



Hellenic Association of Toll Road Network

Company Profile



HELLASTRON at a glance



ESTABLISHED IN 2014, under the legal form of a non-profit organization, the “**HELLENIC ASSOCIATION of TOLL ROAD NETWORK**” or “HELLASTRON” for short, counts among its regular members all Motorways and Toll infrastructure facilities operating in Greece: Attica Tollway, the Rion-Antirion Bridge, Egnatia Motorway, Nea Odos Motorway, Moreas Motorway, Aegean Motorway, Olympia Odos Motorway and Central Greece Motorway. The member companies founded “HELLASTRON” with the purpose of, among others, promoting road safety in Greece, aiming to continuously improve road transport and services offered to users.

Following completion of the new sections of interurban motorways in 2017, the network operated by the members of HELLASTRON has reached a total length of 2,133 km and is arguably among the most advanced of its kind. Constructed to the highest European technical specifications and claiming numerous pioneering contributions in the field of operation, it offers top road safety along with quality services, reliability and comfort in every trip. As the voice of the tolling industry in Greece, HELLASTRON collaborates with the Greek State authorities, the Greek Parliament and various scientific institutions and entities to help shape national transport and road safety policy. It also develops its own educational campaigns to increase public awareness and to promote a widespread culture of road safety.

HELLASTRON is a member of ASECAP, the European Association of Operators of Toll Road Infrastructures (whose members’ networks today span more than 50,000 km of motorways, bridges and tunnels across 23 countries) and takes an active role in all ASECAP’s activities. The President of HELLASTRON, Mr. Bill Halkias, has been elected as ASECAP’s President for the period 2018-2019.

HELLASTRON is also a member of IBTTA, the International Bridge, Tunnel & Turnpike Association, the worldwide association of the owners and operators of toll facilities and the businesses that serve them, with members in 26 countries in six continents.



Message from the Board

Dear Reader

Even under normal circumstances, the completion of parallel major projects such as Greece's new interurban toll motorways would be a challenging task, requiring advanced technical, managerial and coordination skills, considerable capital and human resources, commitment and resilience.

In a country where GDP fell by more than one quarter (from 2008 to 2017), road traffic plummeted and bank financing on the projects ceased and restarted twice during the period in question, delivering a network of modern motorways in Greece's most demanding economic, social and physical environment is no mean achievement.

The European Union, consecutive governments, ministers, civil servants, construction companies, investors and banks risked their reputation and considerable resources on the projects. Generations of drivers to come will thank them for their faith and determination.

The motorway concession companies, HELLASTRON members, will maintain and operate the network in the coming decades in the professional manner already attested by Greece's "first generation" concessions, Attica Tollway (Attiki Odos) and the Rion-Antirion Bridge (Gefyra), offering drivers a full array of quality services on a 365x24 basis.

Brand new infrastructure, pioneering operation methods and meticulous maintenance combine to produce the network's most important benefit by far: top-standard road safety. Any trip, to any destination, for any purpose in some of the world's prettiest sceneries, has become shorter and safer for drivers to enjoy.

Apart from the network's impact on road safety, construction, operation and maintenance works have created job opportunities in a country with a high unemployment index, while also setting solid grounds for achieving sustainable development goals and creating socially responsible concession and operation companies.

Board of Directors
HELLASTRON



Current Board of Directors

President **Bill Halkias*** Managing Director, "ATTIKES DIADROMES S.A."

1st Vice President **Stavros Stavris*** Financial Manager, "GEFYRA S.A."

2nd Vice President **Manos Vrailas*** Chairman of the Board, "NEA ODOS S.A. / KENTRIKI ODOS S.A."

General Secretary **Panayotis Papanikolas*** Chief Executive Officer, "OLYMPIA ODOS S.A."

Members of the Board

Apostolos Antonoudis Chairman of the Board, "EGNATIA ODOS S.A."

Benoit Le Bouille Managing Director, "GEFYRA OPERATION S.A."

