



**EDISY S.A.**

**NATIONAL MANAGER OF  
RAILWAY INFRASTRUCTURE**

---



**NETWORK STATEMENT**

**2007**

*A publication of the  
National Manager of Railway Infrastructure*

**NETWORK STATEMENT  
2007**

ATHENS, 2006

## **INTRODUCTION**

The National Manager of Railway Infrastructure (EDISY S.A.) is publishing the present Network Statement, which is the first to be published in Greece and regard the entire network of EDISY, in conformity with the new Railway Package of Community Directives (Directives 2001/12, 2001/13 and 2001/14) of the European Parliament and Council of 26 February 2001 and their transposition in the Greek legislation.

The present Network Statement is published with the aim to describe in detail the services offered by EDISY to the Railway Undertakings that wish to provide services of passenger and freight railway transport within its railway network.

The present Network Statement is valid for the year 2007 and more specifically the time period between 01/01/2007 – 31/12/2007.

The present Network Statement has been constructed on the basis of a common structure for Network Statements, agreed upon by all the European Railway Organisations for the Management of Infrastructure, and consists of the following chapters:

1. General Information
2. Conditions for access
3. Infrastructure
4. Capacity allocation
5. Services
6. Charges

Athens, December 2006

The contents of the present Network Statement have been categorised in 6 sections as follows:

<i>CHAPTER</i>		<i>Page</i>
<b>1.</b>	<b>GENERAL INFORMATION</b>	
1.1	Introduction	1
1.2	Objective	1
1.3	Legal framework	1
1.4	Legal status	2
1.5	Contents of the Network Statement	2
1.6	Links to other Network Statements	3
1.7	Application and alterations	4
1.8	Regulations of publication and distribution	5
1.9	Competent services	5
1.10	Definitions, Points to note, and Abbreviations/Symbols	6
<b>2.</b>	<b>CONDITIONS FOR ACCESS</b>	
2.1	Legal framework	10
2.2	General conditions	10
2.3	General operational/commercial conditions	11
2.4	Rolling stock acceptance procedure	12
2.5	Personnel acceptance procedure	12
<b>3.</b>	<b>INFRASTRUCTURE</b>	
3.1	Definition	13
3.2	Network description	13
3.3	Circulation restrictions	18
3.4	Services Installations	19

<b>4.</b>	<b>CAPACITY ALLOCATION</b>	
4.1.	Legal framework	21
4.2.	Procedure description	21
4.3.	Path request and allocation procedure	22
4.4.	Capacity allocation	23
4.5.	Capacity allocation for maintenance, renewal and increases	25
4.6.	Regulations relevant to the use of railway routes	25
4.7.	Special measures in the event of circulation disturbance	25
<b>5.</b>	<b>SERVICES</b>	
5.1	Legal framework	27
5.2	Access to services installations	27
5.3	Additional services	28
5.4	Ancillary services	28
<b>6.</b>	<b>CHARGES</b>	
6.1	Legal framework	29
6.2	Charging system	29
6.3	Rules and criteria for the calculation of charges	30
6.4	Methodology for the calculation of the basic fee	41
6.5	Special charges	42
6.6	Service charges	43

## ***ANNEXES***

---

### ANNEX I-A:

Infrastructure Data / Routes – <i>Athens Region</i>	1
---	---

### ANNEX I – A1:

Infrastructure Data/ Routes – <i>Network under construction</i>	3
---	---

### ANNEX I-B:

Infrastructure Data / Routes – <i>Peloponnesus Region</i>	5
---	---

<u>ANNEX I-C:</u>	
Infrastructure Data / Routes – <i>Macedonia-Thrace Region</i>	7
<u>ANNEX II-A:</u>	
Data of Network Nodes / Stations – <i>Athens Region</i>	9
<u>ANNEX II-A1:</u>	
Data of Network Transportation Nodes/ Stations– <i>Network under construction</i>	21
<u>ANNEX II-B:</u>	
Data of Network Nodes / Stations – <i>Peloponnesus Region</i>	25
<u>ANNEX II-C:</u>	
Data of Network Nodes / Stations – <i>Macedonia-Thrace Region</i>	45
<u>ANNEX III-A:</u>	
Loading and speed – <i>Athens Region</i>	65
<u>ANNEX III-B:</u>	
Loading and speed – <i>Peloponnesus Region</i>	66
<u>ANNEX III-C:</u>	
Loading and speed – <i>Macedonia-Thrace Region</i>	67
<u>ANNEX III-D:</u>	
Loading and free cross-section gauge	68
<u>ANNEX IV-A:</u>	
Tunnels – <i>Athens Region</i>	70
<u>ANNEX IV-B:</u>	
Tunnels – <i>Peloponnesus Region</i>	72
<u>ANNEX IV-C:</u>	
Tunnels – <i>Macedonia-Thrace Region</i>	73

## **CHAPTER 1**

### **GENERAL INFORMATION**

#### **1.1 Introduction**

The present Network Statement has been constructed by EDISY, the Infrastructure Manager of the Hellenic Railway Network, with the aim to describe in detail the services offered by the Organisation to Railway Undertakings that wish to provide services of passenger and freight railway transport within its network.

The primary target of the Network Statement (NS) is to constitute a manual-guide of relevant information, available to this date, regarding the services provided to Railway Undertakings.

Furthermore, it is provided that additional information will be added gradually to future editions of the NS.

#### **1.2 Objective**

The NS will constitute a unified source of information, useful and necessary to every Railway Undertaking that wishes to provide transportation services within the railway network, as this is described in the present NS. A basic concern during the construction of the NS was to ensure easy and unbiased access to information.

#### **1.3 Legal framework**

The NS was constructed in conformity with the stipulations of Directive 2001/14/EC of the European Parliament and Council of 26 February 2001, concerning the distribution of railway capacity, charges for rail infrastructure, and safety certification (amending Directive 95/19/EC).

#### **1.4 Legal status**

##### **1.4.1 General remarks**

The NS is to be a source of information for Railway Undertakings and under this form it has no contractual validity. Nonetheless, in the case

that a Railway Undertaking and EDISY have entered into an agreement for access to the railway network in question, contractual validity is immediately applied to all the documents comprising the NS.

#### 1.4.2 Communication of scheduled modifications

The NS includes information regarding a particular time period, namely its validity period, prior to the construction of the next NS. When a modification of the physical network and/or any of its conditions of use is to take place within the validity period of the NS, the modifications in question must be included anew in the NS. Nevertheless, no commitment is incurred towards the Railway Undertakings for the application of the modifications in question, at the dates being presented or referred to.

#### 1.4.3 Appeal Procedures

The Railway Undertakings that have applied for access to the railway network being described or have already entered into an agreement for access to the railway network being described, have the right to a recourse with the Regulatory Body, against decisions by the Infrastructure Manager regarding the NS. In the initial phase, the Regulatory Body is planned to be a specific Service of the Ministry of Transports and Communications.

### **1.5 Contents of the Network Statement**

The Network Statement includes, in particular, the following information:

- information regarding the infrastructure available and the conditions for access to it
- information regarding the charging principles and the invoices to be applied to the particular infrastructure, for specific services offered
- information on the capacity allocation system, as well as the characteristics of the capacity itself
- application deadlines and procedures



- applicant requirements
- capacity allocation timetable
- principles of the coordination procedure (*for a definition see § 1.10.1*)
- procedures and criteria applied in the event of a congested infrastructure
- details of possible restrictions on the use of the infrastructure
- priority conditions regarding the allocation
- detailed measures to ensure proper handling of freight, international and ad hoc transports.

## **1.6 Links to other Network Statements**

The present Network Statement has been constructed on the basis of a common structure for Network Statements, agreed upon by all the European Railway Organisations for the Management of Infrastructure - members of RailNet Europe, so that International Railway Undertakings or Railway Undertakings executing international services will be in a position to locate information under the same headings in every Network Statement.

Network Statements of other European Railway Organizations for the Management of Infrastructure, can be found via the internet at the following electronic addresses:

**Table 1** Network Statements of European Railway Organizations for the Management of Infrastructure

<i>Country</i>	<i>Infrastructure Manager</i>	<i>Web</i>
Belgium	SNCB	<a href="http://www.sncb.be">www.sncb.be</a>
Denmark	BS	<a href="http://www.banestyrelsen.dk">www.banestyrelsen.dk</a>
Finland	RHK	<a href="http://www.rhk.fi">www.rhk.fi</a>
France	RFF	<a href="http://www.rff.fr">www.rff.fr</a>
Germany	DB NETZ	<a href="http://www.db.de">www.db.de</a>
Holland	PRORAIL	<a href="http://www.prorail.nl">www.prorail.nl</a>
Hungary	MAV Rt.	<a href="http://www.mav.hu">www.mav.hu</a>
Italy	RFI	<a href="http://www.rfi.it">www.rfi.it</a>
Luxembourg	CFL	<a href="http://www.railinfra.lu">www.railinfra.lu</a>
Norway	JBV	<a href="http://www.jernbaneverket.no">www.jernbaneverket.no</a>
Portugal	REFER	<a href="http://www.refer.pt">www.refer.pt</a>
Spain	RENFE	<a href="http://www.renfe.se">www.renfe.se</a>
Sweden	BV	<a href="http://www.banverket.se">www.banverket.se</a>
Switzerland	SBB	<a href="http://www.sbb.ch">www.sbb.ch</a>

EDISY bears no responsibility for the information included in the above Network Statements. Information regarding the railway network of a country not presented in the above Table should be sought directly with each Manager of Infrastructure.

### **1.7 Application and alterations**

The present NS is valid for the year 2007 and more specifically, the period between 01/01/2007 - 31/12/2007. It has been provided that EDISY will also construct the future editions of the NS as well, while it will also be updating the present NS at regular intervals, in order to include potential, additional information or/and alterations of the existing information. Many of the documents that the NS is referring to (as for example, conditions for access to the network) are subject to the existing control and alteration procedures, which include consultations and/or agreements with Railway Undertakings.

## **1.8 Regulations of publication and distribution**

The NS is published in two languages (Greek and English). It is available by EDISY in print, free of charge, and on the Internet at the electronic address [www.ose.gr](http://www.ose.gr).

Regulations for the publication, distribution and charging of related documents, such as conditions for access to the network, have been provided for. Anyone wishing to be included in the distribution list for these documents, should contact the competent executives of the Infrastructure Manager, at the address provided in paragraph 1.9.2 below.

## **1.9 Competent Services**

### **1.9.1 EDISY – Generally**

The competent service for Railway Undertakings that wish to enter into an agreement with the Infrastructure Manager for access to the railway network, is the Traffic Directorate and all communication is possible at the following address:

**EDISY Traffic Directorate**

**1-3 Karolou St, 10437 Athens**

**Tel: +30 210 5297613**

**Fax: +30 210 5297652**

**e-mail: [c.chrissagis@osenet.gr](mailto:c.chrissagis@osenet.gr)**

### **1.9.2 EDISY – NS**

For issues regarding the content of the NS, the interested parties may write to the address of paragraph 1.9.1 above.

## 1.10 Definitions, Points to note, and Abbreviations/Symbols

### 1.10.1 Definitions

1. *License*: the permission that the Ministry of Transports and Communications grants to an undertaking, in order to acknowledge its status as a railway undertaking.
2. *Applicant*: the railway undertaking and/or international group of railway undertakings, as well as freighters, transport order receivers, and undertakings of combined transports, which hold a license for the operation of railway services in the Greek territory
3. *Network Statement*: the statement which specifies in detail the general rules, deadlines, procedures, and criteria concerning the charging and capacity allocation systems. The statement also includes all the information necessary for the submission of the infrastructure capacity application.
4. *Manager of Infrastructure*: the undertaking responsible mainly for the installation and maintenance of the national railway infrastructure, as well as the infrastructure control and security systems.
5. *Network*: the entire railway infrastructure administered by the Infrastructure Manager
6. *National Railway Infrastructure*: the Railway Infrastructure existing within the Greek territory and belonging, when the present is in force, to EDISY, as well as any future extension of it.
7. *Allocation*: the allocation of railway infrastructure capacity by the Infrastructure Manager.

8. *Congested infrastructure*: a section of the infrastructure for which the request for capacity cannot be fully satisfied during certain periods, even after the various capacity applications have been coordinated.
9. *Regional services*: transport services aimed to accommodate the transportation needs of an area
10. *Services timetable*: the data defining all the scheduled circulations of trains and rolling stock, taking place within the infrastructure in question during the validity period of the timetable.
11. *Railway path*: the infrastructure capacity required for the circulation of a train between two places at a given time period.
12. *Railway Undertaking*: every private or public undertaking, which has been granted a license based on the existing community legislation and whose main activity is the provision of passenger and/or freight railway transport services, with the condition that this undertaking mandatorily provides the traction as well. This definition also includes the undertakings which provide only traction.
13. *Framework Agreement*: a general agreement, legally binding by virtue of public or private law, which stipulates the rights and responsibilities of an applicant and the Manager of Infrastructure or the competent allocation body, regarding the infrastructure capacity to be allocated and the fees to be paid for a period longer than one period of the services timetable.
14. *Coordination*: the procedure through which the allocation body and the applicants attempt to resolve the cases of conflicting applications for infrastructure capacity.
15. *Infrastructure capacity*: the ability to time-programme train paths requested for an element of the infrastructure for a specific period.

16. *Loading gauge*: the dimensions of the maximum transverse cross-section of the vehicles circulating on the tracks of EDISY must not exceed the respective dimensions presented in Figure 1 of Annex III-D, by which the loading gauge of EDISY is designated.

17. *Free cross-section gauge*: the space surrounding the tracks of EDISY, that must remain free for the circulation of rolling stock, has the cross-section presented in Figure 2 of Annex III-D, by which the free cross-section perimeter of these tracks is designated.

#### 1.10.2 *Points to note, Abbreviations*

##### **Points to note**

It is necessary to draw attention to some points regarding the terms that are used in the present NS and are applicable; i.e. either there is no definition for them or their exact definition is not applied, yet they were defined in the present NS, for the purposes of the Statement.

1. *Line Code*: A code number for the identification of the line. The number is given according to AGC coding<sup>1</sup>, once the line has been included in the AGC agreement.
2. *Path*: line or section of the line which comprises a discernible section of the network, when in between main/major transportation nodes of the network.
3. *Network Transportation Node*: a specific geographical position / network station which is used to ensure circulation or/and passenger servicing (passenger or / and freight).
4. *Terminus*: the station where railway lines terminate which is linked with the remaining railway network by only one direction.
5. *Passenger Station*: the station which services passenger traffic, yet without its operation/role being exhausted to the servicing of passengers.

---

<sup>1</sup> European Agreement for major international railway lines, United Nations, 1985

6. *Commercial Station*: the station which services freight traffic, yet without its operation/role being exhausted to the servicing of freight
7. *Border Station*: the last station to be located before the end of the National Railway Network or the country borders.

### **Abbreviations/Symbols**

The abbreviations found in the text and the Annexes, are the following:

**NS**: Network Statement

**Y**: Yes

**N**: No

**St**: Stop

**RS**: Railway Station

**K.P.** : Kilometric Position

**SC**: Single Cross-section (in a tunnel)

**DC**: Double Cross-section (in a tunnel)

-: Nothing exists

**x**: No information available

**NGL**: Narrow Gauge Line

**CL**: Conventional Line

**UL**: Upgraded line for express train traffic

**NL**: New Line

**C**: Cog Railway

**C.L.S.**: Colour Light Signalling

**ETCS**: European Train Control System

**\*** : Indicates a footnote

## CHAPTER 2

### CONDITIONS FOR ACCESS

#### 2.1 Legal framework

Access to the railway network, as this is described in the present NS, is regulated by the acts of the Greek Parliament and the relevant legislation and regulations. The NS does provide general directions for the legal conditions for access to the railway network, cited in the previous chapter, yet it is neither conclusive nor exhaustive. EDISY recommends that undertakings applying for an access license consult a specialized legal individual or undertaking.

#### 2.2 General conditions

##### 2.2.1 License for access to the Network

Any Railway Undertaking wishing to provide transportation services within the railway network described in the present NS, must satisfy the relevant legal requirements. These requirements include:

- Railway Undertaking License
- Safety certificate
- Appropriate personnel and resources
- Full insurance
- Framework agreement with EDISY for access to the network

##### 2.2.2 Train path application

An interested Railway Undertaking is bound by the relevant Access Terms (*defined in the Presidential Decree being elaborated*), yet it is not necessary that it satisfies the requirements of paragraph 2.2.1 in order to participate in the procedure for the allocation of the available capacity, i.e. in the construction of the Services Timetable.

##### 2.2.3 Rights and responsibilities of the Infrastructure Manager and the Railway Undertakings

The general rights and responsibilities of EDISY and the Railway Undertakings are defined in the Presidential Decree being elaborated.



Furthermore, in the case that a Railway Undertaking has entered into a framework agreement with EDISY for access to the network, the agreement is likely to stipulate the specific rights and responsibilities of the two parties as well.

## **2.3 General operational/commercial conditions**

### 2.3.1 Framework Agreements

*See paragraph 2.3.2 below*

### 2.3.2 Access Agreement

Every Railway Undertaking must enter into an agreement with EDISY for access to its network, so that it may be fully covered as far as the planned transportation services are concerned. Separate agreements for access to stations and services facilities are also necessary. All these agreements are submitted for approval to the Regulatory Body, which – at the initial stage - is planned to be a specific Service of the Ministry of Transports and Communications. The criteria of the Regulatory Body for the approval of the above agreements are included in the Presidential Decree being elaborated.

### 2.3.3 Information provided to the Railway Undertakings by EDISY, before and during the planned transportation services.

*Further details to be published in a future edition of the NS.*

### 2.3.4 Information provided by the Railway Undertakings to EDISY, before and during the planned transportation services.

*Further details to be published in a future edition of the NS.*

### 2.3.5 Use/cancellation Regulations

*Further details to be published in a future edition of the NS.*

### 2.3.6 Operation regulations

*Further details to be published in a future edition of the NS.*

2.3.7 Exceptional trains and dangerous cargo

*Further details to be published in a future edition of the NS.*

2.3.8 Bipartite framework for infrastructure extensions / additional services.

*Further details to be published in a future edition of the NS.*

**2.4 Rolling stock acceptance procedure**

*Further details to be published in a future edition of the NS.*

**2.5 Personnel acceptance procedure**

*Further details to be published in a future edition of the NS.*

## CHAPTER 3

### INFRASTRUCTURE

#### 3.1 Definition

The term *Infrastructure* in the present NS refers to the National Railway Infrastructure. National Railway Infrastructure is the railway infrastructure which is located within the Greek territory and belongs to EDISY, when the present is in force, as well as any future extension of it. EDISY is competent for the maintenance of the infrastructure, namely for the construction and maintenance of the tracks, structures and relevant equipment, and of the installations required for the infrastructure's maintenance.

#### 3.2 Network description

The railway network of EDISY is divided into three major Regions:

- **Athens Region**
- **Peloponnesus Region**
- **Macedonia – Thrace Region**

The entire network as well as its segregation into regions is illustrated in Map 1, below.

##### 3.2.1 Geographical description

###### **Routes**

The existing routes (*for a definition see § 1.10.2*) of the railway network of EDISY are presented in **ANNEX I-A: Infrastructure Data / Routes – Athens Region**, **ANNEX I-B: Infrastructure Data / Routes – Peloponnesus Region**, **ANNEX I-C: Infrastructure Data / Routes – Macedonia – Thrace Region**.



**Map 1:** The railway network of EDISY

It should be noted here that the existing railway network of EDISY and, more specifically the Athens Region, also includes the SKA<sup>2</sup>–“El. Venizelos” AIA and SKA–Corinth lines, which are used for regional traffic.

We should underline, that in future, the SKA–“El. Venizelos” AIA and SKA – Corinth lines will be used for freight transports.

### **Network Transportation Nodes**

The existing transportation Nodes (*for a definition see § 1.10.2*) of the EDISY railway network - whether stations or not – are presented in **ANNEX II-A: Data of Network Nodes / Stations – Athens Region**, **ANNEX II-B: Data of Network Nodes / Stations – Peloponnesus Region**, **ANNEX II-C: Data of Network Nodes / Stations – Macedonia – Thrace Region**.

## 3.2.2 Characteristics of the railway network

### **Loading gauge and free cross-section gauge**

The loading gauge and free cross-section gauge (*for definitions see § 1.10.1*) are illustrated in Figures 1 and 2, respectively, of **ANNEX III-D: Loading gauge and free cross-section gauge**.

### **Axial load**

The maximum acceptable axial load for the network is 22.5 tons. In more detail, the maximum acceptable axial load is presented in **ANNEX III-A: Loading and Speed – Athens Region**, **ANNEX III-B: Loading and Speed – Peloponnesus Region**, **ANNEX III-C: Loading and Speed – Macedonia – Thrace Region**. A special written traffic licence is required when the axle load exceeds the allowed values of the above mentioned Annexes, taking into consideration the determined deviation of 2%. This license is granted after a specific carriage contract has been concluded between the competent organizations.

### **Load per running meter of track**

---

<sup>2</sup> **SKA:** Athens Transportation Center

The maximum acceptable load per running meter of track is 8 tons/meter of track, along the entire network.

### **Gradient**

The maximum longitudinal gradient on the tracks of the existing network is 28,08‰ (excluding, of course, the DIAKOPTO-KALAVRYTA Cog railway line, where there is gradient of up to 202‰). More specifically, the maximum longitudinal gradients for the network are presented in **ANNEX I-A: Infrastructure Data / Routes – Athens Region**, **ANNEX I-B: Infrastructure Data / Routes – Peloponnese Region**, **ANNEX I-C: Infrastructure Data / Routes – Macedonia – Thrace Region**.

### **Speed**

The maximum allowed speed for passenger trains on the network is 160 km/h, while for freight trains it is 120 km/h. More specifically, the maximum speeds for the network are presented in **ANNEX III-A: Loading and Speed – Athens Region**, **ANNEX III-B: Loading and Speed – Peloponnese Region**, **ANNEX III-C: Loading and Speed – Macedonia – Thrace Region**.

### **Electrified network**

The length of the electrified network, is shown in **ANNEX I-A: Infrastructure Data / Routes – Athens Region**, **ANNEX I-B: Infrastructure Data / Routes – Peloponnese Region**, **ANNEX I-C: Infrastructure Data / Routes – Macedonia – Thrace Region**.

### **Maximum train length allowed**

The maximum acceptable train length must be such that allows the train to stop at the stations of preference of the Railway Undertaking it belongs to. Therefore, the maximum acceptable train length must be compatible with the length of the station platforms presented in Annexes: **ANNEX II-A: Data of Network Nodes / Stations – Athens Region**, **ANNEX II-B: Data of Network Nodes / Stations – Peloponnese**

Region, **ANNEX II-C: Data of Network Nodes / Stations – Macedonia – Thrace Region.**

### 3.2.3 Traffic Management and Security

#### **Signalling system**

The signalling system of the network – where available – is characterised as C.L.S. (Colour Light Signalling – Luminous signal). More specifically, the signalling system for the network is presented in **ANNEX I-A: Infrastructure Data / Routes – Athens Region**, **ANNEX I-B: Infrastructure Data / Routes – Peloponnesus Region**, **ANNEX I-C: Infrastructure Data / Routes – Macedonia – Thrace Region.**

The signalling system of the network under construction is ETCS Class 1 (European Train Control System, part of the ERTMS – European Rail Traffic Control System). The signalling system of the network under construction is presented in **ANNEX I-A1: Infrastructure Data / Routes – Network under construction**

#### **Traffic management system**

The traffic management system of the national network consists of two Main Traffic Regulators, installed at the **RS of Athens, RS of Thessaloniki, Corinth and Koropi**, and a subsystem of the Main Traffic Regulator of the RS of Athens, installed at the RS of Lianokladi.

