

Hydrocarbon Exploration Program - Exploration Well Asopus-1 in Block 2 - Ionian Sea

ECF-3008

Onshore Traffic Management Plan

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CONSULTANT/COMPANY	LDK Consultants / SCP Transport		
PREPARED BY	SCP Transport		
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LIST OF ABBREVIATIONS

ABBREVIATION	EXPLANATION
TMP	Traffic Management Plan
ESIA	Environmental and Social Impact Assessment
Energean	Energean Hellas Ltd
HSE	Health, Safety and Environment
PCU	Passenger Car Units
CCU	Cargo Carrying Unit
MAFI	Specialised heavy-duty roll trailer or flatbed platform

1 Introduction

1.1 Purpose

This onshore Traffic Management Plan has been prepared as an annex to the ESIA for the proposed onshore logistics activities supporting the Asopus-1 exploration well. The activities will be undertaken within a designated project logistics area at the Port of Igoumenitsa, which is operated by Igoumenitsa Port Authority S.A. For the purposes of this TMP, the onshore designated project logistics area is referred to as the 'Project Logistics Area' or 'Site'. The Port provides a key maritime connection between mainland Greece, the Ionian Islands, Albania, and Italy.

The port is bounded by the Egnatia Motorway, which serves as a key vehicular access for operations at the port. Owing to the expansion of the port and the wider highway improvement schemes completed in recent years in the surrounding Igoumenitsa area, baseline traffic patterns to and from the port have changed.

This report identifies the framework measures for managing potential transport-related impacts associated with the Project's onshore logistics activities. This framework TMP establishes the principles, responsibilities and interfaces to be reflected in the project-specific traffic and logistics arrangements developed before the relevant activities commence.

The objectives of this framework TMP are therefore to:

- Ensure that traffic management objectives are clearly defined, communicated, and understood by all relevant parties, including personnel, suppliers, contractors, visitors, and statutory regulatory authorities.
- Minimise the risk of traffic-related hazards arising from vehicle movements associated with the project.
- Reduce the likelihood of traffic-related incidents within the Project Logistics Area and at its interfaces with common-user port areas.

Based on the preliminary logistics assumptions available at the ESIA stage, project-generated road traffic is expected to be limited. The potential for material effects on nearby residential areas from traffic-related dust, noise and vibration is therefore considered low. This conclusion will be reviewed if the final logistics arrangements identify materially higher traffic volumes, different access routes, abnormal-load movements or other material changes from the assumptions assessed in the ESIA.

1.2 Scope

This TMP provides a framework for managing road traffic and vehicle movements generated by the Project within the Project Logistics Area and at its interfaces with the Port's common-user roads and access points.

The Port Operator retains responsibility and authority for traffic management within common-user port areas, including port access, gates, common roads and interaction with other port users. The appointed integrated logistics contractor will plan and execute the Project's logistics activities in accordance with applicable law, contractual requirements, Port Operator requirements and the approved project arrangements.

Energian's role is to define applicable project requirements, coordinate interfaces with the Port Operator and provide proportionate oversight and assurance of the logistics contractor's performance. Nothing in this

TMP transfers responsibilities or operational authority belonging to the Port Operator, statutory authorities or contractors to Energean.

This document is a framework TMP prepared for the ESIA stage. Before commencement of the relevant onshore logistics activities, the integrated logistics contractor will prepare project-specific traffic and logistics arrangements for review by Energean and coordination or approval by the Port Operator, as applicable. These arrangements will identify the approved access points, internal project routes, delivery controls, vehicle-pedestrian interfaces, loading and unloading controls, abnormal-load requirements and emergency arrangements relevant to the planned activities.

Included within this TMP is:

- Consideration of traffic management within the Project Logistics Area and at relevant interfaces with common-user port areas.
- Review of existing port traffic arrangements.
- Identification of vehicle movements associated with project activities.
- High-level traffic risk assessment.
- Traffic management and mitigation principles.
- Roles and responsibilities.
- Monitoring and implementation framework.
- Consideration of interactions with existing ferry and port traffic where relevant.