Dimitrios Gatsonis* General Manager, "AEGEAN MOTORWAY S.A."

Evangelos Kareklas Traffic Planning & Design Manager, "NEA ODOS S.A."

Georgios Kolliopoulos Executive Director, "EGNATIA ODOS S.A."

Dimitrios Mandalozis Chief Operations Officer, "AEGEAN MOTORWAY S.A."

Emmanouil Moustakas Vice Chairman of the Board, "KENTRIKI ODOS S.A. / NEA ODOS S.A."

Sofia Pantouvaki Legal Manager, "ATTIKI ODOS S.A."

Konstantinos Papandreou Managing Director, "OLYMPIA ODOS OPERATION S.A."

Stelios Pentheroudakis General Manager, "KENTRIKI ODOS S.A. / NEA ODOS S.A."

George Sirianos* General Manager, "MOREAS S.A."

Vily Vegiri Operation Manager, "MOREAS S.A."

* Member of the Executive Committee

The Network



----- Legend -----

- Attica Tollway
- Egnatia Motorway
- Nea Odos
- Moreas Motorway
- Aegean Motorway
- Olympia Odos
- Kentriki Odos
- Gefyra

Our Members





ATTIKI ODOS

ATTICA TOLLWAY is a pioneering project constructed on a concession basis and constitutes one of the biggest co-financed road projects in Europe. It belongs to the first generation of co-financed projects awarded in Greece during the '90s and essentially paved the way and laid the foundations for the execution of future successful concession contracts, in Greece and in other European countries.

Attica Tollway is a modern motorway extending along 70 km. It forms the ring road of the greater metropolitan area of Athens and the backbone of the road network of the whole Attica Prefecture. It is an urban motorway, with two directionally separated carriageways, each consisting of 3 lanes and an emergency lane (hard shoulder). The suburban railway of Athens has been constructed in the central reservation of the motorway. Attica Tollway is a unique piece of infrastructure, even in European terms, since it is essentially a closed toll motorway within a metropolitan capital, where the problem of traffic congestion is acute.

Attica Tollway is part of the PATHE road axis (Patra - Athens - Thessaloniki - Evzoni) and connects the Athens - Lamia National Road with the Athens - Korinthos National Road, bypassing the centre of Athens. Being a closed motorway, it has controlled access points and consists of two sections, which are perpendicular to one another:

- The Elefsina - Stavros - Spata A/P motorway (ESSM), extending along approximately 52 km, and
- The Imittos Western Peripheral Motorway (IWPM), extending along approximately 13 km.

Attica Tollway also incorporates part of the Egaleo Western Peripheral Motorway, extending along approximately 5 km.



THE RION - ANTIRION BRIDGE is part of the European motorway network, located at the intersection of two major roads: the Athens - Korinthos - Patras motorway (concession project managed by Olympia Odos S.A.) and the Ioannina - Antirion motorway (concession project managed by Nea Odos S.A.), which now form part of a modern motorway network linking the most important cities of Greece. The Bridge facilitates communication between Greece and Italy (and thus Western Europe) through the harbors of Patras and Igoumenitsa.

At the time of its construction, the Rion - Antirion Bridge was the longest multi-span cable stayed bridge of the world with its 2,252 meters continuous and fully suspended deck. Its foundations lay on a seabed that reaches 65 meters of depth, which is a world record for a bridge. The bridge also holds the world record for the largest bridge foundation with a diameter of 90 meters! However, according to the constructors, the best record of this great bridge is that it was built "without any serious accident, without a single drop of blood being shed".

The Bridge has been awarded 9 International Awards by the scientific community, out of which we distinguish the following ones:

- Outstanding Structure Award 2006, from the International Association for Bridge and Structural Engineer (IABSE)
- Award for Outstanding Concrete Structures 2006, from the International Federation for Structural Concrete (fib)
- Outstanding Civil Engineering Achievement Award 2005, from the American Society of Civil Engineers (ASCE) (awarded for the first time to a project outside the US).



