ANNUAL REPORT

ON ENVIRONMENTAL MANAGEMENT AND IMPLEMENTATION ON THE ENVIRONMENTAL TERMS FOR

THE OPERATION AND MAINTENANCE OF THE CONCESSION PROJECT

PROJECT: "DESIGN - CONSTRUCTION - FINANCING - OPERATION - MAINTENANCE AND EXPLOITATION OF THE PROJECT

IONIA ODOS MOTORWAY FROM ANTIRRIO TO IOANNINA,

PATHE ATHENS (METAMORFOSI I/C) – MALIAKOS (SKARFEIA) AND

CONNECTING BRANCH OF PATHE SCHIMATARI – CHALKIDA"

Date	31.01.2026
Created:	Concessionaire ΝέαΟδός

REFERENCE PERIOD

YEAR 2025

CONTENTS

1. INTRODUCTION

This Environmental Management Report outlines the company's **NEA ODOS S.A.** Environmental Management Processes during the operation and maintenance of the Concession Project for the year 2025 (01.01.2025 to 31.12.2025). This Report also includes the reference data on compliance with the environmental terms during the B' semester of 2025.

The implementation of an environmental impact monitoring programme by NEA ODOS S.A., beyond its imposition by the environmental terms of the project, is done in such a way that it has multiple beneficial nature to the man-made and the natural environment of the areas of influence, as well as to serve in the best possible way the users, along the route of the **PATHE Motorway, Metamorfosi – Skarfeia section, 172 km**, and **IONIA ODOS "Antirrio – Ioannina", 196 km in length**.

The monitoring of environmental and social parameters is done in such a way that enables early recognition of harmful tendencies and permits the reduction and/or elimination of the negative effects, by intervening with suitable protective measures. Additionally, through constant monitoring, the effectiveness of the proposed protection measures is verified, so that the protection of the environmental parameters affected by the operation and maintenance of the motorway is ensured over time. The diligent collection and recording of qualitative and quantitative evidence during constant E.T. monitoring also aims to contribute to the improvement of knowledge regarding the impacts that the construction of such projects may have on similar environments.

A full environmental monitoring programme is implemented on the PATHE Motorway "Metamorfosi – Skarfeia section" and on the IONIA ODOS "Antirrio – Ioannina", through which the Environmental Terms are complied with, as analysed below.

2. PROJECT DESCRIPTION

2.1 PATHE Motorway

State: Hellenic Republic
Concessionaire: NEA ODOS S.A.
Motorway: PATHE
Section: Metamorfosi – Skarfeia

The PATHE Motorway on the **Metamorfosi – Skarfeia section** includes:

1. **30 (thirty) Junctions**

- Metamorfosi I/C near K.P. 15+500
- Tatoi I/C near K.P. 17+000
- Pyrna I/C near K.P. 19+000
- Kalyftaki I/C near K.P. 20+000
- Varympompi I/C near K.P. 23+000
- Bogiati I/C near K.P. 28+000
- Afidnes I/C near K.P. 34+000
- Kapandriti I/C near K.P. 35+000
- Markopoulo I/C near K.P. 39+500
- Malakasa I/C near K.P. 44+000
- Oinofyta I/C near K.P. 56+000
- Oinoi-1 branch I/C near K.P. 63+000
- Chalkida I/C near K.P. 66+000
- Schimatari A half-junction near K.P. 66+500
- Schimatari B half-junction near K.P. 67+500
- Ritsona I/C near K.P. 75+500
- Thives I/C near K.P. 90+000
- Stratopedo I/C near K.P. 100+500
- Akraifnio I/C near K.P. 107+500
- Kastro I/C near K.P. 115+000
- Martino I/C near K.P. 126+000
- Malesina I/C near K.P. 129+000
- Tragana I/C near K.P. 137+500
- Atalanti I/C near K.P. 145+500
- Livanates I/C near K.P. 149+500
- Arkitsa I/C near K.P. 154+500
- Longos I/C near K.P. 166+000
- Latomeio I/C near K.P. 172+500

- K. Vourla (East) half-junction near K.P. 177+500
- K. Vourla (West) half-junction near K.P. 180+000

2. 3 (three) Frontal & 10 (ten) Lateral Toll Stations

i. Frontal

- Afidnes near K.P. 32+500
- Thiva near K.P. 96+000
- Tragana near K.P. 135+500

ii. Lateral

- 2 at the Kapandriti I/C near K.P. 35+500
- 2 at the Malakasa I/C near K.P. 44+000
- 2 at the Oinofyta I/C near K.P. 55+500
- 2 at the Thives I/C near K.P. 90+000
- 2 at the Tragana I/C near K.P. 137+500

3. 5 (five) Motorists Service Stations

- Varympompi MSS (towards Athens) near K.P. 24+500
- Kapandriti MSS (towards Lamia) near K.P. 36+500
- Malakasa MSS (bilaterally) near K.P. 48+000
- Schimatari MSS (bilaterally) near K.P. 70+500
- Atalanti MSS (bilaterally) near K.P. 144+000

4. 13 (Thirteen) Temporary Parking Areas with WC facilities - Parking

- Parking Area (towards Athens) near K.P. 38+500
- Parking Area (towards Athens) near K.P. 64+000
- Parking Area (towards Lamia) near K.P. 64+000
- Parking Area (towards Lamia) near K.P. 83+500
- Parking Area (towards Athens) near K.P. 84+500
- Parking Area (towards Lamia) near K.P. 98+000
- Parking Area (towards Athens) near K.P. 98+500
- Parking Area (towards Lamia) near K.P. 110+500

- Parking Area (towards Athens) near K.P. 113+500
- Parking Area (towards Lamia) near K.P. 131+000
- Parking Area (towards Athens) near K.P. 134+000
- Parking Area (towards Athens) near K.P. 141+500
- Parking Area (towards Lamia) near K.P. 142+500

5. 8 (Eight) Winter Maintenance Stations (WMS)

- Varympompi WMS near K.P. 24+500
- Markopoulo WMS near K.P. 38+500
- Schimatari WMS near K.P. 63+500
- Thives WMS near K.P. 90+000
- Akraifnio WMS near K.P. 107+500
- Martino WMS near K.P. 126+000
- Tragana WMS near K.P. 135+500
- Latomeio WMS near K.P. 173+500

6. 6 (six) tunnels

- Near K.P. 168+500 to near K.P. 169+500 (Bilaterally)
- Near K.P. 173+500 to near K.P. 176+000 (Bilaterally)
- Near K.P. 176+000 to near K.P. 176+500 (Bilaterally)

7. Other support facilities for the operation of the motorway

- Administration building near K.P. 23+000
- Customer service building and parking areas on the site of Afidnes toll station near K.P. 32+500
- Police building near K.P. 32+500
- Markopoulo MCC (Maintenance Buildings) near K.P. 38+500
- Thives MCC (Maintenance, Fire-fighting and Police Buildings) near K.P. 90+000
- Schimatari Traffic Management Center (TMC) near K.P. 63+500
- Atalanti MCC (Maintenance, Fire-fighting and Police Buildings) near K.P. 145+500
- Tunnel Control Center near K.P. 176+000

The exact K.P.s are depicted in Appendix I.

The sections of the Concession Agreement Project are divided into seven (7) Geographical Units (GU).

S/N	SECTION	Km
1	Metamorfosi – Yliki Section	80.37
2	Yliki – Kastro Section	20.71
3	Kastro – Tragana Section	20.38
4	Tragana – Arkitsa Section	18.77
5	Arkitsa – Agios Konstantinos Section	10.37
6	Agios Konstantinos – Kamena Vourla Section	16.11
7	Kamena Vourla – Mendenitsa (Skarfeia) Section	3.74

2.2 IONIA ODOS Motorway

State: Hellenic Republic
Concessionaire: NEA ODOS S.A.
Motorway: IONIA ODOS
Section: Antirrio – Ioannina

Ionia Odos includes:

1. **19 Junctions**
   - Antirrio I/C near K.P. 5+500
   - Gavrolimni I/C near K.P. 18+500
   - Evinochori half-junction near K.P. 27+500
   - Mesolongi I/C near K.P. 32+000
   - Agrinio (South) I/C near K.P. 51+500
   - Ag. Ilias I/C near K.P. 55+500
   - Angelokastro I/C near K.P. 60+000
   - Rigani I/C near K.P. 65+000
   - Agrinio (North) I/C near K.P. 81+000
   - Preveza I/C near K.P. 89+500
   - Amfilochia I/C near K.P. 106+000
   - Kompoti half-junction near K.P. 130+500
   - Arta I/C near K.P. 141+000
   - Filippiada I/C near K.P. 153+000
   - Ammotopos half-junction near K.P. 160+000
   - Gorgomylos I/C near K.P. 168+500
   - Terovo I/C near K.P. 181+500
   - Avgo I/C near K.P. 192+500
   - Egnatia I/C near K.P. 201+000

2. 4 Frontal & 10 Lateral Toll Stations

a. Frontal:

- Klokova near K.P. 15+500
- Angelokastro near K.P. 61+500
- Menidi near K.P. 116+000
- Terovo near K.P. 180+000

b. Lateral:

- 2 on the Gavrolimni I/C near K.P. 18+500
- 2 on the Mesolongi I/C near K.P. 32+000
- 2 on the Agrinio I/C near K.P. 81+000
- 2 on the Arta I/C near K.P. 141+000
- 2 on the Gorgomylos I/C near K.P. 168+500

3. 9 Motorists Service Stations

- On Evinos I/C near K.P. 27+000 (both sides)
- On Amvrakia I/C near K.P. 86+000 (towards Ioannina)
- On Amfilochia I/C near K.P. 100+500 (towards Antirrio)
- On Filippiada I/C near K.P. 154+000 (bilaterally)
- On Episkopiko I/C near K.P. 195+000 (bilaterally)

4. Other support facilities for the operation of the motorway (MCC – Maintenance Control Center, TMC – Traffic Management Center)

- Klokova TMC near K.P. 15+500
- Mesolongi MCC near K.P. 31+500
- Amfilochia MCC near K.P. 100+500
- Filippiada MCC near K.P. 154+000
- Episkopiko TMC near K.P. 195+000

5. 4 Tunnels

- Makyneia Tunnel, 500 m length near K.P. 9+000
- Klokova Tunnel, 2,890 m length near K.P. 11+500
- Kalydona Tunnel, 1,230 m length near K.P. 28+500
- Ampelia Tunnel, 870 m length near K.P. 197+500

6. Bridges

- Makyneia Bridge, 67.5 (r) & 102 m (l) near K.P. 9+000
- Evinos River Bridge, 254 (r) & 259 m (l), near K.P. 23+500
- Xirorema Bridge, near K.P. 105+500
- Krikelo Bridge, 97 m length, near K.P. 111+000
- Menidi Bridge, 554 m length, near K.P. 123+500
- Gymnotopos Bridge, 253 m length, near K.P. 163+500
- Bridge near K.P. 168+000
- Tsagkaropoulos Bridge, 440 m length, near K.P. 172+000
- Bridge, 105 m length, near K.P. 173+000
- Kryfovos Bridge, 280 m length, near K.P. 189+000

7. 4 Winter Maintenance Stations (WMS)

- Mesolongi WMS near K.P. 31+500
- Amfilochia WMS near K.P. 100+500
- Filippiada WMS near K.P. 154+000
- Terovo WMS near K.P. 181+500
- Episkopiko WMS near K.P. 195+000

The exact K.P.s are depicted in Appendix I.

The sections of the Project are divided in five (5) Geographical Units (GU) in accordance with the approved environmental terms of the project.

S/N	SECTION	Km
1	Antirrio – Kefalovryso Section (South Agrinio Bypass End)	42.66
2	Agrinio Bypass Section	32.77
3	North Agrinio Bypass End (Kouvaras) – South Arta Bypass End (Kompoti)	53.36
4	Arta Bypass Section	16.05
5	North Arta Bypass End (Filippiada) - Ioannina (Eleousa)	50.30

3. SUPERVISORY SERVICES (PROJECT IMPLEMENTERS)

The Supervisory Services of the Concession Project are:

- **Special Service for Public Works / Construction of Transportation Projects with Concession Contract** (EYDE/KSESP), 5 Karystou St., 115 23, Athens

- **Directorate D17, Directorate of Infrastructure Operation, Maintenance & Exploitation with Concession Contract,** 70 Panormou St., 115 23, Athens

Concessionaire: NEA ODOS S.A.
Motorway: PATHE (Metamorfosi–Skarfeia), connecting branch of the PATHE Schimatari – Chalkida & IONIA ODOS
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4 ENVIRONMENTAL AUTHORIZATION

4.1 JMD-ETA and their validity - Current Situation

4.1.1 PATHE (METAMORFOSI – SKARFEIA)

The following table presents, per section, the validity period of the approved E.T. for the PATHE for the Metamorfosi – Skarfeia section:

S/N	Section	E.T. Validity	ET Decisions issued
1	Metamorfosi – Yliki	The ETAD of the section is valid until 17-09-2028 (YPEN/G.D.P.P./DIPA Decision with Ref. No. YPEN/DIPA 61030/1796/17-09-2018)	**MAIN PROJECT** • Ref. No. EYPE 126119/08-02-2007 JMD on Approval of E.T. • Ref. No. EYPE 200817/23-07-2012 E.T. Amendment Decision regarding the adjacent network. • Ref. No. DIPA 145495/21-01-2015 E.T. Amendment Decision regarding the parking areas, locations of future motorist service stations and lateral toll stations at Oinofyta. • Ref. No. DIPA 1170/16-01-2018 E.T. Amendment MD on the design of the Kifissia, Varympompi junctions (with lateral toll stations) and Agios Stefanos lateral toll stations. • Ref. No. YPEN/DIPA/61030/1796/17-09-2018 Decision on the renewal of the validity period of the ETs of the Metamorfosi - Yliki, Yliki - Kastro, Kastro - Tragana and Arkitsa - Ag. Konstantinos sections of the PATHE motorway. • Ref. No. YPEN/DIPA/54395/1335/15-01-2019 Decision on E.T. Amendment of Metamorfosi – Yliki and Tragana – Arkitsa sections for the replacement of three bridges at Ritsona, Thiva and Atalanti junctions. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Decision approving the Data File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway. • Ref. No. YPEN/DIPA/70928/4601/02-11-2021, Decision amending the E.T.