As a result, items excluded from this TMP include:

- Traffic modelling.
- Wider highway network assessment.
- Junction capacity assessments beyond a high-level desktop review.
- Detailed external access-route assessment, unless subsequently required due to abnormal loads, route changes or a material change in project traffic assumptions.
- Detailed project logistics planning and task-specific traffic arrangements.
- Detailed maritime navigation assessment.
- Detailed shipping operations management.

This report hereafter contains the following sections:

- Section 2 describes the expected roles and responsibilities of all involved management staff to ensure the successful implementation of the TMP.
- Section 3 provides an overview of policies and guidelines relevant to the TMP.
- Section 4 outlines the baseline traffic movements associated with ferry activity at the port.
- Section 5 presents the high-level traffic baseline and capacity assessment, identifies relevant traffic-related risks and describes existing traffic controls.
- Section 6 describes the mobilisation and establishment activities associated with the Project Logistics Area and the related traffic movements.
- Section 7 describes the anticipated project logistics activities and associated vehicle and equipment movements.
- Section 8 sets out the evaluation and monitoring strategy of this TMP.

- Section 9 provides a proposed implementation schedule for the measures set out in this TMP.

2 Roles and Responsibilities

The **Port Operator** retains operational authority over common-user port zones, port access points, and shared port roads. Traffic arrangements related to the project that affect these areas shall be coordinated with the Port Operator and, where necessary, approved by the Port Operator.

The **Integrated Logistics Contractor** shall be responsible for planning, resourcing, and safely executing the Project's road transport, lifting, cargo-handling, and logistics activities within its contractual scope. This includes ensuring personnel competence; preparing and implementing task-specific risk assessments and method statements; and complying with applicable laws, contractual requirements, and Port Operator requirements.

Energear will establish the applicable project requirements, coordinate relevant interfaces with the Port Operator, and provide proportionate oversight and assurance of the integrated logistics contractor. Such oversight does not relieve the contractor of its responsibility for the safe and compliant execution of work within its scope.

The **Energear Logistics Advisor** or designated representative will coordinate the implementation of the Project requirements described in this framework TMP and the relevant interfaces with the Integrated Logistics Contractor and the Port Operator.

The relevant **Energear HSE representative** will provide HSE oversight and assurance within Energear's scope, including reviewing relevant contractor arrangements and following up on material findings. The Energear HSE representative will report functionally to Energear's Head of HSE in Greece. The integrated logistics contractor remains responsible for preparing and implementing the task-specific risk assessments, method statements and operational controls required for its activities.

Personnel will be required to comply with the traffic rules and controls applicable to the areas where they work and to report unsafe conditions, incidents, and non-compliances through the relevant reporting arrangements. Corrective actions will be assigned to the party with the appropriate responsibility and authority.

The Integrated Logistics Contractor and other relevant service providers will be responsible for ensuring that vehicles and equipment within their respective scopes meet applicable legal, certification, inspection and maintenance requirements. Energear will require appropriate evidence of compliance through contractual and assurance arrangements proportionate to the activity and risk.

Traffic-related communications will be undertaken through the appropriate authorised function. Operational coordination with the Port Operator will be managed through designated project and logistics interfaces; required regulatory or incident notifications will follow applicable procedures; and public or media communications will be coordinated through the authorised communications function.

Material changes to this framework TMP will be managed through the Project's management-of-change and document-control processes, as applicable.

3 Relevant Policy and Guidance

Project traffic and logistics activities will be undertaken in accordance with applicable Greek legislation, Port Operator rules and authorisations, and relevant contractual and Project requirements. The principal requirements applicable to this framework TMP include:

- Law 5209/2025 (Government Gazette A 100/13.06.2025) - Road Traffic Code
- Applicable occupational health and safety, vehicle, lifting-equipment and transport requirements relevant to the planned activities;
- Applicable rules, procedures, access requirements and traffic instructions established by Igoumenitsa Port Authority S.A.; and
- Relevant Project and contractual HSE and logistics requirements.

The Integrated Logistics Contractor will identify and comply with the legal, permitting and Port Operator requirements applicable to activities within its contractual scope. Energean will seek proportionate assurance, through its contractual and contractor-management arrangements, that the contractor has processes in place to identify and address applicable requirements.