EGNATIA MOTORWAY with the length of 657 km and its Vertical Axes with the length of 230 km are the backbone of the Northern Greece transport system. Egnatia Motorway is the first high-standard road axis that runs “horizontally” through Greece from Igoumenitsa to Kipoi-Evros. Egnatia Motorway multiplies investment in transport, industry and tourism. Specifically, it:

- Reduced the Igoumenitsa-Alexandroupoli route travel time by 5 hours.
- Improved road safety conditions, resulting in a 70% reduction of the number of accidents.
- Contributed to a great travel increase between all the cities of Epirus, Western and Central Macedonia and Eastern Macedonia & Thrace, (by 150% to 200%), bringing them out of their isolation.
- Contributed directly to the improvement of comparative advantages of the regions it passes through, by the protection and enhancement of the natural and cultural environment, as well as the development of intermodal transportation.

Egnatia Motorway is the most important modern infrastructure project concerning the development and connection of Greece with South East Europe and the Balkans. Its 9 strategically important vertical axes connect all neighbouring countries to the North with the Egnatia Motorway. It contributed to a spectacular increase of up to 158% of road arrivals from neighbouring countries after 2005. Egnatia Motorway and its Vertical Axes are part of the Trans-European Transport Network (Orient East-Med Corridor, Core & Comprehensive Network).

The Motorway is connected with 4 ports, 6 airports and provides access to numerous archaeological sites, museums and areas of exquisite natural beauty (e.g. the mountainous areas of Northern Pindos, the wet-lands of Aliakmonas, Strimonas, Nestos and Evros Rivers, Koroneia and Volvi Lakes) and of unique historic importance (e.g. the archaeological site of Dodoni, the remains of ancient Egnatia etc.).



NEA ODOS S.A. is the Concession Company which has undertaken the study, design, construction, operation, maintenance and management of the “Ionia Odos” Concession Project. This long-term project, with a total length of 380 km, is of strategic importance for the growth of Greece and includes the following motorways:

A) Ionia Odos motorway, from Antirio to Ioannina (196 km). This motorway is of paramount importance, both at a social and a developmental level, since:

- It connects Western Greece upgrading urban and rural centers such as Ioannina, Arta and Agrinio.
- It adequately serves and connects the ports of Patra, Astakos, and Igoumenitsa.
- It contributes to the wider development of the area by improving the access to major tourist and archaeological sites.

With Ionia Odos motorway, the trip from Antirio to Ioannina takes 1 hour and 40 minutes, instead of 3 hours and 30 minutes that it took in the past. Ionia Odos crosses two regions and four counties, meeting a long-existing demand of all the citizens of West Greece and giving a new impetus for growth not only to this area, but to the whole country.

B) A.Th.E. motorway section from Metamorfossi I/C (area of Attiki Odos) to Skarfia, Prefecture of Fthiotida, (172,5 km) & the connecting branch Schimatari – Chalkida). A.Th.E is the 2nd longest motorway in Greece. It is the principal north-south motorway connection in the country, connecting the capital Athens with the regions of Thessaly and Macedonia, as well as the country’s second largest city, Thessaloniki. Nea Odos, with a wide range of new constructions & upgrade-rehabilitation works, transformed the section of A.Th.E. it manages to a safe and modern motorway. Today, the duration of the trip from Athens to Lamia city at the area of Fthiotida has been decreased more than 30 minutes.



MOREAS S.A. is the company that has been assigned with the construction, operation and maintenance of the Korinthos-Tripoli-Kalamata motorway and the Lefktro-Sparti branch.

The objective of the project, which is part of the Trans-European Network (TEN), is to form one of the main factors of the regional development of the Central and Southern Peloponnese and particularly the districts of Korinthia, Argolida, Arcadia, Messinia and Laconia.

The 205 km modern motorway was the first of the five PPP projects to be delivered and its construction was completed entirely by Greek companies. The motorway passes through a mountainous area, with altitudinal differences reaching up to 785 meters, combining seaside and mountainous areas and giving access to some of the country's most important archaeological sites (Mycenae, Olympia, Temple of Epikourios Apollon, Mistras etc.)

