

## INDICATOR RESULTS FACTSHEET

### TRA04: TRAVEL-TIME

#### DEFINITION - PURPOSE

This indicator assesses the average travel-time between two points (beginning-end of section), including various delays. The purpose of assessing this indicator is to determine travel-times between specific points of Origin - Destination and provide data on the cost involved in the transportation of goods along the Egnatia Motorway axis.

#### RESULTS - ASSESSMENT

The counts concern the Egnatia Motorway sections that had been opened to traffic by 31/12/2008, as well as the alternative road network servicing the traffic at sections that are under construction, during a typical period in the day.

In December 2008, when 562km of the Egnatia Motorway were in full operation, the total travel time from Igoumenitsa to Kipi was estimated at seven (7) hours approx., i.e. 50 minutes less than the time needed in December 2007 (when 536km of the road axis were in operation).

At the beginning of January 2009, an additional length of 57km was opened to traffic (the main new road section being the one extending from Strimonas to Agios Andreas, Kavala, 41km long). The whole Egnatia Motorway length thus in operation amounted to 619km out of which 516km was a continuous modern motorway in full operation extending from Grevena to Kipi. So, according to current estimates, the total travel time has been reduced even more (by 23 minutes).

TRAVEL-TIME ON THE EGNATIA MOTORWAY CORRIDOR, December 2008			
code	EGNATIA MOTORWAY SECTION	Travel-time (minutes)	Comments
01_01A	IC IGOUMENITSA - IC VASSILIKOS	5	
01A_02	IC VASSILIKOS - IC NEOHORI	6	
02_03	IC NEOHORI - IC SELLES-TIRIA	15	
03_04	IC SELLES-TIRIA - IC DODONI	11	(1)
04_04A	IC DODONI - IC IONIA	5	
04A_05	IC IONIA - IC IOANNINA		
05_05A	IC IOANNINA - IC PAMVOTIDA	2	
05A_06	IC PAMVOTIDA - IC ARAHTHOS / ZAGORI	20	(2)
06_06A	IC ARAHTHOS / ZAGORI - IC PERISTERI	12	(3)
06A_07	IC PERISTERI - IC METSOVO	5	
07_07B	IC METSOVO - IC PANAGIA	50	(4)
07B_08	IC PANAGIA - IC VOLOS (AG. PARASKEVI)		
08_08A	IC VOLOS (AG. PARASKEVI) - IC VENETIKOS		
08A_08B	IC VENETIKOS - IC WEST GREVENA	3	
08B_09	IC WEST GREVENA - IC EAST GREVENA	4	
09_09A	IC EAST GREVENA - IC KASTORIA	9	
09A_10	IC KASTORIA - IC EAST SIATISTA	1	
10_11	IC EAST SIATISTA - IC KALAMIA	6	
11_12	IC KALAMIA - IC KOZANI	6	
12_13	IC KOZANI - IC POLIMILOS	11	
13_14	IC POLIMILOS - IC VERIA	14	
14_15	IC VERIA - IC KOULOURA	5	
15_16	IC KOULOURA - IC NISELI	7	
16_17	IC NISELI - IC KLIDI	6	
17_18	IC KLIDI - IC MALGARA	5	
18_19	IC MALGARA - IC AXIOS	4	
19_20	IC AXIOS - IC SINDOS	4	
20_21	IC SINDOS - IC KALOHORI (K1)	2	
21_22	IC KALOHORI (K1) - IC IONIA (K2)	3	
22_23	IC IONIA (K2) - IC EFKARPIA (K4)	5	
23_24	IC EFKARPIA (K4) - IC LANGADAS, SERRES	4	

code	EGNATIA MOTORWAY SECTION	Travel-time (minutes)	Comments
24_25	IC LANGADAS, SERRES - IC PROFITIS	11	
25_25A	IC PROFITIS - IC VAGIOHORI	5	
25A_26	IC VAGIOHORI - IC RENTINA	9	
26_27	IC RENTINA - IC VRASNA, ASPROVALTA	5	
27_28	IC ASPROVALTA - IC STRIMONA	11	
28_29	IC STRIMONA - IC AGIOS ANDREAS	30	(3)
29_30	IC AGIOS ANDREAS - IC PALIO	3	
30_31	IC PALIO - IC AG. SILLAS	5	
31_32	IC AG. SILLAS - IC ASPRA HOMATA	7	
32_32A	IC ASPRA HOMATA - IC PERNI	8	
32A_33	IC PERNI - IC HRISOUPOLI	2	
33_34	IC HRISOUPOLI - IC VANIANO	15	(3)
34_35	IC VANIANO - IC VAFEIKA	5	
35_36	IC VAFEIKA - IC IASMOS	10	
36_37	IC IASMOS - WEST IC KOMOTINI	8	
37_38	WEST IC KOMOTINI - EAST IC KOMOTINI	3	
38_39	EAST IC KOMOTINI - IC MESTI	12	
39_40	IC MESTI - IC MAKRI	9	
40_41	IC MAKRI - IC ALEXANDROUPOLI	5	
41_42	IC ALEXANDROUPOLI - IC ALEXANDROUPOLI INDUSTRIAL ZONE	4	
42_43	IC ALEXANDROUPOLI INDUSTRIAL ZONE - IC ARDANIO	13	
43_00	IC ARDANIO - KIPi	4	
<b>TOTAL TRAVEL TIME (Ilgoumenitsa-Kipi, Dec. 2008)</b>		<b>414</b>	
<b>Comments</b> (1) It contains an Egnatia Motorway section and a Rural Road section. (2) It contains an Egnatia Motorway section and a National Road section. (3) The Egnatia Motorway section had not yet been completed. Use of the National Road. (4) The Egnatia Motorway section had not yet been completed. Use of the Rural Road.			

