




NR.	SECTION	DESCRIPTION
0	<b>Photographs</b>    	
1.	<b>Title of the practice</b>	<b><i>"The Mount Pelion Train": Thematic rail transport to enhance cultural identity of rural areas (P3)</i></b>
2.	<b>Precise theme/issue tackled by the practice</b>	To offer a true historical-cultural experience to Greek and international visitors through a traditional train ride.
3.	<b>Objectives of the practice</b>	<ul style="list-style-type: none"> <li>To increase the added value of the tourism product offered.</li> <li>To strengthen local and regional identity towards sustainable development.</li> </ul>
4.	<b>Location</b>	<ul style="list-style-type: none"> <li>Country: Greece.</li> <li>Region of Thessaly, Regional Unit of Magnesia, Municipality of South Pelion &amp; Municipality of Volos.</li> </ul>
5.	<b>Detailed description of the practice</b>	<p><u>Origin / Timescale:</u> It is already in use, with seasonal operation (April-October) whereas during the rest of the year it can be operated after relevant agreement.</p> <p><u>Bodies involved / implementation:</u> All tourism related players, municipalities, farmers' and women cooperatives, development agencies, NGOs, University of Thessaly, etc.</p> <p><u>Legal framework:</u></p> <ul style="list-style-type: none"> <li>Limitations in use of available trains.</li> <li>Limitations in private-public sector cooperation on rail related fields.</li> <li>Limitations in issues related to the opening of the market as regards visitor's transportation.</li> </ul> <p><u>Financial framework:</u></p> <ul style="list-style-type: none"> <li>Train Operating Costs (by TRAINOSE, the Greek railway operator).</li> <li>Rail stations and lines maintenance (by OSE, the infrastructure</li> </ul>

		<p>administrator).</p> <ul style="list-style-type: none"> <li>• Private investments (the cost for related elements, dissemination material and investments for tourism related facilities).</li> <li>• Exploitation of new financing tools (i.e. JESSICA).</li> </ul> <p><u>Use degree (%) users/total population:</u></p> <p>14.8% users/total population (but it needs to be stressed that it is mainly for touristic purposes).</p>
6.	<b>Evaluation</b>	<p><u>Difficulties encountered:</u></p> <ul style="list-style-type: none"> <li>• Legal framework difficulties.</li> <li>• Financial difficulties.</li> </ul>
7.	<b>Lessons learnt from the practice</b>	<ul style="list-style-type: none"> <li>• Exploitation of Pelion Train can be used as a backbone of a regional tourism strategy that can enhance efforts for sustainable transport.</li> <li>• The transportation legal framework is really tight for visitors' transportation is really tight.</li> </ul>
8.	<b>Contact information</b>	<p>Vaggelis Katsaros</p> <p><a href="mailto:ekatsaro@gmail.com">ekatsaro@gmail.com</a></p>
9.	<b>Other possible interesting information</b>	<ul style="list-style-type: none"> <li>• Additional information provided by informant.</li> <li>• Various documents (reports, presentations).</li> </ul>