			regarding: a) the Varympompi I/C, b) the temporary traffic regulations at the junction of Elaion and Ermioni streets of the Municipality of Kifissia, c) the adaptation/compliance with the latest regulatory framework. • Ref. No. YPEN/DIPA/76493/5102/18-03-2022, Decision amending the EPO JMD 126119/08.02.2007 of the PATHE motorway, as amended and in force, as regards the technical alterations to the design of the Thiva Frontal Toll Station. • Ref. No. YPEN/DIPA/56669/3795/25.05.2023, Amendment Decision — Modifications to the environmentally approved design of the project: "PATHE Motorway, Metamorfosi–Yliki section", in accordance with para. 1a of Article 6 of Law 4014/2011 (A' 209) as in force, regarding the hydraulic design in the vicinity of the Chelidonou stream. **ANCILLARY WORKS** • Ref. No. EYPE 144265/22-09-2009 Decision on approving the design for Afidnes, Thiva Frontal Toll Stations and Kapandriti, Malakasa, Thiva Lateral Toll Stations. • Ref. No. EYPE 141083/20-10-2009 Decision on approving STIS for implementation and operation of Kapandriti and Thiva MCC. • Ref. No. EYPE 122399/1-4-2010 Decision on approving the construction and operation of PATHE winter maintenance stations. • Ref. No. EYPE 195827/31-01-2011 Decision on approving the construction and operation of six parking areas. • Ref. No. EYPE 197957/06-04-2011 Decision on approving the design of roads at Mpogiati I/C. • Ref. No. EYPE 200858/25-7-2012 Decision on approving the implementation and operation of clients service building and parking areas at Afidnes Frontal Toll Station. • Ref. No. EYPE 172045/09-04-2014 TEPEM approval on Hellenic Police vehicle

			refueling facilities at Thiva. • Ref. No. DIPA 151044/03.08.2015 TEPEM approval for the general administration building of PATHE in Varympompi. • Ref. No. DIPA 151494/29.10.2015 TEPEM approval for the relocation of the maintenance building from Kapandriti MCC to the Malakasa area. • Ref. No. DIPA 153346/15.12.2015 TEPEM approval for the relocation of the police building from the environmentally authorized position Kapandriti MCC (K.P. 29+000) to the Afidnes area. • Ref. No. DIPA 100451/30.05.2016 Approval of compliance documentation of at-grade I/C 1 Final Design at Malakasa I/C area. • Ref. No. DIPA 39764/24.08.2016 Approval of compliance documentation of Oinoi at-grade I/C (IKL1) Final Design at Oinoi I/C area. • Ref. No. 10300/6-6-2018 TEPEM approval for the mechanical laboratories, laundry – lubrication facilities at Thiva, Martino & Atalanti MCCs. • Ref. No. YPEN/DXPA/60950/1789/14-09-2018 TEPEM approval on the relocation of the fire-brigade building from Kapandriti MCC to the Malakasa MCC. • Ref. No. YPEN/DIPA/61255/3656/18-09-2020 TEPEM approval of Varympompi winter maintenance station. • Ref. No. YPEN/DIPA/14194/956/02-03-2021, Decision on approving recharging and refueling points for vehicles at Schimatari MSS. • Ref. No. YPEN/DIPA/82851/5657/28.09.2022, Approval decision of TEPEM of the Malakasa Maintenance Control Centre, concerning the addition of a salt production unit and two (2) container-type liquid fuel dispensing stations. • Ref. No. YPEN/DIPA/132479/8867/01.01.2024, Opinions regarding the modifications to the environmentally approved design of the Thiva frontal toll station on the PATHE motorway (Metamorfosi – Yliki section), in accordance

			with para. 1a of Article 6 of Law 4014/2011 (A' 209), as in force.
2	Yliki – Kastro	The ETAD of the section is valid until 17-09-2028 (YPEN/G.D.P.P./DIPA Decision with Ref. No. YPEN/DIPA 61030/1796/17-09-2018)	**MAIN PROJECT** • Ref. No. 36118/94/10-07-1995 JMD approving the environmental terms. • Ref. No. EYPE 101617/22-09-2006 JMD renewing the validity time and ET amendments as to the Yliki alterations (91 & 97), pollutant retention tanks, and ATEMKE site restoration. • Ref. No. EYPE 140792/12-06-2009 JMD amending the E.T. • Ref. No. DIPA 145495/21.01.2015 E.T. Amendment Decision about the Parking Areas, the future motorists service stations positions of the motorway and the lateral toll stations of Oinofyta. • Ref. No. YPEN/DIPA/61030/1796/17-09-2018 Decision on the renewal of the validity period of the ETs of the Metamorfosi - Yliki, Yliki - Kastro, Kastro - Tragana and Arkitsa - Ag. Konstantinos sections of the PATHE motorway. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Decision approving the Data File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway.
3	Kastro – Tragana	The ETAD of the section is valid until 17-09-2028 (YPEN/G.D.P.P./DIPA Decision with Ref. No. YPEN/DIPA 61030/1796/17-09-2018)	**MAIN PROJECT** • Ref. No. 33838/94/10-7-1995 JMD approving the environmental terms. • Ref. No. EYPE 103909/12-05-2006 JMD on Amendment & Extension of E.T. validity time. • Ref. No. EYPE 139132/30-04-2009 JMD on Amendment of E.T. • Ref. No. DIPA 145495/21-01-2015 E.T. Amendment Decision regarding the parking areas, locations of future motorist service stations and lateral toll stations at Oinofyta. • Ref. No. DIPA 43269/09-09-2016 Decision amending E.T. regarding the construction of right side road network from Malessina I/C to MC 19 on

			Proskyna – Theologou street. • Ref. No. YPEN/DIPA/61030/1796/17-09-2018 Decision on the renewal of the validity period of the ETs of the Metamorfosi - Yliki, Yliki - Kastro, Kastro - Tragana and Arkitsa - Ag. Konstantinos sections of the PATHE motorway. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Decision approving the Data File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway. **ANCILLARY WORKS** • Ref. No. EYPE 146696/18-11-2009 Decision approving design amendments at points of Kastro – Agios Konstantinos section for implementation and operation of: Tragana – Arkitsa – Longos Lateral Toll Stations, Tragana, Arkitsa Frontal Toll Stations and Fire Brigade, Police and Maintenance buildings at Atalanti junction Assessment.
4	Tragana – Arkitsa	The ETAD of the section is valid until 06-02-2027 (YPEN/G.D.P.P./DIPA Decision with Ref. No. oik. 6366/06-02-2017)	**MAIN PROJECT** • Ref. No. 36759/94/10-7-1995 JMD approving environmental terms • Ref. No. EYPE 103910/12-05-2006 JMD amending & extending the E.T. validity time. • Ref. No. DIPA 145495/21-01-2015 Amendment about the Parking Areas, the future motorists' service stations positions of the motorway and the lateral toll stations of Oinofyta. • Ref. No. oik. 6366/06-02-2017 Decision on E.T. validity time renewal and amendment about the Motorists Service Station of Atalanti. • Ref. No. YPEN/DIPA/54395/1335/15-01-2019 Decision on E.T. Amendment of Metamorfosi – Yliki and Tragana – Arkitsa sections for the replacement of three bridges at Ritsona, Thiva and Atalanti junctions. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Decision approving the Data

			File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway. • Ref. No. YPEN/DIPA/97915/6639/17.10.2022, Decision to amend No. 36759/94/10-07-1995 JMD ETA on the project "Construction and Operation of the Tragana - Arkitsa section of the PATHE Motorway (as amended and in force)," concerning modifications resulting from the update of the final design for Atalanti MSS. **ANCILLARY WORKS** • Ref. No. EYPE 146696/18-11-2009 Decision approving design amendments at points of Kastro – Agios Konstantinos section for installation and operation of: Tragana – Arkitsa – Longos Lateral Toll Stations, Tragana, Arkitsa Frontal Toll Stations and Fire Brigade, Police and Maintenance buildings at Atalanti junction Assessment. • Ref. No. EYPE 122399/1-4-2010 Approval of the construction and operation of winter maintenance stations.
5	Arkitsa – Agios Konstantinos	The ETAD of the section is valid until 17-09-2028 (YPEN/G.D.P.P./DIPA Decision with Ref. No. YPEN/DIPA 61030/1796/17-09-2018)	**MAIN PROJECT** • Ref. No. 39516/94/10-7-1995 JMD approving the environmental terms. • Ref. No. ΕΥΠΕ 103908/12-05-2006 JMD renewing the E.T. validity time. • MD DIPA 145538/21-01-2015 Decision approving E.T. for Arkitsa MSS. • Ref. No. YPEN/DIPA/61030/1796/17-09-2018 Decision on the renewal of the validity period of the ETs of the Metamorfosi - Yliki, Yliki - Kastro, Kastro - Tragana and Arkitsa - Ag. Konstantinos sections of the PATHE motorway. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Approval of the Data File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway. **ANCILLARY WORKS**

			• Ref. No. EYPE 146696/18-11-2009 Decision approving design amendments at points of Kastro – Agios Konstantinos section for installation and operation of: Tragana – Arkitsa – Longos Lateral Toll Stations, Tragana, Arkitsa Frontal Toll Stations and Fire Brigade, Police and Maintenance buildings at Atalanti junction Assessment.
6	Agios Konstantinos – Kamena Vourla	The ETAD of the section is valid until 17-09-2029 (YPEN/G.D.P.P./DIPA Decision with Ref. No. YPEN/DIPA 82386/5348/17-09-2019)	**MAIN PROJECT** • Ref. No. 85676/30-07-2002 JMD approving the environmental terms. • Ref. No. 126386/04-06-2004 JMD on Amendment of E.T. • Ref. No. YPEN/DIPA/82386/5348/17-09-2019 Decision Renewing and Amending the E.T. as regards the Fire-Brigade building at Knimida area. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Decision approving the Data File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway. **ANCILLARY WORKS** • Ref. No. EYPE 122399/1-4-2010 Approval of the construction and operation of winter maintenance stations.
7	Kamena Vourla – Mendenitsa	The ETAD of the section is valid until 07-12-2036 (YPEN/G.D.P.P./DIPA Decision with Ref. No. oik. YPEN/DIPA/56975/1510/07-12-2021)	• Ref. No. 67031/19-10-1998 JMD approving the environmental terms. • Ref. No. YPEN/DIPA/31281/2108/05-11-2019 Decision approving the Data File for the adaptation to the requirements of the JMD 1915/2018 (B' 304) for the Metamorfosi - Skarfeia section of the PATHE motorway. • Ref. No. oik. YPEN/DIPA/56975/1510/07-12-2021 Decision approving new E.T. as regards the operation of Kamena Vourla – Mendenitsa section of the PATHE motorway.

4.1.2 PATHE CONNECTING BRANCH: SCHIMATARI - CHALKIDA

S/N	Section	E.T. Validity	ET Decisions issued
1	Schimatari - Chalkida	The ETAD of the section is valid until 01-04-2029 (YPEN/DIPA Decision with Ref. No. YPEN/DIPA/146886/9642/29-12-2025)	• JMD 106530/15-03-2000: Schimatari – Chalkida section improvement. • MD 171818/01-04-2014 Approval of a new EIA of the section due to expiry of the original JMD ETA validity and approval of frontal toll stations at Chalkida (Vathy). • G.D.P.P./DIPA Decision with Ref. No. YPEN/DIPA/146886/9642/29-12-2025. Confirmatory Act for the extension of the period of validity of the No. 171818/01.04.2014 for the project entitled: "Schimatari–Chalkida Road Axis, including the station and administration building of the Chalkida frontal toll station" pursuant to Article 2, para. 8c, of Law 4014/2011 (A' 209) as in force

4.1.3 IONIA ODOS (ANTIRRIO – IOANNINA)

The following table presents, by section, the validity period of the approved E.T. of **IONIA ODOS**, as well as the authorizations that have been issued:

S/N	Section	E.T. Validity	ET Decisions issued
1	Antirrio – Kefalovryso (South Agrinio Bypass End)	The JMD for the section is valid until 04-08-2027 (YPEN/DIPA Decision with REF. NO. YPEN/DIPA/90371/5951/25.07.2025)	**MAIN PROJECT** • JMD EYPE/142128/25-07-2005 Approval of Environmental Terms. • MD EYPE/EPO 166142/13-02-2013 E.T. amendment as to the road corridor alignment design of the mentioned project at Vasiliki, Evinos river and Antirrio areas as well as the micro-optimizations along the above mentioned approved project. • MD DIPA/147996/14-04-2015: Approval of Environmental Terms (EPO) for the project "Ionia Odos: Antirrio – Kefalovryso (South Agrinio Bypass End)", Klokova area from K.P. 6+163.5 to 11+827 (6+195.6 to 11+552 originally

			approved alignment design), and Amendment as to section from K.P. 5+4104.5 to 6+163.5 (5+104.5 to 6+195.6 originally approved alignment design), and K.P. 11+827 to 14+904.4 (11+552 to 14+904.4 approved alignment design). • DIPA/148571/15-10-2015 Decision amending the JMD 147996/14-04-2015 as regards the relocation of 5 pillars of the High Voltage Direct Current – HVDC. • G.D.P.P./DIPA 149145/19-11-2015 Decision: Extension of the period of validity of the Environmental Terms (E.T.). • MD ETA 8568/17-02-2017 "Amendment of the (I) 142128/25-07-2005 JMD ETA as to the environmental authorization of the final design of Antirrio I/C and the lateral toll stations of Gavrolimni I/C and Mesolongi I/C (near K.P. 14+300 and K.P. 27+530 of IONIA ODOS respectively), and (II) amendment 147996/14-04-2015 JMD ETA environmental authorization of the frontal toll station of Klokova (near K.P. 10+100 of IONIA ODOS). • G.D.P.P./DIPA 23650/15-05-2017 Decision on "Amendment of Environmental Terms for the environmental authorization of the Evinochori MSS". • G.D.P.P./DIPA 1594/19-01-2018 Decision amending JMD ETAs 142128/25-07-2005 and 147996/14-04-2015 of the E.T. with respect to the alterations in the final design. • Ref. No. YPEN/DIPA/73967/5033/25.07.2022, Amendment of No. 142128/25.7.2005 regarding: a) environmental permitting and integration of modifications to the hydraulic design of the road project (additional/supplementary hydraulic technical works at specific locations), b) the final design for Evinochori MSS. • Ref. No. oik. YPEN/DIPA/124723/87133/12.02.2024, Amendment of the No. 142128/25.7.2005 JMD on the Approval of Environmental Terms and of the project: "Ionia Odos: section Antirrio – Kefalovryso (southern end of Agrinio