The Traffic Regulator at the RS of Athens controls and regulates traffic on the ATHENS – PLATY section, as well as on the entire Peloponnesus Region. Its subsystem, installed at Lianokladi, controls and regulates traffic on the TITHOREA – DOMOKOS section.

The Traffic Regulator at the RS of Thessaloniki controls and regulates traffic on the THESSALONIKI – IDOMENI section, the THESSALONIKI – STRYMONAS section, and the THESSALONIKI – PLATY section.

The Traffic Regulator at Corinth controls and regulates traffic on the Corinth – West section, which is a new, high-speed line.

The Traffic Regulator at Koropi controls and regulates traffic on the Lykotrypa – “El. Venizelos” AIA section.

The Traffic Control System is presented in **ANNEX II-A: Data of Network Nodes / Stations – Athens Region**, **ANNEX II-B: Data of Network Nodes / Stations – Peloponnesus Region**, **ANNEX II-C: Data of Network Nodes / Stations – Macedonia – Thrace Region**.

### **3.3 Circulation restrictions**

#### **Dangerous cargo**

There are no restrictions for the transportation of dangerous cargo on the network described in the present NS.

#### **Environmental restrictions**

There are no environmental restrictions on the network described in the present NS.

#### **Priority in capacity allocation**

*See §4.4 – Capacity allocation*

#### **Restrictions on tunnels**

There are no restrictions on tunnels on the network described in the present NS.

#### **Restrictions on bridges**

There are now restrictions on bridges on the network described in the present NS.

#### **Other restrictions**

There are no other restrictions for on network described in the present NS.



### **Specialized infrastructure**

See §4.4 – Capacity allocation

## **3.4 Services Installations**

### **Train formation yards**

The following RS serve as train formation yards:

- Agios Ioannis Rendis (A.I.R.)
- Mezourlos
- Lianokladi
- Thessaloniki – Marshalling
- Thessaloniki – Old Commercial Station
- Thessaloniki – New Passenger Station
- Idomeni
- Strymonas
- Alexandroupoli
- Dikea
- Pithio
- Komanos
- Veria / Skidra

### **Stabling grounds**

The following RS serve as stabling grounds:

- Agios Ioannis Rendis (A.I.R.)
- Mezourlos
- Lianokladi
- Thessaloniki – Marshalling
- Thessaloniki – Old Commercial Station
- Thessaloniki – New Passenger Station
- Idomeni
- Strymonas
- Alexandroupoli
- Dikea
- Pithio
- Komanos

- o Veria / Skidra

### **Border Stations**

The border stations (*for definitions see §1.10.2*) of the network are presented in the respective annexes: **ANNEX II-A:** Data of Network Nodes / Stations – Athens Region, **ANNEX II-B:** Data of Network Nodes / Stations – Peloponnesus Region, **ANNEX II-C:** Data of Network Nodes / Stations - Macedonia – Thrace Region.

### **Termini**

The termini (*for definitions see §1.10.2*) of the network are presented in the respective annexes: **ANNEX II-A:** Data of Network Nodes / Stations – Athens Region, **ANNEX II-B:** Data of Network Nodes / Stations – Peloponnesus Region, **ANNEX II-C:** Data of Network Nodes / Stations – Macedonia – Thrace Region.

### **Passenger Stations**

The passenger Stations (*for definitions see §1.10.2*) of the network are presented in the respective annexes: **ANNEX II-A:** Data of Network Nodes / Stations – Athens Region, **ANNEX II-B:** Data of Network Nodes / Stations – Peloponnesus Region, **ANNEX II-C:** Data of Network Nodes / Stations – Macedonia – Thrace Region.

### **Commercial Stations**

The Commercial Stations (*for definitions see §1.10.2*) of the network are presented in the respective annexes: **ANNEX II-A:** Data of Network Nodes / Stations – Athens Region, **ANNEX II-B:** Data of Network Nodes / Stations – Peloponnesus Region, **ANNEX II-C:** Data of Network Nodes / Stations – Macedonia – Thrace Region.

## CHAPTER 4

### CAPACITY ALLOCATION

#### 4.1 Legal framework

The legal framework for the capacity allocation procedure is described in Chapter VII of the Presidential Decree<sup>3</sup> 41/2005 "Regarding the harmonization of the Greek legislation with Directives 2001/12/EC, 2001/13/EC, 2001/14/EC of 26 February 2001 on the development of Community railways, the granting of license to railway undertakings, the capacity allocation of railway infrastructures, the charge for the use of railway infrastructure, and safety certification".

#### 4.2 Description of the procedure

EDISY establishes capacity allocation regulations and applies the relevant allocation procedures, which it communicates to the Regulatory Body. More specifically, EDISY ensures that the infrastructure capacity is allocated on a just and non-discriminatory basis and according to Community law.

Infrastructure capacity is available for use by all the Railway Undertakings that have submitted the relevant application, for all kinds of services that have the technical characteristics required for the particular railway infrastructure.

Infrastructure capacity is allocated and may be requested solely from EDISY, for each period of the services timetable and within the period defined in paragraph 4.3 below.

Infrastructure capacity is allocated by EDISY and may not be transferred by the recipient to another undertaking. Any commercial transaction concerning the scope of infrastructure capacity is

---

<sup>3</sup> Chapter VII of the Presidential Decree 41/2005 covers Articles 13 until 29 of Directive 2001/14

forbidden and leads to exclusion from any further granting of infrastructure capacity.

Submission of exceptional requests is possible for individual railway paths.

### **4.3 Path requests and allocation procedure**

The services timetable is drawn up at least once each calendar year.

The services timetable changes at midnight, on the second Saturday of December or the month set each time as the month for the change of the services. When changes or readjustments are to be made after the winter, particularly so that changes in the timetable of commuter travel at regional level are taken into consideration, these take place at midnight, on the second Saturday of June, as well as, in separate cases, at other time instances between these dates. When changes or readjustments are to be made before or after the summer, these take place at midnight, on the second Saturday of the month for the change of the services.

EDISY may agree on different dates. In that case it is obliged to notify the European Commission accordingly.

The exact dates of validity of the services timetable for the year 2007-2008 are 15/12/2007 – 15/12/2008.

Requests for capacity which have to be incorporated in the services timetable must be received twelve (12) months before the beginning of the timetable's validity, at the latest. EDISY draws up the timetable of anticipated services four (4) months, at the latest, after the deadline for the submission of offers by the applicants.

EDISY ensures that, as far as possible, these services are followed during the subsequent procedures.

#### **4.4 Capacity allocation**

##### ***Specialised infrastructure***

If appropriate alternative paths are available and after consulting the interested Railway Undertakings, EDISY may characterize an infrastructure as special for use by specific kinds of circulation. Where such a characterization is made, EDISY may give priority to the specific kind of circulation, when allocating infrastructure capacity. Such a characterization does not obstruct the use of the infrastructure by other kinds of circulation, when capacity is available and when the rolling stock has the technical characteristics required for its operation on the specific line.

To this date, EDISY has not indicated any section of the network or line in Greece as specialized infrastructure. Nonetheless, according to applied practice, priority is given to passenger trains in relation to freight trains, and among passenger trains to suburban, high-speed trains.

##### ***Coordination procedure***

EDISY satisfies, as far as possible, all the requests for infrastructure capacity. During the time-programming and coordination procedures, EDISY may give priority to certain services, but only under the conditions described above in "Specialised infrastructure" and below in "Congested capacity and priority criteria".

EDISY allows the Railway Undertakings a period of one month to present their views regarding the suggested services timetables.

In the case that conflicting requests arise, during the time-programming of the above article, EDISY, by coordinating the requests, tries to guarantee the best possible combination of them all and achieve the reconciliation of any conflicts. In this framework, EDISY

may, within reasonable limits, suggest capacity other than that requested.

*More specific coordination principles are yet to be determined.*

### ***Congested capacity and priority criteria***

When, after the coordination of the paths requested and consultation with the applicants, it is not possible to meet the requests for infrastructure capacity, EDISY characterizes the section of the infrastructure, for which this occurs, as congested. Also congested is the infrastructure anticipated to exhibit inadequate capacity in the near future.

Upon decision by EDISY, which is approved by the Minister of Transports and Communications, the priority criteria for certain services are determined, so that the development of appropriate transport services is ensured and the social significance of a certain service is considered, in relation to any other that might be excluded due to this. The above priority criteria are determined by EDISY based on the principle of equal treatment.

The basic priority criteria are:

<b><i>Priority</i></b>	<b><i>Service</i></b>
1 <sup>st</sup>	Intercity
2 <sup>nd</sup>	Suburban
3 <sup>rd</sup>	Regular Passenger
4 <sup>th</sup>	Freight

### ***Exceptional requests***

EDISY responds to exceptional requests for individual railway paths, as soon as possible, and, in any case, within five working days. The information provided in relation to the capacity available must be communicated to all the applicants that may wish to use this capacity.

If deemed necessary, EDISY attempts to evaluate the need to reserve additional capacity within the final, programmed services timetable, so that it may respond swiftly to foreseen, exceptional requests for capacity. The same applies to the cases of congested infrastructure.

#### **4.5 Capacity allocation for maintenance, renewal and increases**

The effects of maintenance, renewal and increase works on the infrastructure capacity are taken into account by EDISY during the construction of the services timetable.

#### **4.6 Regulations concerning the use of railway paths**

EDISY demands, particularly in the case of congested infrastructure, the disengagement of a railway path which, for a period of at least one month, has been used less than the marginal quota designated, unless insufficient use is due to non-financial reasons independent of the undertaking.

*EDISY has not yet determined the marginal quota in question.*

EDISY also stipulates the conditions under which it will take into consideration the former levels of use of railway paths, during the determination of priorities for the allocation procedure.

*EDISY has not yet determined these conditions.*

#### **4.7 Special measures in the case of circulation disruption**

In the case of railway circulation disruption, due to technical failure or accident, EDISY takes the appropriate measures to reinstate regularity. For this purpose, it draws up an emergency plan which lists all the public bodies that should be notified in the case of serious incidents or serious disruption of railway circulation.

*An emergency plan has not been drawn yet.*

In case of emergency due to failure which temporarily obstructs the use of the infrastructure, it is possible for services to be modified without prior notification until the system has been restored. If deemed necessary, EDISY may request that the Railway Undertakings set to its disposal the means that it considers as absolutely appropriate for the speediest possible reinstating of regularity.



## **5.1 Legal framework**

The legal framework for access to the railway infrastructure and related services, is described in Chapter V of the Presidential Decree<sup>4</sup> 41/2005 “Concerning the harmonization of the Greek legislation with Directives 2001/12/EC, 2001/13/EC, 2001/14/EC of 26 February 2001, on the development of Community Railways, the granting of license to railway undertakings, allocation of capacity of railway infrastructures, the charges for the use of railway infrastructure and security certification”.

## **5.2 Access to services installations**

### **5.2.1 Minimum access package**

The minimum access package, which EDISY provides to the Railway Undertakings, includes:

- a. processing of infrastructure capacity applications
- b. the right to use the capacity provided
- c. use of sidings and track switches
- d. train control, including signalling, regulation, dispatching, as well as communication and information provision on train circulation
- e. any other information necessary for the realisation or operation of the service for which capacity has been granted.

### **5.2.2 Rolling access to services installations and service provision**

Rolling access to services installations and service provision includes:

- a. the use of power supply equipment for traction power, when necessary
- b. refueling installations
- c. passenger stations, their buildings and other installations
- d. freight transport termini

---

<sup>4</sup> Chapter V of the Presidential Decree 41/2005 covers: Article 10 of Directive 91/440 as applicable and Articles 3 and 5 of Directive 2001/14

- e. marshalling yards
- f. train formation installations
- g. stabling depots
- e. maintenance and other technical installations

### **5.3 Additional services**

Apart from the minimum access package and rolling access to service installations, EDISY may offer additional and ancillary services to be used by Railway Undertakings on a commercial basis.

Additional services may include:

- a. traction power
- b. preheating of passenger trains
- c. fuel supply, train sorting, and other services provided in the aforementioned services installations of access
- d. Individual contracts for:
  - control of the transportation of dangerous cargo
  - assistance in the operation of exceptional trains

### **5.4 Ancillary services**

Apart from the minimum access to services and the rolling access to services installations, EDISY may offer additional and ancillary services to be used by Railway Undertakings on a commercial basis.

Ancillary services may include:

- a. access to the telecommunications network
- b. provision of additional information
- c. technical inspection of rolling stock

## **6.1 Legal framework**

The legal framework for the charging of the use of railway infrastructure and related services, is described in Chapter VI of the Presidential Decree<sup>5</sup> 41/2005 “Concerning the harmonization of the Greek legislation with Directives 2001/12/EC, 2001/13/EC, 2001/14/EC of 26 February 2001, on the development of Community Railways, the license to railway undertakings, allocation of railway infrastructure capacity, the charges for the use of railway infrastructure, and safety certification”.

## **6.2 Charging system**

### **6.2.1 Services included in the charges**

The basic fee for the use of railway infrastructure covers the minimum access package and rolling access to the services installations of the railway network, as this is described in the present NS.

The the minimum access package and rolling access to the services installations are described in paragraphs 5.2.1 and 5.2.2 respectively, in Chapter 5 of the NS.

### **6.2.2 Charging Principles**

The charging principles, as mentioned in Article 13 of the Presidential Decree under issuance, stipulate in general terms and especially for the minimum access package, that the fee is equal to the cost of the infrastructure during the provision of the service, i.e. the cost of track maintenance and traffic management. Of importance at this point, is a provision for the incorporation of a special infrastructure fee in the charge, to reflect the capacity inadequacy of a particular section and concern the congestion and/or environmental cost from the supply of

---

<sup>5</sup> Chapter VI of the Presidential Decree 41/2005 covers: Article 4 and Articles 6 to 12 of Directive 2001/14

the service. Also specified are other details and exceptions of the charging procedure. A discount on the fees has also been provided for, in order to encourage the development of new markets or for other, special reasons.

In summary of all the above, the charging system for the use of railway infrastructure, especially for the minimum access package, must reflect through a “base fee” the (short-term) marginal cost of the infrastructure during the provision of the service. Provisions have also been made for an “additional fee” to be incorporated in the “basic fee”, in order to reflect congestion at a certain section or the environmental cost.

Furthermore, all the parameters of the invoicing system will be differentiated according to the network's characteristics, e.g. technical characteristics of the line or local peculiarities of the network.

The use of services in buildings, such as, for example, stations and installations of electric power supply, will be covered by additional – special – charges.

In order to calculate the charge for the use of railway infrastructure, account is taken of the base prices for the cost of track maintenance and traffic management, which derive from the division of the total cost for the respective services by the total number of train - kilometers.

### **6.3 Rules and criteria for the determination of the fees**

#### **6.3.1 Quality of the service provided**

The charging is differentiated according to the quality of the infrastructure provided by the Infrastructure Manager and expressed by coefficient  $k_q$ .

**Table 1: Coefficient of the quality provided at the various parts of the network**

LINE SECTION		K <sub>q</sub>
<b>A</b>	<b>Piraeus – Thessaloniki</b>	
A1	Piraeus - Athens (Larissa R.S.)	<b>0,57</b>
A2	Athens (Larissa R.S.) - Inoi	<b>0,73</b>
A3	Inoi – Tithorea	<b>0,90</b>
A4	Tithorea – Domokos	<b>0,75</b>
A5	Domokos – Thessaloniki	<b>0,88</b>
<b>B</b>	<b>Thessaloniki - Alexandroupoli – Ormenio</b>	
B1	Thessaloniki – Alexandroupoli	<b>0,76</b>
B2	Alexandroupoli – Ormenio	<b>0,65</b>
B3	Thessaloniki – Idomeni	<b>0,67</b>
B4	Strymonas – Promahonas	<b>0,59</b>
<b>C</b>	<b>Thessaloniki - Kozani – Florina</b>	<b>0,73</b>
<b>D</b>	<b>Paleofarsalos – Kalambaka</b>	<b>0,76</b>
<b>E</b>	<b>Larissa - Volos</b>	<b>0,74</b>
<b>F</b>	<b>Inoi – Halkida</b>	<b>0,68</b>
<b>G</b>	<b>Corinth-SKA - Airport</b>	<b>0,88</b>
<b>H</b>	<b>Metrical network</b>	<b>0,53</b>
<b>I</b>	<b>Diakopto – Kalavryta</b>	<b>0,53</b>

### 6.3.2 Traffic management

#### 6.3.2.1 *Categorisation of services based on peak periods*

For the categorisation of the services based on peak periods, peak zones are determined and each service is entered in the corresponding zone based on its time of departure.

Peak zones are described in Tables 3 and 4 and concern categories I to IV of the L<sub>2</sub> coefficient of Table 2.

**Table 2: The L2 coefficient**

	<b>Peak</b>	<b>Near peak</b>	<b>Non-peak/ regular</b>	<b>Non-peak service with a fully elastic alignment</b>
	<b>I</b>	<b>II</b>	<b>III</b>	<b>IV</b>
<b>L2</b>	<b>1,2</b>	<b>1,1</b>	<b>0,9</b>	<b>0,7</b>

Conventional line stations

**Table 3: Determining peak zones at conventional line stations**

<b>CONVENTIONAL LINE STATIONS</b>	<b>PEAK</b>	<b>NEAR PEAK</b>	<b>NON-PEAK/ REGULAR</b>
ATHENS	06.00 - 10.00 14.00 - 18.00 20.00 - 23.00	05.00 - 06.00 10.00 - 14.00 18.00 - 20.00 23.00 - 00.00	00.00 - 05.00
HALKIDA	06.00 - 08.00 21.00 - 23.00	08.00 - 10.00 14.00 - 23.00	00.00 - 06.00 10.00 - 14.00 23.00 - 24.00
LIANOKLADI		01.00 - 04.00 08.00 - 14.00 17.00 - 22.00	00.00 - 01.00 04.00 - 08.00 14.00 - 17.00 22.00 - 24.00
PALEOFARSALOS		04.00 - 08.00 10.00 - 15.00 17.00 - 22.00	00.00 - 04.00 08.00 - 10.00 15.00 - 17.00 22.00 - 24.00
KALAMBAKA		07.00 - 09.00 16.00 - 18.00	00.00 - 07.00 09.00 - 16.00 18.00 - 24.00
LARISSA	07.00 - 10.00 13.30 - 17.30	06.00 - 07.00 10.00 - 13.30 17.30 - 18.30	00.00 - 06.00 18.30 - 24.00
VOLOS		06.00 - 09.00 15.00 - 20.00	00.00 - 06.00 09.00 - 15.00 20.00 - 24.00

THESSALONIKI	06.00 - 09.00 11.00 - 13.00 15.00 - 19.00	05.00 - 06.00 09.00 - 11.00 13.00 - 15.00 19.00 - 20.00	00.00 - 05.00 20.00 - 24.00
SERRES			00.00 - 24.00
DRAMA			00.00 - 24.00
ALEXANDROUPOLI	08.30 - 13.30 15.30 - 20.30	07.00 - 08.00 13.30 - 15.30 20.30 - 21.30	00.00 - 07.00 21.30 - 24.00
DIKAIA			00.00 - 24.00
EDESSA	17.00 - 22.00	16.00 - 17.00 22.00 - 23.00	00.00 - 16.00 23.00 - 24.00

Metrical line stations

**Table 4: Determining peak zones at metrical line stations**

METRICAL LINE STATIONS	PEAK	NEAR PEAK	NON-PEAK/ REGULAR
PATRA	09.00 - 13.00 15.00 - 19.30	08.00 - 09.00 13.00 - 15.00 19.30 - 20.30	00.00 - 08.00 20.30 - 24.00
PYRGOS		06.00 - 08.30 13.00 - 16.00	00.00 - 06.00 08.30 - 13.00 16.00 - 24.00
OLYMBIA			00.00 - 24.00
KYPARISSIA		06.00 - 07.00 13.00 - 17.00	00.00 - 06.00 07.00 - 13.00 17.00 - 24.00
KALAMATA	08.00 - 12.00 18.30 - 22.30	07.00 - 08.00 12.00 - 18.30 22.30 - 23.30	00.00 - 07.00 23.30 - 24.00

6.3.2.2 *Burdening line capacity (degree of infrastructure use)*

The burdening incurred on the line's capacity derives from the ratio of the service time of the particular train and the time of an ideal train on the same path. The ideal times for the separate sections in question are presented in the following table:

**Table 5: Ideal times on the sections of the railway network**

<b>CATEGORY</b>	<b>Line section</b>	<b>Ideal running time (ideal alignment) [h:min]</b>
<b>A</b>	<b>Piraeus - Thessaloniki</b>	
A1	Piraeus - Athens (Larissa R.S.)	0:15
A2	Athens (Larissa R.S.) - Inoi	0:42
A3	Inoi - Tithorea	0:37
A4	Tithorea - Domokos	1:34
A5	Domokos - Thessaloniki	1:34
<b>B</b>	<b>Thessaloniki - Alexandroupoli - Ormenio</b>	
B1	Thessaloniki - Alexandroupoli	4:31
B2	Alexandroupoli - Ormenio	2:28
B3	Thessaloniki - Idomeni	0:56
B4	Strymonas - Promahonas	0:12
<b>C</b>	<b>Thessaloniki - Kozani / Florina</b>	2:15
<b>D</b>	<b>Paleofarsalos - Kalambaka</b>	0:45
<b>E</b>	<b>Larissa - Volos</b>	0:55
<b>F</b>	<b>Inoi - Halkida</b>	0:23
<b>G</b>	<b>SKA – Airport</b>	0:28
	<b>SKA - Corinth</b>	0:57
<b>H</b>	<b>Metrical network</b>	
H1	Ag. Anargyroi - Loutraki	1:40
H 3	Corinth – Patra	1:52
H 4	Patra – Pyrgos	1:32
H 5	Pyrgos – Kyparissia	1:10
H 6	Kyparissia – Kalamata	1:30
<b>I</b>	<b>Diakopto - Kalavryta</b>	1:10

A coefficient  $L_1$  is set, through which account is taken of every service's effect on the line's capacity. Coefficient  $L_1$  is set as follows:

$$L_1 = \frac{\text{Running time}}{\text{Ideal running time}} \geq 1$$



The *route's service time* derives from the path alignment (graphic table). The *ideal service time*, given in Table 5, derives from the (theoretical) running of the ideal conventional train<sup>6</sup>, which fully exploits the line with the characteristics given by the competent Track Directorate (e.g. maximum speed, permanent delays, etc).

### 6.3.3 Line deterioration from train running

In order to determine the line's deterioration, account is taken of criteria such as speed, the train's composition (number of Axials) and the mean axial load.

As a train we consider a complete coach or a composition of a tractor engine and non-motorised rolling stock (wagons or passenger coaches).

The line's burdening from each train's running is expressed by coefficient  $k_{\text{train}}$ , which is given in Table 8 and derives from the train's classification in the relevant category (based on Tables 6 and 7) and the number of Axials.

#### 6.3.3.1 *Train classification*

Trains are classified in categories based on their speed and mean Axial load, which derives from the ratio of the train's total weight to the number of its Axials (see Tables 6 and 7).

