 | | | |
| Activities related to Human Health and Social Welfare | 1,768 | 1,749 | 19 | | | |
| Other sectors | 5,767 | 5,664 | 103 | | | |
| Total | 36,477 | 35,594 | 883 | | | |

 Table 9 – Employment by sector: Regional Unit of Corfu – Municipality of Corfu – Municipality of Paxoi

Source: ELSTAT 2011











Figure 17 (a, b, c) – (%) of Employment per sector in the Regional Unit of Corfu - Municipality of Corfu - Municipality of Paxoi Source: ELSTAT 2011



Gross Domestic Product (GDP) per capita

The evolution in time of Gross Domestic Product (GDP), is the most measurable element of economic activity and development of an area. Thus, relative data are presented for the Regional Unit of Corfu, for the Region of Ionian Islands as well as for the country (Greece) for the period 2000-2018 (Table 10). According to Figure 18, **the Regional Unit of Corfu follows the trends of economic recession or recovery of the country, however, per capita GDP fluctuates over time at slightly lower levels compared to the per capita GDP of the Ionian Islands and the average of the country**.

| GDP per capita in Greece and in the Regional Unit of Corfu In Euro. At current prices (Last update: 18/01/2021) | | | | | | | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Greece | 13,071 | 14,011 | 14,994 | 16,371 | 17,683 | 18,134 | 19,769 | 21,061 | 21,845 | 21,386 |
| Region of Ionian Islands | 13,135 | 14,216 | 14,323 | 16,418 | 17,456 | 18,332 | 19,474 | 20,669 | 21,759 | 20,153 |
| Regional unit of Corfu | 12,968 | 13,967 | 14,132 | 16,178 | 17,136 | 17,937 | 18,914 | 19,820 | 21,341 | 19,453 |

 Table 10 – GDP per capita: Regional Unit of Corfu – Municipality of Corfu – Municipality of Paxoi

| GDP per capita in Greece and in the Regional Unit of Corfu In Euro. At current prices (Last update: 18/01/2021) | | | | | | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
| Greece | 20,153 | 18,308 | 17,056 | 16,405 | 16,272 | 16,299 | 16,193 | 16,449 | 16,730 |
| Region of Ionian Islands | 19,009 | 16,358 | 15,377 | 14,789 | 15,210 | 14,921 | 14,718 | 14,921 | 15,587 |
| Regional unit of Corfu | 17,851 | 15,759 | 14,673 | 14,370 | 14,774 | 14,604 | 14,520 | 14,760 | 15,349 |

Source: ELSTAT 2011





Figure 18 – GDP per capita in Greece and in the Regional Unit of Corfu Source: ELSTAT 2011



3.1.3 Transport Infrastructure

Corfu|

Municipality of Central Corfu and Diapontia Islands (MCCDI)

<u>Corfu Port</u>

The main entrance to Corfu from the sea is the Port of Corfu. Corfu Port regards one of the major ports in Western Greece and an important gate in the Region of Ionian **Islands.** It is, along with 15 other Greek ports, among the Ports of International Importance (Category K1), based on the Joint Ministerial Decision No. 8315.2/02/07 (Government Gazette B 202/16.02.2007).

The Port of Corfu is located in the Northern Ionian Sea, south of the Adriatic Sea. It has been operating for over 135 years and has evolved by the years, covering permanently and effectively the needs of each era. Nowadays, the Port connects the island to the mainland via Igoumenitsa Port, to the small adjacent islands (both North and South of Corfu) to Italy and Albania. According to its activities, it is mainly characterized as a passengers and tourist port, serving both domestic and international connections. It is a mixed-use port, with a strong tourist and coastal shipping character. Moored ships are mainly closed and open type ferries, fishing boats, cruise ships and small tourism boats.

The available sea routes are presented below.

The main domestic destinations are:

- Igoumenitsa Port
- Paxoi Islands
- Diapontia Islands

The main international destinations are:

- Brindisi (Italy)
- Saranta (Albania)

In 2019, the Port of Corfu recorded 1,864,464 passengers who embarked and disembarked, representing a percentage of 31.9% of the total passenger flows in the ports of the Region of Ionian Islands. As presented in Table 11 and Figure 19, a small decrease (-2.3%) has taken place in passenger flows in the Port of Corfu, between 2018-2019.



Except of the ordinary ship connections, Corfu Port receives a significant number of cruise ships. In 2019, the cruise ship traffic at the Corfu Port was 420 cruise ships, while the number of cruise passengers reached 767,673 (Table 11). Important role for the achievement of this great performance at the sector of cruises has played the capacity of Corfu Port to host at its facilities seven (7) cruise ships at the same time.

| | Corfu Port - Passenger Flows 2009-2019 (1/3) | | | | | | |
|-------|--|-----------|-----------|-----------|-----------|-----------|-----------|
| Corfu | | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
| POIL | Coastal Shipping | 1,694,877 | 1,597,837 | 1,766,661 | 1,803,266 | 1,837,696 | 1,818,607 |
| | Cruise | 264,871 | 260,279 | 276,050 | 311,445 | 384,553 | 441,600 |

Table 11 – Corfu Port: Passenger Flows with regards to Coastal Shipping and Cruise (2003-2019)

| | Corfu Port - Passenger Flows 2009-2019 (2/3) | | | | | | | | | |
|-------|--|-----------|-----------|-----------|-----------|-----------|-----------|--|--|--|
| Corfu | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | | | |
| Port | Coastal Shipping | 1,862,170 | 1,772,970 | 1,682,858 | 1,420,201 | 1,575,473 | 1,545,462 | | | |
| | Cruise | 503,031 | 596,902 | 620,549 | 655,929 | 744,673 | 672,366 | | | |

| | | Corfu Port - Pas | senger Flow | s 2009-2019 (3 | /3) | |
|-------|------------------|------------------|-------------|----------------|-----------|-----------|
| Corfu | | 2015 | 2016 | 2017 | 2018 | 2019 |
| Port | Coastal Shipping | 1,504,310 | 1,579,065 | 1,840,975 | 1,908,368 | 1,864,464 |
| | Cruise | 647,347 | 748,916 | 679,681 | 735,832 | 767,673 |

Source: Operational Program of the Municipality of Central Corfu and the Diapontia Islands 2020-2023







<u>Road Network</u>

The road network in Corfu is extremely dense (Figure 20 a, b, c), due to the high population density and to the many scattered settlements of the island. Specifically, **the road network is composed of two (2) roads that belong to the National Road Network** (Government Gazette 735/B/1995) (Table 12), **as well as of roads classified in the Primary Provincial Network and in the Secondary Provincial Network** (Government Gazette 47/A/1956) (Figure 20 a, b, c).

Additionally, through a ferry to Igoumenitsa, **Corfu is indirectly connected with the Egnatia Odos – the A2 Motorway**, which extends from the western port of Igoumenitsa to the eastern Greek–Turkish border at Kipoi, running through Northern Greece. Similarly, through the ferry to Igoumenitsa, **indirect connection between Corfu and the Southern Greece is achieved, through Ionia Odos – the A5 Motorway**.

| National Road Network | | | | |
|--|-------------------------|--|--|--|
| Name of National Road | Road Classification | | | |
| National Road 24 Corfu - Palaiokastritsa | National Secondary Road | | | |
| National Road 25 Corfu – Achilleion | National Tertiary Road | | | |

Table 12 - National Road Network of the Municipality of Central Corfu and Diapontia Islands



Following a functional road classification, **four (4) different types of roads** (i.e., Main roads, Secondary Roads, Collector Roads and Local Roads) **are identified in Corfu and briefly presented below.**

Main Roads

Main roads are the roads which serve the vast majority of transportations within the island and are also used by most inhabitants and visitors. All types of vehicles such as cars, public transportation means, trucks, motorbikes etc. make use of this type of roads. **Typical example of a Main Road** in Corfu is the **National Road 24 Corfu – Palaiokastritsa, connecting Corfu Town with the northern part of the island**.

Secondary Roads

Secondary roads are the roads which have a similar operation with the main roads but are characterised by lower range and intense and operate supplementary. These roads are used mainly by cars and motorbikes and connect local areas (villages) with the main road network. **Typical example of a Secondary Road** in the municipality of Corfu and Diapontia Islands is **Alexandra's Avenue**.

Collector Roads

Collector or distributor roads are low-to-moderate roads which serve to move/ channel traffic from local streets to the main and the secondary road network. These roads connect mainly semirural areas. **Typical examples of Collector Roads** in the municipality of Central Corfu and Diapontia Islands are the **Rizospaston Voulefton Ioniou Voulis Road or the Gkilford Road**.

Local Roads

Local roads are the roads which are characterized by mild traffic and serve mainly access to the residences. These roads are also used to connect semirural areas with the main road network of the island.

The main problems identified regarding the national, provincial, and municipal road network are small widths of roads, poor road layout and construction, road damages, lack of signage, safety infrastructure and lighting as well as the fact that provincial roads often crosscut the inner part of settlements.



Additionally, **traffic congestion and serious delays even when driving for short distances constitute a common phenomenon in Corfu. Car ownership rate is relatively high** compared to the rest of the country and **excessive car usage** leads to traffic jams which are even more frequent during the summer (due to the increased tourist flows). Moreover, statistical data from Hellenic Police reveal that most accidents also take place during summer, since this is the period with the highest traffic congestion.