			Bypass)" (as in force), for the incorporation of additional/supplementary hydraulic technical works of the motorway and the required flood protection works and interventions on the stormwater receivers on both sides of the project in this section (streams Chaloul Agas, Nyforema, Rizorema, river Evinos, irrigation networks of Galatas and Ag. Georgios) into the environmentally approved design. • Ref. No.: oik. YPEN/DIPA/90371/5951/25.07.2025, Amendment of JMD 142128/25.7.2005 on the approval of environmental terms for the project entitled: "Ionia Odos: Antirrio – Kefalovryso section (southern end of Agrinio Bypass)" (as in force), for the incorporation into the environmentally approved design of the additional/supplementary flood protection works and interventions on stormwater receptors on both sides of the project (from K.P. 26+100 – 44+267 [K.P. 30+400 – 39+975]) in the area of Mesolongi – Aitoliko, with the corresponding additional environmental terms, as well as an extension of its temporal validity in accordance with Article 2, para. 8a, of Law 4014/2011 as in force. **ANCILLARY WORKS** • Decision 100769/05.02.2016: TEPEM approval of MCC of Mesolongi and Filippiada. • Decision 23680/05.10.2016: TEPEM approval for the motorway Administration and Traffic Management Building of IONIA ODOS motorway and the Fire-fighting Building at Klokova. • Decision G.D.P.P./DIPA Ref. No. YPEN/DIPA/16403/911/27.02.2025, TEPEM approval regarding the addition of a fuel supply station at the Mesolongi MCC to

			meet the needs of Hellenic Police vehicles.
2	Agrinio Bypass	The ETAD of the section is valid until 01-02-2027 (YPEN/G.D.P.P./DIPA Decision with Ref. No. oik. 5559/01-02-2017)	• JMD 84982/96/11-04-1997 Approval of Environmental Terms. • JMD EYPE 105889/08-07-2008 Extension of the validity period of E.T. • JMD EYPE 144713/23-09-2009 Amendment of E.T. • MD DIPA 100391/20-01-16 Amendment of E.T. • Decision G.D.P.P./DIPA Ref. No. oik. 5559/01-02-2017 Extension of the validity period of E.T. • Decision G.D.P.P./DIPA Ref. No. 13227/897/15.03.2022, Amendment of the No. 84982/96/11.4.1997 JMD Approval of E.T. from K.P. 0+000 to K.P. 34+401 in the Aitoloakarnania Prefecture (as in force), regarding a) the environmental permitting and integration of modifications to the hydraulic design of the road project (additional/supplementary hydraulic technical works by locations, b) adaptation/compliance of its content with the latest regulatory framework and the existing operational status of the project. • Decision G.D.P.P./DIPA Ref. No. 4396/276/12.06.2023: Amendment of the No. 84982/96/11.4.1997 Joint Ministerial Decision on the Approval of E.T. from K.P. 0+000 to K.P. 34+401 in the Aitoloakarnania Prefecture (as in force), regarding the environmental permitting and integration of modifications to the hydraulic design of the road project (additional/supplementary flood protection works and interventions at specific locations)

3	North Agrinio Bypass End (Kouvaras) Section – South Arta Bypass End (Kompoti) and North Arta Bypass End (Filippiada) – Ioannina (Eleousa).	The ETAD of the section is valid until 03-03-2026 (YPEN/G.D.P.P./DIPA Decision with Ref. No. oik. 11198/03-03-2016) The extension of the validity period of the ETAD is pending, to be effected through the environmental licensing of the flood protection works for the section in question.	**MAIN PROJECT** • JMD EYPE 141564/25-07-2005 Approval of Environmental Terms. • JMD EYPE 167980/30.04.2013: Amendment of Environmental Terms. • Decision of the Dir. Gen. reg. Ref. No. EYPE 174140/ 28.07.2014: Amendment of Environmental Terms. • JMD 150063/25.06.2015: "E.T. Amendment as to the sections at K.P. 105+500 to 108+700, 115+720 to 120+700, 152+446 to 154+796 and 181+710 to 186+650". • Decision G.D.P.P./DIPA 11198/03.03.2016: Amendment of the E.T. for the relocation or reconstruction of existing pillars of DEI due to involvement in the IONIA ODOS motorway under construction and Extension of validity period. • MD Decision No. 9443/22.02.2017 of the DEP. MINISTER OF ENVIRONMENT & ENERGY: Amendment of E.T. for the environmental licensing: of the Amvrakia MSS (K.P. 81+150 to 81+435), ➢ of the Amfilochia MSS and MCC (K.P. 95+300 to 95+762), ➢ of the Frontal Toll Stations of: Menidi (K.P. 111+300) and Terovo (K.P. 174+100), ➢ of the lateral toll station Gorgomylos I/C (K.P. 163+110), ➢ of the aggregate quarry exploitation of total surface area 33,938 m2 at position TOUMPANOS of Amfilochia (K.P. 96+000), ➢ of the Episkopiko MSS and MCC (K.P. 189+378 to 189+669) ➢ of the updated final design of the motorway to the sections from K.P. 152+446 to K.P. 162+354 and from K.P. 178+500 to K.P. 182+665. • Decision G.D.P.P./DIPA 1592/19-01-2018 for Amendment of E.T. with respect to the variations in the final design.

			• Decision G.D.P.P./DIPA oik. YPEN/DIPA/61239/3652/29-07-2021, Amendment of the E.T. as regards: (i) the technical differentiations of Kompoti half-junction, (ii) the update of the final design of Amvrakia and Amfilochia MSS, (iii) the ancillary work of Terovo winter maintenance station. **ANCILLARY WORKS** • Decision 100769/05-02-2016: TEPEM of MCC of Mesolongi and Filippiada.
4	Arta Bypass	The ETAD validity date for the section has expired, and a request for extension of environmental terms has been submitted via document Ref. No. IC.M14.CC.51933/12.03.2025 by Nea Odos, pursuant to Law 4951/2022. (Decision YPEKA/G.D.P./EYPE with Ref. No. oik. 175041/23-09-2014) The extension of the validity period of the ETAD is pending, to be effected through the environmental licensing of the flood protection works for the section in question.	• JMD 120756/96/03-06-1997 for the Approval of Environmental Terms for the construction and operation of the project "National Road Ioannina – Antirrio, section Filippiada Bypass – Arta, from K.P. 60+000 to K.P. 82+000 with origin at Ioannina, in the prefectures of Preveza and Arta, including a 1 km section of the connecting road to the town of Arta." • JMD EYPE 132550/31-07-2003 Amendment of E.T. • JMD EYPE 137938/31-12-2003 Amendment of E.T. • JMD EYPE 141631/30-06-2009 Amendment of E.T. with respect to the design of the Arta I/C. • Decision G.D.P. YPEKA/EYPE Ref. No. oik. 175041/23-09-2014 Extension of E.T. validity period and their amendment as to the final design of the project (longitudinal section/cross section of the road, technical and hydraulic works, side road network, tolls, road safety, etc.).

4.2 Submissions

First Semester 2025

For the **PATHE Motorway**, no environmental studies relating to the Operation & Maintenance of the Concession Project were submitted by the Concessionaire during the first semester of 2025.

For the **IONIA ODOS Motorway**, the following environmental studies were submitted by the Concessionaire during the first semester of 2025:

- Resubmission of the TEPEM regarding the addition of a fuel supply station at the Mesolongi MCC to meet the needs of Hellenic Police vehicles. [Concessionaire to EYDE/KSESP with Ref. No. 51853/05.02.2025 and EYDE/KSESP to G.D.P.P./DIPA with Ref. No. F9.18/25008/12.02.2025].
  The TEPEM was approved by the G.D.P.P./DIPA decision with Ref. No. YPEN/DIPA/16403/911/27.02.2025.

Second Semester 2025

For the **PATHE Motorway**, the following environmental studies were submitted by the Concessionaire during the second semester of 2025:

- Request for an extension of the ETAD MD Ref. No. OIK. 171818/01-04-2014 for the Schimatari–Chalkida road axis, pursuant to Article 2, para. 8c, of Law 4014/2011 (A' 209) as in force.
  [Concessionaire to EYDE/KSESP with Ref. No. 52574/22.12.2025, EYDE/KSESP to G.D.P.P./DIPA with Ref. No. EYDE/KSESP/C/F9.18/213633/22.12.2025].
  The extension was approved by the decision of G.D.P.P./DIPA with Ref. No. YPEN/DIPA/146886/9642/29.12.2025.

For the **IONIA ODOS Motorway**, the following environmental studies were submitted by the Concessionaire during the second semester of 2025:

- Request for an extension of the ETAD MD Ref. No. OIK. 147996/14-04-2015 for the Antirrio–Kefalovryso section, Klokova area of the Ionia Odos, pursuant to Article 2, para. 8c, of Law 4014/2011 (A' 209) as in force.
  [Concessionaire with Ref. No. 52574/22-12-2025 to EYDE/KSESP, EYDE/KSESP to G.D.P.P./DIPA with Ref. No. EYDE/KSESP/C /F9.18/213633/22-12-2025].

4.3 Outstanding issues

4.3.1 PATHE Motorway

The following table presents the environmental studies that have been submitted for the Metamorfosi-Skarfeia section of the PATHE, for which the issuance of E.T. has not yet been completed.

S/N	Section	Outstanding issues	Submissions	Observations
1	▪ Yliki – Kastro ▪ Kastro – Tragana ▪ Tragana – Arkitsa ▪ Arkitsa – Agios Konstantinos ▪ Kamena Vourla – Mendenitsa	Submission of an Environmental Impact Study for the consolidation of the JMD ETA for the Yliki – Skarfeia section of the PATHE motorway (K.P. 95+535 – K.P. 185+127).	• Submission by Nea Odos S.A. to EYDE/KSESP, Ref. No. 51558/06.08.2024. • Submission by EYDE/KSESP to GGDP/DIPA, Ref. No. EYDE/KSESP/C/F9.18/223709/25-11-2024.	**Approval from DIPA is pending**

4.3.2 IONIA ODOS Motorway

The following table presents the environmental studies that have been submitted for the Antirrio – Ioannina section of IONIA ODOS, for which the issuance of E.T. has not yet been completed.

S/N	Section	Outstanding issues	Submissions	Observations
1	North Agrinio Bypass End (Kouvaras) – South Arta Bypass End (Kompoti) and North Arta Bypass End (Filippiada) – Ioannina (Eleousa)	EIA for the flood protection of the areas upstream and downstream of the Ionia Odos - S2 Section, K.P. 107+120 – K.P. 141+500, Chavas & Kakavakia streams, Koboteiko (upstream and downstream of Ionia Odos)	• Submission by Nea Odos S.A. to EYDE/KSESP, with Ref. No. 49621/30.12.2021 • Submission by EYDE/KSESP to GGDP/DIPA, Ref. No. EYDE/KSESP/C/F9.18/10441/17.01.2022.	**Approval from DIPA is pending**
2		Environmental Impact Assessment (EIA) for the flood protection of the areas upstream and downstream of Ionia Odos - S3 Section, K.P. 145+600 – K.P. 179+200, Ammotopos, Kleisoura Streams, and Terovo Trench	• Submission by Nea Odos S.A. to EYDE/KSESP, with Ref. No. 49824/04.04.2022. • Submission of EYDE/KSESP to DIPA/YPEN, Ref. No. EYDE/KSESP/C/F9.18/127164/26.04.2022.	**Approval from DIPA is pending**
3		Environmental Impact Assessment (EIA) for the flood protection of the areas along Ionia Odos - S2 Section, K.P. 107+120 – K.P. 111+990 and K.P. 130+265-141+500, Section S3: K.P. 190+100–193+100 and K.P. 190+000–192+000 Streams: Xirorema 2, Botakos, Boutsis, Zoutos, Sinkholes of Stratopedo, Dimarcheio, Episkopiko, sinkhole of Ampelia	• Submission by Nea Odos S.A. to EYDE/KSESP, with Ref. No. 49986/10.06.2022.	**Approval from DIPA is pending**

5. SENSITIVE AREAS OF THE PROJECT

5.1 PATHE Motorway

The following table presents the natural areas under protection that the motorway passes through or is adjacent to in accordance to the approved E.T.

S/N	Section	Ecologically Sensitive Areas
1	Yliki – Kastro Section	• GR 2410001 "Yliki and Paralimni Lakes – Voiotikos Kifissos System"
2	Agios Konstantinos – Kamena Vourla Section	• GR 2440002 "Spercheios valley and estuary"
3	Kamena Vourla – Mendenitsa	• GR 2440002 "Spercheios valley and estuary"

5.2 IONIA ODOS Motorway

The following table presents the natural areas under protection that the motorway passes through or is adjacent to, according to the approved E.T.