---

<sup>6</sup> not a titling train

Regular line trains

Table 6: Categories of regular line trains

TRAIN CATEGORY	SPEED RANGE V [km/h]	AXIAL LOAD RANGE [t]
Σ1	<=120	<14.3
Σ2		14.4-16.3
Σ3		16.4-18.4
Σ4		18.5-20.4
Σ5		20.5-22.9
Σ6	121-140	<14.3
Σ7		14.4-16.3
Σ8		16.4-18.4
Σ9		18.5-20.4
Σ10		20.5-22.9
Σ11	141-160	<14.3
Σ12		14.4-16.3
Σ13		16.4-18.4
Σ14		18.5-20.4
Σ15		20.5-22.9
Σ16	161-200	<14.3
Σ17		14.4-16.3
Σ18		16.4-18.4
Σ19		18.5-20.4
Σ20		20.5-22.9

Metrical line trains

Table 7: Categories of metrical line trains

TRAIN CATEGORY	SPEED RANGE V [km/h]	AXIAL ROAD RANGE [t]
ΣM1	<120	<12.2
ΣM2	120-140	12.3-16.3

Table 8: Table for the calculation of coefficient  $k_{train}$ , for the line's burdening by the train

Train Category	AXLES																																		
	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	66	68	70	
<b>ΣΥΡΜΟΙ ΚΑΝΟΝΙΚΗΣ ΓΡΑΜΜΗΣ</b> STANDARD GAUGE TRAINS																																			
Σ1	1,00	1,06	1,10	1,14	1,17	1,20	1,22	1,24	1,26	1,28	1,30	1,31	1,33	1,34	1,35	1,36	1,38	1,39	1,40	1,41	1,42	1,43	1,43	1,44	1,45	1,46	1,47	1,47	1,48	1,49	1,50	1,50	1,51	1,51	1,52
Σ2	1,24	1,31	1,37	1,42	1,45	1,49	1,52	1,54	1,57	1,59	1,61	1,63	1,65	1,66	1,68	1,69	1,71	1,72	1,73	1,75	1,76	1,77	1,78	1,79	1,80	1,81	1,82	1,83	1,84	1,85	1,86	1,86	1,87	1,88	
Σ3	1,84	1,96	2,04	2,11	2,17	2,21	2,26	2,30	2,33	2,37	2,40	2,42	2,45	2,47	2,50	2,52	2,54	2,56	2,58	2,60	2,62	2,63	2,65	2,67	2,68	2,70	2,71	2,72	2,74	2,75	2,76	2,78	2,79	2,80	
Σ4	2,64	2,81	2,93	3,02	3,10	3,18	3,24	3,29	3,34	3,39	3,43	3,48	3,51	3,55	3,58	3,61	3,64	3,67	3,70	3,73	3,75	3,78	3,80	3,82	3,85	3,87	3,89	3,91	3,93	3,95	3,96	3,98	4,00	4,02	
Σ5	3,68	3,90	4,07	4,20	4,32	4,41	4,50	4,58	4,65	4,71	4,78	4,83	4,88	4,93	4,98	5,02	5,07	5,11	5,14	5,18	5,22	5,25	5,28	5,31	5,35	5,37	5,40	5,43	5,46	5,48	5,51	5,53	5,56	5,58	
Σ6	1,21	1,28	1,33	1,38	1,42	1,45	1,48	1,50	1,53	1,55	1,57	1,59	1,60	1,62	1,63	1,65	1,66	1,68	1,69	1,70	1,71	1,72	1,73	1,74	1,75	1,76	1,77	1,78	1,79	1,80	1,81	1,82	1,82	1,83	
Σ7	1,48	1,57	1,64	1,69	1,74	1,78	1,81	1,85	1,87	1,90	1,92	1,95	1,97	1,99	2,01	2,03	2,04	2,06	2,07	2,09	2,10	2,12	2,13	2,14	2,15	2,17	2,18	2,19	2,20	2,21	2,22	2,23	2,24	2,25	
Σ8	2,22	2,35	2,45	2,54	2,60	2,66	2,72	2,76	2,81	2,84	2,88	2,91	2,95	2,98	3,00	3,03	3,06	3,08	3,10	3,13	3,15	3,17	3,19	3,21	3,22	3,24	3,26	3,28	3,29	3,31	3,32	3,34	3,35	3,37	
Σ9	3,13	3,32	3,46	3,58	3,67	3,76	3,83	3,90	3,96	4,01	4,06	4,11	4,16	4,20	4,24	4,28	4,31	4,35	4,38	4,41	4,44	4,47	4,50	4,52	4,55	4,57	4,60	4,62	4,65	4,67	4,69	4,71	4,73	4,75	
Σ10	4,37	4,64	4,84	5,00	5,13	5,25	5,35	5,45	5,53	5,61	5,68	5,75	5,81	5,87	5,92	5,98	6,03	6,07	6,12	6,16	6,21	6,25	6,28	6,32	6,36	6,39	6,43	6,46	6,49	6,52	6,55	6,58	6,61	6,64	
Σ11	1,37	1,46	1,52	1,57	1,61	1,65	1,68	1,71	1,74	1,76	1,78	1,81	1,82	1,84	1,86	1,88	1,89	1,91	1,92	1,94	1,95	1,96	1,97	1,99	2,00	2,01	2,02	2,03	2,04	2,05	2,06	2,07	2,08	2,09	
Σ12	1,68	1,78	1,85	1,92	1,97	2,01	2,05	2,09	2,12	2,15	2,18	2,20	2,23	2,25	2,27	2,29	2,31	2,33	2,35	2,36	2,38	2,39	2,41	2,42	2,44	2,45	2,46	2,48	2,49	2,50	2,51	2,52	2,53	2,54	
Σ13	2,48	2,63	2,74	2,83	2,91	2,98	3,03	3,09	3,13	3,18	3,22	3,26	3,29	3,33	3,36	3,39	3,41	3,44	3,47	3,49	3,52	3,54	3,56	3,58	3,60	3,62	3,64	3,66	3,68	3,70	3,71	3,73	3,75	3,76	
Σ14	3,53	3,75	3,91	4,04	4,15	4,24	4,33	4,40	4,47	4,53	4,59	4,64	4,69	4,74	4,79	4,83	4,87	4,91	4,94	4,98	5,01	5,05	5,08	5,11	5,14	5,17	5,19	5,22	5,25	5,27	5,30	5,32	5,34	5,37	
Σ15	4,89	5,19	5,41	5,59	5,74	5,87	5,99	6,09	6,18	6,27	6,35	6,43	6,50	6,56	6,62	6,68	6,74	6,79	6,84	6,89	6,94	6,98	7,03	7,07	7,11	7,15	7,19	7,22	7,26	7,29	7,33	7,36	7,39	7,42	
Σ16	1,68	1,78	1,85	1,92	1,97	2,01	2,05	2,09	2,12	2,15	2,18	2,20	2,23	2,25	2,27	2,29	2,31	2,33	2,35	2,36	2,38	2,39	2,41	2,42	2,44	2,45	2,46	2,48	2,49	2,50	2,51	2,52	2,53	2,54	
Σ17	2,03	2,15	2,24	2,31	2,38	2,43	2,48	2,52	2,56	2,60	2,63	2,66	2,69	2,72	2,74	2,77	2,79	2,81	2,83	2,85	2,87	2,89	2,91	2,93	2,94	2,96	2,98	2,99	3,01	3,02	3,03	3,05	3,06	3,07	
Σ18	3,00	3,19	3,32	3,43	3,52	3,60	3,68	3,74	3,80	3,85	3,90	3,95	3,99	4,03	4,07	4,10	4,14	4,17	4,20	4,23	4,26	4,29	4,31	4,34	4,37	4,39	4,41	4,44	4,46	4,48	4,50	4,52	4,54	4,56	
Σ19	4,21	4,47	4,66	4,81	4,94	5,06	5,15	5,24	5,33	5,40	5,47	5,53	5,59	5,65	5,70	5,75	5,80	5,85	5,89	5,93	5,97	6,01	6,05	6,09	6,12	6,16	6,19	6,22	6,25	6,28	6,31	6,34	6,37	6,39	
Σ20	5,85	6,21	6,47	6,69	6,87	7,02	7,16	7,28	7,40	7,50	7,60	7,69	7,77	7,85	7,92	7,99	8,06	8,12	8,18	8,24	8,30	8,35	8,40	8,45	8,50	8,55	8,60	8,64	8,68	8,72	8,76	8,80	8,84	8,88	
<b>ΣΥΡΜΟΙ ΜΕΤΡΙΚΗΣ ΓΡΑΜΜΗΣ</b> NARROW GAUGE TRAINS																																			
ΣΜ1	1,00	1,06	1,10	1,14	1,17	1,20	1,22	1,24	1,26	1,28	1,30	1,31	1,33	1,34	1,35	1,36	1,38	1,39	1,40	1,41	1,42	1,43	1,43	1,44	1,45	1,46	1,47	1,47	1,48	1,49	1,50	1,50	1,51	1,52	
ΣΜ2	1,30	1,38	1,44	1,48	1,52	1,56	1,59	1,62	1,64	1,66	1,69	1,71	1,72	1,74	1,76	1,77	1,79	1,80	1,82	1,83	1,84	1,85	1,86	1,88	1,89	1,90	1,91	1,92	1,93	1,94	1,94	1,95	1,96	1,97	

Train Category	AXLES																								
	72	74	76	78	80	82	84	86	88	90	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120
<b>ΣΥΡΜΟΙ ΚΑΝΟΝΙΚΗΣ ΓΡΑΜΜΗΣ</b> STANDARD GAUGE TRAINS																									
Σ1	1,52	1,53	1,53	1,54	1,55	1,55	1,56	1,56	1,57	1,57	1,58	1,58	1,59	1,59	1,60	1,60	1,61	1,61	1,61	1,62	1,62	1,63	1,63	1,64	1,64
Σ2	1,89	1,90	1,90	1,91	1,92	1,92	1,93	1,94	1,94	1,95	1,96	1,96	1,97	1,98	1,98	1,99	1,99	2,00	2,00	2,01	2,01	2,02	2,02	2,03	2,03
Σ3	2,81	2,82	2,83	2,84	2,86	2,87	2,88	2,89	2,90	2,90	2,91	2,92	2,93	2,94	2,95	2,96	2,97	2,98	2,98	2,99	3,00	3,01	3,01	3,02	3,03
Σ4	4,03	4,05	4,06	4,08	4,09	4,11	4,12	4,14	4,15	4,17	4,18	4,19	4,20	4,22	4,23	4,24	4,25	4,27	4,28	4,29	4,30	4,31	4,32	4,33	4,34
Σ5	5,61	5,63	5,65	5,67	5,69	5,71	5,73	5,75	5,77	5,79	5,81	5,83	5,85	5,86	5,88	5,90	5,91	5,93	5,95	5,96	5,98	5,99	6,01	6,02	6,04
Σ6	1,84	1,85	1,85	1,86	1,87	1,87	1,88	1,89	1,89	1,90	1,91	1,91	1,92	1,92	1,93	1,94	1,94	1,95	1,95	1,96	1,96	1,97	1,97	1,98	1,98
Σ7	2,26	2,27	2,28	2,29	2,29	2,30	2,31	2,32	2,33	2,33	2,34	2,35	2,36	2,36	2,37	2,38	2,38	2,39	2,40	2,40	2,41	2,42	2,42	2,43	2,43
Σ8	3,38	3,40	3,41	3,42	3,43	3,45	3,46	3,47	3,48	3,49	3,50	3,52	3,53	3,54	3,55	3,56	3,57	3,58	3,59	3,60	3,61	3,62	3,63	3,63	3,64
Σ9	4,77	4,79	4,81	4,83	4,84	4,86	4,88	4,90	4,91	4,93	4,94	4,96	4,98	4,99	5,00	5,02	5,03	5,05	5,06	5,07	5,09	5,10	5,11	5,13	5,14
Σ10	6,67	6,69	6,72	6,75	6,77	6,80	6,82	6,84	6,87	6,89	6,91	6,93	6,95	6,97	6,99	7,02	7,04	7,05	7,07	7,09	7,11	7,13	7,15	7,17	7,18
Σ11	2,09	2,10	2,11	2,12	2,13	2,13	2,14	2,15	2,16	2,16	2,17	2,18	2,18	2,19	2,20	2,20	2,21	2,22	2,22	2,23	2,23	2,24	2,25	2,25	2,26
Σ12	2,56	2,57	2,58	2,59	2,59	2,60	2,61	2,62	2,63	2,64	2,65	2,66	2,66	2,67	2,68	2,69	2,70	2,70	2,71	2,72	2,73	2,73	2,74	2,75	2,75
Σ13	3,78	3,79	3,81	3,82	3,84	3,85	3,86	3,88	3,89	3,90	3,92	3,93	3,94	3,95	3,96	3,98	3,99	4,00	4,01	4,02	4,03	4,04	4,05	4,06	4,07
Σ14	5,39	5,41	5,43	5,45	5,47	5,49	5,51	5,53	5,55	5,57	5,58	5,60	5,62	5,63	5,65	5,67	5,68	5,70	5,72	5,73	5,75	5,76	5,78	5,79	5,80
Σ15	7,45	7,48	7,51	7,54	7,57	7,60	7,62	7,65	7,68	7,70	7,73	7,75	7,77	7,80	7,82	7,84	7,87	7,89	7,91	7,93	7,95	7,97	7,99	8,01	8,03
Σ16	2,56	2,57	2,58	2,59	2,59	2,60	2,61	2,62	2,63	2,64	2,65	2,66	2,66	2,67	2,68	2,69	2,70	2,70	2,71	2,72	2,73	2,73	2,74	2,75	2,75
Σ17	3,09	3,10	3,11	3,12	3,13	3,15	3,16	3,17	3,18	3,19	3,20	3,21	3,22	3,23	3,24	3,25	3,26	3,27	3,28	3,28	3,29	3,30	3,31	3,32	3,33
Σ18	4,58	4,60	4,61	4,63	4,65	4,67	4,68	4,70	4,71	4,73	4,74	4,76	4,77	4,79	4,80	4,82	4,83	4,84	4,86	4,87	4,88	4,89	4,91	4,92	4,93
Σ19	6,42	6,45	6,47	6,50	6,52	6,54	6,57	6,59	6,61	6,63	6,65	6,67	6,69	6,71	6,73	6,75	6,77	6,79	6,81	6,83	6,85	6,86	6,88	6,90	6,92
Σ20	8,92	8,95	8,99	9,02	9,05	9,09	9,12	9,15	9,18	9,21	9,24	9,27	9,30	9,33	9,35	9,38	9,41	9,43	9,46	9,48	9,51	9,53	9,56	9,58	9,61
<b>ΣΥΡΜΟΙ ΜΕΤΡΙΚΗΣ ΓΡΑΜΜΗΣ</b> NARROW GAUGE TRAINS																									
ΣΜ1	1,52	1,53	1,53	1,54	1,55	1,55	1,56	1,56	1,57	1,57	1,58	1,58	1,59	1,59	1,60	1,60	1,61	1,61	1,61	1,62	1,62	1,63	1,63	1,64	1,64
ΣΜ2	1,98	1,99	1,99	2,00	2,01	2,02	2,02	2,03	2,04	2,04	2,05	2,06	2,06	2,07	2,08	2,08	2,09	2,09	2,10	2,10	2,11	2,12	2,12	2,13	2,13

#### 6.3.4 Distance covered

As the distance covered we set the total, actual kilometers covered by a train on the disposed infrastructure.

#### **6.4 Methodology for the calculation of the basic fee for use of the infrastructure**

In order to determine the charges for the use of railway infrastructure, we take into account the base prices for the cost of track maintenance and traffic management services. The base prices derive from the division of the total cost for the corresponding services by the total number of train-kilometers.

By applying the rules, criteria, and corresponding coefficients specified in Chapter 3 to the above base prices, we derive the charging prices per service, for the corresponding track maintenance and traffic management services.

The sum of the above charging prices constitutes the basic fee:

*Basic fee P results from the base price (BP) which corresponds to traffic management  $P_{TM}$  and the base price (BP) which corresponds to the line's maintenance  $P_{LM}$ :*

$$P = P_{TM} + P_{LM}$$

The base price (BP) which corresponds to traffic management  $P_{TM}$  is:

$$P_{TM} = BP_{TM} * L_1 * L_2$$

where:

$BP_{TM}$  = the base price (BP) for traffic management = 0,65 Euro/km (2006)

$L_1$  = capacity occupation coefficient

$L_2$  = peak period coefficient

The base price (BP) that corresponds to the line's maintenance  $P_{LM}$  is:

$$P_{LM} = BP_{LM} * k_q * k_{train}$$

where:

- $BP_{LM}$  = the base price (BP) for line maintenance = 0,40 Euro/km (2006)
- $k_q$  = coefficient for the track quality provided
- $k_{train}$  = coefficient for the line's burdening by the train

## 6.5 Special charges

### 6.5.1 Consumption electric power for traction

For the charging of electric power supply (electric trains) we take into account the total ton kilometers (tkm) covered by the electric trains of all the Railway Undertakings and the total cost of electric power for the electrification.

The consumption of power according to the kind of train is taken into account through the train's mean weight (and thus through the ton kilometers covered).

For the charging of electric power supply  $K_{power}$  (€/tkm) the following formula applies:

$$K_{power} = \frac{C_{power}}{T.TKM}$$

where:

- $T.TKM$  = Total tkm/month
- $C_{power}$  = Charging (€/month)
- and

$$T.TKM = S * D * TW * RL$$

where:

S	=	Total number of services per day
RT	=	Routes per train
D	=	Days of the month
TW	=	Mean train weight
RL	=	Route length

As the total cost  $K_{power}$  we will take that which corresponds to the previous year and the clearance will be made based on the corresponding cost of the current year, when this is known.

The charging cost for every Railway Undertaking will be the product of the power cost per tkm ( $K_{power}$  [€/tkm]) and the number of its ton kilometers.

#### 6.5.2 Special - dangerous consignments

The criteria of Chapter 3 apply to special and dangerous consignments, yet beyond those a special agreement will be signed between the Infrastructure Manager and the railway carrier executing such consignments, depending on their kind and characteristics.

### 6.6 Service charges

The total charge (€) for each service is derived from the following relation:

$$C = P \cdot D = K_{power} + K_{SDT}$$

where:

C	the total charge for each service
P	the base fee for use of the infrastructure
D	the distance covered
$K_{power}$	the consumption of electric power for traction
$K_{SDT}$	the fee for special/dangerous consignments



# **ANNEXES**

**ANNEX I-A: Infrastructure Data/ Routes – Athens region**

No	Route initial point/ Network Node	Route terminal point/ Network Node	Included in the TEN Network (Y - N)	Line code	Date of last recording	Line type	Line length (km)	Single line (km)
(0)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	PIRAEUS	RENDIS	Y	E 85	1/12/2005	CL	3,13	3,13
2	RENDIS	ATHENS (LARISSA RS)	Y	E 85	1/12/2005	CL	6,16	6,16
3	ATHENS (LARISSA RS)	INOI	Y	E 85	1/12/2005	UL	61,10	-
4	INOI	HALKIDA	Y	E 852	1/12/2005	CL	21,69	21,69
5	INOI	TITHOREA	Y	E 85	1/12/2005	CL	94,90	-
6	TITHOREA	DOMOKOS	Y	E 85	1/12/2005	CL	121,60	121,60
7	DOMOKOS	EVANGELISMOS	Y	E 85	1/12/2005	CL	81,07	-
8	EVANGELISMOS	LEPTOKARYA	Y	E 85	1/12/2005	CL	41,68	41,68
9	LEPTOKARYA	PLATY	Y	E 85	1/12/2005	CL	71,90	-
10	LIANOKLADI	STYLIDA	Y	E 854	1/12/2005	CL	22,50	22,50
11	PALEOFARSALOS	KALAMBAKA	Y	E 856	1/12/2005	CL	80,40	80,40
12	LARISSA	VOLOS	Y	E 853	1/12/2005	CL	61,20	61,20
13	AGRINIO	KRYONERI	Y	E 859	1/12/2005	NGL	x	x

Double Line (km)	Multiple Line (km)	Number of lines	Axial distance of the lines (millimeters)	Minimum radius of the line's curves (m.)	Minimum radius of vertical alignment arc (m)	Maximum gradient (‰)	Length of electrified line (km)	Type of Signalling System
(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
-	-	1	-	300	4000	16	-	C.L.S.
-	-	1	-	284	4000	16	-	C.L.S.
61,10	-	2	4200	248	4000	16	-	C.L.S.
-	-	1	-	283	5000	20,5	-	C.L.S.
94,90	-	2	-	400	5000*	16	-	C.L.S.
-	-	1	-	270	5000*	22	-	C.L.S.
81,07	-	2	-	260	10000*	14	-	C.L.S.
-	-	1	-	300	10000*	14,3	-	C.L.S.
71,90	-	2	-	420	10000*	13,8	-	C.L.S.
-	-	1	-	250	2500*	20	-	-
-	-	1	-	300	5000*	20	-	-
-	-	1	-	300	2500*	14	-	-
-	-	1	-	x	x	x	-	-

\* Specific data from measurements were not available, so the minimum allowed radiuses of the vertical alignment were based on Art.8 of Decision F4.2/44066/3198 – “Amendment – Completion of the text of the New Regulation for the Line's Superstructure”

**ANNEX I – A1: Infrastructure Data/ Routes – Network under construction**

No	Route initial point/ Network Node	Route terminal point/ Network Node	Included in the TEN Network (Y - N)	Line code	Date of last recording	Line type	Line length (km)	Single line (km)
(0)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	PIRAEUS	SKA	Y	E 85	05/2005	CL, NL	16,48	see below
K.P.	1+488	1+760	Y		05/2005	CL, NL	0,27	-
	1+760	2+400	Y		05/2005	CL, NL	0,64	-
	2+400	2+890	Y		05/2005	CL, NL	0,49	-
	2+890	4+330	Y		05/2005	CL, NL	1,44	-
	4+330	5+480	Y		05/2005	CL, NL	1,15	-
	5+480	7+440	Y		05/2005	CL, NL	1,96	-
	7+440	8+000	Y		05/2005	CL, NL	0,56	-
	8+000	9+860	Y		05/2005	CL, NL	1,86	-
	9+860	10+700	Y		05/2005	CL, NL	0,84	-
	10+700	13+179	Y		05/2005	CL, NL	2,479	-
	13+179	17+979	Y		05/2005	NL	4,8	-
2	SKA	ISTHMOS	Y	E 851	05/2005	NL	73,6	-
3	ISTHMOS	CORINTH	Y	E 851	05/2005	NL	6,2	-
4	ISTHMOS	LOUTRAKI	Y	E 851	x	x	x	x
5	CORINTH	LOUTRAKI	Y	E 851	05/2005	NL	24,4	24,4
6	SKA	AIA "EL. VENIZELOS"	Y	E 854	05/2005	NL	32,3	-

Double Line (km)	Multiple Line (km)	Number of lines	Axial distance of the lines (millimeters)	Minimum radius of the line's curves (m.)	Minimum radius of vertical alignment arc (m)	Maximum gradient (‰)	Length of electrified line (km)	Type of Signalling System
(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
see below	see below	see below	see below	125	2500	27,5	16,48	ETCS Class 1
-	0,27	6	4000					
0,64	-	2	4000					
0,49	-	2	4000					
-	1,44	3	3600/4000					
-	1,15	4	3600/4000					
-	1,96	3	4000					
-	0,56	5	4000					
1,86	-	2	4000					
-	0,84	7	4000					
-	2,479	3	3600/4000/4700					
-	4,8	4	4000/4700					
73,6	-	2	4200	1800	15000	15	x	ETCS Class 1
6,2	-	2	4200	2000	20000	15	x	ETCS Class 1
x	x	x	x	x	x	x	x	x
-	-	1	-	2000	20000	15	x	ETCS Class 1
32,3	-	2	4200	320	2500	27,5	32,3	ETCS Class 1