Applicable requirements will be reviewed if there are material changes to the Project's logistics activities, traffic arrangements or legal and regulatory framework.

4 Existing vehicle movements associated with commercial ferry activity

Existing traffic associated with ferry and cruise vessel arrivals and departures at the Port can be broadly categorised into three principal traffic streams: international ferry traffic, domestic ferry traffic and cruise-terminal traffic.

The information in this section is based on the port traffic arrangements understood to be in place at the time of preparation. Access gates, routes and traffic controls remain under the authority of the Port Operator and may be changed by the Port Operator. The access points and routes applicable to Project traffic will be confirmed with the Port Operator before commencement of the relevant logistics activities. Road access to the  Port of Igoumenitsa terminal facilities as presented within the approved Study for the update of the Port of Igoumenitsa Masterplan (2013), is presented in Appendix I.

4.1 International ferry terminal

Vehicles enter the terminal via Gate 4 (Main Port Gate) and Gate 2 (Southern International Ferry Berths).

Outbound vehicles exit through the same two gates, which connect to the Egnatia Motorway and Igoumenitsa-Preveza National Road.

Traffic bound for the old Igoumenitsa-Ioannina National Road currently passes through the city centre and continues towards its northern extent, where it then connects to the old national road. An alternative route is also available in the form of the Igoumenitsa Ring Road, which allows traffic to entirely bypass the city centre and directly access the old national road via the Egnatia Motorway and the Ring Road interchange. These routes describe general ferry traffic and do not prescribe the route to be used by Project vehicles.

4.2 Domestic ferry terminal

Vehicles (from the motorway, national road, or city) accessing the terminal from the Egnatia Motorway and the Igoumenitsa-Preveza National Road generally enter via Gate 14 using the external port road.

Vehicles originating from the city or the Igoumenitsa-Ioannina National Road may also access the terminal via Gate 14.

Outbound vehicles exit via a gate on Xanthi Street onto a dual two-lane external road.

A roundabout 200 m south of the exit gate allows U-turns toward the city centre or other northbound destinations.

4.3 Cruise terminal area

Vehicles serving the cruise terminal area may access that area via Gates 9 and 13a using the external port road. It is noted that the majority of traffic arrives via the Egnatia Motorway, while a smaller portion of vehicles is likely to use the Igoumenitsa-Preveza National Road.

Vehicles serving the cruise terminal area may exit via Gate 13a, while Gate 9 may also be used by private cars and taxis, subject to the Port Operator's traffic arrangements.

5 Baseline traffic and associated risks

5.1 Traffic activities

This section outlines the baseline traffic conditions on the road network in the vicinity of the Port.

5.1.1 Capacity assessment

This capacity assessment is a high-level desktop assessment based on available information on the road layout, existing port operations, and anticipated vessel traffic. It does not constitute detailed traffic modelling or a junction capacity assessment. The capacity assumptions and PCU conversion factors applied are based on the transport Consultant's professional judgement and relevant transport-planning practice.

A high-level assessment of the surrounding road network indicates that the majority of traffic associated with port operations, particularly international ferry services, does not utilise the external port road. This is because direct access is provided from the port to both the Egnatia Motorway and the Igoumenitsa–Preveza National Road, allowing international traffic to bypass the external access route.

On this basis, the external port road is understood to be used primarily by traffic associated with domestic ferry services and cruise vessel operations.

The available capacity of the external port road has been estimated based on the following characteristics:

- the provision of two traffic lanes in each direction;
- the layout and number of at-grade junctions located outside the port; and
- the configuration of the surrounding urban road network serving local traffic.

Based on these characteristics, the practical capacity of the external port road is estimated at 1,200–1,800 Passenger Car Units (PCU) per lane per hour. For the purposes of this assessment, a practical directional capacity of about 2,500 PCU per hour across the two lanes has been used, which is roughly 1,250 PCU over 30 minutes.