S/N	Section	Ecologically Sensitive Areas
1	North Agrinio Bypass End (Kouvaras) Section – South Arta Bypass End (Kompoti) and North Arta Bypass End (Filippiada) – Ioannina (Eleousa)	• GR2310007 “Amvrakia Lake area" • GR2110001 "Amvrakikos Gulf, Delta of Louros and Arachthos" • GR2130012 "Broader area of Ioannina lake"

6. ATMOSPHERIC POLLUTION

According to the Environmental Terms of the PATHE motorway, the atmospheric pollution measurement network includes 3 measuring stations: at Varympompi Junction, Schimatari Junction and Arkitsa Junction. The Varympompi station was put into trial operation on 21/12/2011. Arkitsa station was put into trial operation on 19/12/2011 and Schimatari station was put into trial operation on June 2013 (later, due to insufficient power supply at the position).

According to the Environmental Terms of the Ionia Odos Motorway, the atmospheric pollution measurement network also includes three (3) stations, at the Evinochori MSS, at the Filippiada MSS and the Episkopiko MSS. The installation works of the stations began in June 2018 and their full operation (after the trial period) was completed in August 2018.

For the year 2025, a complete atmospheric pollution monitoring programme was implemented by the above six atmospheric pollution stations, which are operating on a 24-hour basis. The atmospheric pollution report is in the process of being submitted by the Concessionaire to the competent Authorities. A corresponding report will be prepared and submitted for 2026 as well.

For the measurement of pollutants, the stations have been equipped with analysers approved in accordance with National Legislation (MD H.P. 14122/549/E.103/2011 (Government Gazette 488/B'/30.3.2011) "Measures for the improvement of atmospheric air quality, in compliance with the provisions of Directive 2008/50/EC on atmospheric air quality and cleaner air for Europe" of the European Parliament and of the Council of the European Union of 21 May 2008. For every 24 hours, the following are recorded at all stations:

1. The CO, NO_2, SO_2, O_3 (only for the PATHE Motorway), PM_{10}, $PM_{2,5}$, C_6H_6 (Benzene) pollutants
2. The meteorological conditions at each installation area.

The pollutants are measured continuously throughout the day. The recording system installed at each station and connected to the analysers calculates the mean primary pollution values every five minutes. These measurements are transmitted to the central computer of the atmospheric pollution monitoring system via a fibre optic network of Nea Odos, where they are stored. At the end of each month, the measurements are corrected on the central computer of the network. The corrections include calibration results and the limit and drift corrections of the analyzers. After corrections, the average hourly, eight-hour, and 24-hour values of pollutants (NO_2, CO, O_3, SO_2, Benzene, suspended particles PM_{10} and $PM_{2.5}$) are calculated and stored.

For 2025, the measured pollutant records were as follows:

Suspended Particles PM_{10}

The Limit as of 01/01/2005 for PM_{10} particles is 50μg/m^3 on average daily value and should not be exceeded more than 35 times per year. In addition, the average annual value should not exceed 40 μg/m³.

Number of exceedances of daily average PM_{10} values measurement above 50 μg/m^3

Number of exceedances Average daily value in μg/m^3	Varympompi	Schimatari	Arkitsa
	1	0	1

- **The average daily value (50μg/m^3) was not exceeded > 35 times per year in any station.**

The average annual value for 2025 was:

Average annual value in μg/m^3	Varympompi	Schimatari	Arkitsa
	12.61	12.81	8.40

- **The average annual value (40 μg/m³) was not exceeded in any station.**

Suspended Particles $PM_{2.5}$

For suspended particles $PM_{2.5}$, the Limit as of 01/01/2020 is 20 μg/m³ on the average annual value.

The average annual value for 2025 was:

Average annual value in μg/m^3	Varympompi	Schimatari	Arkitsa
	9.36	10.50	7.48

- **The average annual value (20 μg/m³) was not exceeded in any station.**

NO_2

The Limit as of 01/01/2010 is 200 μg/m³ on average hourly value and should not be exceeded more than 18 times per year. In addition, the average annual value should not exceed 40 μg/m³.

Number of exceedances of the average hourly value above 200 μg/m^3

Number of exceedances Average hourly value in μg/m^3	Varympompi	Schimatari	Arkitsa
	0	0	0

- **The average hourly value (200 μg/m³) was not exceeded > 18 times per year in any station.**

The average annual value for 2025 was:

Average annual value in μg/m^3	Varympompi	Schimatari	Arkitsa
	34.89	32.89	29.99

- **The average annual value (40 μg/m³) was not exceeded.**

CO

The Limit as of 01/01/2005 is 10 mg/m^3 (maximum daily eight-hour value).

Number of exceedances of measurement above 10 mg/m^3

Number of exceedances of the eight-hour maximum daily value in mg/m^3	Varympompi	Schimatari	Arkitsa
	0	0	0

- **The maximum daily eight-hour value of (10 μg/m³) was not exceeded in any station.**

The average annual value for 2025 was:

Average annual value in μg/m^3	Varympompi	Schimatari	Arkitsa
	0.16	0.10	0.09

SO_2

The Limit as of 01/01/2010 is 350 μg/m³ as average hourly value and should not be exceeded more than 24 times per year. Also, the average daily value is 125 μg/m³, which should not be exceeded more than 3 times per year.

Number of exceedances of the average hourly measurement above 350 μg/m³

Number of exceedances Average hourly value in mg/m^3	Varympompi	Schimatari	Arkitsa
	0	0	0

- **The average hourly value (350 μg/m³) was not exceeded > 24 times per year in any station.**

The average daily value for 2025 was:

Average daily value	Varympompi	Schimatari	Arkitsa

in μg/m^3	2.18	2.81	1.41

- **The average daily value (125 μg/m³) was not exceeded > 3 times in any station.**

O_3

The objective as of 01/01/2010 is 120 μg/m³ as maximum daily eight-hour value and should not be exceeded more than 25 times per year (average value in 3 years).

Number of exceedances of the maximum eight-hour daily value above 120 mg/m^3

Number of exceedances of the maximum eight-hour daily value in μg/m³	Varympompi	Schimatari	Arkitsa
	0	0	0

- **The maximum daily eight-hour value (120 μg/m^3) > 25 times was not exceeded in any station.**

The average annual value for 2025 was:

Average annual value in μg/m^3	Varympompi	Schimatari	Arkitsa
	19.48	28.36	8.17

Benzene

The limit as of 01/01/2010 is 5 μg/m^3 on average annual value.

Annual average value μg/m^3	Varympompi	Schimatari	Arkitsa
	0.19	0.62	0.24

- **The average annual value (5 μg/m^3) was not exceeded in any station.**

6.2 IONIA ODOS Motorway

Suspended Particles PM_{10}

The Limit as of 01/01/2005 for PM_{10} particles is 50μg/m^3 on average daily value and should not be exceeded more than 35 times per year. In addition, the average annual value should not exceed 40 μg/m³.

Number of exceedances of daily average PM_{10} values measurement above 50 μg/m^3

Number of exceedances Average daily value in μg/m^3	Evynochori	Filippiada	Episkopiko
	3	0	0

- **The average daily value (50μg/m³) was not exceeded > 35 times per year in any station.**

The average annual value for 2025 was:

Average annual value in μg/m^3	Evynochori	Filippiada	Episkopiko
	9.05	5.89	7.94

- **The average annual value (40 μg/m³) was not exceeded in any station.**

Suspended Particles $PM_{2.5}$

For suspended particles $PM_{2.5}$, the Limit as of 01/01/2020 is 20 μg/m³ on the average annual value.

The average annual value for 2025 was:

Average annual value in μg/m^3	Evynochori	Filippiada	Episkopiko
	7.28	5.93	6.18

- **The average annual value (20 μg/m³) was not exceeded in any station.**

NO_2

The Limit as of 01/01/2010 is 200 μg/m³ on average hourly value and should not be exceeded more than 18 times per year. In addition, the average annual value should not exceed 40 μg/m³.

Number of exceedances of the average hourly value above 200 μg/m^3

Number of exceedances Average hourly value in μg/m^3	Evynochori	Filippiada	Episkopiko
	0	0	0

- **The average hourly value (200 μg/m³) was not exceeded > 18 times per year in any station.**

The average annual value for 2025 was:

Average annual value in µg/m^3	Evynochori	Filippiada	Episkopiko
	5.50	11.69	10.99

➢ **The average annual value (40 µg/m^3) was not exceeded in any station.**

CO

The Limit as of 01/01/2005 is 10 mg/m^3 (maximum daily eight-hour value).

Number of exceedances of measurement above 10 mg/m^3

Number of exceedances of the eight-hour maximum daily value in mg/m^3	Evynochori	Filippiada	Episkopiko
	0	0	0

➢ **The maximum daily eight-hour value of (10 µg/m^3) was not exceeded in any station.**

The average annual value for 2025 was:

Average annual value in µg/m^3	Evynochori	Filippiada	Episkopiko
	0.07	0.47	0.11

SO_2

The Limit as of 01/01/2010 is 350 µg/m³ as average hourly value and should not be exceeded more than 24 times per year. Also, the average daily value is 125 µg/m³, which should not be exceeded more than 3 times per year.

Number of exceedances of the average hourly measurement above 350 µg/m³

Number of exceedances Average hourly value in mg/m^3	Evynochori	Filippiada	Episkopiko
	0	0	0

➢ **The average hourly value (350 µg/m³) was not exceeded > 24 times per year in any station.**

The average daily value for 2025 was:

Average daily value in µg/m^3	Evynochori	Filippiada	Episkopiko
	1.79	1.92	1.84

➢ **The average daily value (125 µg/m³) was not exceeded > 3 times in any station.**

Benzene

The limit as of 01/01/2010 is 5 μg/m3 on average annual value.

The average annual value for 2025 was:

Average annual value in μg/m^3	Evynochori	Filippiada	Episkopiko
	0.05	0.38	0.43

- **The average annual value (5 μg/m^3) was not exceeded in any station.**

7. NOISE AND TRAFFIC VOLUME

In 2025, the 24-hour acoustic measurements carried out under the monitoring programme were as follows:

- **55 24-hour** traffic noise measurements at the PATHE Motorway, **Metamorfosi - Longos section.**
- **15 24-hour** traffic noise measurements at the PATHE Motorway, **Longos - Skarfeia section.**
- **3 24-hour** traffic noise measurements at the PATHE connecting branch **Schimatari – Chalkida.**
- **52 24-hour** traffic noise measurements at the IONIA Motorway, **Antirrio – Ioannina section.**

The above traffic noise measurements also include 24-hour traffic noise measurements following noise complaints/grievances, as sent by the Concession Project Supervisory Service or as received through the Nea Odos Customer Service Center.

The above traffic noise measurements also include 24-hour traffic noise measurements following noise complaints/grievances, as sent by the Concession Project Supervisory Service or as received through the Nea Odos Customer Service Center.

A total of 125 24-hour traffic noise measurements were obtained, and the result assessment of the 24-hour traffic noise measurements for 2025 shows that:

PATHE Motorway

A. "Metamorfosi - Longos" Section

In this section, which is also the most heavily trafficked, it is necessary to group the conclusions due to the varying local conditions. More specifically:

- At positions P1 and P3, an exceedance is recorded at a receptor within the settlement boundary and behind a constructed noise barrier in the vicinity of K.P. from 16+051 to K.P. 16+650 towards Lamia. The specific noise barrier is the responsibility — in terms of both design and construction — of DMEO D9. An on-site inspection revealed that the barrier has been constructed beyond the approved study, specifically by approximately 90 metres towards Lamia, while approximately 80 metres from the start of the barrier towards Athens have not been constructed. Despite this, the quality of construction of the barrier is particularly poor, with the main deficiencies being gaps between the transparent PMMA panels and the supporting wall, as well as the poor fitting of the rubber seals, which in many cases hang from the metal uprights, as shown in the photographs below. A SASCANB has been prepared and approved under Ref. No. YPEN/D.KAPA/41689/902 –

18/06/2021, that increases the height of the existing sound barriers while at the same time the possible use of new improved sound absorbing materials is proposed.

- At position P2, an exceedance is recorded at a receptor located behind an implemented noise barrier; however, as mentioned above, the barrier has not been constructed in its entirety, resulting in approximately 80 metres missing from the beginning of the barrier and approximately 100 metres missing from the end. It is also noted that the traffic volume on the secondary road network is particularly heavy and contributes significantly to the final noise level. A SASCANB has been prepared and approved under Ref. No. YPEN/D.KAPA/41689/902 – 18/06/2021, that increases the height of the existing sound barriers while at the same time the possible use of new improved sound absorbing materials is proposed.
- At positions P4, P5, and P13, exceedances are recorded which are attributable to the non-implementation of the noise barriers for the reasons mentioned above.
- At position P11, there is a marginal exceedance in the value of the Lnight index = 60.2 dB(A).

A SASCANB has been prepared and approved under Ref. No. YPEN/DKAPA/28710/493/14.04.2025.

- At positions P34 and P46, exceedances of the Lnight index are recorded.

A SASCANB has been prepared and approved under Ref. No.: YPEN/DKAPA/28705/490/14.04.2025 και Ref. No.: YPEN/DKAPA/28708/492/14.04.2025.