Figure 20 (a, b, c) – Road Network in Corfu Island and in Corfu Town Source 20 (a, b): At Corfu website



Parking Infrastructure

With regard to parking infrastructure in Corfu Town, **there are at least ten (10) private and public parking lots** (Table 13) **in a short distance from the historic center of Corfu**, as shown in Figure 21.



Figure 21 – Parking Infrastructure in Corfu Town Source: Visit Corfu website

Table 13 - Parking Infrastructure in Corfu Town

| No. | Parking Infrastructure |
|-----|--|
| 1 | Municipal Parking Area at Kato Platia -Spianada (Close to Museum of Asian Art-Palace) |
| 2 | Near San Rocco Square, Polychroniou Konstanta & Gerasimou Lichnou |


| No. | Parking Infrastructure |
|-----|--|
| 3 | Parking Area at Andrea Dendrinou Street (Roi Mat) |
| 4 | Parking area at Aristoteli Sideri no 8 street |
| 5 | Parking Area at Nikos Moros Street (Substreet of Athanasiou Politi) |
| 6 | Parking Area at Spilia area, old port (Cafe Yali) |
| 7 | Parking Station at Elefteriou Venizelou Ave near new port (Near old Green busses station) |
| 8 | Parking Station at Ioannou Theotoki street |
| 9 | Parking station at Katinas Pappa street |
| 10 | Parking Station at the end of Mitropolitou Methodiou Ave & substreet Stamatiou Voulgari 2a (near 7th elementary school) |
| | |

Source 21: Visit Corfu website

Pedestrian Routes/ Network

A dense pedestrian network is also developed in Corfu Town. Specifically, according to the Management Plan of the Old Town of Corfu, the **main pedestrian routes in Corfu Town** are the following:

- First (1st) Route: Evgeniou Voulgareos Street Nikiforou Theotoki Street
- Second (2nd) Route: Agiou Spyridonos Street Filellinon Street Mitropoleos Square
- Third (3rd) Route: Gkilford Street Nikiforou Theotoki Street, Filarmonikis Street, Dousmani Sofolkli Street.

Economic activities and most of the city's shops are gathered in the streets and routes presented above. Specifically, the third (3rd) route is particularly important (in terms of urban planning) for the city as it connects two secondary gates of the city and forms at its intersection with Evgeniou Voulgareos Street and Nikiforou Theotoki Street the historic city center.

Moreover, **an extensive grid of secondary pedestrian routes is also developed** in Corfu Town. These are composed of narrow, small-scale streets, which are known as "Kantounia".



They usually follow the topography of the area, with slopes or narrow stairs and connect different neighbourhoods/ districts in the city.

Bicycle Routes/ Network



In Corfu Town there is also a 14 km bicycle network which was developed within the Operational Program of the Ministry of Transport "Railways, Airports, Public Transport, etc.". To support the network, a selfservice bike rental system ("easyBike") was put into operation. In total 100 bicycles were distributed in eight (8) rental stations within the city. The bicycle network as well as the spots of the bicycle rental stations are shown in Figure 22.

Figure 22 – Bicycle Network in Corfu Town Source: Municipality of Corfu

Despite the completion of the construction works, **technical problems and failures in the infrastructure and the rental scheme led Local Authority to refuse formal recognition of the completion of the project.** Thus, until today the existing bicycle network is not officially acknowledged as such and therefore the police doesn't have the institutional right to control and impose fines on those who park "illegally" on them.

Even though, the project has been very controversial, with citizens being divided between supporters and opponents, **there is a high percentage of people in Corfu who are already using bicycle** for their transportation as well as a high percentage of people who are willing to increase bicycle usage, as long as special requirements are fulfilled (i.e., safety).

Additionally, it is noted that in Corfu, **there are several short-distance routes which could be easily done by bicycle** [5% of car travel covers a distance of less than 2 km (including return), 9% covers a distance between 2 and 4 km and 24% between 4 and 8 kilometers).



<u>Bus Routes</u>

The inland transportation in Corfu Town is served primarily by individuals' cars. However, city buses (Blue Line) as well as intercity buses (Green Line) are available for residents or visitors who wish to move with alternative means within the city or to travel to other destinations.

• Corfu City Bus (Blue Line Public Transport)

The City Buses or Blue Buses serve 12 destinations which are close to the city of Corfu. The departure points of the City Bus Lines are found around the central San Rocco Square in the City Center. The frequency of the Blue Bus itineraries is adjusted according to the public needs. The frequency increases during the summer period, in order to serve the high needs of the visitors and reduces during the winter. As indicated in Table 14, 27 buses compose the fleet of the Corfu City Bus Company, while 14 routes serve the needs of residents and visitors (Table 15) (Figure 23).

Since 2010, an **integrated telematics system has been operating with the use of Telematics Intelligent Bus Stops**, which inform the public about the bus arrival time at the stops and bus departure time from the departure points.

| City Bus Fleet | | | |
|----------------------|-----------------|--|--|
| Bus Type | Number of Buses | | |
| Buses 12 meters long | 18 | | |
| Midi Buses | 4 | | |
| Articulated Buses | 4 | | |
| Minibuses | 1 | | |

| Table 14 – | City | Bus | Fleet |
|------------|------|-----|-------|
|------------|------|-----|-------|

Source: Corfu City Bus

| City Bus Lines & Routes | | | | |
|-------------------------|------|--|--|--|
| No. | Line | City Bus Route | | |
| 1 | 2a | Ano Plateia (Liston) – Kanoni | | |
| 2 | 2b | Town (San Rocco) – Port – Kefalomantouko | | |



| City Bus Lines & Routes | | | |
|-------------------------|------|---|--|
| No. | Line | City Bus Route | |
| 3 | 4 | Town (San Rocco) – Potamos – Evropouloi | |
| 4 | 5 | Town (Mitroplitou Methodiou) – Kynopiastes – Kouramades | |
| 5 | 6 | Town (Mitroplitou Methodiou) – Benitses | |
| 6 | 7 | Town (San Rocco) – Dasia – Ipsos | |
| 7 | 8 | Town (San Rocco) – Afra – Agios Ioannis | |
| 8 | 10 | Town (Mitropolitou Methodiou) – Achilleion | |
| 9 | 11 | Town (San Rocco) – Pelekas | |
| 10 | 14 | Town (San Rocco) – Kananlia - Kompitsi | |
| 11 | 15 | Airport - Green Bus Station - Town (San Rocco) - Port | |
| 12 | 15 | Port – Town (San Rocco) – Green Bus Station - Airport | |
| 13 | 16 | Port – Spilia (Old Town) | |
| 14 | 17 | Port – Ano Plateia (Liston) | |

Source: Corfu City Bus



Figure 23 – City Bus Lines & Routes Source: Corfu City Bus



• Green Buses (Intercity Buses of Corfu)

The Green Buses serve the parts of the island which are not served by the Blue Bus Lines thus connecting Corfu Town with almost any part of the island. Green Buses are used to transfer students, newspapers, postal bags, and parcels. Additionally, **they connect Corfu with some of the biggest Greek cities** such as Athens (X1 Line), Thessaloniki (X3 Line) and Larisa (X4 Line). The company Green Buses is equipped with 66 buses. It operates 41 itineraries during winter and 52 during winter. A detailed list of the Green Bus lines is presented in Table 17.

The Green Bus Terminal is located in close proximity with the airport.

| Green Bus Lines & Routes | | | | |
|--------------------------------|------------------------------|--|--|--|
| Lines Serving North Corfu | Lines Serving South Corfu | Lines Summer Special | Lines serving other destinations in Greece | |
| A1 – Agios Stefanos | B1 – Kavos | S1 – Agios Georgios (Pagon) – Sidari | X1 – Athens | |
| A2 – Sidari | B2 – Petriti | S2 – Agios Gordios – Palaiokastritsa | X2 – Lefkimi - Athens | |
| A3 – Roda – Acharavi | B3 – Spartera | S3 – Messonghi – Palaiokastritsa | X3 – Thessaloniki | |
| A4 – Kassiopi | B4 – Attika | S4 – Palaiokastritsa – Glyfada | X4 – Larisa | |
| A5 – Barbati – Nisaki | B5 – Agios Georgios | S5 – Sidari – Kassiopi | | |
| A6 – Afionas – Arillas | B6 – Issos | S6 – Nisaki – Palaiokastritsa | | |
| A7 – Agios Georgios (Pagon) | B7 – Messonghi | S7 – Ipsos – Kavos | | |
| A8 – Avliotes | B8 – Agios Matheos | S8 – Kassiopi – Palaiokastritsa | | |
| A9 - Palaiokastritsa | B9 – Pentati | S9 – Kavos – Marathias | | |
| A10 – Liapades | B10 – Agios Gordios | S10 – Ag. Georgios (Pagon) - Palaiokastritsa | | |
| A11 – Karousades | B11 – Boukari | S11 – Messonghi - Glifada | | |
| A12 – Perithia – Loutses | B12 – Chlomo | | | |
| A13 - Korakiana | B13 – Strogili | | | |