5.1.2 Peak traffic conditions

Peak traffic demand associated with port operations occurs after passenger vessels arrive, when vehicles and passengers disembark over a relatively short period. For assessment purposes, a conservative scenario comprising the concurrent arrival of multiple domestic ferry or cruise vessels has been considered, although such an occurrence is not expected to represent a routine operating condition. □

Under this scenario, the external port road would be required to accommodate approximately 300 PCU associated with a fully loaded domestic ferry (representing the largest vessel considered in this assessment), together with approximately 40 cruise passenger buses, equivalent to approximately 120 PCU. This would result in a total traffic demand of approximately 420 PCU over about 20 minutes, corresponding to an equivalent hourly flow of approximately 1,260 PCU.

Based on the assumptions applied in this high-level assessment, the estimated demand would remain below the adopted practical capacity of the external port road. The assessment indicates an approximate Level of Service (LOS) D under the scenario considered. This classification is indicative and has not been derived from detailed traffic modelling or junction analysis.

For reference, a typical enclosed ferry of approximately 125 m in length (e.g. Blue Star Naxos) can accommodate approximately 240 PCU, while a large open-deck, double-ended ferry (e.g. Ano Chora II) has a capacity of approximately 290 PCU. In addition, ferry services to Corfu operate on scheduled timetables, such that only one ferry would normally arrive at the port at any given time, including during peak operating periods. The simultaneous arrival of multiple domestic ferries is therefore not considered a realistic operational scenario.

Within the Port of Igoumenitsa itself, the internal road layout has been designed to accommodate the arrival and departure of a significant volume of vehicles using the ferry services. The Main Internal Port Road spans the length of the Port of Igoumenitsa and serves as the main connection from all entrance gates to specific ferry services.

Based on the assumptions applied in this high-level assessment, the external port road is expected to have sufficient capacity to accommodate the assessed port-related traffic scenario and the anticipated limited contribution from Project traffic. This conclusion will be reviewed if the final Project logistics arrangements identify materially higher traffic volumes, different access routes or abnormal-load movements that were not considered in this assessment.

5.2 Risks to the environment

Potential environmental and community risks associated with road traffic accessing and leaving the Port include effects on air quality, noise and vibration, road traffic collisions and delays resulting from congestion. The Igoumenitsa Ring Road provides an alternative to routes through the city centre and is expected to reduce the proportion of through traffic using city-centre roads.

Within the Port, existing gate and routing arrangements provide a degree of separation between different traffic streams. However, interfaces remain within common-user roads and operational areas, as described in Section **Error! Reference source not found..** For potential impacts associated with road traffic, these include:

- Air quality, noise and vibration affecting local communities;
- Road traffic collisions; and
- Driver delay owing to congestion.

5.3 Risk controls

The road traffic impacts within the Port of Igoumenitsa, and relevant to the Site, are likely to be reduced by the existing measures in place. Existing gate and routing arrangements are expected to reduce road traffic interfaces within the Port of Igoumenitsa, including those relevant to the Project Logistics Area. The principal traffic-routing arrangements understood to be in place at the time of this assessment are as follows:

- International Ferry Traffic accessing/egressing the International Ferry Terminal is routed through Entrance Gates 2 and 4.
- Domestic Ferry Traffic accessing/egressing the Domestic Ferry Terminal is routed through Entrance Gate 14.
- Cruise Passenger Traffic access/egressing the Cruise Terminal Area is routed through Entrance Gates 9 and 13a.

The Main Internal Port Road (ΚΕΝΤΡΙΚΗ ΕΣΩΤΕΡΙΚΗ ΟΔΟΣ ΛΙΜΕΝΑ) serves as the main road connection within the port itself. Vehicles egressing the port are directed through specific exit routes to the wider road network.

Existing gate and routing arrangements provide a reasonable degree of separation between traffic serving the international ferry terminal, the domestic ferry terminal, and the cruise terminal area. However, interfaces may remain within common-user port roads and operational areas. These areas remain under the authority of the Port Operator, and Project traffic will follow the routes and controls established or approved by the Port Operator.

These arrangements are expected to reduce potential conflicts between different road users and vehicle types. Project-specific interfaces will be addressed through coordination between the Port Operator, the Integrated Logistics Contractor and Energean.

Road access to the  Port of Igoumenitsa terminal facilities as presented within the approved Study for the update of the Port of Igoumenitsa Masterplan (2013), is presented in Appendix I.