- At positions P21, P23, and P24, exceedances are recorded at receptors located within a settlement boundary and behind an implemented noise barrier; however, these are attributable exclusively to the particularly heavily loaded secondary road network, and more specifically to the secondary road network running through the settlement of Oinofyta, where the percentage of heavy vehicles that travel at speeds greatly exceeding the 50 km/h limit, is especially high.
- At positions P15, P16, P19, P20, P26, P27, P37, P38, P39, P40, P41, P42, P49, P50, P51, P52, P53, P54 & P55, exceedances are recorded; however, these are receptors located outside the established settlement boundaries and therefore do not require noise protection measures.
- At positions P6, P7, P8, P9, P10, P17, P22, P25, P28, P29, P30, P36 & P43, no exceedances are recorded and all of the above locations are located behind implemented noise barriers.
- Position P7 shows a notable improvement across all indeces, all within limits, following the implementation of the SASCANB which had been approved under Ref. No. 15969/656 21/03/2018 document, issued by the Noise and Radiation Department of the Directorate of K.A.P.A. However, due to the location of the barrier and the particularly high traffic volume, it is proposed that the position continue to be monitored in subsequent monitoring programmes.
- Regarding position P29 in Schimatari, the receptor is located within a settlement boundary and, following the construction of the pending noise barrier, no exceedance was recorded for either the Lden or the Lnight index.
- At positions P12, P14, P18, P35, P44, P47, P48 & P74, no exceedances are recorded and these are receptors located inside established settlement boundaries.

- Furthermore, at position P10 at the 3rd General Lyceum of Kifisia, a Special Acoustic Study for the Calculation and Application of Noise Barriers (SASCANB) has been prepared and approved with Ref. No.: YPEN/D.KAPA/33248/776/24.05.2021, for the upgrade of the existing noise barrier with new sound-absorbing materials. Construction was completed in September 2021 and the measurement results are very encouraging, as there is a further reduction in both the Lden and the Lnight index.
- At position K-1 (complaint by E. Panagopoulos), there is a marginal exceedance in the value of the Lden indicator = 70.4 and an exceedance in the Lnight indicator = 62.7 dB(A). This concerns a receptor located outside the legally designated settlement boundaries and therefore does not require noise protection measures.
- At positions K-2 & K-3 / P45 (complaints by community president A. Modiatis and S. Michalopoulos), no exceedances are recorded and these concern receptors located outside a legally designated settlement boundaries.

B. "Schimatari-Chalkida" Section

In this section, across all 3 24-hour acoustic measurements, there are NO exceedances and no additional measures are required.

C. "Longos - Skarfeia" Section

In this section, and as a continuation of the 2025 programme, the following were observed:

- At position P56, an exceedance was observed for the Lnight index. A re-check is recommended in the next programme.
- At position P57 & P60, no exceedances were observed and the receptor is located behind an implemented noise barrier and outside an established settlement boundary,
- At positions P58, P59, P70 & P73, no exceedances were observed and the receptors are located outside a settlement boundary.
- At Positions P61, P62A, P62B, P63, P64, P65 and P66, exceedances were identified in the Lnight index. With the approval of the 2019 programme, the preparation of a SASCANB has been proposed, which is currently at the assignment phase by the competent authority.
- At Position P68, exceedances were observed in both the Lden and the Lnight index; however, the receptor is located outside the settlement boundary and therefore does not require noise protection.

IONIA ODOS

"Antirrio-Ioannina" Section

In this section, in 49 out of a total of 52 acoustic measurements carried out, **NO exceedance was recorded** in any index. Exceedances of the Lnight index were identified in only two cases, at positions P13 & P50, however these are receptors **outside a settlement boundary**.

Specifically regarding position 50, the house was not expropriated during construction at the owner's request and now appears to no longer be in use. In any case, the evolution of the phenomenon will be monitored but it is reminded that according to the legislation in force, the above receptors do not need anti-noise protection.

At position P20 / K-5 (complaint by Ch. Chalazia), no exceedance was recorded.

There are, however, several cases of measurements that are close to the statutory limits, and it is necessary to monitor them in the next programme as well, as required by the approved environmental terms.

In conclusion, it is proposed that the full set of **24-hour acoustic measurements** for the above sections be repeated in the next monitoring programme.

For the year 2025, the Annual Noise monitoring programme was submitted to the Directorate of KAPA/YPEN and approved with Ref. No. YPEN/DKAPA/117828/1992/07-11-2025. A corresponding report will be prepared and submitted for 2025 as well.

The noise measurement results and records of the road traffic volume, with the position, date, and measurement time interval, the prevailing meteorological conditions, the contact details and name of the measurement manager were recorded in a results sheet. In the case of systematic exceedances of the applicable limit for road traffic noise, the construction and operation entity of the project must immediately take the appropriate measures to address the exceedance.

- Before each 24-hour traffic noise measurement, calibration of the instruments was performed using a specific acoustical calibrator, so that the reliability of the results might be monitored during the recordings of the traffic noise environment.
- The following are mentioned for all measurement positions: the exact position, the exact time-period and day of measurement, while it is noted that the measurements were

performed under conditions of absence of rain and strong wind, while for conditions of light wind with speed < 3 m/sec, the use of a special windbreaker cover for the microphone was always ensured. No traffic noise recordings were performed if other sources of noise pollution were noted in the immediate environment of the recording position, e.g. residents gatherings, construction of roads, buildings etc., or if the traffic flow was not the usual (e.g. weekends or holidays), or if the smooth traffic flow was interrupted or disturbed from any random event, such as accident, etc.

In every 24-hour measurement, the following were recorded:

- the percentile indexes L_1, L_{10}, L_{50}, L_{95}, L_{99} as well as the maximum (L_{max}) and minimum values (L_{min}),
- the R.T.N. (Road Traffic Noise) level L_{10} (18-hour); & the level A-weighted equivalent L_{Aeq} (08.00–20.00),
- the level A-weighted equivalent L_{Aeq} (24h) and finally
- the Lden, Lday, Levening & Lnight indexes, as well as the Ld-e of existing legislation in accordance with JMD with No. oik. 211773/2012 (Government Gazette 1367/B/27-4-2012).

For the year 2025, the Road Traffic Noise Monitoring programme has been completed. For the year 2026, a similar programme shall be implemented, which is expected to be completed within the year (recording of 24-hour measurements in selected positions), when it shall be submitted to the Directorate of KAPA/YPEN for approval.

Finally, it is noted that the traffic volume is monitored daily at the section of PATHE from Metamorfosi to Skarfeia, at the transit level at all toll stations (Afidnes, Kapandriti, Malakasa, Oinofyta, Thiva and Tragana), and are reported in monthly reports. For 2025, the Annual Average Daily Traffic (in both directions) on the Metamorfosi–Skarfeia section of the PATHE was calculated at 28,378 transits, whilst the Annual Average Daily Traffic (in both directions) on the IONIA ODOS section was calculated at 8,133 transits.

Tables showing the kilometre positions of the 24-hour measurements across all sections of the motorway are presented below. In more detail:

Section: Metamorfosi - Longos

MEASUREMENT S/N	AREA	DIRECTION	KM
P1	Metamorfosi	Towards Lamia	16+280
P2	Metamorfosi	Towards Athens	16+320
P3	Metamorfosi	Towards Athens	16+320
P4	Kifissia	Towards Lamia	20+320
P5	Kifissia	Towards Lamia	20+520
P6	Kifissia	Towards Lamia	20+880
P7	Kifissia	Towards Athens	21+080
P8	Kifissia	Towards Athens	21+650
P9	Kifissia	Towards Lamia	21+450
P10	Kifissia	Towards Athens	21+650
P11	Kifissia	Towards Athens	21+780
P12	Kifissia	Towards Athens	22+110
P13	Kifissia	Towards Lamia	22+800
P14	Nea Erythraia	Towards Lamia	23+520
P15	Nea Erythraia	Towards Lamia	23+830
P16	Kryoneri	Towards Athens	25+100
P17	Ekali	Towards Lamia	25+450
P18	Kifissia	Towards Athens	21+780
P19	Afidnes	Towards Lamia	34+500
P20	Malakasa	Towards Lamia	44+100
P21	Oinofyta	Towards Athens	59+250
P22	Oinofyta	Towards Athens	59+380
P23	Oinofyta	Towards Athens	59+490
P24	Oinofyta	Towards Athens	59+680
P25	Oinofyta	Towards Athens	59+760
P26	Oinofyta	Towards Athens	59+940
P27	Oinoi	Towards Athens	62+880
P28	Schimatari	Towards Athens	65+900
P29	Schimatari	Towards Athens	65+960
P30	Schimatari	Towards Athens	66+750
P34	Kastro	Towards Athens	115+320
P35	Tragana	Towards Lamia	137+250
P36	Tragana	Towards Athens	137+670
P37	M. of Dafnousia	Towards Lamia	146+360
P38	M. of Dafnousia	Towards Lamia	146+750
P39	Livanates	Towards Athens	147+400
P40	M. of Dafnousia	Towards Lamia	148+450
P41	Livanates	Towards Lamia	150+050
P42	M. of Dafnousia	Towards Lamia	150+800

P43	Livanates	Towards Lamia	151+250
P44	M. of Dafnousia	Towards Athens	152+200
P45 / K3	Arkitsa	Towards Athens	153+840
P46	Arkitsa	Towards Lamia	153+880
P47	Arkitsa I/C	Towards Athens	154+780
P48	Kedros	Towards Lamia	157+350
P49	M. of Dafnousia	Towards Athens	158+250
P50	M. of Dafnousia	Towards Lamia	158+900
P51	Achlades	Towards Athens	159+180
P52	M. of Dafnousia	Towards Athens	159+400
P53	M. of Dafnousia	Towards Athens	161+300
P54	M. of Dafnousia	Towards Lamia	162+280
P55	Louros	Towards Athens	162+960
P74	Kifissia	Towards Lamia	22+485
K-1	M. of Dafnousia	Towards Athens	146+910
K-2	Arkitsa	Towards Lamia	153+650

Section: Schimatari - Chalkida

MEASUREMENT S/N	AREA	DIRECTION	KM
P31	Kalochori-Panteichi	Towards Chalkida	6+500
P32	Vathy	Towards Chalkida	7+000
P33	Vathy	Towards Chalkida	7+500

Longos-Skarfeia Section

MEASUREMENT S/N	AREA	DIRECTION	KM
P56	Ag. Konstantinos	Towards Athens	170+000
P57	Ag. Konstantinos	Towards Lamia	171+350
P58	Ag. Konstantinos	Towards Lamia	173+340
P59	Kamena Vourla	Towards Lamia	176+900
P60	Kamena Vourla	Towards Lamia	178+680
P61	Kamena Vourla	Towards Lamia	179+100
P62A	Kamena Vourla	Towards Lamia	179+190
P62B	Kamena Vourla	Towards Lamia	179+190
P63	Kamena Vourla	Towards Lamia	179+300
P64	Kamena Vourla	Towards Lamia	179+600
P65	Kamena Vourla	Towards Lamia	179+690
P66	Kamena Vourla	Towards Lamia	179+785
P68	Kamena Vourla	Towards Lamia	182+520

P70	Patereika	Towards Lamia	186+220
P73	Kamena Vourla	Towards Lamia	177+500

Section: Ionia Odos

MEASUREMENT S/N	AREA	DIRECTION	KM
P1	ANTIRRIO	Towards Antirrio	4+960
P2	MAKYNEIA	Towards Antirrio	8+850
P3	RIZA	Towards Antirrio	10+700
P4	RIZA	Towards Ioannina	11+890
P5	RIZA	Towards Antirrio	11+210
P6	CHANIA GAVROLIMNIS	Towards Ioannina	18+490
P7	Ag. GEORGIOS	Towards Ioannina	27+140
P8	Ag. GEORGIOS	Towards Ioannina	27+520
P9	STOUMPEIKA	Towards Antirrio	30+350
P10	Ag. THOMAS	Towards Ioannina	33+700
P11	Ag. THOMAS	Towards Ioannina	33+980
P12	Ag. THOMAS	Towards Antirrio	34+400
P13	Ag. THOMAS	Towards Antirrio	35+250
P14	TRELAGATHA	Towards Antirrio	35+830
P15	TRELAGATHA	Towards Ioannina	35+740
P16	TRELAGATHA	Towards Antirrio	36+090
P17	TRELAGATHA	Towards Ioannina	36+170
P18	TRELAGATHA	Towards Ioannina	36+950
P19	AGRILIA	Towards Antirrio	37+500
P20 / K5	NEA YDRAGOGEIA	Towards Ioannina	39+600
P21	NEA YDRAGOGEIA	Towards Antirrio	39+680
P22	KEFALOVRYSO	Towards Antirrio	47+600
P24	KEFALOVRYSO	Towards Ioannina	48+790
P25	KEFALOVRYSO	Towards Antirrio	48+780
P26	CHALIKI	Towards Ioannina	49+800
P27	KEFALOVRYSOS	Towards Antirrio	55+150
P28	KEFALOVRYSOS	Towards Ioannina	55+080
P29	RIGANI	Towards Antirrio	67+120
P30	RIVIO	Towards Antirrio	86+180
P32	KAMPOS AMFILOCHIAS	Towards Antirrio	107+650

P33	KRIKELLOS	Towards Ioannina	108+860
P34	KRIKELLOS	Towards Antirrio	108+800
P35	KRIKELLOS	Towards Ioannina	111+400
P36	RIVIO	Towards Ioannina	86+780
P37	PSILA ALONIA	Towards Ioannina	132+450
P38	Ag. DIMITRIOS-ARTA	Towards Ioannina	139+400
P39	Ag. DIMITRIOS-ARTA	Towards Ioannina	139+700
P40	Ag. DIMITRIOS-ARTA	Towards Ioannina	141+100
P41	ARTA	Towards Antirrio	145+130
P42	ARTA	Towards Ioannina	145+190
P43	ARTA	Towards Ioannina	145+370
P44	ARTA	Towards Ioannina	146+300
P45	ARTA	Towards Antirrio	147+600
P46	ARTA	Towards Antirrio	149+900
P47	KAMPI	Towards Ioannina	153+800
P48	KAMPI	Towards Antirrio	153+880
P49	AMMOTOPOS	Towards Ioannina	159+650
P50	NEOS GORGOMILOS	Towards Antirrio	169+600
P51	NEOS GORGOMILOS	Towards Antirrio	173+400
P52	EPISKOPIKO	Towards Antirrio	195+410
P53	EPISKOPIKO	Towards Ioannina	194+100
P54	EPISKOPIKO	Towards Ioannina	196+620

8. WASTE MANAGEMENT

8.1 Liquid wastes

A comprehensive Environmental Management Plan has been developed and implemented, which includes the procedure for the management of hazardous liquid wastes in accordance with the environmental terms and the existing legislation, while evidence of proper management is requested from the subcontractors. A relevant database containing the agreements and waste delivery receipts of authorized mineral oil management companies has been established.