Furthermore, the completion of Moreas Motorway links Athens with top tourist destinations (Nafplio, Kalamata, Mani, Monemvasia etc.), increasing road safety standards while, at the same time, drastically reducing the travel time between them. Now, a trip from Athens to Kalamata or Athens to Sparti is possible in just over two hours, while substantial time savings are feasible along routes within the Peloponnese region (i.e. Kalamata-Sparti).



AEGEAN MOTORWAY S.A. was established in June 12, 2007 with its exclusive scope of works being the design, construction, financing, operation, maintenance and exploitation of PATHE Motorway, section Maliakos – Kleidi (i.e. the section of the motorway that, extends from Raches in the Prefecture of Fthiotida to Kleidi, Imathia, covering a total of 230 km).

The Maliakos – Kleidi motorway project was completed and given to traffic in April 2017. The new motorway changed once and for all the road landscape of Greece, connecting the country's two largest cities (Athens – Thessaloniki) in just four hours and fifteen minutes thanks to the three twin tunnels, one of these being the longest motorway tunnel of the South East Europe.

The completion of the project constitutes a milestone for the European route E75 which starts at Vardø Norway and ends at Sitia Crete, connecting capitals and cities such as Helsinki, Gdańsk, Budapest, Belgrade, Thessaloniki and Athens.

The new motorway section of the Maliakos – Kleidi project extending over 25 km provides drivers the opportunity to bypass Tempi Valley – the last difficult part of PATHE motorway – reducing driving time, especially between Larissa and Thessaloniki and increasing safety, convenience and reliability in the transportation of people and goods.



OLYMPIA ODOS, among the major projects of strategic national importance constructed in Greece, consists of the Elefsina- Korinthos- Patra modern motorway, a total length of 201.5 km that connect the Peloponnese with the rest of Greece and Europe and comply with European standards.

The 30-year concession project comprises the design, construction, maintenance and operation of the infrastructure. The new, modern, comfortable motorway offers an upgraded and safe connection to the western part of Greece - especially to and from the Port of Patras - to archeological sites and tourism areas, boosting exports and facilitating agricultural development.

Olympia Odos was the only project constructed alongside live traffic and therefore one of the most difficult projects constructed in Greece in the last decades. Today, drivers enjoy a high level of quality service, such as updates on travel times, traffic conditions and weather forecasts. Patrols, emergency teams and maintenance staff, in cooperation with the Traffic Police, the Fire Brigade and the private companies of road assistance, are on alert to provide drivers with road assistance in case of emergency, 24 hours a day, 365 days a year, as well as to secure the high standard corrective and preventive maintenance of the network.

Olympia Odos is more than just a road project.

It is a road that creates better conditions for everyday life, but also for the future of hundreds of thousands of people. It is an essential strategic ally in the economic and social regional development. Additionally, all the people of Olympia Odos are committed to contributing substantially to this goal through actions in the field of Sustainable Development.



ODOS KENTRIKIS ELLADOS S.A. or Kentriki Odos is the Concession Company which has undertaken the study, design, construction, operation, maintenance and management of the “Aftokinitodromos Kentrikis Ellados S.A. – E65” Concession Project. This project is of strategic importance for the development of the country and includes the following sections:

- The construction, operation, maintenance and management of the E65 – Central Greece motorway, from A.Th.E. semi-I/C near Thermopiles Egnatia Odos I/C west of Grevena city.
- The operation, maintenance and management of A.Th.E. motorway section from Skarfia to Raches, Prefecture of Fthiotida.

E65 motorway is entirely constructed on new alignment and disposes the necessary capacity of a modern 2-lane motorway in each direction. Upon its completion, the port of Igoumenitsa - which serves as the gateway of Greece to Central Europe - will be connected to the port of Volos and our country will be connected to the Trans-European Networks. The journey from Lamia to Egnatia Odos will take 1 hour and 30 minutes, while major tourist destinations such as Meteora, Lake Plastira, Agrafa, Metsovo, Karpenissi will be accessible quickly, easily and with safety.