 Table 16 - Green Bus Lines & Routes



| Green Bus Lines & Routes | | | | |
|------------------------------|------------------------------|-------------------------|--|--|
| Lines Serving North Corfu | Lines Serving South Corfu | Lines Summer Special | Lines serving other destinations in Greece | |
| A14 - Sokraki | B14 – Sinarades | | | |
| A15 – Agios Panteleimon | B15 – Aqualand | | | |
| A16 – Makrades | B16 – Ermones | | | |
| A17 – Nimfes | B17 – Glifada | | | |
| A18 - Armenades | B18 – Giannades | | | |
| | B19 - Marathias | | | |

Source: Green Buses

Taxi Services/ Network

Besides the option of the Blue or Green Buses, taxi services are also provided in Corfu Town. Specifically, Corfu Taxi & Transfer Services Co-op Ltd is the biggest Taxi services provider on Corfu. The company originates from Corfu Town Radio-Taxi Network established in1983, one of the very first Radio-Taxi networks in Greece. Today, as a modern TAXI OWNERS Co-op company, it serves locals and visitors alike operating a large fleet of taxis 24/7 all year round. **The company is headquartered in Corfu Town and has corfuTAXI offices and taxi stations at Corfu International Airport and Corfu Port Cruise Terminal**, serving visitors of the island in a most efficient and economical way. The association of the Taxis has a fleet of 187 vehicles, where the majority of them are new generation vehicles with antipollution technologies (EURO 5 & EURO 6). A vehicle for serving disable persons is also available, upon request.

<u>Airport</u>

Air connection from and to the island of Corfu is being achieved through the Corfu airport "Ioannis Kapodistrias". The airport is an important gate of international and domestic arrivals (Table 17) in the Region of Ionian Islands and is considered as one of the major airports in Greece. Indicatively, in 2014, 6.6% of the total international passengers who visited Greece arrived at the International Airport of Corfu, while in 2018, 1.7 million passengers arrived at the International Airport of Corfu (INSETE Intelligence, 2019). As indicated in Table 18 and



Table 19, in 2019 Corfu International Airport served about 50% of the international flights and 63% of the domestic flights of the region.

 Table 17 - Domestic & International Destinations/ Connections of the Airport of Corfu

| Corfu Airport - Connections & Travel Destinations | | | |
|---|--|--|--|
| Domestic Connections | International Connections | | |
| Thessaloniki | France: Paris | | |
| Athens | Germany: Dusseldorf, Frankfurt, Munich | | |
| Zakynthos United Kingdom: Belfast, Manchester, Birmingham, Bris | | | |

Source: Corfu Airport

Table 18 – Arrivals in the Region of Ionian Islands from International Flights (2019)

| Airports in the Region of Ionian Islands – Arrivals International Flights | | | | |
|---|----------------------------------|------------------------------|----------------------------------|---------------------------------|
| Arrivals in Aktio Airport | Arrivals in Zakynthos Airport | Arrivals in Corfu Airport | Arrivals in Kefalonia Airport | Arrivals in the Region (Sum) |
| 241.807 | 856,538 | 1,457,420 | 330,329 | 2,886,094 |
| 8,38% | 29.68% | 50.50% | 11.45% | 100% |

Source: Operational Program of the Municipality of Central Corfu and the Diapontia Islands 2020-2023

Table 19 – Arrivals in the Region of Ionian Islands from Domestic Flights (2019)

| Airports in the Region of Ionian Islands – Arrivals Domestic Flights | | | | |
|--|----------------------------------|------------------------------|----------------------------------|---------------------------------|
| Arrivals in Aktio Airport | Arrivals in Zakynthos Airport | Arrivals in Corfu Airport | Arrivals in Kefalonia Airport | Arrivals in the Region (Sum) |
| 5,167 | 45,796 | 166,553 | 46,859 | 264,375 |
| 1.95% | 17.32% | 63.00% | 17.72% | 100.00% |

Source: Operational Program of the Municipality of Central Corfu and the Diapontia Islands 2020-2023



The airport is only 3 Km far from Corfu city center and can be easily reached by taxi, buses, or private vehicles. Specifically, local bus line 15 connects the airport and the port, passing through the City Center of Corfu and its main bus station. The bus also stops at San Rocco Square, a starting point of local buses from where the visitors can continue to other destinations on the island. The journey takes around 10-15 minutes. Taxis towards and from Corfu airport are also available 24 hours a day, all days of the week. It takes 10 minutes to get from the airport to the City of Corfu. An alternative option is the Corfu Airport Prebooked Private Transfer. The price of the ride is usually the same or lower than that of an ordinary taxi and is agreed in advance when making the booking.

Othonoi|

Municipality of Central Corfu and Diapontia Islands (MCCDI)

Othonoi (Ammos) Port

The main entrance to Othonoi is the Ammos Port, which is connected to Corfu, from the Corfu Port and the Port of Agios Stefanos Avliotes (Table 20).

| Port of Othonoi – Sea Routes | | | | |
|---------------------------------|-------------|-------------------|--|--|
| Starting Point | Destination | Duration | | |
| Corfu Port | Othonoi | 3 hr. and 30 min. | | |
| Port of Agios Stefanos Avlioton | Othonoi | 1hr. and 25 min. | | |

Table 20 - Sea Routes to the Port of Othonoi

Specifically, Othonoi can be reached from the Corfu Port twice a week and form the Port of Agios Stefanos Avliotes three (3) times a week. During the summer season there are additional trips. The journey from Corfu Port to the island of Othonoi takes about four (4) hours, since Othonoi is the last stop of the ferry. As shown in Table 21, traffic flows in the Port of Othonoi are very low. Specifically, in 2019, Port of Othonoi recorded only 4,379 passengers, which represents 0.07% of the traffic flows of the ports of the Region of Ionian Islands.



| Port of Othonoi - Passenger Flows (2019) | | | | | | |
|--|--|------------------|------------------|--|--|--|
| | Passenger Flows (Disembarking) Passenger Flows (Embarking) Passenger Flows (Tota | | | | | |
| Port of Othonoi | 1,886 (0.06%) | 2,493 (0.09%) | 4,379 (0.07%) | | | |
| Region of Ionian Islands | 2,915,193 | 2,932,727 | 5,847,920 | | | |

Source: Operational Program of the Municipality of Central Corfu and the Diapontia Islands 2020-2023

Besides, the Ammos Port of Othonoi, it is noted that there is also a fishing port in the island, located in Avlakia, which also serves small private yachts and boats.

<u>Othonoi Heliport</u>

The island of Othonoi has a heliport for emergencies. Specifically, Othonoi Heliport is located at the north side of the island, at the location Vigla, 4 Km from the town of the island. Nearby locations of the Othonoi Heliport are presented in Table 22.

| Othonoi Heliport – Nearby Locations | | | | |
|-------------------------------------|---------|------------------|------------------------------------|--|
| Km | Bearing | Nearby Locations | | |
| 13,5 | 081 | | Ereikousa Heliport, Ionian Islands | |
| 50,9 | 124 | LGKR | Corfu, Ionian Islands | |
| 67,3 | 067 | LASK | Gjirokaster, Gjirokastër | |
| 68,6 | 003 | LAVL | Vlore AB, Vlorë | |
| 88,3 | 085 | | Delvinaki Port, Epirus | |
| 98,0 | 137 | | Paxoi Heliport, Ionian Islands | |

 Table 22 – Nearby locations of the Othonoi Heliport

Source: Helicopter History Site



<u>Road Network</u>

The road network of Othonoi, as shown in Figure 24 is not extensive and that is especially due to the very small size of the island (total area: 10.8 Km²).



Figure 24 – Road Network in Othonoi

Ereikousa| Municipality of Central Corfu and Diapontia Islands (MCCDI)

<u>Ereikousa Port (Porto)</u>

The main entrance to Ereikousa is the port of the island which is connected to the Corfu Port and to the Port of Agios Stefanos Avlioton. In the summer months, there are also regular boat excursions organised from Corfu Town, Agios Stefanos, Sidari and Acharavi (Table 23).

| Port of Ereikousa - Sea Routes | | | |
|---------------------------------|-----------|------------------|--|
| Starting Point | Duration | | |
| Corfu Port | Ereikousa | 2hr. and 30 min. | |
| Port of Agios Stefanos Avlioton | Ereikousa | | |
| Sidari | Ereikousa | | |
| Acharavi | Ereikousa | | |

 Table 23 – Sea Routes/ Connections of the Port of Ereikousa



As shown in Table 24 below, traffic flows in the Port of Ereikousa are very low. Specifically, in 2019, Port of Ereikousa recorded only 6,071 passengers, which represents 0.1% of the traffic flows of the ports of the Region of Ionian Islands.

| Passenger Flows (2019) | | | |
|--------------------------------|--------------------------------|-----------------------------|-------------------------|
| | Passenger Flows (Disembarking) | Passenger Flows (Embarking) | Passenger Flows (Total) |
| Port of Ereikousa | 2,919 (0.10%) | 3,152 (0.11%) | 6,071 (0.10%) |
| Region of Ionian Islands | 2,915,193 | 2,932,727 | 5,847,920 |

 Table 24 - Port of Ereikousa & Region of Ionian Islands: Passenger Flows (2019)

Source: Operational Program of the Municipality of Central Corfu and the Diapontia Islands 2020-2023

<u>Ereikousa Heliport</u>

The island of Ereikousa has an impeccably built heliport. Ereikousa Heliport is located southwest of Porta settlement. Nearby locations of the Ereikousa Heliport are presented in Table 25.

| Ereikousa Heliport – Nearby Locations | | | |
|---------------------------------------|---------|------|----------------------------------|
| Km | Bearing | | Nearby Locations |
| 13.5 | 261 | | Othonoi Heliport, Ionian Islands |
| 42 | 137 | LGKR | Corfu, Ionian Islands |
| 54.2 | 064 | LASK | Gjirokaster, Gjirokastër |
| 67.0 | 352 | LAVL | Vlore AB, Vlorë |
| 74.8 | 086 | | Delvinaki Port, Epirus |
| 91.3 | 145 | | Paxoi Heliport, Ionian Islands |

Table 25 – Nearby locations of the Ereikousa Heliport

Source: Helicopter History Site



<u>Road Network</u>

The road network of Ereikousa, as shown in Figure 25 is not extensive and that is especially due to the very small size of the island (total area: 4.5 Km²).