As for the hazardous liquid wastes (engine oil, gearbox oil, lubrication, etc.) resulting from the operation and maintenance works on the motorway, the concession company follows all procedures provided for by the current legislation and cooperates with management entities authorized for environmental purposes, and their quantities and distribution method are recorded in the respective approved Alternative Management System.

On-site inspections are carried out in the areas where construction and maintenance work is carried out and the corresponding checklist is completed. Based on the controls, in case of non-compliance with the provisions, instructions (corrective actions) are given on how to comply. The implementation of the corrective actions is checked through new inspections based on the checklist.

8.2 Solid wastes

There is cooperation with a Subcontractor for the cleaning and the collection of solid wastes from the motorway, which are then transferred to appropriate licensed premises.

For the hazardous solid wastes resulting from the operation and maintenance works on the motorway, all procedures provided for by the current legislation are followed and there is cooperation with management entities authorized for environmental purposes.

Additionally, fluorescent tubes and other mercury-containing wastes, lead-acid batteries, collected tires from the motorway, iron and steel, plastic, animal tissue waste (dead animals), plant tissue waste, and general waste refer to the waste generated from the operation and maintenance activities of the motorway, and their quantities and distribution method are recorded in the respective approved Alternative Management System.

Moreover, NEA ODOS S.A., as part of its corporate social responsibility, has entered into agreements with companies from the Alternative Management System and conducts recycling for paper, plastic, batteries, used/damaged electrical and electronic equipment, and toners. In addition, NEA ODOS S.A. has a certified Environmental Management System in accordance with the ISO 14001:2015 standard.

Lastly, it should be noted that as part of the Environmental Monitoring, on-site inspections are conducted at the maintenance work sites and the corresponding check list is filled in. Based on the checks, in case of failure to comply with the provisions, guidelines (corrective actions) for compliance are provided. The implementation of the corrective actions is checked through new inspections based on the checklist.

8.3 Waste producer table - EWR

Pursuant to Article 42, of Law 4042/2012 (Government Gazette 24/A/13.02.2012), as amended by Article 157, para. 1 of Law 4389/2016 (Government Gazette 94/A/27.05.2016) and JMD 1/1 (Government Gazette 1/B'/04.01.2017), the Electronic Waste Registry was established, and by JMD Oik. 43942/4026 (Government Gazette B' 2992/19.09.2016), liable for the electronic recording and registration are every organization or enterprise the establishments of which produce waste and falling within the scope of Chapter A of Law 4014/2011 (A' 209).

For the PATHE motorway as well as the Ionia Odos, NEA ODOS S.A. was registered in the Electronic Waste Registry (Ref. No. 1739), as it falls within the scope of the provisions of Law 4014/2011, since in accordance with No. DIPA/oik. 37674/2016 (Government Gazette 2471/B/10.08.2016), the motorways fall under Group 1 projects (Land and air transportation projects) – Road building, S/N 1, and under subcategory A1.

For the year 2024, the Concession Company successfully submitted the relevant report of waste producer to the electronic waste registry (EWR) for every JMD ETA of the Concession Project separately. For 2025, the process is expected to be completed in accordance with the deadlines.

For all previous years (before the operation of EWR), NEA ODOS S.A. has prepared and submitted the relevant reports for waste producer pursuant to JMD 13588/725/06 and on the basis of Law 2939/2001 (and its amendment Law 3854/2010).

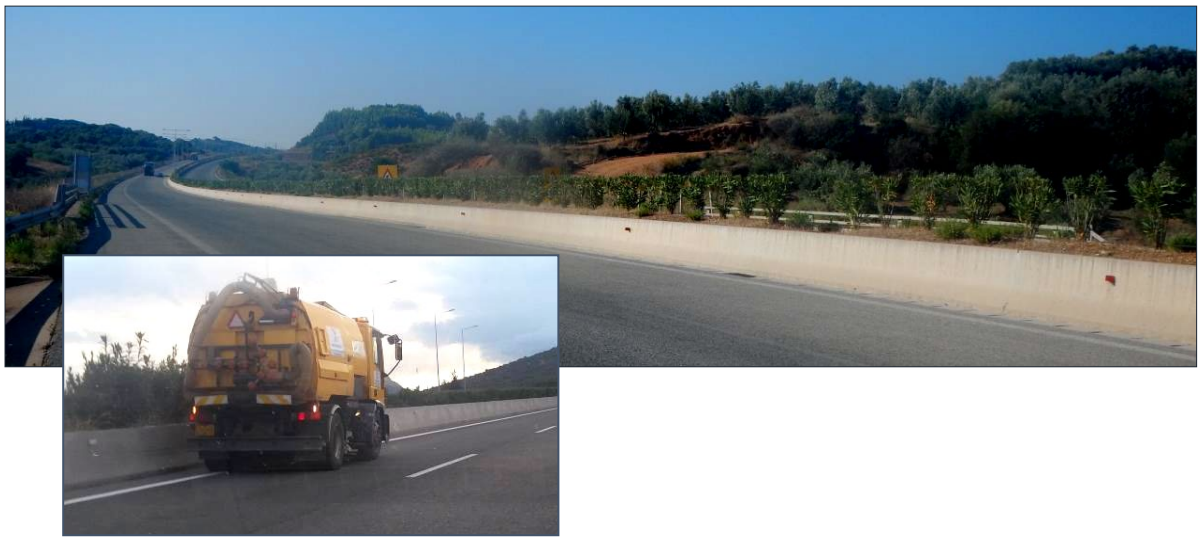
9. CLEANING AND MAINTENANCE

The cleaning and maintenance work taken place during 2025 and for which the compliance with the Environmental Terms was checked, are the following:

- Vegetation pruning and maintenance.
- Garbage collection by garbage truck.
- Advertising billboard removal.
- Dead animals removal.
- Drain and culvert cleaning and maintenance.
- Sanitation system gutter slots cleaning.
- Drainage and other hydraulic works cleaning.

- Manual waste collection.
- Sweeping/Cleaning.
- Parking Area cleaning and washing.
- WC cleaning
- Bins replacement.
- Fencing repair.
- Metal safety rails repair
- Tunnel maintenance.
- Road marking works.

For all the above works, monthly inspections are carried out to ensure compliance with the E.T., while the corresponding reports include checklists and respective tables per JMD.



10. ACCIDENTS - ACCIDENTAL POLLUTION - ACTION PLAN

An Action Plan for emergency situations has been drawn up, in which the measures for the timely collection and removal of hazardous substances after a relevant incident on the motorway are described, designed to prevent the pollution of waterways, soil, or wider environment of the motorway. The Plan is an Appendix to the Police and Firefighting Agreement entered into by the Concessionaire with the Ministry of Interior, the Police and the Fire Department and includes all the measures to be taken and the necessary equipment to be used by the Operator in case of an accident and leakage of non-biodegradable substances.

It is also pointed out that during the management of incidents with dangerous cargo, the coordination is carried out entirely by the competent teams of the Fire Department and the Traffic Police. The role of the Operator is auxiliary with a focus on the traffic management (signs, blocks, diversions) at the direction of the relevant services, the restoration of the road surface (cleaning, obstruction removal, etc.) and infrastructures (damages, safety rails restoration, etc.) and the re-opening of the relevant road after the end of the incident.

The primary and essential tool to address accidental leakage, which creates an immediate risk of surface water and soil pollution, is the use of adsorbents, such as sand, sawdust, or special geotextile immediately after the release of the hazardous load. Such materials are immediately available by the Operator, the patrol units and the maintenance contractor for direct intervention

The decontamination process, as well as the transportation and entire management and disposal of the contaminated absorbents and the hazardous wastes produced by such an incident shall be completed in accordance with the existing legislation, by appropriately authorized companies for the decontamination, transfer and management of hazardous wastes, with the aim of timely response to highway incidents.

11. SPECIAL TERMS (E.G. TANKS, DRAINAGE MANAGEMENT)

- Winter Maintenance Stations

Along the entire length of the PATHE there are a total of 9 winter maintenance stations. The installed and operating stations are located in the areas of Markopoulo, Schimatari, Thives, Akraifnio, Martino, Tragana, and Ag. Konstantinos (Latomeiou).

For IONIA ODOS, the installed stations are located in the areas of Mesolongi, Amfilochia, Filippiada and Terovo.

- Visual disturbance by signs

All advertising billboards and signs within the concession limit have been removed. Regular inspections are carried out throughout the motorways, and the advertising billboards - signs located within the expropriation limit are removed.

- Tunnel fire safety.

There is cooperation with the Fire Department. Emergency preparedness drills are conducted under conditions appropriate for a "Large Scale" scenario, with the cooperation of the Fire Service, the Motorway Traffic Police and the EKAB (National Emergency Aid Centre). During the year 2025, no readiness exercises were conducted.

- Pollution control units

Upon completion of the motorway improvements in Yliki area, the retention – infiltration rainwater runoff tanks have been constructed at the site, as provided for by E.T. d-29.5 of JMD 101617/22.09.2006 for the Yliki-Kastro section.

It should be noted that the Concessionaire has designed and has in place a pollution response plan to be implemented in case of accidental pollution that will include the use of these tanks in application of the E.T. and its contractual obligations.

Two out of seven Pollution Control Units have not been constructed at "Agios Konstantinos - Kamena Vourla" section, which are planned to be constructed in accordance with the E.T. d-32 of JMD 85676/30.07.2002. The Greek State is expected to install the remaining two tanks.

- **Water Quality**

Within the framework of the water monitoring programme for the year 2025, a total of 9 water samples were collected in one cycle for IONIA ODOS (December 2025) and one cycle of 4 water samples for the PATHE Motorway in the Yliki area (December 2025)

The samples were collected in special sterilised collectors with a capacity of 2 litres, supplied by the specialist laboratory ANDREOU, which also carried out the chemical analyses. More specifically, the following were carried out:

- On the IONIA ODOS Motorway:

ΙΟΝΙΑ ΟΔΟΣ		28/12/2025
Α	**Αντίρριο - Κεφαλόβρυσο**	
1	Ποταμός Ευήνος	2
Β	**Παράκαμψη Αγρινίου**	
1	Ποταμός Αχελώος	2
2	Λίμνη Οζερός	1
Γ	**Κουβαράς - Κομπότι, Φιλιππιάδας - Ελεούσα**	
1	Ποταμός Λούρος	1
2	Λίμνη Αβρακίας	1
3	Ρέμα Μάνα (αποδέκτης ΣΕΑ Φιλιππιάδας)	1
Δ	**Παράκαμψη Άρτας**	
1	Ποταμός Άραχθος	1
	ΣΥΝΟΛΟ ΜΕΤΡΗΣΕΩΝ:	**9**

- On the PATHE Motorway, in the Yliki section and the Kamena Vourla – Mendenitsa section:

ΠΑΘΕ		16/12/2025
Α	**ΥΛΙΚΗ**	
1	Βοιωτικός Κηφισός	2
2	Λίμνη Υλίκης	2
Β	**ΚΑΜΕΝΑ ΒΟΥΡΛΑ - ΜΕΝΔΕΝΙΤΣΑ**	
	ΣΥΝΟΛΟ ΜΕΤΡΗΣΕΩΝ:	**4**

No samples could be collected in the Kamena Vourla–Mendenitsa section, and the Tragana–Arkitsa section, due to the absence of water in the recipients. As a matter of fact, even following a period of rainfall in December 2025, sample collection was not possible.

The monitoring parameters for all samples are set out in the table below.

Monitoring parameters

ΤΥΠΟΣ ΠΑΡΑΓΟΝΤΩΝ	ΠΑΡΑΓΟΝΤΑΣ	ΜΟΝΑΔΑ ΜΕΤΡΗΣΗΣ
Λίπη και Έλαια	Λίπη και Έλαια	mg/L
Φυσικοχημικές αναλύσεις	θερμοκρασία	°C
	pH (ενεργός οξύτητα)	4-10
	αγωγιμότητα	μS/cm
	αλατότητα	**ppt**
	θολερότητα	NTU
	Ολική Σκληρότητα	**ΓΑΛΛΙΚΟΙ ΒΑΘΜΟΙ**
Οργανικό φορτίο	BODs(βιοχημικά απαιτούμενο οξυγόνο)	mg/l
	COD (χημικά απαιτούμενο οξυγόνο)	mg/l
	TOC (ολικό οργανικό φορτίο)	**mg/l**
	DO (Διαλυμένο Οξυγόνο)	**mg/l**
Στερεά	TSS (ολικά αιωρούμενα στερεά)	mg/l
	TDS (ολικά διαλυμένα στερεά)	mg/l
Ορεπτικά ιόντα	νιτρικά (NO_3)	mg/l
	νιτρώδη (NO_2)	mg/l
	φωσφορικά (PO_4)	mg/l
	αμμωνιακά (NH_4)	mg/l
	Θειϊκά (SO_4)	**mg/l**
	Φθορίου(F^-)	**mg/l**
	Χλωρίου(Cl^-)	**mg/l**
	Νατρίου(Na^+)	**mg/l**
	Καλίου(K^+)	mg/l
	Ασβεστίου(Ca^{2+})	**mg/l**
	Μαγνησίου(Mg^{2+})	**mg/l**
Μέταλλα	μόλυβδος Pb	μg/l
	κάδμιο Cd	μg/l
	Σίδηρος Fe	μg/l
	Αρσενικό As	**μg/l**

It is noted that in the immediate vicinity of Nea Odos (both Ionia Odos and the PATHE), there are various sources of pollution affecting the adjacent water bodies, to which a significant proportion of the possible future exceedances in the concentrations of certain measured parameters can be attributed. The motorway passes through many cultivated areas and also through numerous settlements, resulting in the water bodies receiving pesticides, fertilizers as well as domestic waste. It is therefore mainly during the summer period that an increased burden on water bodies from agricultural and other anthropogenic activities in the surrounding area is likely.