At present, the section of E65 motorway from Xyniada to Trikala is fully operational. These approximately 80 km of a modern, safe motorway, combined with the new 10 km-branch with the existing Lamia - Karditsa axis, improve the route of the drivers significantly, as they can now bypass the Domokos section and conclude their journey to Trikala and Karditsa 30 minutes faster.

A.Th.E motorway section from Skarfia to Raches has resolved the major problem of road safety at the Petalo of Maliakos area, Prefecture of Fthiotida. Now, all drivers can travel through a modern, safe motorway of high standards, with two (2) traffic lanes per direction, an Emergency Lane (LEA), three (3) twin-branch tunnels, five (5) viaducts and high-quality infrastructure & services.



Permanent Technical Committees

COPER I

Tolling, charging, concessions

The main target of the Group is to monitor on a European level the developments in Tolling, Charging and Concession issues and COPER I is responsible for the analysis of the EU practices on the Tolling, Road Charging and Concessions domain. An important task of the Group is also to monitor European legislation by intervening with comments and suggestions for any new or under review European legislation. COPER I facilitates the exchange of information and best practices between the ASECAP members in the fields of Tolling, Road Charging and Concessions. During the last period, COPER I had an active role in the under revision Directive 1999/62/EC of the European Parliament and of the Council on charging heavy goods vehicles for the use of certain infrastructures, Directive 2004/52/EC of the European Parliament and of the Council on the interoperability of electronic road toll systems in the Community, as well as the Decision 2009/750/EC on the definition of the European Electronic Toll Service and its technical elements. The Group's participation is always performed with the existing Greek Concession and Electronic Tolling environment in mind.

Coordinator:
Konstantinos Papandreou,
CEO, Olympia Odos Operation S.A.

COPER II

Safety, security, environment, sustainability

The main target of the Group is to monitor the developments in road safety issues on a European level. Statistics and issues that concern all ASECAP members are subject to further analysis and investigation. An important task of the Group is also to monitor European legislation by intervening with comments and suggestions in any new or under review European legislation. The approach to environmental issues is through the provision of appropriate infrastructure to reduce journey times and emissions as well as to support environmentally friendly vehicles through infrastructure. Some of the topics faced over the last period were: **(a)** the unification of the two European Safety directives of Tunnels and Open Air sections, **(b)** Ghost Drivers, **(c)** the Life Saving Chain and **(d)** EcoRoads project.

Coordinator:
Evangelos Kareklas,
Traffic Planning and Design Manager,
NEA ODOS S.A.



COPER III

Intelligent Transport Systems - ITS

The Group is active in monitoring the developments in the field of ITS at international and mainly European level regarding pilot applications and projects, development of standards, implementation of new regulations and policies. The team leader participates in the Asecap Standing Working Group Coper III (ITS) as a permanent member.

At the same time, the group is active in recording common issues of the Hellastron members in the field of ITS and in submitting proposals and technical solutions where applicable.

Coordinator:

Giorgos Kiousis,
Information Technology Manager,
Attikes Diadromes S.A.

COPER IV

Transport statistics / Analysis

Scope of work for the Group is the collection of statistics for each road project, related to infrastructure, traffic, revenues, O&M costs, road and safety, environment, employment, etc. Also, the development of Key Performance Indicators (KPIs) for the above-mentioned factors for each project and the benchmarking between projects, as well as on a national level between Greece and other countries.

Coordinator:

Fanis Papadimitriou,
Traffic and Maintenance Manager,
Attikes Diadromes S.A.

