

ATHENS METRO LINE#2 and LINE#3 - GREECE

General information

A new, modern, fast, comfortable, reliable and safe transport mode has been gradually been in operation since January 2000. Today, 23 Metro Stations are in operation at both METRO lines: Line 2 SEPOLIA - AGHIOS DIMITRIOS/ALEXANDROS PANAGOULIS (red Line) and Line 3 DOUK.PLAKENTIAS - MONASTIRAKI (blue Line).



The whole Project is divided into:

- **The Stations of the Base Project:** MONASTIRAKI-ETHNIKI AMYNA& DAFNI - SEPOLIA
- **The Stations of the First Generation :**ETHNIKI AMYNA - DOYK. PLAKENTIAS, DAFNI-HELLINIKO, MONASTIRAKI - EGALEO, SEPOLIA-ÁÍOÇÏUPOLI
- **The Stations of the Second Generation:**PANORMOU-MAROOUSSI, PANEPISTIMIO-GALATSI, HAIDARI-PIRAEUS

The two Metro lines serve 650,000 passengers per day. The existing Athens-Piraeus Electric Railway line (Line 1 - ISAP) carries approximately 415 thousand passengers per day. Passengers can perform 'combined trips', thus saving plenty of time on a daily basis.

The Project has been constructed based on state-of-the-art technologies, the labour of thousands of workers and technicians from Greece and abroad. Responsibility for the supervision of the construction of the Base Project and the new extensions lies with ATTIKO METRO S.A.(ÁÍ), while ATTIKO METRO OPERATIONS COMPANY(AMEL), its subsidiary company, is responsible for the operation of the Project.

With regard to the extensions program, major Greek companies (AEGEK, AKTOR, DOMIKA ERGA, THEMELIODOMI, METRO PERISTERI JV) in co-operation with foreign companies (SELI, ALPINE BAU, WEISS FREYTAG, IMPREGILO) have undertaken the execution of Civil Works. E/M Works have been assigned to major foreign companies (SIEMENS,CHAPEAUX, ALSTOM, TRANSURB, KOEHNE) with the participation of Greek companies (AKTOR, KALOGRITSAS), while the supply of trains was awarded to HANWHA-ROTEM Korean Consortium.

Base Project

The Athens Metro Base Project (ETHNIKI AMYNA-MONASTIRAKI & SEPOLIA-DAFNI) commenced in November 1991. The original plan was to construct a network approximately 18 km with 20 stations in 2 Lines. However, one Station (KERAMIKOS) and approximately 0.7km of adjacent tunnels were deleted from the scope of the Project in 1997, thus, reducing the Project scope to 17.3 km of network with 19 stations. The first 13 km of tunnel including 14 stations (one double at SYNTAGMA), i.e. SYNTAGMA - ETHNIKI AMYNA Line 3 Section and SEPOLIA – SYNTAGMA Line 2 Section were commissioned in January 2000, while 5 additional km with 5 stations at SYNTAGMA-DAFNI tunnel section were commissioned in November 2000. The two aforementioned sections were completed within the framework of CSF A' and B'.

The 1,4 km SYNTAGMA-MONASTIRAKI tunnel section, which was the last remaining section of the Base Project including one station (MONASTIRAKI), was commissioned in April 2003.

The construction of the Base Project was subsidized by 50% by European Union (EU). In addition, the European Investment Bank (EIB) financed 39% of the Project through loans, while the remaining funds were provided by the Greek Government.

The Base Project(MONASTIRAKI-ETHNIKI AMYNA & DAFNI - SEPOLIA)was constructed by OLYMPIC METRO Consortium (OMC), a Consortium comprising 22 Greek, German and French companies which co-operate for the construction of the Metro Project through a fixed-price turn-key contract.

With regard to the Base Project, the Metro has financed the execution of archaeological excavations extending over 69,000 square meters – the largest ever archaeological excavation project in Athens. The areas, where archaeological finds were revealed, are closely controlled

and monitored, for the protection and conservation of the finds. Specialized Archaeologists of the Ministry of Culture perform excavation works in this area, recorded, presented in detail and stored all finds. In order to minimize the possibility of encountering antiquities, the Metro tunnels were constructed at a depth of 20 meters, a level which is much lower than the one where antiquities are usually encountered. Extensive archaeological investigations were carried out, while some of them remain under way as far as the extensions' project is concerned, while significant finds have been revealed at the extension to EGALIO.

Where possible and based on the recommendations of the archaeologists, the archaeological finds are displayed in relation to the Metro project (exhibition at SYNTAGMA and DAFNI Stations, exposure at Syntagma Square).

Extensions which are under construction.

Line 2 Southbound Extension to HELLINIKO

The First Phase of the said Extension was completed upon commissioning of DAFNI - AGHIOS DIMITRIOS/ALEXANDROS PANAGOULIS tunnel section (June 2004). AGHIOS DIMITRIOS/ALEXANDROS PANAGOULIS Station located at the intersection of Vouliagmenis Avenue with Vassilissis Olgas Str. has four entrances/exits.