**ANNEX I-B: Infrastructure Data/ Routes – Peloponnesus Region**

No	Route initial point/ Network Node	Route terminal point/ Network Node	Included in the TEN Network (Y - N)	Line code	Date of last recording	Line type	Line length (km)	Single line (km)
(0)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
4	AG. ANARGYROI	ELEFSINA	Y	E 851	5/7/2005	CL, NGL	22,50	-
5	ELEFSINA	ISTHMOS	Y	E 851	5/7/2005	NGL	57,40	57,40
6	ISTHMOS	LOUTRAKI	Y	E 851	5/7/2005	NGL	6,00	6,00
7	ISTHMOS	CORINTH	Y	E 851	5/7/2005	NGL	6,40	6,40
8	CORINTH	KIATO	Y	E 851	5/7/2005	NGL	20,70	20,70
9	CORINTH	PATRA	Y	E 851	5/7/2005	NGL	130,70	130,70
10	DIAKOPTO	KALAVRYTA	Y	E 851	5/7/2005	COG	22,30	22,30
11	PATRA	PYRGOS	Y	E 851	5/7/2005	NGL	98,70	98,70
12	KAVASSILA	KYLINNI	Y	E 851	5/7/2005	NGL	16,40	16,40
13	PYRGOS	KATAKOLO	Y	E 851	5/7/2005	NGL	12,33	12,33
14	PYRGOS	OLYMBIA	Y	E 851	5/7/2005	NGL	20,80	20,80
15	PYRGOS	KYPARISSIA	Y	E 852	5/7/2005	NGL	63	63
16	KYPARISSIA	KALAMATA	Y	E 851	5/7/2005	NGL	82,20	82,20
17	CORINTH	TRIPOLI	Y	E 851	5/7/2005	NGL	121,40	121,40
18	ARGOS	NAFPLIO	Y	E 851	5/7/2005	NGL	11,00	11,00
19	TRIPOLI	KALAMATA	Y	E 851	5/7/2005	NGL	114,60	114,60

Double Line (km)	Multiple Line (km)	Number of lines	Axial distance of the lines (millimeters)	Minimum radius of the line's curves (m.)	Minimum radius of vertical alignment arc (m)	Maximum gradient (‰)	Length of electrified line (km)	Type of Signalling System
(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
22,50	-	2	4200	300	4000	4,7	-	-
-	-	1	-	400	4000	25	-	-
-	-	1	-	80	4000	23	-	-
-	-	1	-	90	4000	25	-	-
-	-	1	-	192	2500*	11,36	-	-
-	-	1	-	179	2500*	17,1	-	-
-	-	1	-	40	2500*	202	-	-
-	-	1	-	267	2500*	12,2	-	-
-	-	1	-	x	x	x	-	-
-	-	1	-	x	x	x	-	-
-	-	1	-	150	2500*	17	-	-
-	-	1	-	160	2500*	15	-	-
-	-	1	-	133	2500*	24	-	-
-	-	1	-	111	2500*	25	-	-
-	-	1	-	139	2500*	8,83	-	-
-	-	1	-	122	2500*	24	-	-

\* Specific data from measurements were not available, so the minimum allowed radiuses of the vertical alignment were based on Art.8 of Decision F4.2/44066/3198 – “Amendment – Completion of the text of the New Regulation for the Line's Superstructure”

**ANNEX I-C: Infrastructure Data/ Routes – Macedonia – Thrace Region**

No	Route initial point/ Network Node	Route final point/ Network Node	Included in the TEN Network (Y - N)	Line code	Date of last recording	Line type	Line length (km)	Single line (km)
(0)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	THESSALONIKI (TX1)	PLATY	Y	E 85	5/7/2005	CL	32,10	-
2	THESSALONIKI (TX1)	IDOMENI	Y	E 85	5/7/2005	UL	76,60	72,00
3	THESSALONIKI (TX1)	ALEXANDROUPOLI	Y	E 858	5/7/2005	CL	442,00	442,00
4	STRYMONAS	PROMAHONAS	Y	E 855	5/7/2005	CL	13,40	13,40
5	ALEXANDROUPOLI	ORMENIO	Y	E 858	5/7/2005	CL	173,70	27,93
6	PLATY	AMINDEO	Y	E 857	5/7/2005	CL	159,18	159,18
7	AMINDEO	KOZANI	Y	E 857	5/7/2005	CL	59,05	59,05
8	AMINDEO	NEA KAFKASSOS	Y	E 857	5/7/2005	CL	41,22	41,22



Double Line (km)	Multiple Line (km)	Number of lines	Axial distance of the lines (millimeters)	Minimum radius of the line's curves (m.)	Minimum radius of vertical alignment arc (m)	Maximum gradient (‰)	Length of electrified line (km)	Type of Signalling System
(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
36,30	-	2	4200	500	10000*	9,62	-	Φ.Η.Σ.
-	-	1	-	270	5000*	14,21	72,00	Φ.Η.Σ.
-	-	1	-	191	5000*	28,08	-	Φ.Η.Σ.
-	-	1	-	455	2500*	12,59	-	Φ.Η.Σ.
-	-	1	-	283	2500*	18	-	Φ.Η.Σ.
-	-	1	-	265	2500*	25	-	Φ.Η.Σ.
-	-	1	-	290	2500*	11	-	Φ.Η.Σ.
-	-	1	-	300	5000*	25	-	Φ.Η.Σ.

\* Specific data from measurements were not available, so the minimum allowed radiuses of the vertical alignment were based on Art.8 of Decision F4.2/44066/3198 – “Amendment – Completion of the text of the New Regulation for the Line's Superstructure”

## ANNEX II-A: Data of Network Transportation Nodes / Stations

### Athens Region

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
1	E 85	PIRAEUS	-	Π	Y	O
2	E 85	RENDIS	-	ΑΙ	Y	Y
3	E 85	ROUF	-	Ρ	Y	Y
4	E 85	ATHENS (LARISSA RS)	-	Α	Y	Y
5	E 85	PYRGOS VASSILISSIS	-	-	N (ST)	O
6	E 85	AMALIA	-	-	N (ST)	O
7	E 85	AHARNAE	-	ΑΧ	N	Y
8	E 85	DEKELEIA	-	ΔΚ	N	Y
9	E 85	ΑG. STEFANOS	-	-	N (ST)	O
10	E 85	AFIDNAE	-	ΑΦ	Y	Y
11	E 85	POLYDENDRI	-	-	N (ST)	O
12	E 85	SFENDALI	-	ΣΕ'	N	Y
13	E 85	HARADRA	-	-	N (ST)	O
14	E 85	AVLON	-	ΑΥ	Y	Y
15	E 85	ΑG. THOMAS	-	ΑΘ	N (ST)	O
16	E 85	INOFITA	-	-	N (ST)	O
17	E 85	INOI	-	Ο	Y	Y
18	E 852	KALOHORI-PANTHI	-	-	N (ST)	O
19	E 852	AVLIDA	-	ΑΒ	Y	O
20	E 852	STENO	-	-	N (ST)	O
21	E 852	HALKIDA	-	ΑΚ	Y	O
22	E 85	TANAGRA	-	ΤΝ	Y	Y
23	E 85	ELEON	-	Ω	Y	Y
24	E 85	IPATON	-	Υ	Y	Y
25	E 85	THIVA	-	Θ	Y	Y
26	E 85	SFINX	-	Σ	Y	Y
27	E 85	ALIARTOS	-	ΑΛ	Y	Y
28	E 85	IPSILANDIS	-	-	N (ST)	O
29	E 85	ALALKOMENES	-	ΑΚ	Y	Y
30	E 85	LIVADIA	-	Λ	Y	Y
31	E 85	HERONIA	-	-	N (ST)	O
32	E 85	DAVLIA	-	ΔΑ	N	Y
33	E 85	PARORION	-	-	N (ST)	O
34	E 85	KIFISSOS	-	-	N (ST)	O
35	E 85	TITHOREA	-	Τ	Y	Y

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
1	Y	Y	N	0+700	1	ATTICA
2	Y	N	N	4+100	2	ATTICA
3	Y	N	N	7+700	2	ATTICA
4	Y	N	N	10+300	3	ATTICA
5	N	N	N	15+800	3	ATTICA
6	N	N	N	18+900	3	ATTICA
7	Y	N	N	21+100	3	ATTICA
8	Y	N	N	25+000	3	ATTICA
9	N	N	N	33+500	3	ATTICA
10	Y	N	N	40+100	3	ATTICA
11	N	N	N	45+900	3	ATTICA
12	Y	N	N	50+900	3	ATTICA
13	N	N	N	53+900	3	ATTICA
14	Y	N	N	59+200	3	ATTICA
15	N	N	N	64+200	3	VIOTIA
16	N	N	N	68+600	3	VIOTIA
17	Y	N	N	71+400	4	VIOTIA
18	N	N	N	8+900	4	EVIA
19	Y	N	N	11+100	4	EVIA
20	N	N	N	13+400	4	EVIA
21	Y	Y	N	21+700	4	EVIA
22	Y	N	N	75+300	5	VIOTIA
23	Y	N	N	85+000	5	VIOTIA
24	Y	N	N	92+900	5	VIOTIA
25	Y	N	N	99+900	5	VIOTIA
26	Y	N	N	110+700	5	VIOTIA
27	Y	N	N	119+400	5	VIOTIA
28	N	N	N	128+300	5	VIOTIA
29	Y	N	N	131+600	5	VIOTIA
30	Y	N	N	140+200	5	VIOTIA
31	N	N	N	147+700	5	VIOTIA
32	Y	N	N	152+700	5	VIOTIA
33	N	N	N	158+400	5	VIOTIA
34	N	N	N	161+140	5	FTHIOTIDA
35	Y	N	N	164+600	6	FTHIOTIDA

*\*The K.P. refers to the station's main entrance. The kilometrage starts from PIRAEUS, with 0+700, for the entire PIRAEUS-PLATY route. For the sidings it is as follows: For the INOI-HALKIDA route the kilometrage starts from 0+000 at INOI. For the LIANOKLADI-STYLIDA route the kilometrage starts from 0+000 at LIANOKLADI. For the PALEOFARSALOS – KALAMBAKA route the kilometrage starts from 0+000 at PALEOFARSALOS. For the LARISSA-VOLOS route the kilometrage starts from 0+000 at LARISSA.*

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
1	N	C.L.S.	Y	Y	Y
2	N	C.L.S.	Y	Y	Y
3	N	C.L.S.	Y	Y	Y
4	Y	C.L.S.	Y	Y	Y
5	N	C.L.S.	N	N	N
6	N	C.L.S.	N	N	N
7	N	C.L.S.	Y	Y	Y
8	N	C.L.S.	Y	Y	Y
9	N	C.L.S.	N	N	N
10	N	C.L.S.	Y	Y	Y
11	N	C.L.S.	N	N	N
12	N	C.L.S.	Y	Y	Y
13	N	C.L.S.	N	N	N
14	N	C.L.S.	Y	Y	Y
15	N	C.L.S.	N	N	N
16	N	C.L.S.	N	N	N
17	N	C.L.S.	Y	Y	Y
18	N	-	N	N	N
19	N	-	Y	Y	Y
20	N	-	N	N	N
21	N	-	Y	Y	Y
22	N	C.L.S.	Y	Y	Y
23	N	C.L.S.	Y	Y	Y
24	N	C.L.S.	Y	Y	Y
25	N	C.L.S.	Y	Y	Y
26	N	C.L.S.	Y	Y	Y
27	N	C.L.S.	Y	Y	Y
28	N	C.L.S.	N	N	N
29	N	C.L.S.	Y	Y	Y
30	N	C.L.S.	Y	Y	Y
31	N	C.L.S.	N	N	N
32	N	C.L.S.	Y	Y	Y
33	N	C.L.S.	N	N	N
34	N	C.L.S.	N	N	N
35	N	C.L.S.	Y	Y	Y

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
1	0,3	0,15	1,65	1,45	150	90
2	0,3	0,15	1,65	1,45	130	-
3	0,3	0,15	1,65	1,45	120	-
4	0,36	-	1,65	-	355	-
5	0,36	-	1,65	-	60	-
6	0,36	-	1,65	-	60	-
7	0,36	-	1,65	-	182	-
8	0,36	-	1,65	-	167	-
9	0,36	-	1,65	-	350	-
10	0,36	-	1,65	-	156	-
11	0,36	-	1,65	-	-	-
12	0,36	-	1,65	-	237	-
13	0,36	-	1,65	-	-	-
14	0,36	-	1,65	-	185	-
15	0,36	-	1,65	-	100	-
16	0,36	-	1,65	-	60	-
17	0,36	-	1,65	-	280	-
18	0,36	-	1,65	-	50	-
19	0,36	-	1,65	-	50	-
20	0,36	-	1,65	-	80	-
21	0,36	-	1,65	-	245	-
22	0,36	-	1,65	-	162	-
23	0,36	-	1,65	-	54	-
24	0,36	-	1,65	-	-	-
25	0,36	-	1,65	-	260	-
26	0,36	-	1,65	-	200	-
27	0,36	-	1,65	-	300	-
28	0,36	-	1,65	-	-	-
29	0,36	-	1,65	-	250	-
30	0,36	-	1,65	-	440	-
31	0,36	-	1,65	-	-	-
32	0,36	-	1,65	-	140	-
33	0,36	-	1,65	-	-	-
34	0,36	-	1,65	-	-	-
35	0,36	-	1,65	-	250	-

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
36	E 85	PARNASSOS	-	-	N (ST)	N
37	E 85	AMFIKLIA	-	ΑΜ	Y	Y
38	E 85	LILEA	-	ΛΑΙ	Y	Y
39	E 85	BRALOS	-	Γ	Y	Y
40	E 85	ELEFTHEROHORI	-	ΕΛ	Y	Y
41	E 85	ASOPOS	-	ΑΣ	Y	Y
42	E 85	TRAHIS	-	-	N (ST)	N
43	E 85	ARPINI	-	ΑΠ	Y	Y
44	E 85	GORGOPOTAMOS	-	-	N (ST)	N
45	E 85	SPERHIOS	-	-	N (ST)	N
46	E 85	LIANOKLADI	-	ΛΙ	Y	Y
47	E 85	LIGARIA	-	ΛΡ	Y	Y
48	E 85	STIRFAKA	-	ΣΤ	Y	Y
49	E 85	KARIA	-	ΚΑ	Y	Y
50	E 85	KALLIPEFKI	-	Ν	Y	Y
51	E 85	AGGIAE	-	ΑΓ	Y	Y
52	E 85	THERMAE	-	-	N (ST)	N
53	E 85	KYFERA	-	-	N (ST)	N
54	E 85	XYNIAS	-	Ξ	Y	Y
55	E 85	AHARRAE	-	-	N (ST)	N
56	E 85	THAVMAKOS	-	ΘΑ	Y	Y
57	E 85	DOMOKOS	-	ΔΟ	Y	Y
58	E 85	NEO MONASTIRI	-	-	N (ST)	N
59	E 85	PALEOFARSALOS	-	ΠΑ	Y	Y
60	E 85	IPERIA	-	-	N (ST)	N
61	E 85	ORFANA	-	ΟΡ	Y	Y
62	E 85	DOXARAS	-	ΔΞ	Y	Y
63	E 85	KRANNON	-	ΚΑ	Y	Y
64	E 85	EFIRA	-	-	N (ST)	N
65	E 85	MEZOURLOS	-	ΜΖ	Y	Y
66	E 85	LARISSA	-	ΛΑ	Y	Y
67	E 85	ERG. ZAHAREOS	-	-	N (ST)	N
68	E 85	GIRTONI	-	ΓΡ	N (ST)	N
69	E 85	EVANGELLISMOS	-	-	Y	Y
70	E 85	TEMBI	-	ΤΕ'	Y	Y

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
36	N	N	N	173+100	6	FTHIOTODA
37	Y	N	N	181+200	6	FTHIOTODA
38	Y	N	N	185+700	6	FOKIDA
39	Y	N	N	194+300	6	FOKIDA
40	Y	N	N	201+000	6	FTHIOTODA
41	Y	N	N	204+900	6	FTHIOTODA
42	N	N	N	210+300	6	FTHIOTODA
43	Y	N	N	212+600	6	FTHIOTODA
44	N	N	N	214+200	6	FTHIOTODA
45	N	N	N	219+000	6	FTHIOTODA
46	Y	N	N	222+500	6, 10	FTHIOTODA
47	Y	N	N	230+700	6	FTHIOTODA
48	Y	N	N	236+100	6	FTHIOTODA
49	Y	N	N	247+000	6	FTHIOTODA
50	Y	N	N	257+400	6	FTHIOTODA
51	Y	N	N	265+400	6	FTHIOTODA
52	N	N	N	271+300	6	FTHIOTODA
53	N	N	N	274+800	6	FTHIOTODA
54	Y	N	N	277+500	6	FTHIOTODA
55	N	N	N	280+600	6	FTHIOTODA
56	Y	N	N	284+200	6	FTHIOTODA
57	Y	N	N	287+900	7	FTHIOTODA
58	N	N	N	295+000	7	FTHIOTODA
59	Y	N	N	303+100	7, 11	LARISSA
60	N	N	N	307+900	7	LARISSA
61	Y	N	N	313+400	7	LARISSA
62	Y	N	N	321+900	7	LARISSA
63	Y	N	N	328+800	7	LARISSA
64	N	N	N	341+700	7	LARISSA
65	Y	N	N	343+600	7	LARISSA
66	Y	N	N	345+400	7, 12	LARISSA
67	N	N	N	353+300	7	LARISSA
68	N	N	N	360+700	7	LARISSA
69	Y	N	N	369+000	8	LARISSA
70	Y	N	N	378+800	8	LARISSA

\*The K.P. refers to the station's main entrance. The kilometrage starts from PIRAEUS, with 0+700 for the entire PIRAEUS-PLATY route. For the sidings it is as follows:  
For the INOI-HALKIDA route the kilometrage starts from 0+000 at INOI. For the LIANOKLADI-STYLIDA route the kilometrage starts from 0+000 at LIANOKLADI. For the PALEOFARSALOS – KALAMBAKA route the kilometrage starts from 0+000 at PALEOFARSALOS. For the LARISSA-VOLOS route the kilometrage starts from 0+000 at LARISSA

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
36	N	C.L.S.	N	N	N
37	N	C.L.S.	Y	Y	Y
38	N	C.L.S.	Y	Y	Y
39	N	C.L.S.	Y	Y	Y
40	N	C.L.S.	Y	Y	Y
41	N	C.L.S.	Y	Y	Y
42	N	C.L.S.	N	N	N
43	N	C.L.S.	Y	Y	Y
44	N	C.L.S.	N	N	N
45	N	C.L.S.	N	N	N
46	Y	C.L.S.	Y	Y	Y
47	N	C.L.S.	Y	Y	Y
48	N	C.L.S.	Y	Y	Y
49	N	C.L.S.	Y	Y	Y
50	N	C.L.S.	Y	Y	Y
51	N	C.L.S.	Y	Y	Y
52	N	C.L.S.	N	N	N
53	N	C.L.S.	N	N	N
54	N	C.L.S.	Y	Y	Y
55	N	C.L.S.	N	N	N
56	N	C.L.S.	Y	Y	Y
57	N	C.L.S.	Y	Y	Y
58	N	C.L.S.	N	N	N
59	N	C.L.S.	Y	Y	Y
60	N	C.L.S.	N	N	N
61	N	C.L.S.	Y	Y	Y
62	N	C.L.S.	Y	Y	Y
63	N	C.L.S.	Y	Y	Y
64	N	C.L.S.	N	N	N
65	N	C.L.S.	Y	Y	Y
66	N	C.L.S.	Y	Y	Y
67	N	C.L.S.	N	N	N
68	N	C.L.S.	N	N	N
69	N	C.L.S.	Y	Y	Y
70	N	C.L.S.	Y	Y	Y



No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
36	0,36	-	1,65	-	-	-
37	0,36	-	1,65	-	140	-
38	0,36	-	1,65	-	100	-
39	0,36	-	1,65	-	180	-
40	0,36	-	1,65	-	170	-
41	0,36	-	1,65	-	-	-
42	0,36	-	1,65	-	-	-
43	0,36	-	1,65	-	40	-
44	0,36	-	1,65	-	-	-
45	0,36	-	1,65	-	-	-
46	0,36	-	1,65	-	210	-
47	0,36	-	1,65	-	-	-
48	0,36	-	1,65	-	120	-
49	0,36	-	1,65	-	-	-
50	0,36	-	1,65	-	50	-
51	0,36	-	1,65	-	90	-
52	0,36	-	1,65	-	-	-
53	0,36	-	1,65	-	-	-
54	0,36	-	1,65	-	40	-
55	0,36	-	1,65	-	-	-
56	0,36	-	1,65	-	140	-
57	0,36	-	1,65	-	266	-
58	0,36	-	1,65	-	-	-
59	0,36	-	1,65	-	445	-
60	0,36	-	1,65	-	-	-
61	0,36	-	1,65	-	-	-
62	0,36	-	1,65	-	306	-
63	0,36	-	1,65	-	300	-
64	0,36	-	1,65	-	-	-
65	0,36	-	1,65	-	-	-
66	0,36	-	1,65	-	500	-
67	0,36	-	1,65	-	-	-
68	0,36	-	1,65	-	-	-
69	0,36	-	1,65	-	400	-
70	0,36	-	1,65	-	-	-

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
71	E 85	AGIA PARASKEVI	-	-	N (ST)	N
72	E 85	RAPSANI	-	ΠΟΥ	Y	Y
73	E 85	PLATAMON	-	ΠΩ	Y	Y
74	E 85	LEPTOKARYA	-	ΛΕ	Y	Y
75	E 85	PLAKA	-	-	N (ST)	N
76	E 85	LITOHORO	-	ΛΤ	Y	Y
77	E 85	KATERINI	-	ΚΤ	Y	Y
78	E 85	KORINOS	-	ΚΝ	N (ST)	N
79	E 85	AEGINIO	KOLINDROS	ΑΝ	Y	Y
80	E 85	PLATY	-	ΠΛ	Y	Y
81	E 854	LAMIA	-	ΛΜ	Y	N
82	E 854	RODITSA	-	-	N (ST)	N
83	E 854	MEGALI VRISSE	-	-	N (ST)	N
84	E 854	AGIA MARINA	-	ΡΙ	N (ST)	N
85	E 854	VASSILIKI	-	-	N (ST)	N
86	E 854	STYLIDA	-	ΣΥ	Y	N
87	E 856	SOFADES	-	ΣΦ	N (ST)	N
88	E 856	KARDITSA	-	ΚΖ	Y	Y
89	E 856	FANARION	-	ΦΡ	N (ST)	N
90	E 856	MAGOULA	-	-	N (ST)	N
91	E 856	TRIKALA	-	ΤΡ	Y	Y
92	E 856	KALAMBAKA	-	ΚΒ	Y	Y
93	E 853	HALKI	-	Χ	Y	N
94	E 853	MELIA	-	Μ	Y	N
95	E 853	KYPSELI	-	ΚΥ	Y	N
96	E 853	ARMENIO	-	Α	Y	N
97	E 853	STEFANOVIKIO	-	-	N (ST)	N
98	E 853	RIZOMYLOS	-	-	N (ST)	N
99	E 853	VELESTINO	-	ΒΛ	Y	N
100	E 853	AGIOS GEORGIOS	-	-	N (ST)	N
101	E 853	LATOMIO	-	ΛΤ	N	N
102	E 853	MELISSIATIKA	-	-	N (ST)	N
103	E 853	VOLOS	-	ΒΟ	Y	N
104	E 859	AGRINIO	-	-	Y	x
105	E 859	MESSOLOGGI	-	-	Y	x
106	E 859	KRYONERI	-	-	Y	x