From the observation of the results of the samples for the IONIA ODOS it is briefly stated that:

- There were no exceedances of cadmium, lead, and arsenic concentrations for any sample
- There were no exceedances of iron concentrations, while in several cases even the drinking water limit was met.
- There were no exceedances of either BOD or COD in the case of rivers and lakes located in the immediate vicinity of the motorway.
- There were no exceedances of the limits for sulphate, chloride, ammonium, fluoride and phosphate ions in the case of rivers and lakes located in the immediate vicinity of the motorway.
- Specifically for the Mana Stream, which is the recepient of the Filippiada MSS, the limits for both pH (7.9) and dissolved oxygen (7.1) are met, as is the absence of fats and oils (<1.0 mg/L).

For the PATHE Motorway – Yliki Section:

- All samples satisfy according to many factors even the drinking water limits, which demonstrates that the water bodies are not being adversely affected by the operation of the motorway. An elevated value for Total Suspended Solids (TSS) was observed in one sample (Yliki 2). The increase in Total Suspended Solids (TSS) is attributable to a combination of natural processes and human interventions, with heavy rainfall being the primary factor. The area experienced an increased number of heavy storms in December 2025. Rainwater carries mud, sand, and soil. Furthermore, the cultivation of land close to riverbanks and surface run-off from fields transport soil, organic matter and residues of fertilisers. Nevertheless, taking into account both the values of the other sample and the sampling results from previous years, as well as the factor of the agricultural mobilizations in December which resulted in the closing of the section of the motorway passing through the Yliki area, we conclude that this elevated concentration is attributable exclusively to weather conditions.

Taking into account the overall results of all analyses, the burden on water bodies from the operation of Nea Odos (IONIA ODOS, PATHE–YLIKI AREA) can be characterized as negligible in comparison with other anthropogenic activities, as the comparison of upstream and

downstream results for both the Ionia Odos and the PATHE for each water body does not show any notable change.

The full report, which includes detailed information on measurement positions and parameter values, is kept by the Concessionaire and is available to any interested party upon request.

A corresponding water monitoring programme will also be carried out in 2025.

12. INSPECTION AND MAINTENANCE OF HYDRAULIC STRUCTURES

Inspections and maintenance of hydraulic works are carried out to ensure the unobstructed flow of surface water receivers (e.g., rivers, streams, torrents) at locations intersecting or related to the road alignment, through the cleaning and maintenance of existing structures. Additionally, for cross culverts, their outlets are cleared from vegetation, debris, or other transported materials to facilitate the smooth passage of fauna. Monitoring of the operational condition of all hydraulic structures is conducted through inspections/examinations for any erosion, settling, blockages, or signs of malfunction, and an evaluation of their adequacy and condition.

13. PLANTINGS – MAINTENANCE OF VEGETATION

A contract has been concluded with a Subcontractor for the maintenance and management of the vegetation and the plantings.

14. CONCESSIONAIRE'S ENVIRONMENTAL SERVICE

Nea Odos S.A. is the "Concessionaire" for the Project "Motorway Ionia Odos from Antirrio to Ioannina, Athens PATHE (Metamorfosi I/C) – Maliakos (Skarfeia) and PATHE Connecting branch Schimatari – Chalkida" according to the Concession Agreement.

With the Operation & Maintenance Contract dated 5/3/2021 the Concessionaire has assigned to the Operator, and the Operator has undertaken, all the obligations, rights, risks and responsibilities of the Concessionaire, under the Concession Agreement, regarding the operation and maintenance of the Concession Project under the regime of the principle of absolute correspondence of obligations (back to back).

Under the Agreement dated 30/1/2025, the Operator subcontracted part of the Operation and Maintenance services for the Motorways to a Maintenance Subcontractor

In accordance with the provisions of the Concession Agreement and the Operation and Maintenance Agreement, the Concessionaire – inter alia – retains the following responsibilities:

- Monitors and supervises the fulfilment of the Environmental Requirements in accordance with the provisions of the Concession Agreement.
- Submits reports and updates to the State in accordance with the provisions of the Concession Agreement.

The obligations regarding the protection of the environment during the Operations & Maintenance activities of the motorways are set out in Art. 11 of the Concession Agreement, in Arts. 2.3 and 2.6 of the SCC and in Appendix A of the SCC (Environmental Licensing of the Project).

The ETAs are separate by motorway section and specified in terms of the needs of each area, but also in terms of the impact of the O&M of the motorway on the environment.

For the effective fulfillment of those mentioned above, an Environmental Management System is implemented, designed to cover these special requirements. The maintenance of a relevant certification according to the corresponding international standard ISO 14001 provides the possibility of maintaining in force the above environmental terms for a longer period.

This System, in synergy with the correspondingly certified Environmental Management System of the Concessionaire will cover horizontally the entire Concession Project.

For the implementation of the above, the Operator, the Maintenance Subcontractor and the Concessionaire maintain a department for Environment with specialized personnel, which is responsible for the inspection and compliance with the E.T. along the motorways. They also cooperate with a special advisor in order to create a group of scientists that covers the full spectrum of the environment. The group of scientists consists of: Civil Engineer – Transportation Expert – Acoustical Engineer, Environmentalist – Environmental Planner, and Environmentalist – Chemist – Acoustical Engineer, to fully meet the inspection needs of the E.T. for the road project.

15. REPORTS (SEMI-ANNUAL – ANNUAL – SUBMISSIONS)

For the year 2025, the 1st semi-annual Report of Environmental Monitoring of the Concession Project under study was prepared, which was submitted by the Concessionaire to the Supervisory Authorities and GPDD/YPEN (D17 Receipt Ref. No.: 132276-07.08.25, KSESP Receipt Ref. No.: 132331-07.08.25 & DIPA Receipt Ref. No.: 88364/5646-07.08.25).

16. MONTHLY FOLLOW-UP – CHECK LISTS

Based on the Environmental Monitoring and Control Program and the Environmental Management System, the "Tables For the Implementation of the Environmental Terms" are established, outlining the ways and methodology of the necessary actions, in order to ensure the implementation of the Environmental Terms.

Environmental supervisors, in collaboration with the project engineers, perform regular (monthly) checks and complete the check lists, i.e. the implementation of the "Environmental Monitoring and Control Programme". They also provide the necessary guidelines or directions based on the Environmental Monitoring and Control Program for any environmental issue that arises.

After each regular (monthly) check, the corresponding checklist is filled out, which shows deviations from the implementation of the environmental terms identified by the inspections. The same table provides the proposed corrective actions. The tables are sent to the company responsible for the operation to take all necessary actions and the appropriate measures to comply with the environmental legislation and the environmental terms of the project. In the following recheck, it is examined whether all the necessary measures and the proposed corrective actions have been taken and the corresponding fields of the monthly checklist are filled in.

The Environmental Management System (EMS), which is implemented, consists of the Manual, the Procedures, the Works Instructions related to the environment and the compliance with the environmental requirements of the project. The environmental management manual, procedures and instructions are applied uniformly throughout the project and are constantly evolving to meet project needs.

17. INSPECTIONS BY ENTITIES – FINES

For the year 2025, no environmental degradation issues arising from the operation and maintenance of the motorway have been identified, and no fines have been imposed on Nea Odos S.A.

18. CERTIFICATIONS

NEA ODOS S.A., the Operator and the Maintenance Subcontractor have developed and implemented individually a common Integrated Management System (IMS) resulting from the integration of the Quality, Environment and Safety & Health Systems applied by each company. The aim of the IMSs is to ensure the most efficient management of quality, environmental and S&H issues by eliminating overlapping procedures and controls.

NEA ODOS S.A. and the Operator, recognizing the need to operate efficiently the motorways individually, each designed a Business Continuity Plan on which they relied for the implementation of a Business Continuity Management System (BCMS). In 2020, the BCMS was certified for the international standard ISO 22301:2012, thus making it the first Concessionaire Company to receive the relevant certification. In February 2022, the BCMSs of NEA ODOS S.A. and the Operator were certified against the latest version of the ISO 22301:2019 standard. For NEA ODOS S.A. and the Operator, in February 2025 the initial certification of the Business Continuity Management System was carried out according to the **ISO 22301:2019** standard by the certification body Bureau Veritas.

In March 2025, the certification body Bureau Veritas carried out for NEA ODOS S.A. the annual inspection of the Compliance Management System according to the **ISO 37301:2021** standard.

In July 2025, NEA ODOS S.A., the Operator and the Maintenance Subcontractor were successfully inspected for the Quality Management System according to the **ISO 9001:2015** standard, for the Health & Safety Management System according to the **ISO 45001:2018** standard, and for the Environmental Management System according to the **ISO 14001:2015** standard by the certification body Bureau Veritas.

In addition, in 2015 NEA ODOS S.A. designed and implemented a Road Safety Management System, which was certified according to the international standard ISO 39001:2012, which constitutes a milestone for the safe and efficient fleet management, and demonstrates the company's commitment to implement safe practices on the motorway. From 2021 until March 2025, the system was implemented by the Operator, and subsequently by the Maintenance Subcontractor. For the Maintenance Subcontractor, in July 2025 the Certification inspection for the Road Safety Management System according to the **ISO 39001:2012** standard was carried out by the certification body Bureau Veritas.

Collectively, NEA ODOS S.A., the Operator and the Maintenance Subcontractor are certified according to the following Management Systems Standards:

NEA ODOS S.A.

- ISO 37301 (Regulatory Compliance Management System).
- ISO 9001 (Quality Management System).
- ISO 45001 (Health & Safety Management System).
- ISO 14001 (Environmental Management System).
- ISO 22301 (Business Continuity Management System).

OPERATOR

- ISO 9001 (Quality Management System).
- ISO 45001 (Health & Safety Management System).
- ISO 14001 (Environmental Management System).
- ISO 22301 (Business Continuity Management System).

MAINTENANCE SUBCONTRACTOR

- ISO 9001 (Quality Management System).
- ISO 45001 (Health & Safety Management System).
- ISO 14001 (Environmental Management System).
- ISO 39001 (Road Safety Management System).

Following the above inspections, the independent bodies recommended the continuance of the Certifications for all standards and for at least one year until the next scheduled annual inspections are carried out.

19. EXPENSES COVERAGE

The required percentage of the total operating and maintenance budget of the motorway required to fully comply with the Environmental Terms and restrictions of the relevant JMD-ETA has been secured as a matter of priority. Expenditure on environmental protection projects is given in the annual progress reports on compliance with the Environmental Terms. Details of expenses on the Environment are set out in Appendix II.

20. CORPORATE SOCIAL RESPONSIBILITY

NEA ODOS S.A. compiles a Corporate Responsibility Report in accordance with the Global Reporting Initiative (GRI) standard, the GRI Standards, and meets the Baseline Selection criteria (in accordance: Core option).

The Report covers all the core and substantial issues that Nea Odos has identified and focuses on, including environmental issues.

The Reports are issued on an annual basis and cover the 5 Corporate Responsibility pillars for Operation & Maintenance activities:

- Road Safety.
- Quality of Services Provided.
- Human Resources.
- Environmental Care.
- Cooperation with Local Communities and Social Contribution.