Figure 25 – Road Network in Ereikousa

Mathraki| Municipality of Central Corfu and Diapontia Islands (MCCDI)

<u>Mathraki Port</u>

The main entrance to Mathraki is the Plakes Port which is connected to the Corfu Port. Specifically, Mathraki can be reached by a local ferry, which departs from the Port of Corfu Town three (3) times per week, all year round. During summer, Mathraki can also be reached from the Port of Agios Stefanos Avlioton and from Sidari.

Travel time takes about 1 hour and 30 min from Corfu Town and 40 minutes from Agios Stefanos and Sidari. Apart from the normal ferries, other available solutions are the private boats that can be rented, since normal itineraries are not very frequent even in summer.

| Port of Mathraki - Sea Routes | | | |
|-------------------------------------|----------|------------------|--|
| Starting Point Destination Duration | | | |
| Corfu Port | Mathraki | 1hr. and 30 min. | |



| Port of Mathraki - Sea Routes | | | |
|---------------------------------|----------|---------|--|
| Port of Agios Stefanos Avlioton | Mathraki | 40 min. | |
| Sidari | Mathraki | 40 min. | |
| Acharavi | Mathraki | | |

As shown in Table 27 below, traffic flows in the Port of Mathraki are very low. Specifically, in 2019, Port of Mathraki recorded only 1,397 passengers, which represents 0.02% of the traffic flows of the ports of the Region of Ionian Islands.

Table 27 – Port of Mathraki & Region of Ionian Islands: Passenger Flows (2019)

| Passenger Flows (2019) | | | |
|--------------------------------|--------------------------------|-----------------------------|-------------------------|
| | Passenger Flows (Disembarking) | Passenger Flows (Embarking) | Passenger Flows (Total) |
| Port of Mathraki | 769 (0.03%) | 628 (0.02%) | 1.397 (0.02%) |
| Region of Ionian Islands | 2,915,193 | 2,932,727 | 5,847,920 |

Source: Operational Program of the Municipality of Central Corfu and the Diapontia Islands 2020-2023

<u>Road Network</u>

The road network of Mathraki, as shown in Figure 26 is not extensive and that is especially due to the very small size of the island (total area: 3.1 Km²).



Figure 26 – Road Network in Mathraki



Paxos | Municipality of Paxoi

<u>Paxos Port</u>

The main entrance to the Paxos island is the Port of Paxos in Gaios on the east side of the island. The port of Gaios is divided into the old and new port. Most ferries between mainland Greece and Paxos operate from the new port, which is located 10 minutes from the center of the village on foot. The available sea routes (ferry boats and "flying Dolphins" hydrofoil ferries are connecting the island with:

- Igoumenitsa Port
- Corfu Port

Moreover, water taxis and renting services of private boats are available for the transportation from/to the Paxos islands.

<u>Road Network</u>

The road network of Paxoi, as shown in Figure 27 is not extensive and that is especially due to the small size of the island (total area: 76 Km²).

The Paxos island is served by road mainly by the:

- Old National Road (Athens Paxos) via Igoumenitsa
- New National Road (Athens Paxos) via Igoumenitsa
- Egnatia Odos (Thessaloniki Paxos) via Igoumenitsa



Figure 27 – Road Network in Paxos



<u>Bus Routes</u>

A bus line (KTEL Thesprotias) connects the island of Paxos with Athens via Igoumenitsa. KTEL Paxos works in connection with the Ferry Boat and therefore, the transportation is directly done at the port of Paxos.

For the transportation within the island of Paxos, there is a Local Bus that radiates from Gaios and links the capital with Longos and Lakka.



3.1.4 Points of interest

Besides the existing connections of the five (5) Greek ports already presented in the previous sections, selected Points of Interest within Corfu Town and Paxoi are listed in the following tables (Table 28, Table 29). As discussed earlier, the Network of the Water Aerodromes aims to enhance connectivity and provide additional transport services especially to the inhabitants of the areas participating in the Network. Given that there is a higher need for the inhabitants of the Diapontia Islands to transport to Corfu or to Paxoi than vice-versa, the Points of Interest which have been identified and presented are in Corfu Town and Paxoi.

| Points of Interest in Corfu | Notes/ Descriptions/ Location |
|---|---|
| Corfu: City Center – Old Town of Corfu | Corfu city center is defined by sections of main roads and landmarks: historic city center, M. Theotoki Square, Heroes of Cypriot Struggle Square, Nikiforou Theotoki Street, Evgeniou Voulgareos Street, Filarmoniki Street, smaller nearest streets around the historic city center, Town Hall Square, Roman Catholic Cathedral Church, Old Residence of the Latin Archbishop, Spianada, Liston. |
| Corfu: Airport | Corfu Airport is already described in Section 3.3.1 |
| Corfu: Port Authority | Port Authority is located within the Port of Corfu |
| Corfu: General Hospital, City Health Center | Corfu General Hospital operates since 2010. It has a total capacity of 299 beds and meets all the medical and nursing needs of the area, providing the best possible health care services. <u>Hospital Location:</u> Kontokali 1 <u>City Health Center Location:</u> 9 th Lane Theotoki Ioanni |
| Corfu: Bus Station (City Bus – Blue Line) | <u>Location:</u> G. Theotoki 49-51 |
| Corfu: Bus Station (Intercity Bus – Green Line) | Location: Leoforos Eptanisou |
| Corfu: Police Station/ Fire Station | Location: Andreadi Ioulias 1 |
| Corfu: Ionian University | lonian University was founded in 1984 and comprises five (5) Faculties and twelve (12) |

| Table 28 – Points | of Interest in | າ Corfu Town |
|-------------------|----------------|--------------|
|-------------------|----------------|--------------|



| Points of Interest in Corfu | Notes/ Descriptions/ Location |
|--|--|
| | Departments. Its seat is in Corfu, with university units in Lefkada, Kefalonia and Zakynthos. Facilities at Corfu include the following: Ionian Academy, Central Administration, Library, Training and Lifelong Learning Center, Department of History, Department of Foreign Languages, Translation and Interpreting, Department of Archives, Library Science and Museum Studies, Department of Informatics, Department of Audio and Visual Arts, Department of Music Studies, Department of Tourism. Location: Ioannou Theotoki 72 |
| Corfu: Town Hall | Location: Leoforos Alexandras 6A, Marasli Mansion |
| Corfu: Region of Ionian Islands/ Civil Protection Department/ Citizen's Service Center of Prefecture/ Tax Office (DOY) | Location: Spyrou Samara 13 |
| Corfu: Citizen's Service Centers | Locations: Dionisiou Solomou 11, Spyrou Samara 13 |

Additionally, as it can be seen from Figure 28, most public services are located within City Center.



Figure 28 – Public Services in Corfu Town



Table 29 – Points of Interest in Paxoi

| Points of Interest in Paxoi |
|-----------------------------|
| Paxoi: Town Hall |
| Paxoi: Health Center |
| Paxoi: Port Authority |
| Paxoi: Police Station |



3.2 Water Aerodromes' Main Features

In the second part of this Section *(Section 3.2)*, the focus is placed on the five (5) proposed Water Aerodromes that are going to be developed in the context of the SWAN project, in Greece. Information regarding the geographic location of the Water Aerodromes, their infrastructure, facilities and services is provided. Additionally, transport infrastructure and services currently connecting the ports (Water Aerodromes) with the Points of Interest identified in Section 3.1 are explored and presented.

3.2.1 Water Aerodromes Locations

As already mentioned, the Network of the eight (8) Water Aerodromes proposed by SWAN project (SWAN Network) is spread across the Ionian/ Adriatic Sea, covering a cross-border region of Italy and Greece. The Greek Swan Network consists of the following Water Aerodromes:

- Water Aerodrome of Corfu [Port of Corfu, Greece]
- Water Aerodrome of Othonoi [Port of Othonoi, Greece]
- Water Aerodrome of Ereikousa [Port of Ereikousa, Greece]
- Water Aerodrome of Mathraki [Port of Mathraki, Greece]
- Water Aerodrome of Paxoi [Port of Gaios Paxoi, Greece]

The following figures present the satellite and/ or spatial planning of the five (5) Greek Water Aerodromes of Swan Network.