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
71	O	O	O	384+000	8	LARISSA
72	N	O	O	387+400	8	LARISSA
73	N	O	O	401+800	8	LARISSA
74	N	O	O	410+700	9	PIERIA
75	O	O	O	415+400	9	PIERIA
76	N	O	O	418+600	9	PIERIA
77	N	O	O	434+900	9	PIERIA
78	O	O	O	441+600	9	PIERIA
79	N	O	O	464+000	9	PIERIA
80	N	O	O	482+600	9	IMATHIA
81	N	O	O	5+600	10	FTHIOTODA
82	O	O	O	7+600	10	FTHIOTODA
83	O	O	O	9+400	10	FTHIOTODA
84	O	O	O	19+200	10	FTHIOTODA
85	O	O	O	20+800	10	FTHIOTODA
86	N	N	O	22+500	10	FTHIOTODA
87	O	O	O	14+500	11	KARDITSA
88	N	O	O	29+600	11	KARDITSA
89	O	O	O	43+600	11	KARDITSA
90	O	O	O	45+800	11	KARDITSA
91	N	O	O	58+000	11	TRIKALA
92	N	N	O	80+400	11	TRIKALA
93	N	O	O	10+900	12	LARISSA
94	N	O	O	16+800	12	LARISSA
95	N	O	O	23+400	12	LARISSA
96	N	O	O	29+100	12	LARISSA
97	O	O	O	32+900	12	LARISSA
98	O	O	O	38+400	12	MAGNISSIA
99	N	O	O	41+500	12	MAGNISSIA
100	O	O	O	43+400	12	MAGNISSIA
101	N	O	O	49+600	12	MAGNISSIA
102	O	O	O	55+600	12	MAGNISSIA
103	N	N	O	61+200	12	MAGNISSIA
104	x	N	N	x	13	AETOL/NIA
105	x	O	N	x	13	AETOL/NIA
106	x	N	N	x	13	AETOL/NIA

*\*The K.P. refers to the station's main entrance. The kilometrage starts from PIRAEUS, 0+700, for the entire PIRAEUS-PLATYI route. For the sidings it is as follows:  
For the INOI-HALKIDA route the kilometrage starts from 0+000 at INOI. For the LIANOKLADI-STYLIDA route the kilometrage starts from 0+000 at LIANOKLADI. For the PALEOFARSALOS – KALAMBAKA route the kilometrage starts from 0+000 at PALEOFARSALOS. For the LARISSA-VOLOS route the kilometrage starts from 0+000 at LARISSA.*

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
71	N	C.L.S.	N	N	N
72	N	C.L.S.	Y	Y	Y
73	N	C.L.S.	Y	Y	Y
74	N	C.L.S.	Y	Y	Y
75	N	C.L.S.	N	N	N
76	N	C.L.S.	Y	Y	Y
77	N	C.L.S.	Y	Y	Y
78	N	C.L.S.	N	N	N
79	N	C.L.S.	Y	Y	Y
80	N	C.L.S.	Y	Y	Y
81	N	-	Y	Y	Y
82	N	-	N	N	N
83	N	-	N	N	N
84	N	-	N	N	N
85	N	-	N	N	N
86	N	-	Y	Y	Y
87	N	-	N	N	N
88	N	-	Y	Y	Y
89	N	-	N	N	N
90	N	-	N	N	N
91	N	-	Y	Y	Y
92	N	-	Y	Y	Y
93	N	-	Y	Y	Y
94	N	-	Y	Y	Y
95	N	-	Y	Y	Y
96	N	-	Y	Y	Y
97	N	-	N	N	N
98	N	-	N	N	N
99	N	-	Y	Y	Y
100	N	-	N	N	N
101	N	-	Y	Y	Y
102	N	-	N	N	N
103	N	-	Y	Y	Y
104	x	x	x	x	x
105	x	x	x	x	x
106	x	x	x	x	x

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
71	0,36	-	1,65	-	-	-
72	0,36	-	1,65	-	170	-
73	0,36	-	1,65	-	200	-
74	0,36	-	1,65	-	170	-
75	0,36	-	1,65	-	-	-
76	0,36	-	1,65	-	400	-
77	0,36	-	1,65	-	300	-
78	0,36	-	1,65	-	-	-
79	0,36	-	1,65	-	183	-
80	0,36	-	1,65	-	300	-
81	0,36	-	1,65	-	200	-
82	0,36	-	1,65	-	-	-
83	0,36	-	1,65	-	20	-
84	0,36	-	1,65	-	150	-
85	0,36	-	1,65	-	-	-
86	0,36	-	1,65	-	60	-
87	0,36	-	1,65	-	-	-
88	0,36	-	1,65	-	150	-
89	0,36	-	1,65	-	-	-
90	0,36	-	1,65	-	-	-
91	0,36	-	1,65	-	180	-
92	0,36	-	1,65	-	175	-
93	0,36	-	1,65	-	110	-
94	0,36	-	1,65	-	110	-
95	0,36	-	1,65	-	110	-
96	0,36	-	1,65	-	100	-
97	0,36	-	1,65	-	-	-
98	0,36	-	1,65	-	-	-
99	0,36	-	1,65	-	110	-
100	0,36	-	1,65	-	-	-
101	0,36	-	1,65	-	50	-
102	0,36	-	1,65	-	-	-
103	0,36	-	1,65	-	190	-
104	x	x	x	x	x	x
105	x	x	x	x	x	x
106	x	x	x	x	x	x

**ANNEX II-A1: Data of Network Transportation Nodes/ Stations –**

*Network under construction*

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)
1	E 85	PIRAEUS	-	Π	N
2	E 85	LEFKA	-	-	N
3	E 85	RENDIS	-	ΑΙ	N
4	E 85	TAVROS	-	-	N
5	E 85	ROUF	-	P	N
6	E 85	VOTANIKOS	-	-	N
7	E 85	ATHENS	-	A	N
8	E 85	THIMARAKIA	-	-	N
9	E 85	AGII ANARGYRI	-	-	N
10	E 85	PYRGOS VASSILISSIS	-	-	N
11	E 85	LYKOTRIPA	-	-	N
12	E 851	ZEFIRI	-	-	N
13	E 851	LIOSSIA	-	-	N
14	E 851	THRIASSIO PEDIO	-	-	N
15	E 851	MAGOULA	-	-	N
16	E 851	NEA PERAMOS	-	-	N
17	E 851	MEGARA	-	-	N
18	E 851	KINETTA	-	-	N
19	E 851	AGII THEODORI	-	-	N
20	E 851	ISTHMOS	-	-	N
21	E 851	LOUTRAKI	-	-	x
22	E 851	CORINTH	-	-	N
23	E 851	ZEVGOLATIO	-	-	N
24	E 851	KIATO	-	-	N
25	E 85	SKA	-	-	N
26	E 854	METAMORPHOSI	-	-	N
27	E 854	IRAKLIO	-	-	N
28	E 854	NERADGIOTISSA - OAKA	-	-	N
29	E 854	KIFISSIA	-	-	N
30	E 854	PENDELI	-	-	N
31	E 854	PLAKENDIA	-	-	N
32	E 854	PALLINI	-	-	N
33	E 854	KANDJA	-	-	N
34	E 854	KOROPI	-	-	N
35	E 854	AIA "EL. VENIZELOS"	-	-	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route
(6)	(7)	(8)	(9)	(10)	(11)
Y	Y	N	1+600	1	ATTICA
Y	N	Y	2+800	1	ATTICA
Y	N	N	4+368	1	ATTICA
Y	N	Y	6+702	1	ATTICA
Y	N	N	7+600	1	ATTICA
Y	N	Y	8+500	1	ATTICA
Y	N	N	10+360	1	ATTICA
Y	N	Y	12+368	1	ATTICA
Y	N	N	13+720	1	ATTICA
N	N	N	15+807	1	ATTICA
Y	N	Y	17+470	1	ATTICA
Y	N	Y	20+985	2	ATTICA
Y	N	Y	21+725	2	ATTICA
Y	N	Y	34+735	2	ATTICA
Y	N	Y	40+000	2	ATTICA
N	N	Y	52+320	2	ATTICA
Y	N	Y	57+985	2	ATTICA
N	N	Y	73+112	2	ATTICA
Y	N	Y	79+750	2	CORINTH
x	N	N	92+500	3	CORINTH
x	x	x	x	4	x
Y	N	Y	98+725	5	CORINTH
N	N	Y	x	5	CORINTH
Y	N	Y	123+100	5	CORINTH
Y	N	Y	0+800	6	ATTICA
N	N	Y	1+350	6	ATTICA
N	N	Y	2+775	6	ATTICA
N	N	Y	5+100	6	ATTICA
N	N	Y	6+059	6	ATTICA
N	N	Y	7+995	6	ATTICA
N	N	Y	9+364	6	ATTICA
N	N	Y	13+760	6	ATTICA
N	N	Y	16+030	6	ATTICA
N	N	Y	24+660	6	ATTICA
Y	Y	Y	30+615	6	ATTICA

\* For the PIRAEUS- SKA route the kilometrage starts from Ag. Dionysios in Piraeus. For the SKA- KIATO and ISTMOS – LOUTRAKI routes the same concessions apply as with the remaining network. For the SKA– AIA route SKA is considered the starting point, with initial placing 0+800.

Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(12)	(13)	(14)	(15)	(16)
Y	ETCS Class 1	Y	Y	Y
Y	ETCS Class 1	N	Y	N
Y	ETCS Class 1	N	Y	Y
Y	ETCS Class 1	N	Y	N
Y	ETCS Class 1	Y	Y	Y
Y	ETCS Class 1	N	Y	N
Y	ETCS Class 1	Y	Y	Y
Y	ETCS Class 1	N	Y	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	Y
N	ETCS Class 1	N	N	Y
Y	ETCS Class 1	N	N	Y
N	ETCS Class 1	N	N	Y
Y	ETCS Class 1	N	N	Y
N	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	Y
N	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	Y
N	ETCS Class 1	Y	N	x
x	x	x	x	x
Y	ETCS Class 1	Y	N	Y
N	ETCS Class 1	N	N	x
Y	ETCS Class 1	Y	N	Y
Y	ETCS Class 1	Y	Y	Y
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	Y	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	Y	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	N
Y	ETCS Class 1	N	N	Y



Platform height (m)	Distance between platform edge and line center (m)	Length of bigger platform (m)
(17)	(19)	(18)
0,76	1,65	200
0,76	1,65	135
0,76	1,65	130
0,76	1,65	180
0,76	1,65	120
0,76	1,65	180
0,55/ 0,76	1,65	350
0,76	1,65	170
0,76	1,65	315
0,76	1,65	150
0,76	1,65	150
0,76	1,65	300
0,76	1,65	300
0,76	1,65	300
0,76	1,65	300
0,38	1,65	300
0,76	1,65	300
0,38	1,65	300
0,76	1,65	300
x	1,65	300
x	x	x
0,76	1,65	300
x	1,65	300
0,76	1,65	300
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150
0,76	1,65	150

**ANNEX II-B: Data of Network Transportation Nodes/ Stations –***Peloponnesus Region*

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
5	E 85	AGII ANARGYRI	-	-	Y	Y
6	E 851	ANO LIOSSIA	-	-	N (ST)	N
7	E 851	DIILISTIRIA	-	-	N (ST)	N
8	E 851	ASPROPYRGOS	-	-	N (ST)	N
9	E 851	ELEFSINA	-	-	Y	Y
10	E 851	NEA PERAMOS	-	-	N (ST)	N
11	E 851	MEGARA	-	-	Y	Y
12	E 851	KAKIA SKALA	-	-	N (ST)	N
13	E 851	KINETA	-	-	Y	Y
14	E 851	AG. THEODORI	-	-	Y	Y
15	E 851	KALAMAKI	-	-	N (ST)	N
16	E 851	ISTHMOS	-	-	Y	Y
17	E 851	LOUTRAKI	-	-	N (ST)	N
18	E 851	CORINTH	-	-	Y	Y
19	E 851	PERIGIALI	-	-	N (ST)	N
20	E 851	VRAHATI	-	-	N (ST)	N
21	E 851	KIATO	-	-	Y	Y
22	E 851	NEO DIMINIO	-	-	N (ST)	N
23	E 851	MELISSI	-	-	N (ST)	N
24	E 851	XILOKASTRO	-	-	Y	Y
25	E 851	KAMARI	-	-	N (ST)	N
26	E 851	LYKOPORIA	-	-	N (ST)	N
27	E 851	DERVENI	-	-	N (ST)	N
28	E 851	AEGIRA	-	-	N (ST)	N
29	E 851	AKRATA	-	-	Y	Y
30	E 851	PLATANOS KR.	-	-	N (ST)	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
5	Y	N	N	13+100	4	ATTICA
6	N	N	N	18+300	4	ATTICA
7	N	N	N	28+500	4	ATTICA
8	N	N	N	31+300	4	ATTICA
9	Y	N	N	35+600	5	ATTICA
10	N	N	N	48+800	5	ATTICA
11	Y	N	N	56+000	5	ATTICA
12	N	N	N	64+700	5	ATTICA
13	Y	N	N	70+400	5	ATTICA
14	Y	N	N	78+900	5	CORINTH
15	N	N	N	89+900	5	CORINTH
16	Y	N	N	93+000 (0+000)	6, 7	CORINTH
17	N	Y	N	6+000	7	CORINTH
18	Y	N	N	99+500 (0+000)	8, 9,17	CORINTH
19	N	N	N	108+800	8, 9	CORINTH
20	N	N	N	112+800	8, 9	CORINTH
21	Y	N	N	120+200	8, 9	CORINTH
22	N	N	N	124+200	9	CORINTH
23	N	N	N	128+000	9	CORINTH
24	Y	N	N	133+500	9	CORINTH
25	N	N	N	139+500	9	CORINTH
26	N	N	N	146+500	9	CORINTH
27	N	N	N	154+200	9	CORINTH
28	N	N	N	161+000	9	AHAIA
29	Y	N	N	162+000	9	AHAIA
30	N	N	N	169+600	9	AHAIA

\*The K.P. refers to the station's main entrance. The kilometrage for the main route starts at PIRAEUS with 0+000. For the PATRA-PYRGOS main route the kilometrage starts at 0+000 at AG. ANDREAS at Patra. For the PYRGOS-KYPARISSIA main route the kilometrage starts at 0+000 at PYRGOS. For the CORINTH-TRIPOLI-KALAMATA main route the kilometrage starts at 0+000 at CORINTH.

For the sidings it is as follows:

For the ISTHMOS-LOUTRAKI route the kilometrage starts from 0+000 at ISTHMOS. For the DIAKOPTO-KALAVRYTA route the kilometrage starts from 0+000 at DIAKOPTO. For the KAVASSILA-KILINI route the kilometrage starts from 0+000 at KAVASSILA. For the PYRGOS-KATAKOLO route the kilometrage starts from 0+000 at PYRGOS. For the PYRGOS-OLYMBIA route the kilometrage starts from 0+000 at PYRGOS. For the ARGOS-NAFPLIO route the kilometrage starts from 0+000 at ARGOS.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
5	N	-	Y	Y	Y
6	N	-	N	N	N
7	N	-	N	N	N
8	N	-	N	N	N
9	N	-	Y	Y	Y
10	N	-	N	N	N
11	N	-	Y	Y	Y
12	N	-	N	N	N
13	N	-	Y	Y	Y
14	N	-	Y	Y	Y
15	N	-	N	N	N
16	N	-	Y	Y	Y
17	N	-	N	N	N
18	N	-	Y	Y	Y
19	N	-	N	N	N
20	N	-	N	N	N
21	N	-	Y	Y	Y
22	N	-	N	N	N
23	N	-	N	N	N
24	N	-	Y	Y	Y
25	N	-	N	N	N
26	N	-	N	N	N
27	N	-	N	N	N
28	N	-	N	N	N
29	N	-	Y	Y	Y
30	N	-	N	N	N

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
5	-	0,15	-	1,45	-	122
6	-	0,15	-	1,45	-	60
7	-	0,15	-	1,45	-	-
8	-	0,15	-	1,45	-	61,5
9	-	0,15	-	1,45	-	75
10	-	0,15	-	1,45	-	30
11	-	0,15	-	1,45	-	150
12	-	0,15	-	1,45	-	-
13	-	0,15	-	1,45	-	105
14	-	0,15	-	1,45	-	105
15	-	0,15	-	1,45	-	45
16	-	0,15	-	1,45	-	100
17	-	0,15	-	1,45	-	-
18	-	0,15	-	1,45	-	90
19	-	0,15	-	1,45	-	60
20	-	0,15	-	1,45	-	50
21	-	0,15	-	1,45	-	75
22	-	0,15	-	1,45	-	-
23	-	0,15	-	1,45	-	-
24	-	0,15	-	1,45	-	100
25	-	0,15	-	1,45	-	-
26	-	0,15	-	1,45	-	100
27	-	0,15	-	1,45	-	117
28	-	0,15	-	1,45	-	-
29	-	0,15	-	1,45	-	80
30	-	0,15	-	1,45	-	54

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
31	E 851	DIAKOPTO	-	-	Y	Y
32	E 851	ELIKI	-	-	N (ST)	N
33	E 851	TEMENI	-	-	N (ST)	N
34	E 851	AEGIO	-	-	Y	Y
35	E 851	SELIANITIKA	-	-	Y	Y
36	E 851	NEOS ERINEOS	-	-	N (ST)	N
37	E 851	PSATHOPYRGOS	-	-	N (ST)	N
38	E 851	AGIOS VASSILIOS	-	-	N (ST)	N
39	E 851	RIO	-	-	Y	Y
40	E 851	VOZAITIKA	-	-	N (ST)	N
41	E 851	AGIOS DIONYSIOS	-	-	N (ST)	N
42	E 851	PATRA	-	-	Y	Y
43	E 851	MEGA SPILEO	-	-	N (ST)	N
44	E 851	KERPINI	-	-	N (ST)	N
45	E 851	KALAVRYTA	-	-	N (ST)	N
46	E 851	AGIOS ANDREAS	-	-	Y	Y
47	E 851	VRAHNEIKA	-	-	N (ST)	N
48	E 851	KAMINIA	-	-	N (ST)	N
49	E 851	ALISSOS	-	-	N (ST)	N
50	E 851	AHAIA	-	-	Y	Y
51	E 851	SAGEIKA	-	-	N (ST)	N
52	E 851	LAPPA	-	-	Y	Y
53	E 851	NEA MANOLADA	-	-	N (ST)	N
54	E 851	BARDA	-	-	Y	Y
55	E 851	KOYRTEZI	-	-	N (ST)	N
56	E 851	LEHENA	-	-	Y	Y
57	E 851	ANDRAVIDA	-	-	N (ST)	N
58	E 851	KAVASSILA	-	-	N (ST)	N
59	E 851	GASTOUNI	-	-	Y	Y
60	E 851	AMBELOKIPOS	-	-	N (ST)	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
31	Y	N	N	176+800 (0+000)	9, 10	AHAIA
32	N	N	N	182+600	9	AHAIA
33	N	N	N	185+200	9	AHAIA
34	Y	N	N	190+500	9	AHAIA
35	Y	N	N	197+000	9	AHAIA
36	N	N	N	199+800	9	AHAIA
37	N	N	N	213+600	9	AHAIA
38	N	N	N	219+600	9	AHAIA
39	Y	N	N	222+900	9	AHAIA
40	N	N	N	225+900	9	AHAIA
41	N	N	N	229+100	9	AHAIA
42	Y	N	N	230+200	11	AHAIA
43	N	N	N	12+600	10	AHAIA
44	N	N	N	18+200	10	AHAIA
45	N	Y	N	22+300	10	AHAIA
46	Y	N	N	231+500 (0+000)	11	AHAIA
47	N	N	N	10+000	11	AHAIA
48	N	N	N	15+100	11	AHAIA
49	N	N	N	18+000	11	AHAIA
50	Y	N	N	20+600	11	AHAIA
51	N	N	N	30+100	11	AHAIA
52	Y	N	N	35+000	11	AHAIA
53	N	N	N	41+000	11	ILIA
54	Y	N	N	43+900	11	ILIA
55	N	N	N	51+300	11	ILIA
56	Y	N	N	57+800	11	ILIA
57	N	N	N	61+100	11	ILIA
58	Y	N	N	64+600 (0+000)	11, 12	ILIA
59	Y	N	N	67+000	11	ILIA
60	N	N	N	72+200	11	ILIA

\*The K.P. refers to the station's main entrance. The kilometrage for the PIRAEUS-CORINTH-PATRA main route starts at PIRAEUS with 0+000. For the PATRA-PYRGOS main route the kilometrage starts at 0+000 at AG. ANDREAS at Patra. For the PYRGOS-KYPARISSIA main route the kilometrage starts at 0+000 at PYRGOS. For the CORINTH-TRIPOLI-KALAMATA main route the kilometrage starts at 0+000 at CORINTH.

For the sidings it is as follows:

For the ISTHMOS-LOUTRAKI route the kilometrage starts from 0+000 at ISTHMOS. For the DIAKOPTO-KALAVRYTA route the kilometrage starts from 0+000 at DIAKOPTO. For the KAVASSILA-KILINI route the kilometrage starts from 0+000 at KAVASSILA. For the PYRGOS-KATAKOLO route the kilometrage starts from 0+000 at PYRGOS. For the PYRGOS-OLYMBIA route the kilometrage starts from 0+000 at PYRGOS. For the ARGOS-NAFPLIO route the kilometrage starts from 0+000 at ARGOS.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
31	N	-	Y	Y	Y
32	N	-	N	N	N
33	N	-	N	N	N
34	N	-	Y	Y	Y
35	N	-	Y	Y	Y
36	N	-	N	N	N
37	N	-	N	N	N
38	N	-	N	N	N
39	N	-	Y	Y	Y
40	N	-	N	N	N
41	N	-	N	N	N
42	N	-	Y	Y	Y
43	N	-	N	N	N
44	N	-	N	N	N
45	N	-	N	N	N
46	N	-	Y	Y	Y
47	N	-	N	N	N
48	N	-	N	N	N
49	N	-	N	N	N
50	N	-	Y	Y	Y
51	N	-	N	N	N
52	N	-	Y	Y	Y
53	N	-	N	N	N
54	N	-	Y	Y	Y
55	N	-	N	N	N
56	N	-	Y	Y	Y
57	N	-	N	N	N
58	N	-	Y	Y	Y
59	N	-	Y	Y	Y
60	N	-	N	N	N



No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
31	-	0,15	-	1,45	-	128
32	-	0,15	-	1,45	-	-
33	-	0,15	-	1,45	-	-
34	-	0,15	-	1,45	-	111
35	-	0,15	-	1,45	-	100
36	-	0,15	-	1,45	-	-
37	-	0,15	-	1,45	-	105
38	-	0,15	-	1,45	-	-
39	-	0,15	-	1,45	-	60
40	-	0,15	-	1,45	-	-
41	-	0,15	-	1,45	-	-
42	-	0,15	-	1,45	-	150
43	-	0,15	-	1,45	-	-
44	-	0,15	-	1,45	-	-
45	-	0,15	-	1,45	-	-
46	-	0,15	-	1,45	-	110
47	-	0,15	-	1,45	-	-
48	-	0,15	-	1,45	-	-
49	-	0,15	-	1,45	-	-
50	-	0,15	-	1,45	-	140
51	-	0,15	-	1,45	-	-
52	-	0,15	-	1,45	-	108
53	-	0,15	-	1,45	-	-
54	-	0,15	-	1,45	-	100
55	-	0,15	-	1,45	-	-
56	-	0,15	-	1,45	-	97
57	-	0,15	-	1,45	-	78
58	-	0,15	-	1,45	-	78
59	-	0,15	-	1,45	-	150
60	-	0,15	-	1,45	-	149

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
61	E 851	AMALIADA	-	-	Y	Y
62	E 851	DOUNEIKA	-	-	N (ST)	N
63	E 851	AGIOS ILIAS	-	-	N (ST)	N
64	E 851	MIRAMARE	-	-	N (ST)	N
65	E 851	SKOUROHORI	-	-	N (ST)	N
66	E 851	LASTEIKA	-	-	N (ST)	N
67	E 851	PYRGOS	-	-	Y	Y
68	E 851	VARTHOLOMIO	-	-	N (ST)	N
69	E 851	NEOHORI	-	-	N (ST)	N
70	E 851	KILINI	-	-	Y	N
71	E 851	KATAKOLO	-	-	Y	N
72	E 851	LAMBETI	-	-	N (ST)	N
73	E 851	KOLIRI	-	-	N (ST)	N
74	E 851	VARVASENA	-	-	N (ST)	N
75	E 851	ALFIOS	-	-	Y	Y
76	E 851	SALMONI	-	-	N (ST)	N
77	E 851	STREFI	-	-	N (ST)	N
78	E 851	BROUBA	-	-	N (ST)	N
79	E 851	PELOPION	-	-	N (ST)	N
80	E 851	PLATANOS KR.	-	-	N (ST)	N
81	E 851	KOSKINA	-	-	N (ST)	N
82	E 851	OLYMBIA	-	-	Y	Y
83	E 851	ALFIOUSA	-	-	N (ST)	N
84	E 851	EPITALIO	-	-	N (ST)	N
85	E 851	KRESTENA	-	-	Y	Y
86	E 851	ANO SAMIKO	-	-	N (ST)	N
87	E 851	SAMIKO	-	-	N (ST)	N
88	E 851	KAIIFA	-	-	N (ST)	N
89	E 851	ZAHARO	-	-	Y	Y
90	E 851	KAKOVATOS	-	-	N (ST)	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
61	Y	N	N	77+400	11	ILIA
62	N	N	N	83+400	11	ILIA
63	N	N	N	86+400	11	ILIA
64	N	N	N	87+800	11	ILIA
65	N	N	N	91+200	11	ILIA
66	N	N	N	94+900	11	ILIA
67	Y	N	N	98+700 (0+000)	13, 14, 15	ILIA
68	N	N	N	5+990	12	ILIA
69	N	N	N	10+500	12	ILIA
70	Y	Y	N	16+400	12	ILIA
71	Y	Y	N	12+300	13	ILIA
72	N	N	N	1+500	14, 15	ILIA
73	N	N	N	4+000	14, 15	ILIA
74	N	N	N	6+000	14, 15	ILIA
75	Y	N	N	7+200	14, 15	ILIA
76	N	N	N	10+400	14	ILIA
77	N	N	N	12+100	14	ILIA
78	N	N	N	13+900	14	ILIA
79	N	N	N	15+700	14	ILIA
80	N	N	N	17+300	14	ILIA
81	N	N	N	19+900	14	ILIA
82	Y	Y	N	20+800	14	ILIA
83	N	N	N	8+800	15	ILIA
84	N	N	N	12+500	15	ILIA
85	Y	N	N	17+900	15	ILIA
86	N	N	N	21+700	15	ILIA
87	N	N	N	24+800	15	ILIA
88	N	N	N	29+400	15	ILIA
89	Y	N	N	34+600	15	ILIA
90	N	N	N	37+300	15	ILIA

\*The K.P. refers to the station's main entrance. The kilometrage for the PIRAEUS-CORINTH-PATRA main route starts at PIRAEUS with 0+000. For the PATRA-PYRGOS main route the kilometrage starts at 0+000 at AG. ANDREAS at Patra. For the PYRGOS-KYPARISSIA main route the kilometrage starts at 0+000 at PYRGOS. For the CORINTH-TRIPOLI-KALAMATA main route the kilometrage starts at 0+000 at CORINTH.