For the purposes of the ESIA, the construction phase includes the mobilisation and establishment of the Project Logistics Area within the Port. The Project will use existing, designated port areas made available by the Port Operator. Activities will principally comprise the delivery and installation of temporary portable cabins; the establishment of temporary laydown, customs control, and parking areas; the installation of temporary fencing where required; and the mobilisation of vehicles and equipment for subsequent logistics operations, including cranes, forklifts, flatbed trucks, and other cargo-handling equipment.

Construction-phase traffic will therefore principally comprise vehicles associated with the delivery and installation of temporary facilities and the mobilisation of logistics and cargo-handling equipment. Based on current planning assumptions, these vehicle movements are expected to be limited. The subsequent operational use of vehicles and equipment, including loading and unloading activities, is addressed in Section 7

Site Plan [S1]
ENERGEAN
Shore Base Facilities

1 - Quay "DE": 100m
2 - Area: 1.000m ²
3 - Area: 13.000m ² = = (13.840-840)m ²
Buildings Total: 840m²
Warehouse 1: 550m ²
Warehouse 2: 200m ²
AUX building: 90m ²



7 Operational logistics activities associated with the port

Following establishment of the Project Logistics Area, the Integrated Logistics Contractor will provide the onshore logistics services required to support the Project. These services are expected to include receipt, temporary storage and handling of materials and equipment; transport of cargo between the Project Logistics Area and the designated quayside; loading and unloading of supply vessels; delivery of food and other consumables; waste collection and transfer; and transport associated with personnel access.

Project-related vehicle and equipment movements are expected to include:

- flatbed trucks used for the delivery, internal transfer and collection of equipment and cargo;
- box trucks and other delivery vehicles used for food, consumables and general supplies;
- appropriately authorised vehicles used for the collection and transfer of domestic and operational waste;
- passenger vehicles and pickup trucks used for personnel and operational support;
- forklifts and other cargo-handling equipment used within the Project Logistics Area and designated quayside areas; and
- mobile cranes used for cargo-handling and vessel loading and unloading, where required.

Internal logistics movements will occur between the Project Logistics Area and the designated quayside. Depending on the cargo and operational requirements, these activities may involve cargo-carrying units (CCUs), MAFIs, forklifts, mobile cranes, flatbed trucks and other suitable logistics equipment. Movements through common-user port areas will be undertaken in accordance with routes, access controls and operational requirements established or approved by the Port Operator.

Based on the logistics assumptions available at the ESIA stage, the indicative frequency of the principal activities is expected to be:

- personnel vehicles, pickup trucks and forklift activities: daily, as required;
- flatbed truck deliveries and collections: approximately one to two times per week;
- food, consumables and general supply deliveries: approximately once per week;
- domestic waste collection: approximately once per week;
- operational waste collection: approximately two to three times per week;
- yard crane activities for heavy or non-routine lifts: approximately once every two weeks; and
- quayside crane activities for vessel loading and unloading: approximately three to four times per week.

These frequencies are preliminary planning estimates and do not represent fixed operational limits or minimum service commitments. Actual activity levels will depend on the drilling programme, supply vessel schedule, cargo requirements, waste generation, weather conditions, and other operational factors. Activities may therefore occur more or less frequently than indicated. The Integrated Logistics Contractor will plan and coordinate the activities with Energean and, where they affect common-user port areas or port operations, with the Port Operator.

Based on current planning assumptions, the indicative equipment provision is expected to comprise approximately:

- up to two forklifts;

- up to two flatbed trucks;
- one mobile crane; and
- one pickup truck.

The final type, number and deployment of vehicles and equipment will be determined by the Integrated Logistics Contractor based on operational requirements, relevant risk assessments, contractual requirements and the requirements of the Port Operator. Additional or alternative equipment may be used where appropriate, provided that the applicable legal, certification, inspection and operational requirements are met.

8 Evaluation and Monitoring

The Integrated Logistics Contractor will monitor the implementation of project-specific traffic and logistics arrangements within its contractual scope. Monitoring will be proportionate to the nature, frequency and risk of the activities and may include routine workplace inspections, verification of relevant vehicle and equipment documentation, and reporting of traffic-related incidents, near misses and non-compliances.