Water Aerodrome of Corfu | Corfu Port



Figure 29 - Location of the Water Aerodrome in the Port of Corfu (Spatial Planning)

<section-header>

Figure 30 - Location of the Water Aerodrome in the Port of Othonoi (Satellite Photos & Spatial Planning)



Water Aerodrome of Ereikousa | Port of Ereikousa



Figure 31 - Location of the Water Aerodrome in the Port of Ereikousa (Satellite Photos & Spatial Planning)

Water Aerodrome of Mathraki | Port of Mathraki



Figure 32 – Location of the Water Aerodrome in the Port of Mathraki (Satellite Photos & Spatial Planning)



Figure 33 - Location of the Water Aerodrome in the Port of Paxoi (Gaios)



3.2.2 Water Aerodromes' Infrastructures, Facilities and Services

Table 30 summarises the infrastructure and equipment in the five (5) Greek Water Aerodromes. A more detailed and separate analysis follows presenting relevant information regarding infrastructure and equipment for **a**) **the Water Aerodrome of Corfu, b**) **the Water Aerodromes in the Diapontia Islands, c**) **the Port of Paxoi.**

Table 30 - Infrastructures & Equipment of the Greek Water Aerodromes

| Equipment | | |
|---|--|--|
| Equipment for operation in the five (5) Water Aerodromes in Corfu and Paxos ports & in three (3) Diapontia Islands including floating pontoons, sheds and ramps, floating brake wavers etc. | | |
| Equipment for the operation of the three (3) Water Aerodromes in Diapontia Islands. This includes VHF radio, lifejackets and fire extinguisher, measures for water pollution limitation etc. | | |
| Security equipment for the two (2) mini terminal stations in Corfu and Paxos. This includes x- ray machines, magnetic gates, offices and furniture, equipment. (The equipment of the prefabricated mini terminals on Diapontia Islands will be lighter) | | |
| A speed boat for the inspection of the Water Aerodrome in Corfu Port | | |
| Supply of three (3) desktops | | |
| Infrastructure & Works | | |
| Infrastructure works for the formation of land side of the three (3) Water Aerodromes of the three (3) Diapontia Islands, Corfu and Paxos Ports including installation of floating pontoons, sheds and ramps, floating brake wavers etc. | | |
| Infrastructure works of a fully equipped mini terminal for the water airplane passengers in Paxoi Port | | |
| Infrastructure works for Central Port of Corfu and Diapontia Islands. These include construction of a fully equipped mini terminal for the water aeroplane passengers in Corfu Port and three (3) pre-fabricated mini terminal in Diapontia Islands | | |





Figure 34 - Indicative equipment purchased: A speed boat with trailer



Figure 35 – Indicative equipment purchased: Two (2) x-ray Hi scan machines & Magnetic Gates, **Figure 36** – Indicative equipment purchased: Two (2) walkthrouh metal detectors (WTMD)



Figure 37 – Indicative equipment purchased but not installed during the frafting of this deliverable: Two (2) floating piers for the Water Aerodromes of Corfu and Paxoi



Water Aerodrome of Corfu | Corfu Port

The Water Aerodrome infrastructures in the Port of Corfu include the following infrastructures & equipment:

Floating pontoon

A floating pontoon has been purschased and will be installed within the mooring space of Corfu's water aerodrome. The infrastructure will allow sea planes to remain in the Port for several hours or days.

Purchase & Installation of a shed & a ramp for the maintenance of the seaplanes
 The purchase and installation of a specially designed shed is required for the
 maintenance and the prescribed technical audits of seaplanes. Additionally, the
 construction of an exit ramp of the seaplanes from the water is required, in order to
 allow seaplanes access to the shed.

Purchase & Installation of a Terminal for the seaplane passengers

The Installation of a Terminal station is required during the water aerodrome operation. The Terminal will be installed near the seaplane docking space for the screening of the seaplane passengers and their luggage. The station will provide (among others) Hygiene facilities for both genders.

Installation of floating break waver

In order to protect the water aeroplanes in the port of Corfu from indirect waves, it is necessary to supply and install a suitable floating breakwater

Construction of fuel facilities for the arrived/departured sea-planes

The construction of suitable infrastructure for the storage and the supply of aviation fuel in the water aerodrome of Corfu are required to meet the needs of the arriving/departing sea-planes.

Purchase and installation of Safety equipment for the Water Aerodrome

The purchase and the installation of a Metal-Detector (WTMD), and X-ray security equipment for the baggage monitoring in passenger's screening area of the Water Aerodrome is required in order to be in line with the new requirements by the Civil



Aviation Authority, resulting from the Amendment provisions of the Technical Safety Directive No. (1) – 1st T.S.D.(GG Issue B / No. 372 / 02.18.2016).

Purchase of a Speed Boat

Under the law, a high-speed craft has been purchaced for long-term availability, pocessing the necessary permits and equipment, ready for use at any time.

Water Aerodromes in Othonoi, Ereikousa, Mathraki| Port of Othonoi, Port of Ereikousa, Port of Mathraki

The Water Aerodromes in Diapontia Islands include the following works/ infrastructures:

Development of the Water Aerodrome

Floating pontoons have been purchased for the safe seaplane seizure at the Water Aerodrome of Diapontia Islands and the smooth and safe boarding - disembarkation of the passengers.

For the passengers and luggage control, mini Terminals (pre-fabricated) including restrooms for the passengers have been purchased and will be installed.

Water Aerodrome in Paxoi | Gaios Port of Paxoi

The water aerodrome infrastructures in the Port of Paxoi will include the following infrastructures/equipment:

A floating pontoon in the docking area of the Paxos Water Aerodrome

A floating pontoon has been purchased for the long-term and overnight stays of the water airplanes at the Water aerodrome of Paxoi Port. Thus, the water aircrafts will be also able to start the morning route from Paxoi Island.

- Development of additional sheltered space for passengers facilities and control The construction of a larger Terminal will facilitate passenger's control and the luggage facilities.
- Safety equipment for the water aerodrome

In compliance with the new requirements of the Civil Aviation Authority resulting from the Amendment of the provisions of the Technical Safety Directive No (1) - 1st ATHEX.



(GOVERNMENT ISSUE B / AP.372 / 18-2-2016), the water aerodrome of Paxoi has been equipped with WTMD in the passenger control area, as well as an X-ray security equipment for the passengers' control and of the luggage at the Water Path. The Water aerodrome of Paxoi already has a metal detection gate (WTMD).

Lastly, Table 31 regards **a list of basic facilities and services for the Greek Swan Water Aerodromes.**

| Facilities/ Services |
|-------------------------------------|
| Check in desk |
| Passenger security check |
| Seaplane safety standards & control |
| Passenger info point |
| Seaplane docking |
| Seaplane maintenance |
| Seaplane fuel supply |
| Luggage safety check |
| Flights Schedule & available routes |
| VIP services |
| Seaplane charter services |
| Restaurant – café |
| WC |
| Passenger waiting area |

Table 31 – Facilities and Services for the Greek SWAN Water Aerodromes



Figure 38 - Passenger Safety Check Figure 39 - Luggage Safety Check Figure 40 - Passenger Waiting Area



3.2.3 Transport infrastructure and services connecting the Ports/ Water Aerodromes with Points of Interest and Other Destinations

As already mentioned, Port of Corfu is located very close to the city of Corfu and thus it's easily accessible. With regards to public transport, there are four (4) bus lines which connect the Port and the proposed Water Aerodromes with the city and the Airport of the island with frequent routes. These routes are presented in detail below.

- No. 15| Port City Center Intercity Bus Station Airport: Line no. 15 connects the Port of Corfu with the Airport of Corfu. The line departs within the Port from the mooring area of cruise ships and ships that go to Albania. It passes through the city center and particularly through San Rocco Square (departure points), where there is also an information kiosk because this is where most departure points of bus lines are located. Next, it heads to the Intercity Bus Station (from where residents and visitors can get on the intercity buses that take them to the most popular destinations of the island, such as Palaiokastritsa, Kavos, Acharavi, Roda, Sidari, Moraitika, Mesoggi, Glyfada, Ag. Georgios Argyradon etc.) and finally it terminates at the airport.
- No. 2b | City Center Port Kefalomantouko: Line no. 2b starts from the area of Kefalomantouko, passes through the Port of Corfu and terminates at the city center – San Rocco Square.
- <u>No. 16</u> Port Spilia: Line no. 16 connects the Port of Corfu with the Old Town (Spilia) with frequent routes. The line departs within the port from the mooring area of cruise ships and ships that go to Albania and terminates at Spilia where visitors can get on the hop on-hop off tourist buses and tour around the attractions of Corfu Island.
- <u>No.17</u>| Port Liston Upper Square: Line no. 17 connects the Port with Spianada Square, Liston, which is considered the largest square in Greece. The departure point of line no. 17 is found in front of the old fortress which was built by the Venetians in the 13th century. In the lower part of the square, next to Liston, there is the departure point of the bus line Kanoni (No. 2a) heading to Mon Repos, Kanoni, Pontikonisi.