The Corporate Responsibility Report is published at http://www.neaodos.gr

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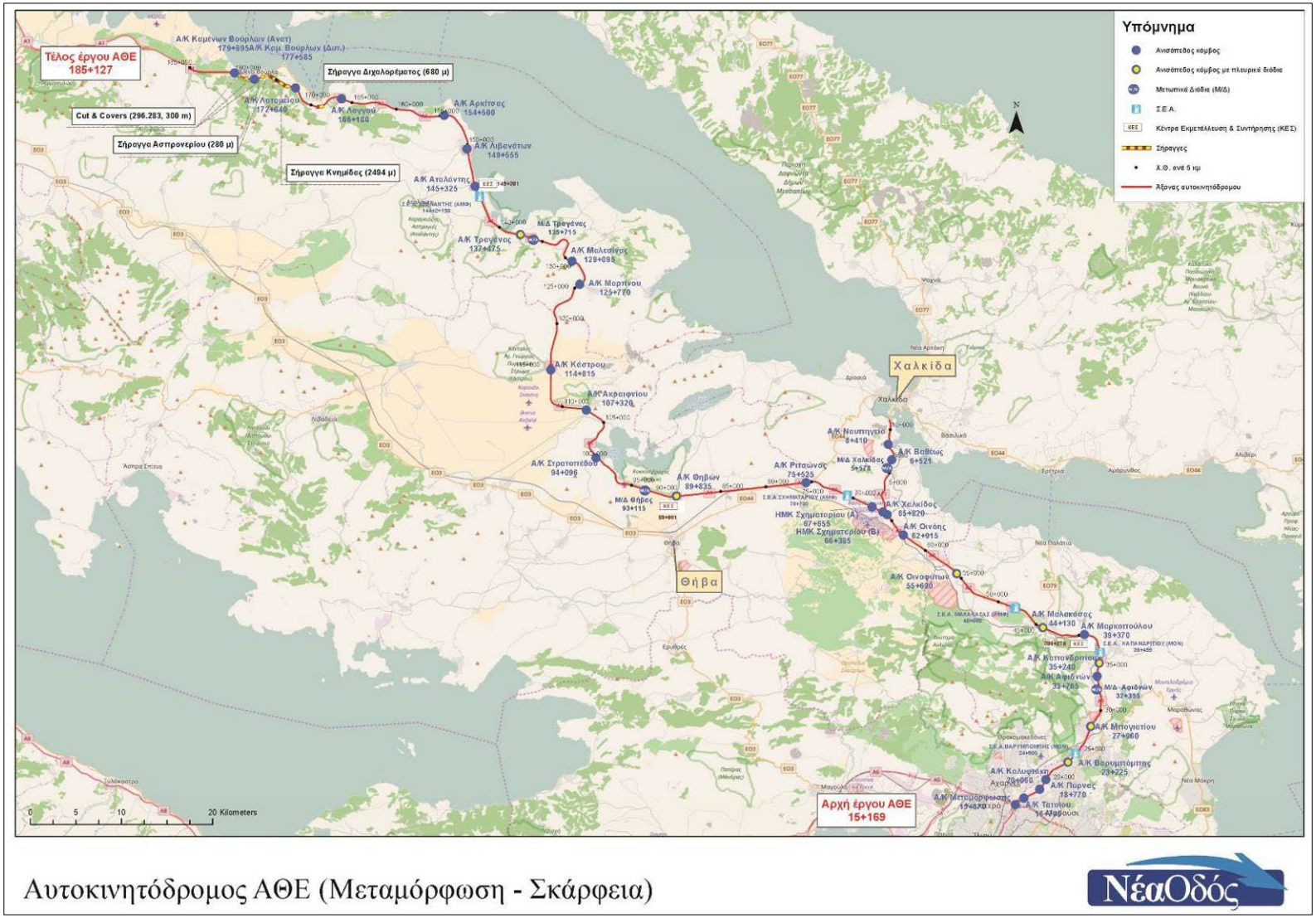
21. APPENDICES

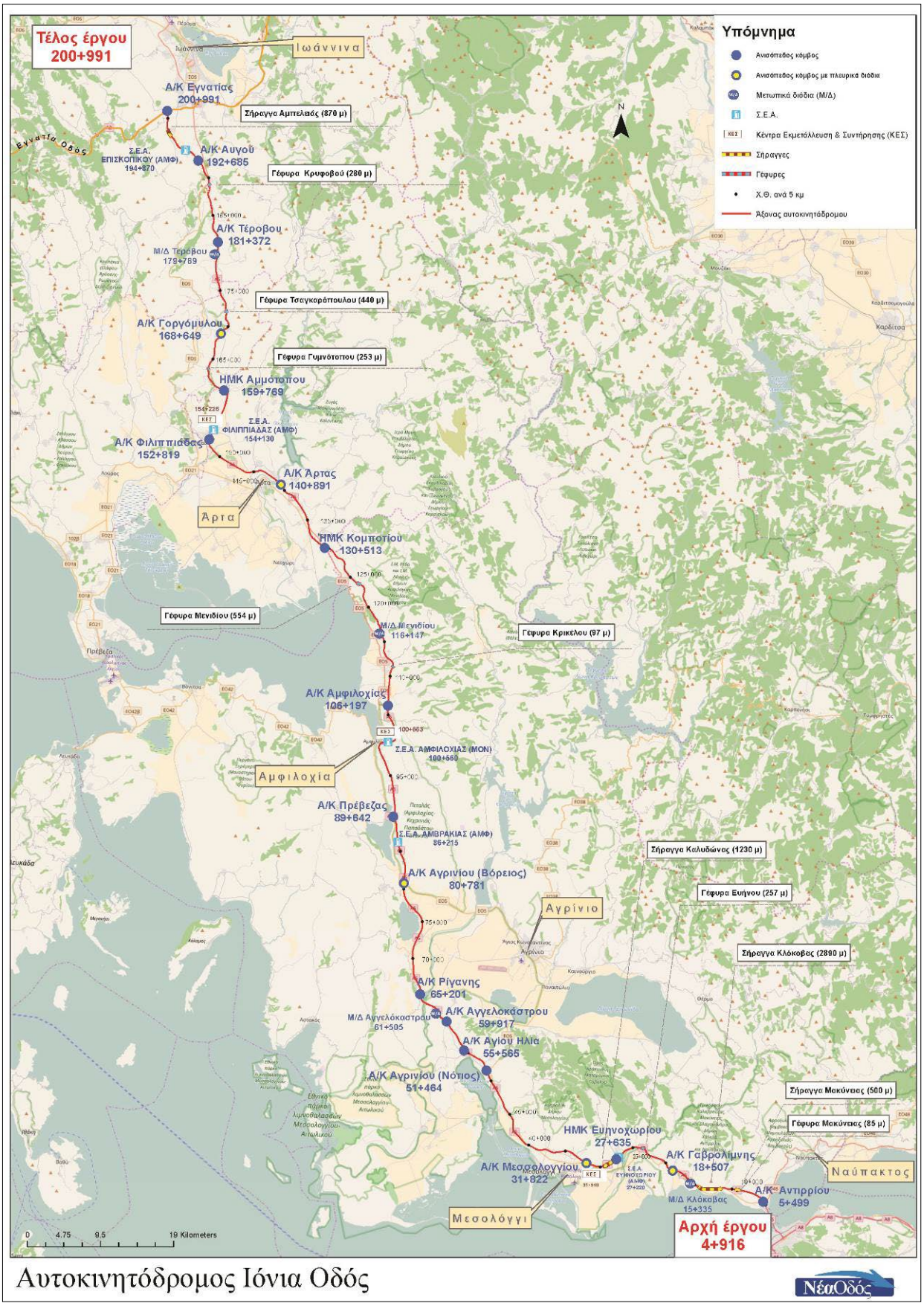
Appendix I



Οι κεντροβαρικές γεωγραφικές συντεταγμένες του έργου δίνονται στον πίνακα που ακολουθεί:

Θέση	Νέα Εθνική χιλιομέτρηση (έγγραφο Α4/01/11/24334/20-05-2014 της ΕΥΔΕ ΛΣΕΠ)	X	Y
Μεταμόρφωση - Υλίκη			
Αρχή Έργου (Αρχή ΑΚ Μεταμόρφωσης)	15+169	477.704,13	4.212.074,72
ΑΚ Μεταμόρφωσης	15+570	477.885,35	4.212.432,43
ΑΚ Τατοϊου	16+795	478.803,39	4.213.176,19
ΑΚ Πύρνας	18+770	480.528,53	4.214.128,39
ΑΚ Καλυφτάκη	20+060	481.232,95	4.215.205,97
ΑΚ Βαρυμπόμπης	23+225	483.636,34	4.217.100,85
ΑΚ Μπογιατίου	27+960	486.135,72	4.221.052,73
ΑΚ Αφιδνών	33+765	486.836,62	4.226.499,61
ΑΚ Καπανδριτίου	35+240	487.071,91	4.227.935,73
ΑΚ Μαρκόπουλου	39+370	485.441,08	4.231.099,25
ΑΚ Μαλακάσας	44+130	480.901,82	4.231.825,53
ΑΚ Οινοφύτων	55+690	471.458,59	4.237.784,29
ΑΚ Οινόης-1 κλάδος	62+915	465.593,99	4.241.982,75
ΑΚ Χαλκίδας	65+820	463.808,89	4.244.245,76
ΗΜΚ Σχηματαρίου Α	66+385	463.341,50	4.244.550,69
ΗΜΚ Σχηματαρίου Β	67+655	462.189,35	4.245.085,15
ΑΚ Ριτσώνας	75+525	454.958,29	4.247.772,51
ΑΚ Θηβών	89+835	440.725,56	4.246.258,46
Τέλος τμήματος	95+535	435.241,84	4.247.626,84
Υλίκη - Κάστρο			
Αρχή Έργου (5,7χλμ μετά ΑΚ Θηβών)	95+535	435.241,84	4.247.626,84
ΑΚ Στρατοπέδου	100+270	431.916,01	4.250.486,06
ΑΚ Ακραίφνιου	107+320	430.828,63	4.255.672,12
ΑΚ Κάστρου	114+815	426.936,82	4.260.067,73
Τέλος έργου (πέρας ΑΚ Κάστρου	116+247	426.951,53	4.261.499,37
Κάστρο - Τραγάνα			
Αρχή Έργου(πέρας ΑΚ Κάστρου)	116+247	426.951,53	4.261.499,37
ΑΚ Μαρτίνου	125+770	430.127,15	4.269.494,11
ΑΚ Μαλεσίνας	129+095	429.301,45	4.272.016,37
Τέλος έργου (αρχή ΑΚ Τραγάνας)	136+630	424.421,06	4.274.683,45
Τραγάνα - Αρκίτσα			
Αρχή Έργου (αρχή ΑΚ Τραγάνας)	136+630	424.421,06	4.274.683,45
ΑΚ Τραγάνας	137+475	423.615,59	4.274.923.36
ΑΚ Αταλάντης	145+325	418.648,20	4.280.224,65
ΑΚ Λιβανάτες	149+555	417.755,41	4.284.354,75
ΑΚ Αρκίτσας	154+500	415.271,46	4.288.009,41
Τέλος έργου (πέρας ΑΚ Αρκίτσας)	155+400	414.377,53	4.287.920,95
Αρκίτσα – Άγιος Κων/νος			
Αρχή Έργου (πέρας ΑΚ Αρκίτσας)	155+400	414.377,53	4.287.920,95
Τέλος έργου (αρχή ΑΚ Λόγγου πέρας ομώνυμης Γέφυρας)	165+767	404.407,05	4.289.687,45

Θέση	Νέα Εθνική χιλιομέτρηση (έγγραφο Α4/01/11/24334/20-05-2014 της ΕΥΔΕ ΛΣΕΠ)	X	Y
Άγιος Κων/νος – Καμένα Βούρλα			
Αρχή Έργου (αρχή ΑΚ Λόγγου πέρας ομώνυμης Γέφυρας)	165+767	404.407,05	4.289.687,45
ΑΚ Λόγγου	166+180	404.021,217	4.289.837,355
ΑΚ Λατομείου	172+640	398.968,909	4.291.029.900
ΑΚ Κ. Βούρλων (Δυτ)	177+585	394.435,212	4.292.011,886
ΑΚ Κ. Βούρλων (Ανατ)	179+895	392.278,646	4.292.683,852
Τέλος έργου (πέρας ΑΚ Κ. Βούρλων (Ανατ.))	181+882	390.404,314	4.292.770,696
Καμένα Βούρλα - Μενδενίτσα			
Αρχή Έργου (πέρας ΑΚ Κ. Βούρλων (Ανατ.))	181+882	390.404,314	4.292.770,696
Τέλος έργου	185+127	387.206	4.293.354


Τέλος έργου
200+991
Ιωάννινα
Υπόμνημα
Ανισόπεδος κόμβος
Ανισόπεδος κόμβος με πλευρικά διόδια
Μετωπικά διόδια (Μ/Δ)
Σ.Ε.Α.
Κέντρα Εκμετάλλευση & Συντήρησης (ΚΕΣ)
Σήραγγες
Γέφυρες
Χ.Θ. ανά 5 κμ
Άξονας αυτοκινητόδρομου
Α/Κ Εγνατίας
200+991
Σήραγγα Αμπελιάς (870 μ)
Εγνατία Οδός
Σ.Ε.Α. ΕΠΙΣΚΟΠΙΚΟΥ (ΑΜΦ)
194+870
Α/Κ Αυγού
192+685
Γέφυρα Κρυφοβού (280 μ)
Α/Κ Τέροβου
181+372
Μ/Δ Τεροβου
179+769
Γέφυρα Τσαγκαράτσουλου (440 μ)
Α/Κ Γοργόμυλου
168+649
Γέφυρα Γυμνότοπου (253 μ)
ΗΜΚ Αμμότοπου
159+769
Σ.Ε.Α. ΦΙΛΙΠΠΙΑΔΑΣ (ΑΜΦ)
154+130
Α/Κ Φιλιππιάδας
152+819
Α/Κ Άρτας
140+891
Άρτα
ΗΜΚ Κομποτίου
130+513
Γέφυρα Μενιδίου (554 μ)
Μ/Δ Μενιδίου
116+147
Γέφυρα Κρικέλου (97 μ)
Α/Κ Αμφιλοχίας
106+197
Σ.Ε.Α. ΑΜΦΙΛΟΧΙΑΣ (ΜΟΝ)
100+660
Αμφιλοχία
Α/Κ Πρέβεζας
89+642
Σ.Ε.Α. ΑΜΒΡΑΚΙΑΣ (ΑΜΦ)
86+215
Σήραγγα Καλυδώνας (1230 μ)
Α/Κ Αγρινίου (Βόρειος)
80+781
Γέφυρα Ευήνου (257 μ)
Αγρίνιο
Σήραγγα Κλόκοβας (2890 μ)
Α/Κ Ρίγανης
65+201
Α/Κ Αγγελοκάστρου
59+917
Μ/Δ Αγγελοκάστρου
61+505
Α/Κ Αγίου Ηλία
55+565
Α/Κ Αγρινίου (Νότιος)
51+464
Σήραγγα Μακύνειας (500 μ)
Γέφυρα Μακύνειας (85 μ)
ΗΜΚ Ευηνοχωρίου
27+635
Α/Κ Γαβρολίμνης
18+507
Ναύπακτος
Α/Κ Μεσολογγίου
31+822
Α/Κ Αντιρρίου
5+499
Μ/Δ Κλόκοβας
15+335
Μεσολόγγι
Αρχή έργου
4+916
0 4.75 9.5 19 Kilometers
Αυτοκινητόδρομος Ιόνια Οδός