Energiean will provide proportionate oversight and assurance through its contractor management and HSE assurance processes. Material findings will be recorded and followed through to closure by the party with the relevant responsibility and authority.

Monitoring will include consideration of whether Project logistics activities are causing material disruption to common-user port areas, other port users or ongoing port operations. Where material disruption is identified, appropriate corrective measures will be agreed with the Integrated Logistics Contractor and, where relevant, the Port Operator.

Traffic-related incidents and material non-compliances affecting common-user port areas or other port users will be reported to the Port Operator in accordance with applicable Port requirements and agreed communication arrangements. Notifications to the competent authorities will be made where required by applicable law.

The effectiveness of the traffic and logistics arrangements will be reviewed if there is a material change in Project traffic volumes, access routes, equipment deployment, abnormal-load requirements, or other relevant operating conditions. Any necessary changes will be managed through the applicable management-of-change and document-control processes.

9 Implementation schedule

The requirements of this framework TMP will, as applicable, be incorporated into the contractual and planning arrangements for the Integrated Logistics Contractor and other relevant service providers.

Before the relevant onshore logistics activities commence, the Integrated Logistics Contractor will develop the project-specific traffic and logistics arrangements identified in Section 1.2. These arrangements will be reviewed by Energean and, where required, coordinated with or submitted to the Port Operator for approval.

Implementation of the applicable traffic-management measures will be aligned with the mobilisation and operational schedule. Relevant requirements will be communicated to affected personnel and service providers before they commence the activities to which the requirements apply.

The detailed arrangements may be updated during mobilisation and operations, as necessary, to reflect changes in logistics requirements, Port Operator instructions, or operating conditions. Material changes will be managed in accordance with the applicable management-of-change and document-control processes.

I. Annex I – Drawing of Road Access to the Port Terminal Facilities

ΑΡ.

ΟΝΟΜΑ

ΤΡΟΠΟΠΟΙΗΣΗ

ΗΜΕΡΙΑ

ΥΠΟΦΗ

Ο.Δ.Η.Γ. Α.Ε.

ΟΡΓΑΝΙΣΜΟΣ ΛΙΜΕΝΑ ΗΓΟΥΜΕΝΙΤΣΑΣ Α.Ε.

ΕΡΓΟ :

ΕΠΙΚΑΙΡΟΠΟΙΗΣΗ ΠΡΟΓΡΑΜΜΑΤΙΚΟΥ ΣΧΕΔΙΟΥ
ΛΙΜΕΝΑ ΗΓΟΥΜΕΝΙΤΣΑΣ

ΤΙΤΛΟΣ ΣΧΕΔΙΟΥ :

ΟΔΙΚΕΣ ΠΡΟΣΒΑΣΕΙΣ ΠΡΟΣ ΤΙΣ ΤΕΡΜΑΤΙΚΕΣ
ΕΓΚΑΤΑΣΤΑΣΕΙΣ ΤΟΥ ΛΙΜΕΝΑ

ΚΙΛΙΑΚΑ

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ΑΡΙΘΜΟΣ ΣΧΕΔΙΟΥ:

Γ-05

ΗΜΕΡΟΜΗΝΙΑ

ΔΕΚΕΜΒΡΙΟΣ 2013

ΤΕΧΝΙΚΟΣ ΣΥΜΒΟΥΛΟΣ

ΑΔΚ

ΑΡΧΙΤΕΚΤΟΝΙΚΟ-ΚΑΡΤΑΥΤΗΣ

Σύμβουλος Μηχανικοί Α.Ε.

ΤΡΙΤΩΝ

ΣΥΜΒΟΥΛΟΙ

ΜΗΧΑΝΙΚΟΙ

Ο ΤΕΧΝΙΚΟΣ ΣΥΜΒΟΥΛΟΣ

ΓΙΑ ΤΗΝ Ο.Δ.Η.Γ. Α.Ε.