Moreover, Table 31 presents the transport options that are currently available for passengers arriving at the port of Corfu who wish to move around Corfu and specifically access the Points of Interest identified in Section 3.1.



| | Point of Interest | Distance | Modes of Transport | |
|--------------------|-----------------------|----------|---------------------------------|--|
| | | | By Car | |
| Confu Dort | A import | 3.7 Km | By Taxi | |
| Coriu Port | Airport | | By Corfu City Bus (Line no. 15) | |
| | | 2.7 Km | On Foot | |
| | | | | |
| | | | By Car | |
| | | 2 1/m | By Taxi | |
| Corfu Port | Corfu Old Town | 2 KIII | By Corfu City Bus (Line no. 16) | |
| | | | By Corfu City Bus (Line no. 17) | |
| | | | On Foot | |
| | | | | |
| | | | By Car | |
| Confue Dout | City Contor | 2 Km | By Taxi | |
| Coriu Port | City Center | | By Bus (Line no. 2b) | |
| | | 1.5 Km | On Foot | |
| | | | | |
| | | | By Car | |
| | City Bus Station | 2.3 Km | By Taxi | |
| Corfu Port | | | By Bus (Line no. 15) | |
| | | 1.4 Km | On Foot | |
| | | | | |
| | Intercity Bus Station | | By Car | |
| | | 2.8 Km | | |
| Corfu Port | | | By Taxi | |
| | | | By Bus (Line no. 15) | |
| | | 2.1 Km | On Foot | |
| | | | | |
| | Hospital | 1.2 Km | By Car | |
| Corfu Port | | | By Taxi | |
| | | | On Foot | |
| | | | | |
| | Police Station/ Fire | 2.3 Km | By Car | |
| Corfu Port Station | Station | | Ву Тахі | |
| | | 1.2 Km | On Foot | |

Table 32 – Modes of Transport from Port of Corfu to POIs of Corfu



| | Point of Interest | Distance | Modes of Transport |
|--------------|--|----------|----------------------|
| | | | By Car |
| | | 2.1 Km | By Taxi |
| Conu Port | Ionian Oniversity | | By Bus (Line no. 15) |
| | | 1.1 Km | On Foot |
| | | | |
| | | | By Car |
| Corfu Dort | Corfu Town Hall | 2.2 Km | By Taxi |
| Conu Port | | | By Bus (Line no. 15) |
| | | 1.9 Km | On Foot |
| | | | |
| Corfu Port | Region of Ionian Islands/ Civil Protection Department/ Citizen's Service Center of Prefecture/ Tax Office (DOY) | 2 Km | By Car |
| | | | By Taxi |
| | | | By Bus (Line no. 15) |
| | | 1.6 Km | On Foot |
| | | | |
| Confin Don't | Citizen Service Centers | 1.4 Km | By Car |
| | | | By Taxi |
| | 1.5 Km | On Foot | |

| | Corfu Port | Port Authority | 500 m | On Foot |
|--|------------|----------------|-------|---------|
|--|------------|----------------|-------|---------|

A similar table (Table 32) is provided for the Port of Paxoi and Points of Interest there.

Table 33 – Modes of Transport from Port of Paxoi to POIs of Paxoi

| | Point of Interest | Distance | Modes of Transport |
|------------------------------|-------------------|----------|--------------------|
| Port of Paxoi | Town Hall | 900 m | On Foot |
| Port of Paxoi Health Center | 2.6 Km | By Car | |
| Port of Paxoi | Port Authority | 800 m | On Foot |
| Dort of Davoi Dolico Station | 1.5.Km | On Foot | |
| PUIL OF PAXOI | Police Station | 1.3 111 | By Car |



It is noted that a similar approach has not been followed regarding the Ports of Mathraki, Othonoi and Ereikousa because as already discussed, Diapontia Islands are very small islands.

Useful conclusions that can be drawn from the tables above are that:

- the distances between the ports (Water Aerodromes) and POIs are rather short which means that alternative means of transport (such as walking, cycling etc.) could be promoted and used.
- currently green/ clean modes of transport are not promoted or used.



4. PEST & SWOT Analysis

4.1 Identified Gaps

Following the Context Analysis, Section 4 aims to summarise key findings and to highlight key points and aspects that create the background for the recommendations that this Plan foresees in Section 5. Specifically, in *Section 4.1* the gaps, problems and challenges regarding urban mobility, which were identified during the analysis, are summarised and presented.

Table 34 provides a list of the identified gaps, problems and challenges regarding urban mobility in the Greek participating territories.

| Title | of identified Gap | Brief Description | |
|-------|--|--|--|
| #1. | Lack of clean transport means/ infrastructure | Car is the dominant mode of transport. Car ownership rate is relatively high compared to the rest of the country, while green and clean transport means have a very low stake. | |
| #2. | Poor traffic light system | The traffic light system in Corfu is very old, many traffic lights often do not work properly causing heavy traffic congestion and leading to traffic jams. Traffic lights malfunction is also detected close to the Port. | |
| #3. | Poor bus line network | There are often strong delays in the routes. The frequency of itineraries is reduced during the winter, however there is a need for more routes and bus lines. Upgrades in the fleet are also essential, so that bikes could be transferred (an option which is not currently available). | |
| #4. | Poor bike lanes | There are significant technical problems and failures in the bicycle network and the bike rental scheme. There is high need for upgrading the infrastructure and extending the network. | |
| #5. | Lack of a raising awareness campaign | There is a high percentage of people in Corfu who are already using bicycle for transportation as well as a high percentage of people who are willing to increase bicycle usage, as long as special requirements are fulfilled (i.e., safety). | |
| #6, | Lack of financial investment - Bureaucracy | Heavy bureaucratic procedures cause delays in the completion of technical works and in the issuing of the needed licenses. Also, they are a barrier for the financial investment which is needed. | |
| #7. | Covid-19 Pandemic | The Pandemic of Covid-19 has a significant impact on movement of people and transportation, changing completely the current needs and habits. | |

Table 34 – Identified gaps, problems challenges



4.2 PEST Analysis

In *Section 4.2*, a different tool is being used to set the overall context under which the SWAN project and the SWAN Network is being developed. Specifically, PEST Analysis – a strategic planning tool – is being used to evaluate the impact of **political, economic, social, and technological factors** on the project. A further explanation of these factors and of the way that they can influence any project are briefly presented below.

|PEST Analysis - Political, Economic, Social, Technological Factors |

- Political factors relate to how the government intervenes in the economy. Specifically, political factors have areas including tax policy, labor law, environmental law, trade restrictions, tariffs, and political stability. Political factors may also include goods and services which the government aims to provide or be provided (merit goods) and those that the government does not want to be provided (demerit goods or merit bads). Furthermore, governments have a high impact on the health, education, and infrastructure of a nation.
- **Economic factors** include economic growth, exchange rates, inflation rate, and interest rates. These factors can drastically affect how a project's implementation may evolve.
- **Social factors** include the cultural aspects and health consciousness, population growth rate, age distribution, career attitudes and emphasis on safety. High trends in social factors affect the demand for a company's products or for the implementation of a project.
- Technological factors include technological aspects like Research & Development activity, automation, technology incentives and the rate of technological change. These factors can determine barriers to entry, minimum efficient production level and influence the outsourcing decisions. Furthermore, technological shifts would affect costs, quality, and lead to innovation.

Table 35 presents the PEST Analysis for the Greek participating territories and the Greek Water Aerodromes which are proposed in the context of the SWAN project.



Table 35 – PEST Analysis

| Political | Economic |
|--|--|
| - EU policies, strategies and initiatives promoting sustainable urban mobility, multimodal, clean, and smart transport provide the conditions, the framework, and the incentives to Greek LAs to deepen their efforts in these sectors. | The potential of a new financial crisis in the post- pandemic era creates a financial uncertainty that could affect the implementation of investment projects such as SWAN project. The rising fuel prices may act as an incentive or |
| - Involvement of the Local Authorities (Municipality of Central Corfu & Diapontia Islands, Region of the Ionian Islands) in European Interregional Co- operation Projects and Programmes on sustainable development, transport etc. provide them with the knowledge, experience, and tools to implement successful projects such as the SWAN project, in the framework of which the development of Water Aerodromes is proposed. | The rising rule prices may act as an incentive of push for more sustainable and environmentally friendly transportation choices by residents and visitors. The new investment law triggers water airplane companies to improve their fleet and get involved in the operations of the proposed Water Aerodromes. |
| - Political instability in the country creates an uncertainty regarding the governance model of the proposed Water Aerodromes. | |
| - Heavy bureaucratic procedures cause delays in the implementation of the proposed infrastructure projects and especially a) in the construction of the Terminal Stations of the Water Aerodromes, b) in the issuing of licenses and authorizations for the Terminals in Corfu and Paxoi, c) in the issuing of the license of environmental terms in the Diapontia Islands. | |
| Social | Technological |
| - The Covid-19 pandemic, the measures taken, and the restrictions enforced (i.e., lockdowns) have led to a significant decrease in people's movement that if continued could possibly affect the operation of the Water Aerodromes. | The fleet of the water airplanes produce low CO2 emissions (minor carbon footprint compared to ships or airplanes). Water airplanes provide faster transportation compared to ships. |
| - The current global trends on sustainable mobility and the increasing demand expressed by locals for additional clean modes of transport and improved connectivity strengthen the attempts made by the SWAN project. | - Water airplanes could be used as alternative means of extinguishing fire, strengthening civil protection of the country. |
| - The large tourist flows especially during the summer period contribute significantly to traffic | |



| congestion problems and thus create the necessity |
|---|
| for alternative and integrated means of transport |
| (such as those proposed by SWAN project). |



4.3 SWOT Analysis

In *Section 4.3,* a SWOT Analysis is undertaken aiming to summarise and highlight the strengths and weaknesses of the participating territories and the Water Aerodromes that are going to be developed, as well as to explore the ways that these could be leveraged to take advantage of the opportunities and threats that exist and could have an impact on the project. The SWOT Analysis acts as a useful tool that will help to assess the current situation and determine recommendation that promote sustainable mobility these areas.