Active in Greece and Abroad

Collaboration with Ministries and Municipalities

In collaboration with the Ministry of Infrastructure, Transport and Networks, HELLASTRON organized the **1st Annual Workshop “Operation of Greek Motorways - Challenges and Prospects”** in October 2016, in which civil servants, relevant organizations and motorway concessions were invited to discuss together their experiences and practices and prioritize issues that concern them, in order to promote common procedures and technologies for the provision of a high Level of Service.

A series of key points were raised and prioritised by all participants, including relevant legislation (e.g. council taxes, speed enforcement, etc.), ITS technologies (e.g. single access point for traffic data) and operational issues (common emergency number, interoperability, etc.).



In addition, HELLASTRON acts as a consultant to the Ministry of Infrastructure, Transport and Networks on issues regarding strategic infrastructure planning (e.g. EIB Strategic Planning) and ITS technologies and services, such as traffic radio frequencies and distance-based tolling.

Furthermore, HELLASTRON was invited and provided expert testimony before the Greek Parliament's Special Permanent Committee on Road Safety, through its President, Mr. Bill Halkias, who elaborated on HELLASTRON positions and actions regarding road safety in December 2016.



HELLASTRON has issued a variety of press releases and leaflets with information on issues relevant to road infrastructure, including comments on the planned legislative changes regarding Greece's new Traffic Code and speed limits in November 2017 and the correct use of the Emergency Lane.

In the field of road safety awareness, HELLASTRON rolled out Project Edward (European Day Without a Road Death) in Greece in September 2017, with supporting activities from all its members.

Collaboration with other Associations

HELLASTRON works together with various associations in Greece, such as the Hellenic Institute of Transportation Engineers, the Road Safety Institute (RSI) "PANOS MILONAS", the Hellenic Institute of Customer Care and other professional & regulatory institutions to promote common goals and achieve dissemination of knowledge and experience.





Abroad

As a member of ASECAP, HELLASTRON collects technical and statistical data for the exchange of information regarding construction, maintenance and operation of the toll infrastructure among members. HELLASTRON also actively participates in ASECAP meetings, conferences and committees dealing with industry issues such as tolls, road safety, the environment and Intelligent Transport Systems, to keep up-to-date information on developments at a European level and exchange knowledge and experience with other Operators.

The President of HELLASTRON was elected 2nd ASECAP Vice President for May 2016 to May 2017, tenure, 1st Vice President for May 2017 to May 2018 and ASECAP President for May 2018 to May 2019, while the ASECAP Annual Conference will be held in Greece in May 2019.

In addition, HELLASTRON participates in IBTTA - International Bridge, Tunnel & Turnpike Association. HELLASTRON's participation involves an active role in promoting the Association's goals, namely advocacy, leadership, education and implementation by members of state-of-the-art, innovative, user-based transportation financing solutions to address the critical infrastructure challenges of the 21st century, with important presentations at IBTTA's annual conferences.

HELLASTRON also participates in the European Electronic Toll Service Committee, assisting in shaping the future of electronic policies, processes and technologies in the EC.





The Years Ahead

HELLASTRON network is almost complete. Selected new sections (the northern axis in Crete, extensions of Attica Tollway, connections to the islands of Salamina and Lefkada or the Elefsina-Thiva motorway) will add the finishing touches in the coming years.

The goal of HELLASTRON is to ensure that motorway concessions in Greece follow the latest trends in technology, improve road safety, raise customer satisfaction and offer a seamless transition of travel from one motorway concession to the next.

A dedicated radio frequency for traffic announcements, virtual tunnel integration and real-time traffic information are prioritized due to their promising impact on road safety whereas toll interoperability, a unified traffic management center and common traffic management procedures and practices are being actively pursued to achieve and maintain a network cohesion and the increased customer satisfaction.

Contributing to the safety, comfort and environmental fronts, the latest trends in technology, such as cooperative systems (vehicle to vehicle and vehicle to infrastructure), connected and – later – autonomous vehicles, electric or alternatively fueled vehicles are being closely monitored by HELLASTRON in its continuing effort to catalyze and coordinate the incorporation of mature, carbon-neutral technologies into the network infrastructure.