Για τα συμπράττοντα γραφεία:

Σ ΚΟΥΣΟΥΛΟΣ

ΠΟΛ.ΜΗΧΑΝΙΚΟΣ

ΠΙΝΑΚΑΣ ΚΤΙΡΙΑΚΩΝ ΕΓΚΑΤΑΣΤΑΣΕΩΝ ΛΙΜΕΝΑ ΗΓΟΥΜΕΝΙΤΣΑΣ – ΠΡΟΒΛΕΠΟΜΕΝΑ			
Α/Α	ΠΕΡΙΓΡΑΦΗ ΚΤΙΡΙΟΥ	ΥΦΙΣΤΑΜΕΝΗ ΧΡΗΣΗ	ΠΡΟΒΛΕΠΟΜΕΝΗ ΜΕΛΟΝΤΙΚΗ ΧΡΗΣΗ
1	ΤΕΡΜΑΤΙΚΟΣ ΕΠΙΒΑΤΙΚΟΣ ΣΤΑΘΜΟΣ Τ4	Θα κατασκευαστεί μελλοντικά	Επιβατικός Σταθμός Γραμμών Εξωτερικού
2	ΚΤΙΡΙΑΚΟ ΣΥΓΚΡΟΤΗΜΑ ΝΕΑΣ ΝΟΤΙΑΣ ΠΥΛΗΣ (ΚΤΙΡΙΟ ΥΠΗΡΕΣΙΩΝ, ΗΜ ΔΕΣΑΜΕΝΗ ΝΕΡΟΥ)	Έργα υπο κατασκευή (Εργολαβία Γ' Φάσης)	Πύλη Λιμένα – Γραμμές Εξωτερικού
3	ΚΤΙΡΙΟ ΠΡΩΤΗΣ ΕΥΣΥΓΓΡΗΤΗΣ ΜΗΧΑΝΟΛΟΓΙΚΟΥ ΕΞΟΓΓΥΣΜΟΥ ΛΙΜΕΝΑ	Θα κατασκευαστεί μελλοντικά	Φυλάκη/Συμπίεση Μηχανολογικού Εξοπλισμού Λιμένα
4	ΚΕΝΤΡΙΚΟ ΚΥΚΛΟ ΠΥΛΗ ΛΙΜΕΝΑ	Κύριο Πύλη Λιμένα για τις γραμμές Εξωτερικού – Υπηρεσίες Τελωνίου	Αποθήκη (Μεταφορά υπηρεσιών Λιμενοχώρας)
5	ΚΕΝΤΡΙΚΟΣ ΤΕΡΜΑΤΙΚΟΣ ΕΠΙΒΑΤΙΚΟΣ ΣΤΑΘΜΟΣ Τ1	Κύριος Τερματικός – Επιβατικός – Σταθμός γραμμών Εξωτερικού – Υπηρεσίες Ο.Δ.Η.Γ.	Αποθήκη
6	ΚΤΙΡΙΟ ΗΜ ΕΓΚΑΤΑΣΤΑΣΕΩΝ	Στέγη της ΗΜ εγκαταστάσεων, περιοχή Α' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Αποθήκη
7	ΤΕΡΜΑΤΙΚΟΣ ΕΠΙΒΑΤΙΚΟΣ ΣΤΑΘΜΟΣ Τ2	Ολοκληρωμένο κτίριο από την Εργολαβία Β' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Επιβατικός Σταθμός Γραμμών Εξωτερικού Στέγη συμπεριλαμβανομένων υπηρεσιών Λιμένα (Ο.Δ.Η.Γ., Λιμενοχώρα, κλπ)
8	ΕΠΙΛΙΜΕΝΙΟΣ ΠΥΡΟΣΒΕΤΙΚΟΣ ΣΤΑΘΜΟΣ	Στέγη Πυροσβεστικών Υπηρεσιών Λιμένα	Αποθήκη
9	ΒΟΡΕΙΑ ΠΥΛΗ ΛΙΜΕΝΑ	Ολοκληρωμένο κτίριο από την Εργολαβία Β' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Πύλη Ελέγχου οχημάτων (Εισόδος/Εξόδος) στην περιοχή Επτά Σχληγγών (συμπίεση κρουαζιερό)
10	ΚΤΙΡΙΟ ΤΕΛΩΝΙΟΥ	Κύριο Παρασκήνιο του Τελωνίου για άλλες υπηρεσίες	Αποθήκη
11	ΚΤΙΡΙΟ ΗΜ ΕΓΚΑΤΑΣΤΑΣΕΩΝ	Στέγη της ΗΜ εγκαταστάσεων, περιοχή Β' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Αποθήκη