Table 36 presents the SWOT Analysis for the Greek participating territories and the Greek Water Aerodromes which are proposed in the context of the SWAN project.

| Strengths (Internel) | Weaknesses |
|---|---|
| Port of Corfu is of International Importance (Category K1) One of the most significant ports in | - Lack of direct access to the national motorway/ railway network. |
| Western Greece with the highest number of passengers. | - Heavy traffic congestion on road network especially during the summer period (due to |
| - Port of Corfu is an important gate in the Region of Ionian Islands Serving both domestic and | increased tourist flows) leading to increased duration of short-distance trips. |
| - Port of Corfu is strategically situated: | - High rate of private car ownership & a culture of excessive car use even for short distances. |
| It has direct access to the island's Road Network, with only 1.5 Km distance from a cocondary bigbway | - Lack of parking spaces Unregulated and illegal parking. |
| It is located only 3 Km from the Airport. | High waiting time in taxi queues especially during the summer period. |
| It is close to the City Center. | - Absence of a suitable one-stop-shop for remote |
| - Port of Corfu is connected with the City Center and the Airport with frequent routes of Public | provision to visitors and residents. |
| Transport. - Corfu City Bus has adopted an integrated telematics system informing the public about the | - Absence of a suitable ICT system for improving connection between Corfu Port and the Airports of Aktion-Preveza. |
| bus arrival time at the stops and bus departure time from the departure points. | Poor quality of mobility infrastructure – road safety problems. |
| - There is a dense pedestrian network within the City Center of Corfu. | - Increased number of car accidents during the summer period. |
| - There is an existing network of bicycle lanes which could be upgraded as well as a high percentage of | - Lack of integrated intermodal transport. |

Table 36 – SWOT Analysis



| people who already use or are willing to use bicycle as a means of transport. There are rather short distances within Corfu Town which allow easy transportation with alternative means of transport apart from car or taxi. There is a concentration of public services and points of interest within the City Center of Corfu. | Threats |
|--|--|
| - Completion of Infrastructure Works on the Road Network. | • A new financial crisis that could hinder or postpone project implementation or investment. |
| Opportunity for new connections of the Port of Corfu with Ports of the Adriatic and Dalmatian Coast. Infrastructure Upgrade Works in the ports of the Diapontia Islands | - The covid-19 pandemic and the mobility restrictions that could affect the Water Aerodromes' operation and sustainability as well as the demand for means of public transport. |
| The upcoming network of Water Aerodromes in Greece - More than 90 Water Aerodromes are currently in a licensing and implementation phase. | Aerodromes, b) in the issuing of licenses and authorizations of the Terminals in Corfu and Paxoi, c) in the issuing of the Icense of environmental terms in |
| - Commonly acknowledged and expressed need to provide additional and environmentally friendly modes of transport to residents of isolated areas (i.e., residents of Diapontia Islands) as well as to deal with traffic congestion and take measures to improve | the Diapontia Islands could cause further delays in the implementation of the infrastructure projects and in the operation of the Water Aerodromes. The massive tourist flows that without a planning |
| transportation and quality of life of citizens. EU policies, strategies and initiatives providing knowledge and tools to local policy makers in order to promote sustainable mobility in their territories. | problems in port operation during ship calls deterioration of traffic flows in the areas, |
| - Availability of EU Funds that could be used to cover the cost of proposed measures regarding sustainable mobility and integrated multimodal transportation. | environmental degradation of the destinations, poor quality of life for the residents. |
| -The New Investment Law Incentives for investment that could be exploited/ used. - The Sustainable Urban Mobility Plan (SUMP) of the Municipality of Central Corfu and Diapontia Islands that is currently under elaboration. - The Old Town of Corfu is one of the UNESCO's | - Political instability and uncertainty regarding the governance model of the proposed Water Aerodromes. |
| World Heritage Sites , which means that environmental and cultural protection and | |




| sustainability are already top priorities for the Local Authorities. |
|---|
| - The role of the Ionian University which could be supportive to the implementation of the proposed measures and could promote sustainable mobility solutions and actions. |



5. Recommendations

Based on the context defined by the previous Sections (Section 3: Context Analysis, Section 4: PEST & SWOT Analysis), Section 5, foresees specific Recommendations aiming to promote sustainable mobility in the territories participating in the SWAN Network.

5.1 Recommendation I

Table 37 – Recommendation I

| Title | Promotion of active modes of transport and clean/ green transport means |
|-------------------|---|
| | Action 1.1 Provision of clean alternatives to car such as <u>bikes, e-bikes, and</u> <u>e-scooters</u> at the port. |
| | Covid-19 has brought a remarkable increase in bicycle usage in response to the pandemic. Heightened anxiety over public transportation and a surge in exercise has meant that more and more people are choosing to use one of the most basic forms of mobility, leading to a so-called "bike boom". Ridership of e-bikes has also grown significantly, and e-bikes are currently the mega-trend in the bicycle manufacturing sector, since they offer significant advantages compared to regular bikes (UBA, 2014): |
| Short description | They make it easier to travel longer distances. They make it possible to transport greater loads. They make it easier to overcome natural obstacles, such as inclines and headwinds. They offer an alternative to company cars. They are ideal for recreational activities. |
| | Moreover, the rise of electric scooter fleets in cities around the globe has been evident. E-scooters have been introduced in the cities and have been adopted at an extremely rapid pace, as they offer an easy and sustainable way to travel and a convenient solution to get from place to place. Specifically, e-scooters: |
| | use a small amount of electricity and help in minimising carbon emissions. are budget friendly. are easy to use and there is no requirement for a driver's license. are compact and thus it's easy finding a parking space. have low operating costs and are easy to maintain. can assist the user in skipping traffic jams. |
| | In the light of all the above and given that distances between the Port and most POIs in Corfu are short, micromobility is considered ideal and thus is suggested |



to be promoted, in order to provide the passengers arriving at the Port/ Water Aerodrome of Corfu with clean and green alternatives to move around. Action 1.2| Establishment of bike and e-bike rental/ sharing stations with micromobility charging points and racks at the port and at various points of interest within the city center (in close proximity to public services in Corfu Town). Bicycle/ e-bicycle sharing points are a highly visible, low-cost means to encourage more citizens to take up cycling. Specifically, bike sharing systems offer the possibility for short bicycle rentals and ensure that bikes and/ or e-bikes are available to everyone whenever needed. Some of the benefits of bike or e-bike rental schemes include: transport flexibility. - usage on an "as needed" basis, without the costs and responsibilities associated with ownership. a strong visual statement/ a powerful on-street cycling promotion campaign. According to CIVITAS Policy Recommendations, in order for a bike sharing system to be successfully implemented, a number of conditions have to be met: It has to be safe to cycle. – There have to be enough rental sites. There should be a variety of bikes (for men, women, children etc.) – The bikes have to be well maintained. - The payment system must be simple and easy to understand. Implementation of a bike/ e-bike rental scheme at the Port of Corfu could increase the attractiveness of the Port and foster an efficient, on-demand transport system guaranteeing at the same time, sustainable connections between the Water Aerodrome's terminal and the city of Corfu. Action 1.3 Upgrading and improving the existing bicycle network and infrastructure, as well as complementing/ extending it with new routes to create safe and comfortable connections between the port and the city.

Making the bicycle a more widespread and mainstream means of transportation requires to substantially address user concerns about personal safety, particularly through the provision of safe cycling infrastructure. Thus, investment in cycle – friendly infrastructure and specifically in a network of cycleways that would be integrated with other types of transportation is of high importance.

The proposed measure (Action 1.3) regards the upgrade and extension of the existing bicycle network and infrastructure, while priority in the expansion of the network is given to the connection of the port with the center of Corfu Town, so that port passengers can be benefited. By creating cycling infrastructure that makes active mobility safe and attractive, Corfu can become more accessible, healthier, and a liveable place/ destination for all.