For the sidings it is as follows:

For the ISTHMOS-LOUTRAKI route the kilometrage starts from 0+000 at ISTHMOS. For the DIAKOPTO-KALAVRYTA route the kilometrage starts from 0+000 at DIAKOPTO. For the KAVASSILA-KILINI route the kilometrage starts from 0+000 at KAVASSILA. For the PYRGOS-KATAKOLO route the kilometrage starts from 0+000 at PYRGOS. For the PYRGOS-OLYMBIA route the kilometrage starts from 0+000 at PYRGOS. For the ARGOS-NAFPLIO route the calculation starts from 0+000 at ARGOS.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
61	N	-	N	N	N
62	N	-	N	N	N
63	N	-	N	N	N
64	N	-	N	N	N
65	N	-	N	N	N
66	N	-	N	N	N
67	N	-	Y	Y	Y
68	N	-	N	N	N
69	N	-	N	N	N
70	N	-	Y	Y	Y
71	N	-	Y	Y	Y
72	N	-	N	N	N
73	N	-	N	N	N
74	N	-	N	N	N
75	N	-	Y	Y	Y
76	N	-	N	N	N
77	N	-	N	N	N
78	N	-	N	N	N
79	N	-	N	N	N
80	N	-	N	N	N
81	N	-	N	N	N
82	N	-	Y	Y	Y
83	N	-	N	N	N
84	N	-	N	N	N
85	N	-	Y	Y	Y
86	N	-	N	N	N
87	N	-	N	N	N
88	N	-	N	N	N
89	N	-	Y	Y	Y
90	N	-	N	N	N

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
61	-	0,15	-	1,45	-	-
62	-	0,15	-	1,45	-	-
63	-	0,15	-	1,45	-	75
64	-	0,15	-	1,45	-	-
65	-	0,15	-	1,45	-	-
66	-	0,15	-	1,45	-	-
67	-	0,15	-	1,45	-	140
68	-	0,15	-	1,45	-	-
69	-	0,15	-	1,45	-	-
70	-	0,15	-	1,45	-	-
71	-	0,15	-	1,45	-	-
72	-	0,15	-	1,45	-	-
73	-	0,15	-	1,45	-	-
74	-	0,15	-	1,45	-	-
75	-	0,15	-	1,45	-	100
76	-	0,15	-	1,45	-	-
77	-	0,15	-	1,45	-	-
78	-	0,15	-	1,45	-	-
79	-	0,15	-	1,45	-	-
80	-	0,15	-	1,45	-	-
81	-	0,15	-	1,45	-	-
82	-	0,15	-	1,45	-	50
83	-	0,15	-	1,45	-	-
84	-	0,15	-	1,45	-	-
85	-	0,15	-	1,45	-	112
86	-	0,15	-	1,45	-	-
87	-	0,15	-	1,45	-	80
88	-	0,15	-	1,45	-	100
89	-	0,15	-	1,45	-	101
90	-	0,15	-	1,45	-	100

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
91	E 851	NEOHORI	FYGALIA	-	N (ST)	N
92	E 851	GIANNITSOHORI	-	-	N (ST)	N
93	E 851	ELAEA	-	-	N (ST)	N
94	E 851	AGIANNAKIS	-	-	N (ST)	N
95	E 851	KALONERO	-	-	Y	Y
96	E 851	KYPARISSIA	-	-	Y	Y
97	E 851	SIDIROKASTRO	-	-	N (ST)	N
98	E 851	GLYKORIZI	-	-	N (ST)	N
99	E 851	SANOVA	-	-	N (ST)	N
100	E 851	KOPANAKI	-	-	N (ST)	N
101	E 851	DORIO	-	-	N (ST)	N
102	E 851	VASSILIKO	-	-	N (ST)	N
103	E 851	KASTRO	-	-	N (ST)	N
104	E 851	KALLIRHOE	-	-	N (ST)	N
105	E 851	ZEVGOLATIO	-	-	Y	Y
106	E 851	MELIGALAS	-	-	N (ST)	N
107	E 851	SKALA	-	-	N (ST)	N
108	E 851	VALIRA	-	-	N (ST)	N
109	E 851	PLATY	-	-	N (ST)	N
110	E 851	ARIS	-	-	N (ST)	N
111	E 851	THOURIA	-	-	N (ST)	N
112	E 851	ASPROHOMA	-	-	N (ST)	N
113	E 851	KALAMATA	-	-	Y	N
114	E 851	EXAMILIA	-	-	N (ST)	N
115	E 851	ATHIKIA	-	-	N (ST)	N
116	E 851	HILIOMODI	-	-	N (ST)	N
117	E 851	AGIOS VASSILIOS	-	-	N (ST)	N
118	E 851	NEMEA	-	-	N (ST)	N
119	E 851	MIKINES	-	-	N (ST)	N
120	E 851	KOYTSOPODI	-	-	N (ST)	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
91	N	N	N	40+000	15	ILIA
92	N	N	N	45+500	15	ILIA
93	N	N	N	47+700	15	MESSINIA
94	N	N	N	50+500	15	MESSINIA
95	Y	N	N	56+500	15, 16	MESSINIA
96	Y	Y	N	63+000	16	MESSINIA
97	N	N	N	29+500	16	MESSINIA
98	N	N	N	24+800	16	MESSINIA
99	N	N	N	21+200	16	MESSINIA
100	N	N	N	19+300	16	MESSINIA
101	N	N	N	15+900	16	MESSINIA
102	N	N	N	11+500	16	MESSINIA
103	N	N	N	9+200	16	MESSINIA
104	N	N	N	6+700	16	MESSINIA
105	Y	N	N	203+800 (0+000)	16, 19	MESSINIA
106	N	N	N	207+500	16, 19	MESSINIA
107	N	N	N	210+600	16, 19	MESSINIA
108	N	N	N	215+200	16, 19	MESSINIA
109	N	N	N	219+300	16, 19	MESSINIA
110	N	N	N	223+500	16, 19	MESSINIA
111	N	N	N	228+200	16, 19	MESSINIA
112	N	N	N	230+900	16, 19	MESSINIA
113	Y	Y	N	236+000	16, 19	MESSINIA
114	N	N	N	5+500	17	CORINTHIA
115	N	N	N	12+000	17	CORINTHIA
116	N	N	N	18+700	17	CORINTHIA
117	N	N	N	26+900	17	CORINTHIA
118	N	N	N	32+100	17	CORINTHIA
119	N	N	N	43+300	17	ARGOLIDA
120	N	N	N	47+300	17	ARGOLIDA

\*The K.P. refers to the station's main entrance. The kilometrage for the PIRAEUS-CORINTH-PATRA main route starts at PIRAEUS with 0+000. For the PATRA-PYRGOS main route the kilometrage starts at 0+000 at AG. ANDREAS at Patra. For the PYRGOS-KYPARISSIA main route the kilometrage starts at 0+000 at PYRGOS. For the CORINTH-TRIPOLI-KALAMATA main route the kilometrage starts at 0+000 at CORINTH.

For the sidings it is as follows:

For the ISTHMOS-LOUTRAKI route the kilometrage starts from 0+000 at ISTHMOS. For the DIAKOPTO-KALAVRITA route the kilometrage starts from 0+000 at DIAKOPTO. For the KAVASSILA-KILINI route the kilometrage starts from 0+000 at KAVASSILA. For the PYRGOS-KATAKOLO route the kilometrage starts from 0+000 at PYRGOS. For the PYRGOS-OLYMBIA route the kilometrage starts from 0+000 at PYRGOS. For the ARGOS-NAFPLIO route the calculation starts from 0+000 at ARGOS.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
91	N	-	N	N	N
92	N	-	N	N	N
93	N	-	N	N	N
94	N	-	N	N	N
95	N	-	Y	Y	Y
96	N	-	Y	Y	Y
97	N	-	N	N	N
98	N	-	N	N	N
99	N	-	N	N	N
100	N	-	N	N	N
101	N	-	N	N	N
102	N	-	N	N	N
103	N	-	N	N	N
104	N	-	N	N	N
105	N	-	Y	Y	Y
106	N	-	N	N	N
107	N	-	N	N	N
108	N	-	N	N	N
109	N	-	N	N	N
110	N	-	N	N	N
111	N	-	N	N	N
112	N	-	N	N	N
113	N	-	Y	Y	Y
114	N	-	N	N	N
115	N	-	N	N	N
116	N	-	N	N	N
117	N	-	N	N	N
118	N	-	N	N	N
119	N	-	N	N	N
120	N	-	N	N	N



No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
91	-	0,15	-	1,45	-	157
92	-	0,15	-	1,45	-	-
93	-	0,15	-	1,45	-	70
94	-	0,15	-	1,45	-	-
95	-	0,15	-	1,45	-	128
96	-	0,15	-	1,45	-	115
97	-	0,15	-	1,45	-	-
98	-	0,15	-	1,45	-	-
99	-	0,15	-	1,45	-	-
100	-	0,15	-	1,45	-	104,5
101	-	0,15	-	1,45	-	62,5
102	-	0,15	-	1,45	-	-
103	-	0,15	-	1,45	-	-
104	-	0,15	-	1,45	-	-
105	-	0,15	-	1,45	-	157
106	-	0,15	-	1,45	-	120
107	-	0,15	-	1,45	-	44,7
108	-	0,15	-	1,45	-	119,6
109	-	0,15	-	1,45	-	83,9
110	-	0,15	-	1,45	-	119,3
111	-	0,15	-	1,45	-	117,25
112	-	0,15	-	1,45	-	157
113	-	0,15	-	1,45	-	-
114	-	0,15	-	1,45	-	-
115	-	0,15	-	1,45	-	-
116	-	0,15	-	1,45	-	50
117	-	0,15	-	1,45	-	-
118	-	0,15	-	1,45	-	63
119	-	0,15	-	1,45	-	58
120	-	0,15	-	1,45	-	60

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
121	E 851	ARGOS	-	-	Y	Y
122	E 851	MYLOI	-	-	N (ST)	N
123	E 851	KOTSONI	-	-	N (ST)	N
124	E 851	ANDRITSA	-	-	N (ST)	N
125	E 851	AHLADOKAMBOS	-	-	N (ST)	N
126	E 851	ELAIOHORI	-	-	N (ST)	N
127	E 851	AGIA SOFIA	-	-	N (ST)	N
128	E 851	PARTHENI	-	-	N (ST)	N
129	E 851	STENO	-	-	N (ST)	N
130	E 851	TRIPOLI	-	-	Y	Y
131	E 851	MAKRI	-	-	N (ST)	N
132	E 851	MANARI	-	-	N (ST)	N
133	E 851	ASSEA	-	-	N (ST)	N
134	E 851	MARMARIA	-	-	N (ST)	N
135	E 851	ANEMODOURI	-	-	N (ST)	N
136	E 851	ROUSI	-	-	N (ST)	N
137	E 851	LEONDARI	-	-	N (ST)	N
138	E 851	LEFKTRO	-	-	Y	N
139	E 851	PARADISSIA	-	-	N (ST)	N
140	E 851	HRANOI	-	-	N (ST)	N
141	E 851	ISSARI	-	-	N (ST)	N
142	E 851	DESSYLA	-	-	N (ST)	N
143	E 851	DIAVOLITSI	-	-	N (ST)	N
144	E 851	DALAMANDRA	-	-	N (ST)	N
145	E 851	BOLATI	-	-	N (ST)	N
146	E 851	TIRYNTHA	-	-	N (ST)	N
147	E 851	NAFPLIO	-	-	Y	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
121	Y	N	N	53+400 (0+000)	17, 18	ARGOLIDA
122	N	N	N	63+100	17	ARGOLIDA
123	N	N	N	73+100	17	ARGOLIDA
124	N	N	N	78+200	17	ARGOLIDA
125	N	N	N	84+500	17	ARGOLIDA
126	N	N	N	99+300	17	ARKADIA
127	N	N	N	102+700	17	ARKADIA
128	N	N	N	108+100	17	ARKADIA
129	N	N	N	113+700	17	ARKADIA
130	Y	N	N	121+400	19	ARKADIA
131	N	N	N	121+400	19	ARKADIA
132	N	N	N	138+100	19	ARKADIA
133	N	N	N	141+600	19	ARKADIA
134	N	N	N	146+800	19	ARKADIA
135	N	N	N	151+200	19	ARKADIA
136	N	N	N	154+600	19	ARKADIA
137	N	N	N	160+600	19	ARKADIA
138	Y	N	N	163+500	19	ARKADIA
139	N	N	N	171+900	19	ARKADIA
140	N	N	N	177+100	19	ARKADIA
141	N	N	N	180+900	19	MESSINIA
142	N	N	N	192+400	19	MESSINIA
143	N	N	N	198+500	19	MESSINIA
144	N	N	N	3+500	18	ARGOLIDA
145	N	N	N	5+200	18	ARGOLIDA
146	N	N	N	7+200	18	ARGOLIDA
147	Y	Y	N	11+000	18	ARGOLIDA

\*The K.P. refers to the station's main entrance. The kilometrage for the PIRAEUS-CORINTH-PATRA main route starts at PIRAEUS with 0+000. For the PATRA-PYRGOS main route the kilometrage starts at 0+000 at AG. ANDREAS at Patra. For the PYRGOS-KYPARISSIA main route the kilometrage starts at 0+000 at PYRGOS. For the CORINTH-TRIPOLI-KALAMATA main route the kilometrage starts at 0+000 at CORINTH.

For the sidings it is as follows:

For the ISTHMOS-LOUTRAKI route the kilometrage starts from 0+000 at ISTHMOS. For the DIAKOPTO-KALAVRYTA route the kilometrage starts from 0+000 at DIAKOPTO. For the KAVASSILA-KILINI route the kilometrage starts from 0+000 at KAVASSILA. For the PYRGOS-KATAKOLO route the kilometrage starts from 0+000 at PYRGOS. For the PYRGOS-OLYMBIA route the kilometrage starts from 0+000 at PYRGOS. For the ARGOS-NAFPLIO route the calculation starts from 0+000 at ARGOS.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
121	N	-	Y	Y	Y
122	N	-	N	N	N
123	N	-	N	N	N
124	N	-	N	N	N
125	N	-	N	N	N
126	N	-	N	N	N
127	N	-	N	N	N
128	N	-	N	N	N
129	N	-	N	N	N
130	N	-	Y	Y	Y
131	N	-	N	N	N
132	N	-	N	N	N
133	N	-	N	N	N
134	N	-	N	N	N
135	N	-	N	N	N
136	N	-	N	N	N
137	N	-	N	N	N
138	N	-	Y	Y	Y
139	N	-	N	N	N
140	N	-	N	N	N
141	N	-	N	N	N
142	N	-	N	N	N
143	N	-	N	N	N
144	N	-	N	N	N
145	N	-	N	N	N
146	N	-	N	N	N
147	N	-	Y	Y	Y

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
121	-	0,15	-	1,45	-	60
122	-	0,15	-	1,45	-	60
123	-	0,15	-	1,45	-	-
124	-	0,15	-	1,45	-	74
125	-	0,15	-	1,45	-	120
126	-	0,15	-	1,45	-	53
127	-	0,15	-	1,45	-	-
128	-	0,15	-	1,45	-	74
129	-	0,15	-	1,45	-	74
130	-	0,15	-	1,45	-	200
131	-	0,15	-	1,45	-	120
132	-	0,15	-	1,45	-	-
133	-	0,15	-	1,45	-	120
134	-	0,15	-	1,45	-	-
135	-	0,15	-	1,45	-	-
136	-	0,15	-	1,45	-	-
137	-	0,15	-	1,45	-	-
138	-	0,15	-	1,45	-	120
139	-	0,15	-	1,45	-	-
140	-	0,15	-	1,45	-	50
141	-	0,15	-	1,45	-	-
142	-	0,15	-	1,45	-	-
143	-	0,15	-	1,45	-	120
144	-	0,15	-	1,45	-	-
145	-	0,15	-	1,45	-	-
146	-	0,15	-	1,45	-	120
147	-	0,15	-	1,45	-	85

**ANNEX II-C: Data of Network Transportation Nodes/ Stations:**

*Macedonia-Thrace Region*

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
1	E 85	THESSALONIKI (TX1)	-	ΘN/ Θ/ ΔΛ*	Y	Y
2	E 85	SINDOS	-	ΣΔ	Y	Y
3	E 85	AXIOS	-	ΑΞ	Y	Y
4	E 85	ADENDRON	-	ΑΕ'	Y	Y
5	E 85	PLATY	-	ΠΛ	Y	Y
6	E 85	AGCHIALOS	-	ΑΛ	Y	Y
7	E 85	GEFYRA	-	ΓΦ	Y	N
8	E 85	KASTANAS	-	ΚΑ	Y	N
9	E 85	ASPROS	-	ΑΟ	Y	N
10	E 85	POLYKASTRO	-	ΠΚ	Y	N
11	E 85	PAEONIA	-	-	Y	N
12	E 85	DOGANI	-	-	N (ST)	N
13	E 85	IDOMENI	-	Ε'Δ	Y	Y
14	E 858	LAHANOKIPI	-	ΛΑ	Y	Y
15	E 858	FILADELFIA	-	ΦΔ	Y	Y
16	E 858	GALLIKOS	-	ΓΛ	Y	Y
17	E 858	KILKIS	-	ΚΣ	Y	Y
18	E 858	METALIKOS	-	ΜΕ'	N (ST)	N
19	E 858	HERSOS	-	-	N (ST)	N
20	E 858	KALINDIA	-	ΚΔ	Y	N
21	E 858	DOIRANI	-	ΔΟ	Y	Y
22	E 858	AKRILIMNIO	-	-	N (ST)	O
23	E 858	MOURIES	-	ΜΡ	Y	Y
24	E 858	KASTANOUSSA	-	NB	N (ST)	N
25	E 858	KALOHORI	-	-	N (ST)	N
26	E 858	RODOPOLI	-	ΡΟ	Y	Y
27	E 858	LIVADIA	-	-	N (ST)	N
28	E 858	MANDRAKI	-	ΜΑ	N (ST)	N
29	E 858	AKRITOHORI	-	-	N (ST)	N
30	E 858	VIRONIA	-	ΒΥ	Y	Y

*\* The abbreviations are three because they refer to three different operations of the station, at the same place:*

ΘN = Commercial Station

Θ = Passenger station

ΔΛ = Marshalling yard

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
1	Y	N	N	0+000	1, 2, 3	THESSALONIKI
2	Y	N	N	10+900	1	THESSALONIKI
3	Y	N	N	20+200	1	THESSALONIKI
4	Y	N	N	28+800	1	THESSALONIKI
5	Y	N	N	36+300	6	THESSALONIKI
6	Y	N	N	13+800	2	THESSALONIKI
7	Y	N	N	23+400	2	THESSALONIKI
8	Y	N	N	36+500	2	THESSALONIKI
9	Y	N	N	43+600	2	THESSALONIKI
10	Y	N	N	56+700	2	KILKIS
11	Y	N	N	64+700	2	KILKIS
12	N	N	N	73+800	2	KILKIS
13	Y	Y (BORDERS)	N	76+600	2	KILKIS
14	Y	N	N	9+600	3	THESSALONIKI
15	Y	N	N	20+900	3	THESSALONIKI
16	Y	N	N	28+700	3	KILKIS
17	Y	N	N	41+200	3	KILKIS
18	N	N	N	51+300	3	KILKIS
19	N	N	N	58+900	3	KILKIS
20	Y	N	N	26+500	3	KILKIS
21	Y	N	N	33+600	3	KILKIS
22	N	N	N	41+000	3	KILKIS
23	Y	N	N	47+000	3	KILKIS
24	N	N	N	52+100	3	KILKIS
25	N	N	N	55+000	3	KILKIS
26	Y	N	N	61+600	3	SERRES
27	N	N	N	68+600	3	SERRES
28	N	N	N	74+400	3	SERRES
29	N	N	N	78+000	3	SERRES
30	Y	N	N	84+600	3	SERRES

\*The K.P. refers to the station's main entrance. The kilometrage for the THESSALONIKI-TX1 - PLATY main route starts at THESSALONIKI-TX1 with 0+000. For the THESSALONIKI-ALEXANDROUPOLI main route the kilometrage starts from 0+000 at THESSALONIKI-TX1 and remains such until KALINDIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at POLYKASTRO from 0+000. For the PLATY-AMINDEO main route the kilometrage starts from 0+000 at THESSALONIKI-TX1.