12	ΔΕΣΑΜΕΝΗ ΝΕΡΟΥ	Συμπύκνωση δέσμευσης κίτρου ολοκληρωμένη από την Εργολαβία Β' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Αποθήκη
13	ΤΕΡΜΑΤΙΚΟΣ ΕΠΙΒΑΤΙΚΟΣ ΣΤΑΘΜΟΣ Τ3	Έργο υπο κατασκευή (Εργολαβία Β' Φάσης)	Επιβατικός Τερματικός Σταθμός Γραμμών εντός Σχληγγών – Προβλεπεται ως Τερματικός κρουαζιερό, Στέγη υπηρεσιών Τελωνίου και λοιπών υπηρεσιών στον άνω όροφο
13a	ΠΥΛΗ ΤΕΡΜΑΤΙΚΟΥ Τ3	Ολοκληρωμένο κτίριο από την Εργολαβία Β' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Διαμερίσματα Πύλη Εισόδου/Εξόδου οχημάτων στην περιοχή Επτά Σχληγγών (συμπίεση κρουαζιερό)
14	ΝΕΑ ΠΥΛΗ ΑΚΤΟΠΟΛΙΔΑΣ	Ολοκληρωμένο κτίριο από την Εργολαβία Β' Φάσης, που ακόμα δεν έχει δοθεί σε χρήση	Πύλη Εισόδου οχημάτων στην περιοχή του Περιβόλου Ακτοπολιάδας
15	ΑΝΤΙΛΟΓΙΣΤΑΣΙΟ ΚΑΤΑΔΥΛΗΤΙΚΟΥ ΗΓΟΥΜΕΝΙΤΣΑΣ	Αντικατάσταση Καταδύλιου Λιμένα	Αποθήκη
16	ΩΣ ΛΙΜΕΝΑ	ΩΣ εντός λιμενικής ζώνης, περιοχή Ακτοπολιάδας	Αποθήκη
17	ΩΣ ΛΙΜΕΝΑ	ΩΣ εντός λιμενικής ζώνης, περιοχή Παλαιού Λιμένα (υποστέγη Parking P2)	Αποθήκη
18	ΚΙΟΣΚΙ ΥΠΗΡΕΣΙΩΝ	Υποστέγη Λιμενοχώρας Parking P2	Περιμετρο, Parking – Εμπόρευμα Χρήση
19	ΤΕΛΩΝΙΟ	Υπηρεσίες Τελωνίου	Χώρος Πολιτιστικών Εργασιών – Εισόδους Χώρος – Αναμενόμενη Έκταση
20	ΥΠΗΡΕΣΙΕΣ Ο.Δ.Η.Γ.	Υπηρεσίες Ο/υ/ε (υποκαταγραφή λόγω μεταφοράς υπηρεσιών στον Τ1)	Χώρος Πολιτιστικών Εργασιών – Εισόδους Χώρος – Αναμενόμενη Έκταση

ΥΠΟΜΝΗΜΑ

ΓΡΑΜΜΕΣ ΑΚΤΟΠΟΛΙΔΑΣ

Οχήματα κατευθυνόμενα προς Πύλη Εισόδου Νο14

Εξερχόμενα οχήματα από την ελεγχόμενη ζώνη λιμένα

ΠΕΡΙΟΧΗ ΕΥΣΥΓΓΡΗΤΗΣ ΚΡΟΥΑΖΙΕΡΑΣ

Οχήματα κατευθυνόμενα προς Πύλες Εισόδου Νο8 & Νο13a

Εξερχόμενα οχήματα από την ελεγχόμενη ζώνη λιμένα

ΓΡΑΜΜΕΣ ΕΣΩΤΕΡΙΚΟΥ

Οχήματα κατευθυνόμενα προς Πύλες Εισόδου Νο28&No4

Εξερχόμενα οχήματα από την ελεγχόμενη ζώνη λιμένα

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