Swan

| | Action 1.4 Installation of a solar carport for four (4) cars along with two (2) charging stations for electric vehicles – offering free charges. |
|--------------------------------------|---|
| | Energy efficient vehicles and alternative fuels has become an EU policy priority. E- cars and hybrid vehicles emit fewer exhaust gases than cars with combustion engines, if any. Electromobility is therefore an important way of enabling that – as long as the power is obtained from renewable energies. Having that in mind, Action 1.4 proposes the installation of a solar carport along with two (2) charging stations for electric vehicles. |
| | Solar carports are increasingly popular for charging electric vehicles (EVs) in public and private parking areas. They consist of a supporting structure that is traditionally installed over parking spaces. Solar panels are mounted on the roof of the structure based on the parking lot design and angled to maximize solar production. These solar canopies offer protection from UV light and precipitation. Solar carports often turn an underutilized space into a financial benefit. Some other benefits of solar carports are: |
| | clean energy production reduced operational costs land use efficiency heat island mitigation carbon footprint reduction car cooling and weather protection closed loop for EV charging energy savings noticeable marketing tool |
| Problems addressed/ | Problems/ Gaps/ Challenges Addressed: #1. Lack of clean transport means/ infrastructure - [Heavy traffic congestion on road network, High rate of private car ownership & a culture of excessive car usage even for short distances] #4. Poor bike lanes - [Technical problems and failures in the bicycle network and the bike rental scheme] #7. Covid-19 Pandemic |
| Objective/ Benefits | Objective: Get more people to using active and clean/ green transport means. |
| | Benefits: Active and clean/ green forms of transport provide numerous benefits such as improving health, reducing congestion, generating no air and/ or noise pollution. A more specific reference on the benefits of each of the proposed actions was made earlier. |
| Budget/ Cost (If required) | Indicative cost for Action 1.1 € 35.000,00 Indicative cost for Action 1.2 & Action 1.4 € 70.000,00 Indicative cost for Action 1.3 € 200.000,00 - 500.000,00 |



| Funding Sources | European Regional Development Fund (ERDF), Connecting Europe Facility, Horizon Europe, European Energy Efficiency Fund (EEE-F), Investment Plan for Europe (EFSI), LIFE, Urban Innovative Actions, URBACT etc. |
|--|--|
| Indicative equipment/ infrastructures (lf required) | Action 1.1 Purchase of 40 e-bikes, 100 bikes and 40 e-scooters. Action 1.2 & Action 1.4 Installation of one (1) solar carport, two (2) charging stations for electric vehicles, ten (10) charging stations for forty (40) e-bikes/ e-scooters. Action 1.3 Upgradeand extension of the bicycle network. |
| Time-plan | The time-plan for the proposed actions will be defined at a later stage, when there will be a higher level of maturity. |
| Stakeholders | Municipality of Central Corfu and Diapontia Islands, Private Sector, Port Authority, |
| involved | Region of Ionian Islands, Corfu Cycling Clubs |
| Other/ Additional material | Regarding Action 1.4: https://events.oteacademy.gr/wp-content/uploads/2021/12/CIVINET-CONF- INCIRCLE-RETHYMNO-DEMONSTRATORS.pdf |



5.2 Recommendation II

Table 38 – Recommendation II

| Title | Improvement of Public Transport |
|---|--|
| | Action 2.1 <u>Upgrading bus lines</u> No. 15, 2b, 16, 17 (which currently connect the port with Corfu Town and the Airport) in terms of reliability and frequency. |
| Short description | Action 2.2 Conversion of the existing fleet of buses which are currently serving port passengers to serve Persons with Reduced Mobility (PRM) and transfer bicycles. |
| | Action 2.3 <u>Deployment of a clean shuttlebus</u> connecting the Water Aerodrome Terminal with Corfu Town, in case the regular bus lines do not have sufficient capacity to serve the seaplane passengers. |
| | Action 2.4 <u>Establishment of bus priority lanes.</u> |
| | Problems Addressed: #1. Lack of clean transport means/ infrastructure - [Heavy traffic congestion on road network, High rate of private car ownership & a culture of excessive car usage even for short distances, High waiting time in taxi queues especially during the summer period] #3. Poor bus line network - [Delays in the routes, old bus fleet] #7. Covid-19 Pandemic |
| | Objective:Get more people to using public transport. |
| Objective/ Problem addressed/ Benefits | Benefits: Public transport provides an alternative to private car ownership, and cuts down on air pollution, road traffic-related injuries, and congestion. Alongside this, it encourages accessibility and equity, keeping mobile people who cannot afford or use a car, as well as those in isolated communities (CIVITAS, n.d). |
| | Improvement of public transport services could be an incentive for people to use public transport more. Specifically, increasing the frequency and reliability of bus lines which currently serve the port (Action 2.1) aims to make public transport a more attractive choice for port passengers. Additionally, accessibility improvement to serve PRM and conversion of buses to allow bicycle transfers (Action 2.2) means that special needs of passengers are considered and new options for combined multimodal transportation are envisaged. |
| | Moreover, the proposed deployment of a clean (electric) shuttlebus offering a demand-responsive service that connects the Water Aerodrome Terminal with Corfu Town (Action 2.3) is a way to guarantee safety, convenience, shorter queues, and less delays. Last but not least, the benefits which derive from the establishment of bus priority lanes (Action 2.4) include among others shorter journey time per trips, |





| | ridership increase, customer satisfaction increase, emission reductions, fuel use savings etc. |
|--|--|
| Budget/ Cost (If required) | Indicative cost for Action 2.1 € Not applicable Indicative cost for Action 2.2 € 10.000,00 Indicative cost for Action 2.3 € 50.000,00 Indicative cost for Action 2.4 € Not applicable |
| Funding Sources | European Regional Development Fund (ERDF), Connecting Europe Facility, Horizon Europe, European Energy Efficiency Fund (EEE-F), Investment Plan for Europe (EFSI), LIFE, Urban Innovative Actions, URBACT etc. |
| Indicative equipment/ infrastructures (lf required) | Action 2.3 Purchase of an electric shuttlebus |
| Time-plan | The time-plan for the proposed actions will be defined at a later stage, when there will be a higher level of maturity. |
| Stakeholders involved | Municipality of Central Corfu and Diapontia Islands, Private Sector, Public Transport Providers/ Operators, Port Authority, Region of Ionian Islands |
| Other/ Additional material | |



5.3 Recommendation III

Table 39 – Recommendation III

| Title | Implementation of soft measures for behavioural change and less car usage/ car independent lifestyles |
|---|--|
| | Action 3.1 Production of <u>promotional material</u> (such as infographics, posters, maps, brochures etc.) and <u>implementation of awareness and information campaigns</u> (radio, TV, social media), including test drives and public events, to promote the uptake a) of the SWAN project and b) of the transport infrastructure proposed by this plan. Residents should be informed about the benefits of the new infrastructure, the cost, and energy-saving potential. |
| Short description | Action 3.2 <u>Development of an E-platform and the respective mobile</u> <u>application</u> with all relevant and updated information regarding navigation with public transport and other transportation options. |
| | Action 3.3 Organisation of Info days regarding the operation of the Water Aerodromes and sustainable modes of transport. |
| | Action 3.4 Provision of incentives (such as coupons with discount in the bus ticket) to residents of Corfu, Paxoi or Diapontia Islands in order to increase the usage of public transportation. |
| | Problems Addressed: #1. Lack of clean transport means/ infrastructure - [High rate of private car ownership & a culture of excessive car usage even for short distances, Lack of integrated intermodal transport]. #5. Lack of a raising awareness campaign - [Absence of a suitable one-stop-shop for remote real time and trustworthy transport information provision to visitors and residents] |
| Objective/ Problem addressed/ Benefits | Objective: Provide on-hand information regarding public transport services, walking and cycling tips for travelling inside the city of Corfu. Increase passengers' awareness about the alternatives to the private car. Increase passengers' convenience and comfort. Create synergies among all transport operations. |
| | Benefits: Aiming to increase the use of sustainable modes of transport, soft measures that focus on behavioural change are vital. In the field of sustainable mobility, soft measures include promotion, awareness raising, and provision of information with the aim of increasing levels of walking, cycling, and use of clean transport means and public transport. Changing people's perceptions and cultivating a different culture about the way they are moving around, travelling and commuting can be quite challenging; however can also be the key in order to achieve sustainable mobility and |



| | reduce the demand for private motorized transport. Implementation of soft measures is a way to enhance the effectiveness of hard measures. Additionally, compared to hard measures, soft measures do not necessarily require large financial investments and may have a high cost-benefit ration in a short time frame. |
|--|--|
| Budget/ Cost (If required) | Indicative cost for Action 3.1 € 5.000,00 Indicative cost for Action 3.2 € 20.000,00 Indicative cost for Action 3.3 € 3.000,00 Indicative cost for Action 3.4 € |
| Funding Sources | European Regional Development Fund (ERDF), Connecting Europe Facility, Horizon Europe, European Energy Efficiency Fund (EEE-F), Investment Plan for Europe (EFSI), LIFE, Urban Innovative Actions, URBACT etc. |
| Indicative equipment/ infrastructures (lf required) | Action 3.2 Development of an E-platform and the respective mobile application |
| Time-plan | The time-plan for the proposed actions will be defined at a later stage, when there will <mark>be a higher level of maturity.</mark> |
| Stakeholders involved | Municipality of Central Corfu and Diapontia Islands, Private Sector, Public Transport Providers/ Operators, Port Authority, Region of Ionian Islands, Schools, NGOs |
| Other/ Additional material | |



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