For the sidings it is as follows:

For the THESSALONIKI-IDOMENI route the kilometrage starts from 0+000 at THESSALONIKI-TX1. For the STRYMONAS-PROMAHONAS route the kilometrage starts from 0+000 at STRYMONAS. For the ALEXANDROUPOLI-ORMENIO route the kilometrage starts from 0+000 at ALEXANDROUPOLI and remains such until AMAROUSSIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at AMAROUSSIA from 0+000. For the AMINDEO-KOZANI route the kilometrage starts from 0+000 at AMINDEO. For the AMINDEO-NEA KAFKASSOS route the kilometrage starts from 0+000 at PLATY.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
1	Y	C.L.S.	Y	Y	Y
2	N	C.L.S.	Y	Y	Y
3	N	C.L.S.	Y	Y	Y
4	N	C.L.S.	Y	Y	Y
5	N	C.L.S.	Y	Y	Y
6	N	C.L.S.	Y	Y	Y
7	N	C.L.S.	Y	Y	Y
8	N	C.L.S.	Y	Y	Y
9	N	C.L.S.	Y	Y	Y
10	N	C.L.S.	Y	Y	Y
11	N	C.L.S.	Y	Y	Y
12	N	C.L.S.	N	N	N
13	N	C.L.S.	Y	Y	Y
14	N	C.L.S.	Y	Y	Y
15	N	C.L.S.	Y	Y	Y
16	N	C.L.S.	Y	Y	Y
17	N	C.L.S.	Y	Y	Y
18	N	C.L.S.	N	N	N
19	N	C.L.S.	N	N	N
20	N	C.L.S.	Y	Y	Y
21	N	C.L.S.	Y	Y	Y
22	N	C.L.S.	N	N	N
23	N	C.L.S.	Y	Y	Y
24	N	C.L.S.	N	N	N
25	N	C.L.S.	N	N	N
26	N	C.L.S.	Y	Y	Y
27	N	C.L.S.	N	N	N
28	N	C.L.S.	N	N	N
29	N	C.L.S.	N	N	N
30	N	C.L.S.	Y	Y	Y



No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
1	0,36	-	1,65	-	420	-
2	0,36	-	1,65	-	202	-
3	0,36	-	1,65	-	-	-
4	0,36	-	1,65	-	200	-
5	0,36	-	1,65	-	300	-
6	0,36	-	1,65	-	-	-
7	0,36	-	1,65	-	-	-
8	0,36	-	1,65	-	-	-
9	0,36	-	1,65	-	-	-
10	0,36	-	1,65	-	123	-
11	0,36	-	1,65	-	-	-
12	0,36	-	1,65	-	-	-
13	0,36	-	1,65	-	350	-
14	0,36	-	1,65	-	-	-
15	0,36	-	1,65	-	159	-
16	0,36	-	1,65	-	79	-
17	0,36	-	1,65	-	122	-
18	0,36	-	1,65	-	50	-
19	0,36	-	1,65	-	-	-
20	0,36	-	1,65	-	-	-
21	0,36	-	1,65	-	203	-
22	0,36	-	1,65	-	-	-
23	0,36	-	1,65	-	105	-
24	0,36	-	1,65	-	52	-
25	0,36	-	1,65	-	-	-
26	0,36	-	1,65	-	115	-
27	0,36	-	1,65	-	-	-
28	0,36	-	1,65	-	50	-
29	0,36	-	1,65	-	-	-
30	0,36	-	1,65	-	105	-

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
31	E 858	NEO PETRITSI	-	-	N (ST)	N
32	E 858, E 855	STRYMONAS	-	ΣΚ	Y	Y
33	E 858	SIDIROKASTRO	-	ΣΠ	N (ST)	N
34	E 858	SKOTOUSSA	-	ΣΑ	Y	Y
35	E 858	SERRES	-	ΣΡ	Y	Y
36	E 858	CHRYOSOS	-	ΧΡ	Y	N
37	E 858	GAZOROS	-	ΓΑ	Y	N
38	E 858	THOLOS	-	-	N (ST)	N
39	E 858	NEA ZIHNI	-	ΜΥ	N (ST)	N
40	E 858	DIMITRA	-	ΔΜ	Y	N
41	E 858	LEFKOTHEA	-	ΓΓ	Y	Y
42	E 858	FOTOLIVOS	-	ΦΩ	Y	N
43	E 858	DRAMA	-	Δ	Y	Y
44	E 858	ARIADNE	-	ΑΔ	N (ST)	N
45	E 858	NIKIFOROS	-	ΝΚ	Y	N
46	E 858	PLATANIA	-	ΠΝ	Y	Y
47	E 858	PARANESTI	-	ΠΡ	Y	Y
48	E 858	STERNA	-	-	N (ST)	N
49	E 858	PASHALIA	-	-	N (ST)	N
50	E 858	NEOHORI	-	ΝΟ	Y	N
51	E 858	STAVROUPOLI	-	ΣΤ	Y	Y
52	E 858	KOMNINA	-	-	N (ST)	N
53	E 858	LIVERA	-	ΛΡ	Y	N
54	E 858	KROMNIKO	-	-	N (ST)	N
55	E 858	TOXOTES	-	ΤΞ	Y	Y
56	E 858	LEFKI	-	-	N (ST)	N
57	E 858	XANTHI	-	Ξ	Y	Y
58	E 858	POLYSITOS	-	ΠΣ	Y	N
59	E 858	IASMOS	-	ΙΜ	Y	Y
60	E 858	POLYANTHOS	-	ΠΑ	Y	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
31	N	N	N	88+300	3	SERRES
32	Y	N	N	94+300	3, 4	SERRES
33	N	N	N	98+900	3	SERRES
34	Y	N	N	110+700	3	SERRES
35	Y	N	N	126+000	3	SERRES
36	Y	N	N	137+400	3	SERRES
37	Y	N	N	149+100	3	SERRES
38	N	N	N	151+100	3	SERRES
39	N	N	N	158+200	3	SERRES
40	Y	N	N	163+200	3	SERRES
41	Y	N	N	170+200	3	SERRES
42	Y	N	N	183+500	3	DRAMA
43	Y	N	N	196+100	3	DRAMA
44	N	N	N	206+200	3	DRAMA
45	Y	N	N	211+300	3	DRAMA
46	Y	N	N	222+400	3	DRAMA
47	Y	N	N	233+600	3	DRAMA
48	N	N	N	240+200	3	DRAMA
49	N	N	N	243+000	3	DRAMA
50	Y	N	N	247+200	3	DRAMA
51	Y	N	N	256+400	3	KAVALA
52	N	N	N	258+800	3	XANTHI
53	Y	N	N	268+800	3	XANTHI
54	N	N	N	272+000	3	XANTHI
55	Y	N	N	277+400	3	XANTHI
56	N	N	N	286+000	3	XANTHI
57	Y	N	N	291+400	3	XANTHI
58	Y	N	N	307+400	3	XANTHI
59	Y	N	N	319+400	3	RODOPI
60	Y	N	N	323+600	3	RODOPI

\*The K.P. refers to the station's main entrance. The kilometrage for the THESSALONIKI-TX1 - PLATY main route starts at THESSALONIKI-TX1 with 0+000. For the THESSALONIKI-ALEXANDROUPOLI main route the kilometrage starts from 0+000 at THESSALONIKI-TX1 and remains such until KALINDIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at POLYKASTRO from 0+000. For the PLATY-AMINDEO main route the kilometrage starts from 0+000 at THESSALONIKI-TX1.

For the sidings it is as follows:

For the THESSALONIKI-IDOMENI route the kilometrage starts from 0+000 at THESSALONIKI-TX1. For the STRYMONAS-PROMAHONAS route the kilometrage starts from 0+000 at STRYMONAS. For the ALEXANDROUPOLI-ORMENIO route the kilometrage starts from 0+000 at ALEXANDROUPOLI and remains such until AMAROUSSIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at AMAROUSSIA from 0+000. For the AMINDEO-KOZANI route the kilometrage starts from 0+000 at AMINDEO. For the AMINDEO-NEA KAFKASSOS route the kilometrage starts from 0+000 at PLATY.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
31	N	C.L.S.	N	N	N
32	N	C.L.S.	Y	Y	Y
33	N	C.L.S.	N	N	N
34	N	C.L.S.	Y	Y	Y
35	N	C.L.S.	Y	Y	Y
36	N	C.L.S.	Y	Y	Y
37	N	C.L.S.	Y	Y	Y
38	N	C.L.S.	N	N	N
39	N	C.L.S.	N	N	N
40	N	C.L.S.	Y	Y	Y
41	N	C.L.S.	Y	Y	Y
42	N	C.L.S.	Y	Y	Y
43	N	C.L.S.	Y	Y	Y
44	N	C.L.S.	N	N	N
45	N	C.L.S.	Y	Y	Y
46	N	C.L.S.	Y	Y	Y
47	N	C.L.S.	Y	Y	Y
48	N	C.L.S.	N	N	N
49	N	C.L.S.	N	N	N
50	N	C.L.S.	Y	Y	Y
51	N	C.L.S.	Y	Y	Y
52	N	C.L.S.	N	N	N
53	N	C.L.S.	Y	Y	Y
54	N	C.L.S.	N	N	N
55	N	C.L.S.	Y	Y	Y
56	N	C.L.S.	N	N	N
57	N	C.L.S.	Y	Y	Y
58	N	C.L.S.	Y	Y	Y
59	N	C.L.S.	Y	Y	Y
60	N	C.L.S.	Y	Y	Y

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
31	0,36	-	1,65	-	-	-
32	0,36	-	1,65	-	189	-
33	0,36	-	1,65	-	270	-
34	0,36	-	1,65	-	99	-
35	0,36	-	1,65	-	138	-
36	0,36	-	1,65	-	-	-
37	0,36	-	1,65	-	63	-
38	0,36	-	1,65	-	-	-
39	0,36	-	1,65	-	-	-
40	0,36	-	1,65	-	30	-
41	0,36	-	1,65	-	-	-
42	0,36	-	1,65	-	78,5	-
43	0,36	-	1,65	-	190	-
44	0,36	-	1,65	-	-	-
45	0,36	-	1,65	-	81,5	-
46	0,36	-	1,65	-	85,3	-
47	0,36	-	1,65	-	102	-
48	0,36	-	1,65	-	-	-
49	0,36	-	1,65	-	-	-
50	0,36	-	1,65	-	83,4	-
51	0,36	-	1,65	-	100	-
52	0,36	-	1,65	-	-	-
53	0,36	-	1,65	-	45	-
54	0,36	-	1,65	-	-	-
55	0,36	-	1,65	-	99,5	-
56	0,36	-	1,65	-	-	-
57	0,36	-	1,65	-	150	-
58	0,36	-	1,65	-	-	-
59	0,36	-	1,65	-	135	-
60	0,36	-	1,65	-	35	-

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
61	E 858	KOMOTINI	-	Κ	Y	Y
62	E 858	M. DOYKATO	-	-	N (ST)	N
63	E 858	KALLITHEA	-	-	N (ST)	N
64	E 858	VENNA	-	BN	Y	N
65	E 858	KROVILI	-	-	N (ST)	N
66	E 858	MESTI	-	ΜΣ	Y	Y
67	E 858	SYKORRAHI	-	ΣΥ	N (ST)	N
68	E 858	KIRKI	-	KP	Y	Y
69	E 858	LIGNITORYHIO	-	-	N (ST)	N
70	E 858	POTAMOS	-	ΠΤ	N (ST)	N
71	E 858	ALEXANDROUPOLI	-	A	Y	Y
72	E 855	PROMAHONAS	KOULATA	ΠΜ	Y	Y
73	E 855	FERRAE	-	ΦΕ'	Y	Y
74	E 855	POROS	-	-	N (ST)	N
75	E 855	PEPLOS	-	ΠΕ'	Y	Y
76	E 855	TIHERO	-	ΤΥ	Y	Y
77	E 855	FYLAKTO	-	-	N (ST)	N
78	E 855	LAGINA	-	ΛΓ	Y	N
79	E 855	LIKOFOS	-	-	N (ST)	N
80	E 855	KORNOFOLIA	-	-	N (ST)	N
81	E 855	SOUFLI	-	ΣΦ	Y	Y
82	E 855	MANDRAKI	-	-	N (ST)	N
83	E 855	LAVARA	-	ΛΒ	Y	N
84	E 855	AMORIO	-	-	N (ST)	N
85	E 855	PSATHADES	-	-	Y	N
86	E 855	DIDYMOTIXO	-	ΔΝ	Y	Y
87	E 855	PRAGGIO	-	-	N (ST)	N
88	E 855	PETRADES	-	-	N (ST)	N
89	E 855	PITHIO	-	Π	Y	Y
90	E 855	RIGIO	-	-	N (ST)	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
61	Y	○	N	338+600	3	RODOPI
62	N	○	N	344+000	3	RODOPI
63	N	○	N	349+300	3	RODOPI
64	Y	○	N	354+800	3	RODOPI
65	N	○	N	365+800	3	RODOPI
66	Y	○	N	369+300	3	RODOPI
67	N	○	N	378+200	3	RODOPI
68	Y	○	N	385+900	3	RODOPI
69	N	○	N	392+500	3	EVROS
70	N	○	N	397+800	3	EVROS
71	Y	○	N	0+000	5	EVROS
72	Y	Y (BORDERS)	N	13+500	4	SERRES
73	Y	N	N	28+500	5	EVROS
74	N	N	N	31+300	5	EVROS
75	Y	N	N	39+900	5	EVROS
76	Y	N	N	50+300	5	EVROS
77	N	N	N	52+600	5	EVROS
78	Y	N	N	57+100	5	EVROS
79	N	N	N	60+500	5	EVROS
80	N	N	N	65+700	5	EVROS
81	Y	N	N	69+400	5	EVROS
82	N	N	N	78+300	5	EVROS
83	Y	N	N	83+700	5	EVROS
84	N	N	N	89+100	5	EVROS
85	Y	N	N	93+900	5	EVROS
86	Y	N	N	98+200	5	EVROS
87	N	N	N	104+500	5	EVROS
88	N	N	N	107+600	5	EVROS
89	Y	N	N	112+000	5	EVROS
90	N	N	N	116+300	5	EVROS

\*The K.P. refers to the station's main entrance. The kilometrage for the THESSALONIKI-TX1 - PLATY main route starts at THESSALONIKI-TX1 with 0+000. For the THESSALONIKI-ALEXANDROUPOLI main route the kilometrage starts from 0+000 at THESSALONIKI-TX1 and remains such until KALINDIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at POLYKASTRO from 0+000. For the PLATY-AMINDEO main route the kilometrage starts from 0+000 at THESSALONIKI-TX1.

For the sidings it is as follows:

For the THESSALONIKI-IDOMENI route the kilometrage starts from 0+000 at THESSALONIKI-TX1. For the STRYMONAS-PROMAHONAS route the kilometrage starts from 0+000 at STRYMONAS. For the ALEXANDROUPOLI-ORMENIO route the kilometrage starts from 0+000 at ALEXANDROUPOLI and remains such until AMAROUSSIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at AMAROUSSIA from 0+000. For the AMINDEO-KOZANI route the kilometrage starts from 0+000 at AMINDEO. For the AMINDEO-NEA KAFKASSOS route the kilometrage starts from 0+000 at PLATY.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
61	N	C.L.S.	Y	Y	Y
62	N	C.L.S.	N	N	N
63	N	C.L.S.	N	N	N
64	N	C.L.S.	Y	Y	Y
65	N	C.L.S.	N	N	N
66	N	C.L.S.	Y	Y	Y
67	N	C.L.S.	N	N	N
68	N	C.L.S.	Y	Y	Y
69	N	C.L.S.	N	N	N
70	N	C.L.S.	N	N	N
71	N	C.L.S.	Y	Y	Y
72	N	C.L.S.	Y	Y	Y
73	N	C.L.S.	Y	Y	Y
74	N	C.L.S.	N	N	N
75	N	C.L.S.	Y	Y	Y
76	N	C.L.S.	Y	Y	Y
77	N	C.L.S.	N	N	N
78	N	C.L.S.	Y	Y	Y
79	N	C.L.S.	N	N	N
80	N	C.L.S.	N	N	N
81	N	C.L.S.	Y	Y	Y
82	N	C.L.S.	N	N	N
83	N	C.L.S.	Y	Y	Y
84	N	C.L.S.	N	N	N
85	N	C.L.S.	Y	Y	Y
86	N	C.L.S.	Y	Y	Y
87	N	C.L.S.	N	N	N
88	N	C.L.S.	N	N	N
89	N	C.L.S.	Y	Y	Y
90	N	C.L.S.	N	N	N



No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
61	0,36	-	1,65	-	188	-
62	0,36	-	1,65	-	-	-
63	0,36	-	1,65	-	-	-
64	0,36	-	1,65	-	80	-
65	0,36	-	1,65	-	-	-
66	0,36	-	1,65	-	50	-
67	0,36	-	1,65	-	-	-
68	0,36	-	1,65	-	110	-
69	0,36	-	1,65	-	-	-
70	0,36	-	1,65	-	-	-
71	0,36	-	1,65	-	250	-
72	0,36	-	1,65	-	189	-
73	0,36	-	1,65	-	175	-
74	0,36	-	1,65	-	-	-
75	0,36	-	1,65	-	145	-
76	0,36	-	1,65	-	145	-
77	0,36	-	1,65	-	-	-
78	0,36	-	1,65	-	130	-
79	0,36	-	1,65	-	-	-
80	0,36	-	1,65	-	-	-
81	0,36	-	1,65	-	155	-
82	0,36	-	1,65	-	-	-
83	0,36	-	1,65	-	80	-
84	0,36	-	1,65	-	-	-
85	0,36	-	1,65	-	-	-
86	0,36	-	1,65	-	222	-
87	0,36	-	1,65	-	-	-
88	0,36	-	1,65	-	-	-
89	0,36	-	1,65	-	140	-
90	0,36	-	1,65	-	-	-

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
91	E 855	SOFIKO	-	-	N (ST)	N
92	E 855	THOURIO	-	-	N (ST)	N
93	E 855	HIMONIO	-	X	Y	N
94	E 855	NEA ORESTIADA	-	NP	Y	Y
95	E 855	SAKKOS	-	-	N (ST)	N
96	E 855	KAVILLI	-	-	N (ST)	N
97	E 855	NEA VYSSA	-	NY	Y	N
98	E 855	KASTANEAE	-	-	N (ST)	N
99	E 855	AMAROUSSIA	MARASSIA	-	N (ST)	N
100	E 855	DILOFOS	-	-	N (ST)	N
101	E 855	DIKAIA	-	ΔΚ	Y	Y
102	E 855	PTELEA	-	-	N (ST)	N
103	E 855	ORMENIO	-	OP	Y	N
104	E 857	LIANOVERGI	-	-	N (ST)	N
105	E 857	ALEXANDREIA	-	ΓΚ	Y	N
106	E 857	LOUTROS VERRIAS	-	-	N (ST)	N
107	E 857	KEFALOHORI	-	-	N (ST)	N
108	E 857	XEHASMENI	-	ΞΜ	Y	N
109	E 857	KOULOURA	-	-	N (ST)	N
110	E 857	MESSI	-	-	N (ST)	N
111	E 857	VERIA	-	BP	Y	N
112	E 857	TRILOFO	-	-	N (ST)	N
113	E 857	NAOUSSA	-	NA	Y	N
114	E 857	LEFKADIA	-	-	N (ST)	N
115	E 857	EPISKOPI	-	Ε'Π	N (ST)	N
116	E 857	PETRIA	-	-	N (ST)	N
117	E 857	SKYDRA	-	ΣΥ	Y	N
118	E 857	EDESSA	-	Ε'	Y	N
119	E 857	AGRAS	-	ΑΓ	Y	N
120	E 857	ARNISSA	-	ΑΡ	Y	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
91	N	N	N	119+800	5	EVROS
92	N	N	N	121+000	5	EVROS
93	Y	N	N	123+000	5	EVROS
94	Y	N	N	129+600	5	EVROS
95	N	N	N	133+400	5	EVROS
96	N	N	N	135+400	5	EVROS
97	Y	N	N	137+900	5	EVROS
98	N	N	N	147+200	5	EVROS
99	N	N	N	150+400	5	EVROS
100	N	N	N	12+700	5	EVROS
101	Y	N	N	20+900	5	EVROS
102	N	N	N	24+500	5	EVROS
103	Y	Y (BORDERS)	N	28+100	5	EVROS
104	N	N	N	38+600	6	IMATHIA
105	Y	N	N	44+100	6	IMATHIA
106	N	N	N	49+600	6	IMATHIA
107	N	N	N	52+000	6	IMATHIA
108	Y	N	N	54+800	6	IMATHIA
109	N	N	N	57+400	6	IMATHIA
110	N	N	N	62+500	6	IMATHIA
111	Y	N	N	67+600	6	IMATHIA
112	N	N	N	74+600	6	IMATHIA
113	Y	N	N	79+100	6	IMATHIA
114	N	N	N	82+800	6	IMATHIA
115	N	N	N	86+800	6	IMATHIA
116	N	N	N	90+100	6	PELLA
117	Y	N	N	95_800	6	PELLA
118	Y	N	N	111+700	6	PELLA
119	Y	N	N	119+100	6	PELLA
120	Y	N	N	136+800	6	PELLA

\*The K.P. refers to the station's main entrance. The kilometrage for the THESSALONIKI-TX1 - PLATY main route starts at THESSALONIKI-TX1 with 0+000. For the THESSALONIKI-ALEXANDROUPOLI main route the kilometrage starts from 0+000 at THESSALONIKI-TX1 and remains such until KALINDIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at POLYKASTRO from 0+000. For the PLATY-AMINDEO main route the kilometrage starts from 0+000 at THESSALONIKI-TX1.