The Egnatia Motorway has been designed and constructed as a dual closed carriageway of international standards with a central reserve. Each carriageway typically consists of two traffic lanes and a hard shoulder, with the exception of the section Klidi IC- Langadas- Serres IC, which consists of three traffic lanes and a hard shoulder. These technical features, in conjunction with the fact that the current traffic volumes are not near the motorway's capacity, enable the users to achieve and maintain a high speed, thus shortening the corresponding travel times.

## METADATA

### *Sources - Methodology*

The counts have been carried out following the moving-vehicle technique on Egnatia Motorway sections that were given to traffic within the year 2008, while for the remaining sections, the data used were the results of the counts carried out in 2006 and 2007.

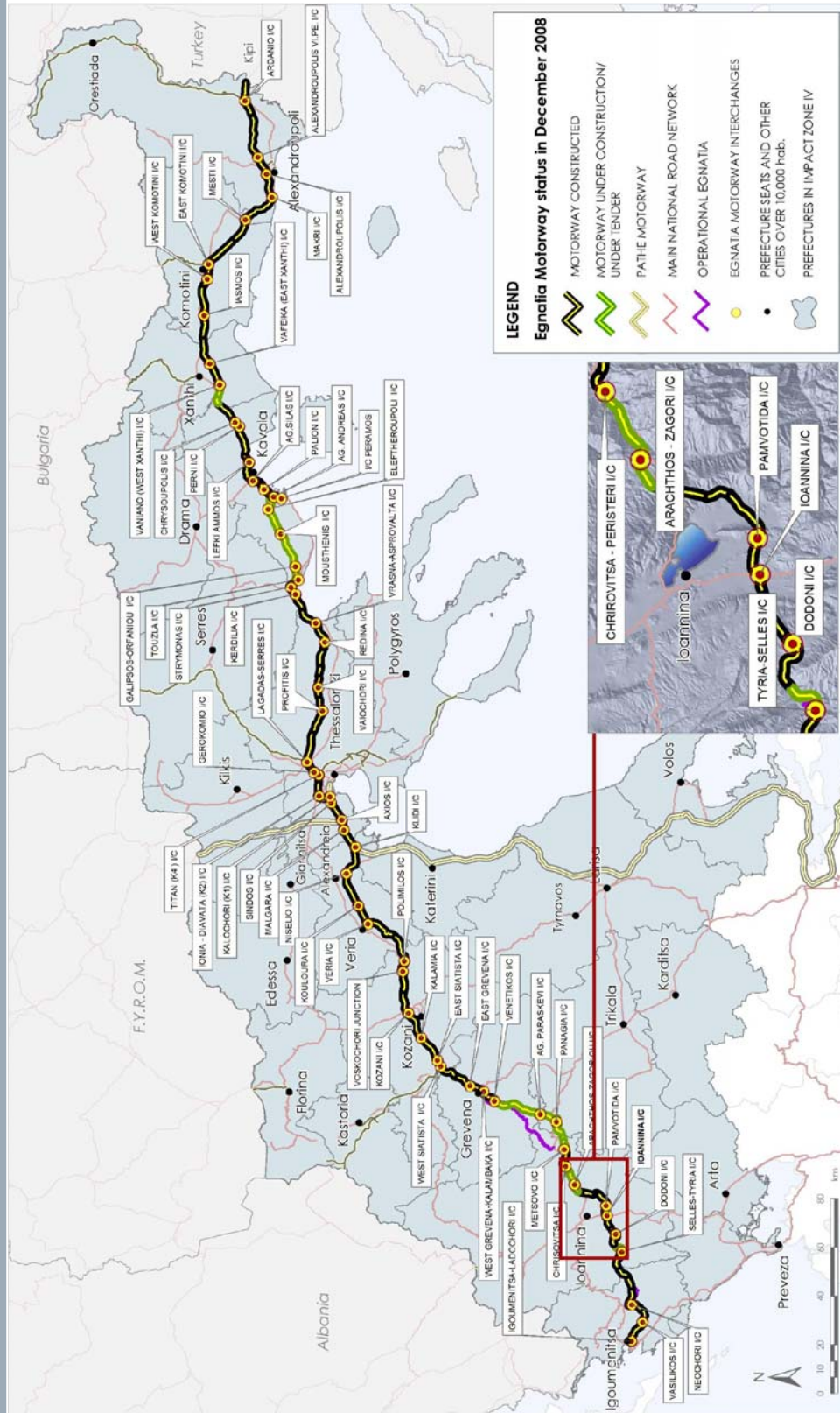
Scientific coordination - processing of count results:

Traffic Unit- Operations Department - Operations and Maintenance Division of EGNATIA ODOS AE.