On the path to mobility as a service and the future, HELLASTRON is closely cooperating with the academia and society. R&D programs and the industry's corporate social responsibility agenda are top priorities and will continue to be so.

Facts and Figures

As of 31/12/2017

| Attica Tollway | 70 | 70 | 5 | 0 | 4 | 4 | 51,281 | 49,133 | 2,148 | 1,311 | 39 | 103 | 92 | 0 | 596,897 | 582,324 | 14,573 | 79,166,038 | 38,959,989 | 40,206,049 | 50.8% | 0 | 0,0% | 950 |
|---|----------------|----------------|------------|------------|-----------|-----------|---------------|---------------|--------------|--------------|------------|------------|------------|------------|----------------|----------------|---------------|--------------------|--------------------|-------------------|--------------|------------------|-------------|--------------|
| Rion-Antirion Bridge | 3.5 | 3.5 | 0 | 2 | 0 | 0 | 10,414 | 9,030 | 1,384 | 13 | 1 | 8 | 4 | 0 | 15,243 | 12,010 | 3,233 | 3,655,978 | 2,829,071 | 826,907 | 22.6% | 0 | 0,0% | 89 |
| Egnatia Odos & Vertical Axes | 887.2 | 887.2 | 67 | 18 | 4 | 4 | 9,854 | 8,412 | 1,442 | 3,140 | 13 | 94 | 0 | 0 | 0 | 0 | 0 | 32,132,878 | 32,132,878 | 0 | 0,0% | 0 | 0,0% | 900 |
| Nea Odos Motorways | 377.1 | 366.1 | 12 | 34 | 6 | 8 | 18,187 | 15,469 | 2,718 | 1,958 | 25 | 121 | 121 | 35 | 74,158 | 61,261 | 12,897 | 29,910,886 | 22,421,248 | 5,389,974 | 18.0% | 2,099,664 | 7,0% | 523 |
| Moreas Motorway | 205 | 205 | 10 | 33 | 8 | 7 | 7,285 | 6,684 | 601 | 545 | 12 | 68 | 49 | 0 | 0 | 0 | 0 | 17,331,545 | 12,318,272 | 5,013,273 | 28.9% | 0 | 0,0% | 304 |
| Aegean Motorway | 262.6 | 262.6 | 8 | 46 | 10 | 10 | 10,704 | 8,157 | 2,547 | 899 | 16 | 82 | 46 | 22 | 38,211 | 27,884 | 10,327 | 21,680,635 | 16,983,284 | 4,476,377 | 20.6% | 220,974 | 1.0% | 499 |
| Olympia Odos Motorway | 202.3 | 202.3 | 17 | 22 | 10 | 11 | 22,775 | 20,167 | 2,608 | 1,680 | 16 | 117 | 109 | 46 | 47,211 | 39,512 | 7,699 | 40,906,931 | 26,663,563 | 12,251,849 | 30.0% | 1,991,519 | 4.9% | 523 |
| Central Greece Motorway | 231 | 136.5 | 3 | 6 | 2 | 1 | 9,466 | 7,702 | 1,764 | 197 | 10 | 38 | 38 | 14 | 2,617 | 1,795 | 822 | 7,513,810 | 5,686,372 | 1,171,262 | 15.6% | 656,176 | 8.7% | 174 |
| HELLASTRON Total: | 2,238.6 | 2,133.1 | 122 | 161 | 44 | 45 | 13,703 | 11,832 | 1,870 | 9,743 | 132 | 631 | 459 | 117 | 774,337 | 724,786 | 49,551 | 232,298,701 | 157,994,677 | 69,335,691 | 29,8% | 4,968,333 | 2.1% | 3,962 |

(*1): $\sum (\text{AADT of each motorway} \times \text{length in operation of the motorway}) / \text{Total Length of HELLASTRON network in operation}$



Hellenic Association of Toll Road Network

 210-6633287

 210-6634082

 info@hellastron.com

 <http://www.hellastron.com>