For the sidings it is as follows:

For the THESSALONIKI-IDOMENI route the kilometrage starts from 0+000 at THESSALONIKI-TX1. For the STRYMONAS-PROMAHONAS route the kilometrage starts from 0+000 at STRYMONAS. For the ALEXANDROUPOLI-ORMENIO route the kilometrage starts from 0+000 at ALEXANDROUPOLI and remains such until AMAROUSSIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at AMAROUSSIA from 0+000. For the AMINDEO-KOZANI route the kilometrage starts from 0+000 at AMINDEO. For the AMINDEO-NEA KAFKASSOS route the kilometrage starts from 0+000 at PLATY.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
91	N	C.L.S.	N	N	N
92	N	C.L.S.	N	N	N
93	N	C.L.S.	Y	Y	Y
94	N	C.L.S.	Y	Y	Y
95	N	C.L.S.	N	N	N
96	N	C.L.S.	N	N	N
97	N	C.L.S.	Y	Y	Y
98	N	C.L.S.	N	N	N
99	N	C.L.S.	N	N	N
100	N	C.L.S.	N	N	N
101	N	C.L.S.	Y	Y	Y
102	N	C.L.S.	N	N	N
103	N	C.L.S.	Y	Y	Y
104	N	C.L.S.	N	N	N
105	N	C.L.S.	Y	Y	Y
106	N	C.L.S.	N	N	N
107	N	C.L.S.	N	N	N
108	N	C.L.S.	Y	Y	Y
109	N	C.L.S.	N	N	N
110	N	C.L.S.	N	N	N
111	N	C.L.S.	Y	Y	Y
112	N	C.L.S.	N	N	N
113	N	C.L.S.	Y	Y	Y
114	N	C.L.S.	N	N	N
115	N	C.L.S.	N	N	N
116	N	C.L.S.	N	N	N
117	N	C.L.S.	Y	Y	Y
118	N	C.L.S.	Y	Y	Y
119	N	C.L.S.	Y	Y	Y
120	N	C.L.S.	Y	Y	Y

No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
91	0,36	-	1,65	-	-	-
92	0,36	-	1,65	-	-	-
93	0,36	-	1,65	-	100	-
94	0,36	-	1,65	-	120	-
95	0,36	-	1,65	-	-	-
96	0,36	-	1,65	-	-	-
97	0,36	-	1,65	-	180	-
98	0,36	-	1,65	-	-	-
99	0,36	-	1,65	-	-	-
100	0,36	-	1,65	-	-	-
101	0,36	-	1,65	-	220	-
102	0,36	-	1,65	-	-	-
103	0,36	-	1,65	-	65	-
104	0,36	-	1,65	-	-	-
105	0,36	-	1,65	-	160	-
106	0,36	-	1,65	-	-	-
107	0,36	-	1,65	-	-	-
108	0,36	-	1,65	-	119	-
109	0,36	-	1,65	-	-	-
110	0,36	-	1,65	-	-	-
111	0,36	-	1,65	-	245	-
112	0,36	-	1,65	-	-	-
113	0,36	-	1,65	-	170	-
114	0,36	-	1,65	-	-	-
115	0,36	-	1,65	-	150	-
116	0,36	-	1,65	-	-	-
117	0,36	-	1,65	-	200	-
118	0,36	-	1,65	-	290	-
119	0,36	-	1,65	-	50	-
120	0,36	-	1,65	-	120	-

No	Line code	Official Name	Other names	Abbreviation	Passenger station (Y - N)	Commercial Station (Y - N)
(0)	(1)	(2)	(3)	(4)	(5)	(6)
121	E 857	AMINDEO	-	AM	Y	N
122	E 857	LAKIA	-	-	Y	N
123	E 857	PROLEMAIDA	-	ΠΟ	Y	N
124	E 857	KOMANOS	-	KO	Y	N
125	E 857	MAVRODENDRION	-	MΔ	Y	N
126	E 857	KOZANI	-	KZ	Y	N
127	E 857	XINO NERO	-	ΞN	Y	N
128	E 857	VEVI	-	BH	Y	N
129	E 857	MESSONISSIO	-	AX	Y	N
130	E 857	NEA KAFKASSOS	-	NΣ	Y	N

No	Switch (Y - N)	Terminus (Y - N)	New Station (Y - N))	Kilometric position*	Line section/ Route	Prefecture
(0)	(7)	(8)	(9)	(10)	(11)	(12)
121	Y	N	N	159+200	7, 8	FLORINA
122	Y	N	N	10+883	7	FLORINA
123	Y	N	N	26+571	7	KOZANI
124	Y	N	N	35+125	7	KOZANI
125	Y	N	N	43+420	7	KOZANI
126	Y	N	N	59+420	7	KOZANI
127	Y	N	N	164+800	8	FLORINA
128	Y	N	N	178+500	8	FLORINA
129	Y	N	N	187+500	8	FLORINA
130	Y	N	N	200+400	8	FLORINA

\*The K.P. refers to the station's main entrance. The kilometrage for the THESSALONIKI-TX1 - PLATY main route starts at THESSALONIKI-TX1 with 0+000. For the THESSALONIKI-ALEXANDROUPOLI main route the kilometrage starts from 0+000 at THESSALONIKI-TX1 and remains such until KALINDIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at POLYKASTRO from 0+000. For the PLATY-AMINDEO main route the kilometrage starts from 0+000 at THESSALONIKI-TX1.

For the sidings it is as follows:

For the THESSALONIKI-IDOMENI route the kilometrage starts from 0+000 at THESSALONIKI-TX1. For the STRYMONAS-PROMAHONAS route the kilometrage starts from 0+000 at STRYMONAS. For the ALEXANDROUPOLI-ORMENIO route the kilometrage starts from 0+000 at ALEXANDROUPOLI and remains such until AMAROUSSIA. Beyond that point and until ALEXANDROUPOLI the kilometrage starts at AMAROUSSIA from 0+000. For the AMINDEO-KOZANI route the kilometrage starts from 0+000 at AMINDEO. For the AMINDEO-NEA KAFKASSOS route the kilometrage starts from 0+000 at PLATY.

No	Traffic Management System (Y - N)	Signalling System	Transfer (Y - N)	Crossings (Y - N)	Sidings (Y - N)
(0)	(13)	(14)	(15)	(16)	(17)
121	N	C.L.S.	Y	Y	Y
122	N	C.L.S.	Y	Y	Y
123	N	C.L.S.	Y	Y	Y
124	N	C.L.S.	Y	Y	Y
125	N	C.L.S.	Y	Y	Y
126	N	C.L.S.	Y	Y	Y
127	N	C.L.S.	Y	Y	Y
128	N	C.L.S.	Y	Y	Y
129	N	C.L.S.	Y	Y	Y
130	N	C.L.S.	Y	Y	Y



No	Platform height (m)		Distance between platform edge and line center (m)		Length of bigger platform (m)	
	CL	NGL	CL	NGL	CL	NGL
(0)	(18)	(19)	(20)	(21)	(22)	(23)
121	0,36	-	1,65	-	200	-
122	0,36	-	1,65	-	160	-
123	0,36	-	1,65	-	120	-
124	0,36	-	1,65	-	165	-
125	0,36	-	1,65	-	20	-
126	0,36	-	1,65	-	190	-
127	0,36	-	1,65	-	55	-
128	0,36	-	1,65	-	25	-
129	0,36	-	1,65	-	40	-
130	0,36	-	1,65	-	50	-

**ANNEX III-A: Loading and speed – Athens Region**

No	Route / Line section		Line category/ code	Maximum Axial Load Allowed (tons)	Maximum speed (km/hour) – Passenger Services	Maximum speed (km/hour) – Commercial Services	Main Line (Y-N)	Secondary Line (Y-N)
(0)	(1)		(2)	(3)	(4)	(5)	(6)	(7)
1	PIRAEUS	RENDIS	E 85	20	20	-	Y	N
2	RENDIS	ATHENS (LARISSA RS)	E 85	20	40	40	Y	N
3	ATHENS (LARISSA RS)	INOI	E 85	20	120	100	Y	N
4	INOI	HALKIDA	E 852	20	80	-	Y	N
5	INOI	TITHOREA	E 85	20	150	100	Y	N
6	TITHOREA	DOMOKOS	E 85	20	110	100	Y	N
7	DOMOKOS	EVANGELISMOS	E 85	22.5	160	120	Y	N
8	EVANGELISMOS	LEPTOKARYA	E 85	22.5	160	120	Y	N
9	LEPTOKARYA	PLATY	E 85	22.5	160	120	Y	N
10	LIANOKLADI	STYLIDA	E 854	16	60	-	Y	N
11	PALEOFRASALOS	KALAMBAKA	E 856	22.5	150	80	Y	N
12	LARISSA	VOLOS	E 853	20	100	-	Y	N
13	AGRINIO	KRYONERI	E 859	x	x	x	Y	N

**ANNEX III-B: Loading and speed – Peloponessus Region**

No	Route / Line section		Line category/ code	Maximum Axial Load Allowed (tons)	Maximum speed (km/hour) – Passenger Services	Maximum speed (km/hour) – Commercial Services	Main Line (Y-N)	Secondary Line (Y-N)
(0)	(1)		(2)	(3)	(4)	(5)	(6)	(7)
4	AG. ANARGYROI	ELEFSINA	E 851	14	90	75	Y	N
5	ELEFSINA	ISTHMOS	E 851	14	90	75	Y	N
6	ISTHMOS	LOUTRAKI	E 851	14	30	-	Y	N
7	ISTHMOS	CORINTH	E 851	14	50	50	Y	N
8	CORINTH	KIATO	E 851	14	90	75	Y	N
9	CORINTH	PATRA	E 851	14	90	75	Y	N
10	DIAKOPTO	KALAVRYYYTA	E 851	6	40	-	Y	N
11	PATRA	PYRGOS	E 851	14	90	75	Y	N
12	KAVASSILA	KYLINNI	E 851	14	-	-	Y	N
13	PYRGOS	KATAKOLO	E 851	12	-	-	Y	N
14	PYRGOS	OLYMBIA	E 851	12	90	90	Y	N
15	PYRGOS	KYPARISSIA	E 852	14	90	75	Y	N
16	KYPARISSIA	KALAMATA	E 851	14	85	-	Y	N
17	CORINTH	TRIPOLI	E 851	14	90	90	Y	N
18	ARGOS	NAFPLIO	E 851	14	60	-	Y	N
19	TRIPOLI	KALAMATA	E 851	14	90	-	Y	N

**ANNEX III-C: Loading and speed – Macedonia-Thrace Region**

No	Route / Line section		Line category/ code	Maximum Axial Load Allowed (tons)	Maximum speed (km/hour) – Passenger Services	Maximum speed (km/hour) – Commercial Services	Main Line (Y-N)	Secondary Line (Y-N)
(0)	(1)		(2)	(3)	(4)	(5)	(6)	(7)
1	THESSALONIKI (TX1)	PLATY	E 85	22.5	160	100	Y	N
2	THESSALONIKI (TX1)	IDOMENI	E 85	22.5	120	80	Y	N
3	THESSALONIKI (TX1)	ALEXANDROUPOLI	E 858	20	120	80	Y	N
4	STRYMONAS	PROMAHONAS	E 855	20	100	80	Y	N
5	ALEXANDROUPOLI	ORMENIO	E 858	20	100	80	Y	N
6	PLATY	AMINDEO	E 857	20	90	-	Y	N
7	AMINDEO	KOZANI	E 857	20	100	-	Y	N
8	AMINDEO	NEA KAFKASSOS	E 857	16	110	-	Y	N

ANNEX III-D: Loading kai Free Cross-section Gauge

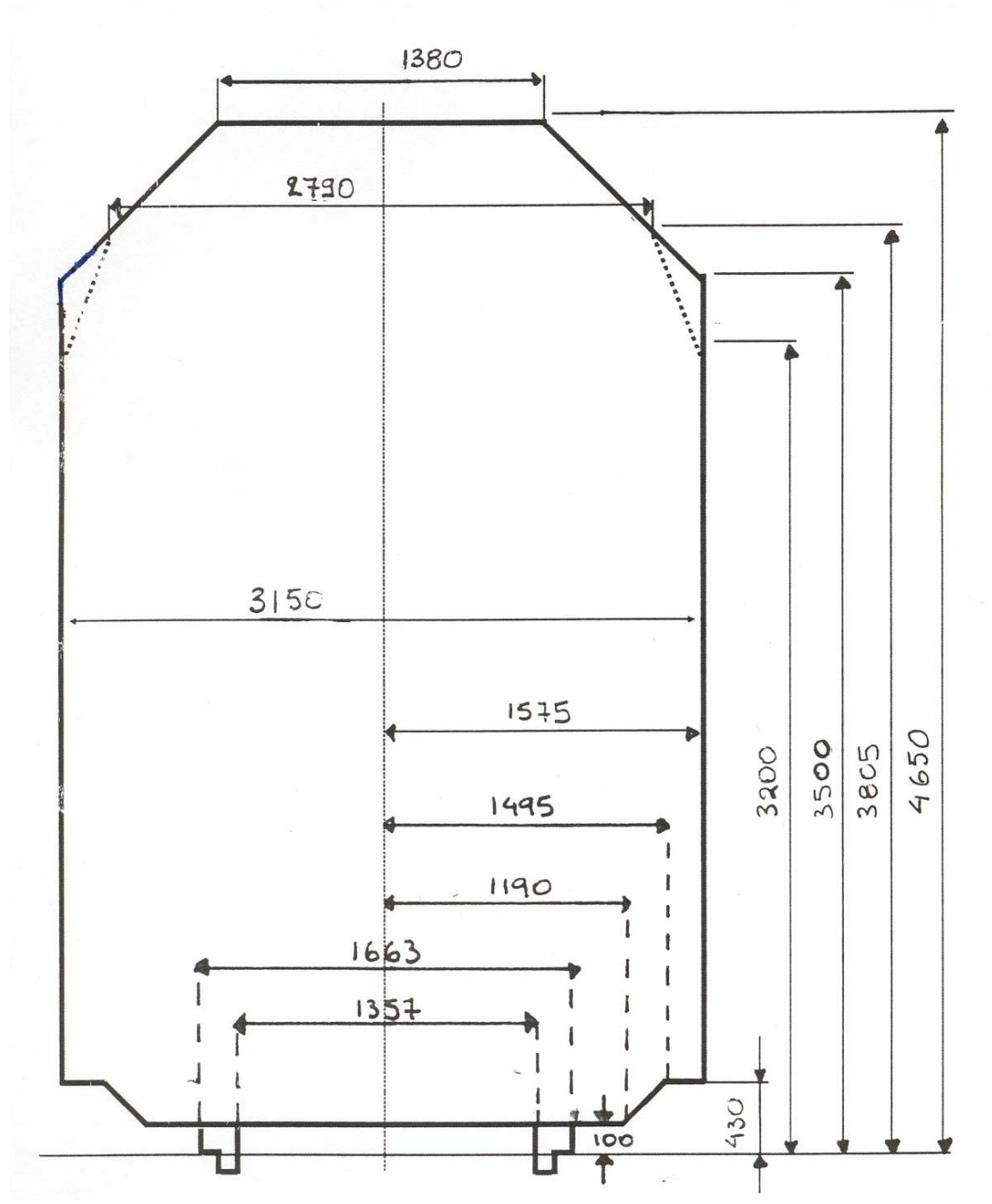
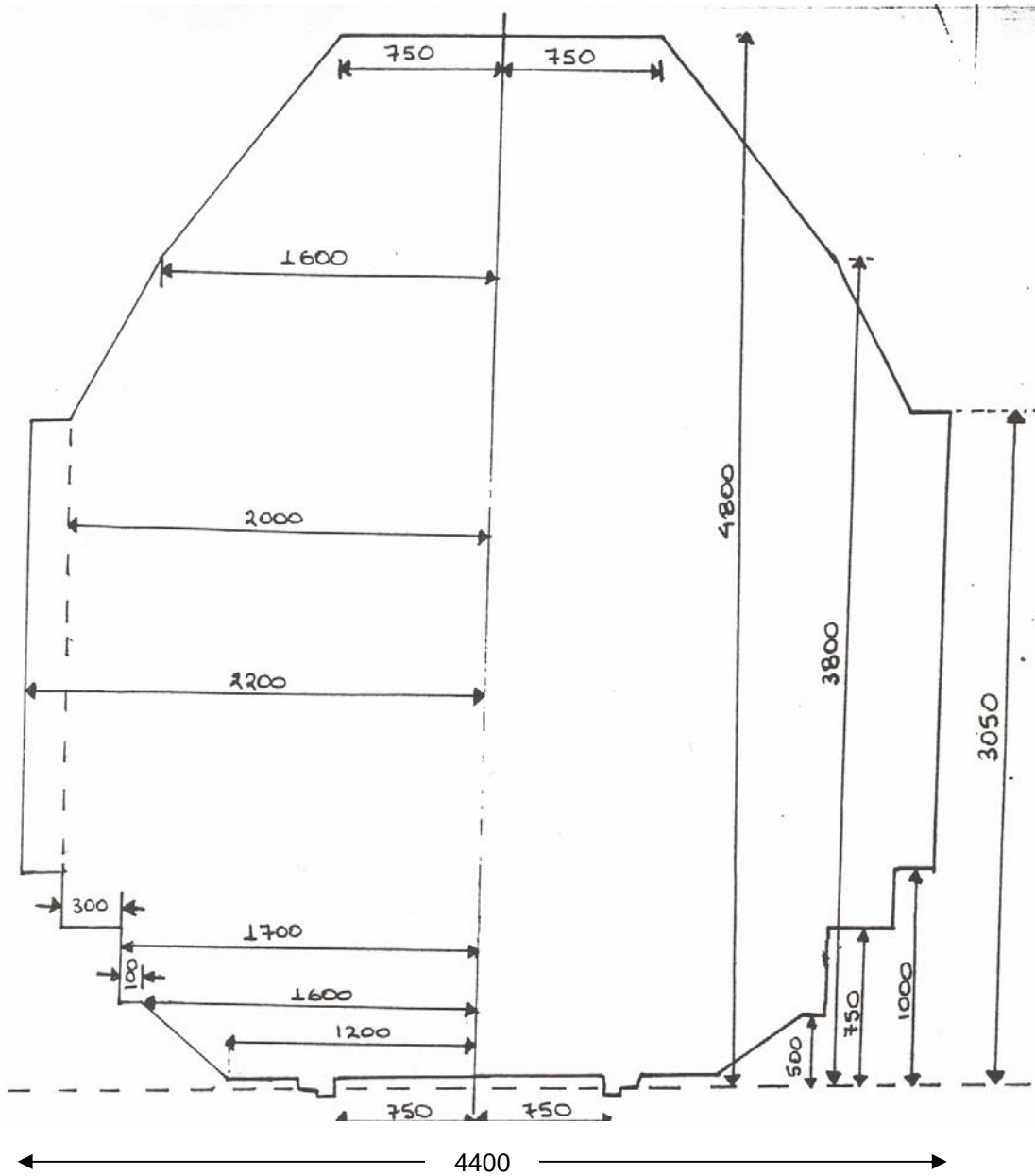


Figure 1 Loading gauge



**Figure 2** Free cross-section gauge

**ANNEX IV-A: Tunnels – Athens Region**

No	From K.P.	To K.P.	Line section/ Route	Length (m)	Type of cross-section
(0)	(1)	(2)	(3)	(4)	(5)
1	35+536	35+918	3	382	SC
2	114+350	115+762	5	1412	DC
3	196+593	196+654	6	61	SC
4	196+965	199+074	6	2109	SC
5	200+534	200+593	6	59	SC
6	201+668	201+713	6	45	SC
7	201+913	201+969	6	56	SC
8	202+462	202+672	6	210	SC
9	203+648	203+678	6	30	SC
10	205+451	205+495	6	44	SC
11	205+872	206+357	6	485	SC
12	206+885	207+034	6	149	SC
13	207+070	207+624	6	554	SC
14	207+904	207+991	6	87	SC
15	208+085	208+103	6	18	SC
16	208+370	208+579	6	209	SC
17	209+075	209+099	6	24	SC
18	209+371	209+403	6	32	SC
19	209+678	209+803	6	125	SC
20	210+793	211+136	6	343	SC
21	212+036	212+229	6	193	SC
22	214+444	214+484	6	40	SC
23	232+883	232+943	6	60	SC
24	237+342	237+443	6	101	SC
25	237+945	238+120	6	175	SC
26	238+224	238+307	6	83	SC
27	240+435	240+585	6	154	SC
28	240+823	240+840	6	17	SC
29	241+048	241+118	6	70	SC
30	241+192	241+506	6	314	SC
31	241+671	241+728	6	57	SC
32	241+902	242+352	6	450	SC
33	242+586	242+774	6	188	SC
34	242+874	242+931	6	57	SC
35	243+093	243+129	6	36	SC

No	From K.P.	To K.P.	Line section/ Route	Length (m)	Type of cross-section
(0)	(1)	(2)	(3)	(4)	(5)
36	243+330	243+382	6	52	SC
37	244+214	244+285	6	71	SC
38	245+072	245+162	6	90	SC
39	245+395	245+646	6	251	SC
40	246+390	246+512	6	122	SC
41	247+064	247+222	6	158	SC
42	247+507	247+633	6	126	SC
43	247+800	248+082	6	282	SC
44	248+447	248+761	6	314	SC
45	249+160	249+292	6	132	SC
46	249+791	249+854	6	63	SC
47	250+375	250+646	6	271	SC
48	250+948	251+036	6	88	SC
49	251+796	252+104	6	308	SC
50	252+241	252+386	6	145	SC
51	252+682	252+844	6	162	SC
52	253+300	253+336	6	36	SC
53	254+040	254+115	6	75	SC
54	254+185	254+415	6	230	SC
55	254+720	254+740	6	20	SC
56	254+914	255+484	6	570	SC
57	256+370	256+520	6	150	SC
58	256+813	256+970	6	157	SC
59	258+085	258+220	6	135	SC
60	273+277	273+407	6	130	SC
61	273+790	274+000	6	210	SC
62	274+548	274+612	6	64	SC
63	278+920	279+060	6	140	SC
64	281+245	281+360	6	115	SC
65	282+400	282+460	6	60	SC
66	282+850	282+960	6	110	SC
67	315+036	316+200	7	1164	DC
68	383+408	384+211	8	803	SC
69	403+647	403+831	8, 9	184	SC
70	457+341	458+088	9	747	DC
71	54+133	54+614	12	481	SC



**ANNEX IV-B: Tunnels – Peloponessus Region**

No	From K.P.	To K.P.	Line section/ Route	Length (m)	Type of cross-section
(0)	(1)	(2)	(3)	(4)	(5)
1	106+873	106+987	17, 19	114	SC
2	130+126	130+167	17, 19	41	SC
3	130+478	130+535	17, 19	57	SC
4	149+379	149+568	17, 19	189,78	SC
5	152+263	152+341	17, 19	78	SC
6	178+293	178+388	17, 19	95	SC
7	180+562	180+696	17, 19	134	SC
8	183+727	183+996	17, 19	269	SC
9	185+941	186+075	17, 19	134	SC
10	190+197	190+307	17, 19	110	SC
11	193+380	193+455	17, 19	75	SC

**ANNEX IV-A: Tunnels – Macedonia-Thrace Region**

No	From K.P.	To K.P.	Line section/ Route	Length (m)	Type of cross-section
(0)	(1)	(2)	(3)	(4)	(5)
1	4+604,45	4+766,81	3	162,36	SC
2	4+941,75	5+209,61	3	267,86	SC
3	91+978	52+020,70	3	42,7	SC
4	172+787,30	172+897,80	3	110,5	SC
5	174+681,60	174+885,20	3	203,6	SC
6	175+094,70	175+284,30	3	189,6	SC
7	175+923	176+144,20	3	221,2	SC
8	228+012,55	228+105	3	92,45	SC
9	228+671,95	228+760,50	3	88,55	SC
10	229+519,60	229+760,50	3	122,9	SC
11	229+865,25	229+987,65	3	122,4	SC
12	230+876,25	230+982	3	105,75	SC
13	264+260,18	264+286,28	3	26,1	SC
14	264+342,86	264+485,30	3	142,44	SC
15	264+557,60	264+593,70	3	36,1	SC
16	265+145,50	265+214,60	3	79,1	SC
17	265+834,65	265+914,50	3	79,85	SC
18	266+153,85	266+321,33	3	167,48	SC
19	266+637,73	266+834,20	3	196,47	SC
20	268+277,60	268+305	3	27,4	SC
21	268+511,88	268+871,75	3	359,87	SC
22	268+994,50	269+124	3	130,1	SC
23	269+444,70	269+479	3	34,3	SC
24	269+638,75	269+734	3	195,72	SC
25	270+098,85	270+143,20	3	44,55	SC
26	270+251,27	270+545,50	3	294,23	SC
27	272+747,85	273+041,67	3	293,82	SC
28	273+348,80	273+938,05	3	589,25	SC
29	274+381,15	274+624,75	3	243,6	SC
30	274+849,85	274+878,80	3	28,95	SC

No	From K.P.	To K.P.	Line section/ Route	Length (m)	Type of cross-section
(0)	(1)	(2)	(3)	(4)	(5)
31	274+934	274+977	3	43	SC
32	275+026,20	275+346,27	3	320,07	SC
33	379+394,25	379+434,25	3	40	SC
34	379+719,48	379+773,48	3	54,08	SC
35	390+676,36	391+057,65	3	381,29	SC
36	391+054,05	391+410,20	3	206,15	SC
37	396+098	396+296,25	3	196,25	SC
38	4+604,45	4+766,81	4	162,36	SC
39	4+941,75	5+209,61	4	267,86	SC
40	100+250	100+312	6	62	SC
41	103+915	104+070	6	155	SC
42	104+653	105+293	6	640	SC
43	106+350	106+385	6	80	SC
44	108+110	108+173	6	63	SC
45	109+590	109+615	6	25	SC
46	112+422	112+522	6	100	SC
47	113+340	113+439	6	99	SC
48	113+747	113+807	6	60	SC
49	114+530	114+884	6	354	SC
50	115+545	115+780	6	235	SC
51	115+955	116+040	6	85	SC
52	116+365	116+540	6	175	SC
53	117+045	117+728	6	683	SC
54	150+810	150+832,50	6	22,5	SC
55	171+700	171+775	8	75	SC