At the surface level, bus transfer facilities have been constructed in order to facilitate the passengers' daily trips from the southern suburbs of Athens. Moreover, close to the Station, a car park area, which is expected to be commissioned in early 2005, is under construction. Tendering procedure for the construction of the remaining four stations of the Extension (AGHIOS DIMITRIOS/ALEXANDROS PANAGOULIS -HELLINIKO), 5,5 km long, has been interrupted, since with a slight difference in the budget and only a 6-month delay it is possible to construct the entire line below surface. The new design will be ready in early 2005, when the project will be anew put to tender. The Contractor is expected to commence construction works in early 2006 so that the project may be completed within 2009, which is acceptable by Cohesion Fund based on funding terms.

This extension serves 45,000 passengers on a daily basis.

Line 2 westbound Extension to ANTHOUPOLI

AGHIOS ANTONIOS Station has been commissioned in early August 2004. This extension is 1,2km long serving 50 000 passengers on a daily basis until the commissioning of PERISTERI and ANTHOUPOLI Stations at the end of 2007.

This extension is of major importance, since the Metro gets beyond Kifissos river, thus, reducing travelling time of passengers of the western suburbs.

The metro passengers need only 7 minutes to travel comfortably and rapidly from AGHIOS ANTONIOS to the city centre (Omonia Square).

At a later stage, PERISTERI and ANTHOUPOLI Stations will be constructed, as well as 400m of tunnel needed to complete the total of line extension (3km).

Line 3 Northbound Extension to Doukissis Plakentias and the Airport

Upon commissioning of HALANDRI and DOUKISSIS PLAKENTIAS Stations (late July 2004), there is direct link between the Airport and the city center (Syntagma) in 37 minutes or

between the Airport and the Piraeus Port -via a transfer to the ISAP Line 1 at Monastiraki Station- covered within approximately 60 minutes.

This extension comprises three new Stations (HALANDRI, DOUKISSIS PLAKENTIAS, AIRPORT), 5,6km of underground line and 20,7km of surface line (of the suburban railway). HALANDRI and DOYKISSIS PLAKENTIAS Station are located below Doukissis Plakentias Station; the former at the intersection with Grevenon Street, the latter at the intersection with Attiki Odos.

Moreover, CALATRAVA pedestrian bridge near KATEHAKI Station as well as a new surface car park area with total capacity of 250 parking spaces (located beside the pedestrian bridge) have been also commissioned in July 2004.

The construction of CALATRAVA pedestrian bridge enabled connection of both sides of Messogion Ave in order to facilitate access from the western side of the avenue to KATEHAKI STATION which is located on the eastern side. At a later stage, in 2007, HOLARGOS and NOMISMATOKOPIO Stations will be added to the Metro network. As to AGHIA PARASKEVI Station, during the execution of tunnel boring works to Doukissis Plakentias, it will be required to interrupt the Metro line operation at Nomismatokopio-Halandri tunnel section for an approximate three-month period.

This extension serves 55, 000 passengers on a daily basis.

Line 3 Westbound Extension to Egaleo

Line 3 Extension from MONASTIRAKI to EGALIO is 4,3km long and includes 3 Stations (VOTANIKOS, ELEONAS and EGALIO), as well as 7 ventilation shafts. Before the commencement of works of the construction of the said Stations, it was deemed necessary to carry out archaeological excavations at 17 worksites (Stations, Station entrances/exits, ventilation shafts, access shafts for the construction of the tunnel of the extension). Civil works at all construction faces of this extension progress at a rapid pace in order for MONASTIRAKI-EGALIO tunnel section to be commissioned by the end of 2007.

Extensions under construction	Length(in Km)	Stations	Year of Completion	Daily Ridership
MONASTIRAKI EGALIO-HAIDARI	5,8	4	2007/2008	110,000
AGHIOS ANTONIOS ANTHOUPOLI	1,5	2	2008	50,000
HOLARGOS, NOMISMATOKOPIO & AGHIA PARASKEVI (under procurement)	-	3	2007/2008	60,000
AGHIOS DIMITRIOS/ALEXANDROS PANAGOULIS HELLINIKO	5,5	4	2009	80,000
HAIDARI-PIRAEUS -EVANGELISTRIA	8,1	7	2013	160,000

SISGEO INSTRUMENTATION IS INSTALLED ON THE FOLLOWING LINES:

- SEPOLIA – PERISTERI LINE
- AGHIOS DIMITRIOS – HELLINIKO EXTENSION LINE
- EGALEO – HAIDARI EXTENSION LINE
- AGHIA PARASKEVI - HOLARGOS
- MONASTAKI – EGALEO LINE

AND ON THE FOLLOWING STATION:

- AGHIOS ANTONIOS
- AGHIA PARASKEVI
- HOLARGOS