URL: [http://www.egnatia.gr/flash/operations\\_traffic\\_gr.html](http://www.egnatia.gr/flash/operations_traffic_gr.html),

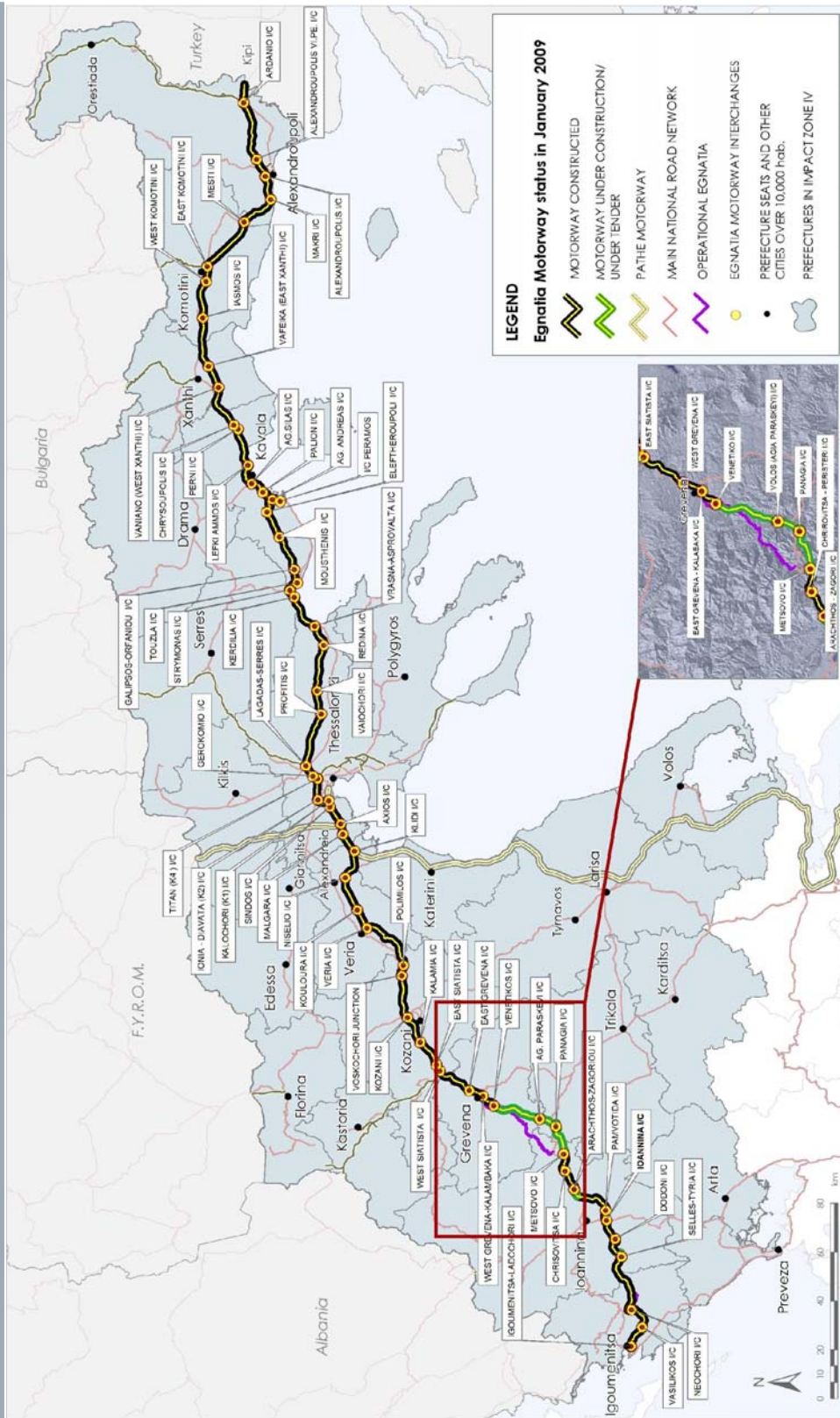
Email: [traffic@egnatia.gr](mailto:traffic@egnatia.gr)

Map 1: Egnatia Motorway junctions and operation status, Dec. 2008



DATE: 10/12/2009  
DATA SOURCE: GIS DEPT, EGNATIA ODOS A.E.  
MAP: GIS/indicatortra/TRA04/2009/indicatortra/TRA04\_cas02\_en.mxd

Map 2: Egnatia Motorway junctions and operation status, Jan. 2009



DATE: 10/12/2009  
DATA SOURCE: GIS DEPT., EGNATIA ODOS S.A., MARCH 2008  
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