

**PROJECT: "DESIGN – CONSTRUCTION – FINANCING – OPERATION –
MAINTENANCE AND EXPLOITATION OF THE PROJECT "IONIA ODOS
MOTORWAY FROM ANTIRIO TO IOANNINA, PATHE ATHENS (METAMORFOSI
I/C) – MALIAKOS (SKARFIA) AND PATHE CONNECTING BRANCH
SCHIMATARI – CHALKIDA"**

**SECTION: ATHENS PATHE (METAMORFOSI I/C) – MALIAKOS (SKARFIA) AND
PATHE CONNECTING BRANCH SCHIMATARI – CHALKIDA**

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**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 2 / 42
Date: 14.07.2010

**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL
TERMS DURING THE CONSTRUCTION PHASE**

**PATHE ATHENS (METAMORFOSI I/C) – MALIAKOS (SKARFIA) AND PATHE
CONNECTING BRANCH SCHIMATARI – CHALKIDA**

**CONCESSIONAIRE OF THE PROJECT: NEA ODOS S.A.
CONSTRUCTOR: J/V EURO IONIA**

JULY 2010



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 3 / 42
Date: 14.07.2010



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 4 / 42
Date: 14.07.2010

METAMORFOSI – ILIKI



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 5 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
A.	Issues of Permits/Approvals	
A.1	Permits – approvals for any activity or installation required for the construction	<p>The foreseen by the legislation permits and approvals, including the environmental permit possibly required, are obtained, when needed.</p> <p>For the implementation of any partial additional activity or expansion that is not described in the Environmental Impact Assessment (EIA) and consequently not covered by the Approval of Environmental Terms (AET) a relevant environmental permit shall be obtained by EYPE/YPEXODE.</p>
A.2	Ancillary works	<p>The requests for granting environmental permit to the ancillary works carried out by EYPE/YPEXODE regardless the category they fall, in accordance with the Joint Ministerial Decision No. 16393/2332/5.8.2002.</p>
A.3	Archaeological Services	<p>The works performed during the reference period in the said section focused on operations of improvement, rehabilitation and widening within the existing expropriation area (there is a positive opinion of the Archaeological Service). Nevertheless, a contact will be held by the competent Departments of Antiquities, when necessary, as happened in previous reference periods.</p> <p>The proposed by EIA location for the Motorists Service Stations in Afidnes was dismissed. The final locations of the Motorists Service Stations for the section 'Metamorfossi - Iliki' are located in Kapandriti I/C and Thiva I/C, while the Administration building in Varibobi. Therefore, the ecclesiastic monument is not affected and no measures are required for its protection.</p>
A.4	Forest areas	<p>The areas where works for the widening and the improvement of the road in the said section take place, fall within the expropriated zone, are not categorized as forest areas or areas to be re-forested and currently do not affect trees. Therefore, there is no need for the Forest Service to issue an intervention permit for the said works. If such a need arises in the future, the procedure referred to in the particular environmental term will be followed.</p> <p>The Forest Service of Parnitha has been notified of the tree cutting within the area where the building of the Management in Varibobi will be built with Euroionia J/V letter ΑΠ 22734/15-4-10 under the buildings</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 6 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		construction works.
B	Design-related Issues	
B.1	Hydraulics Studies	<p>For the said period the following designs have been submitted to the I.E.</p> <ol style="list-style-type: none"> 1. Kapandriti Lateral Toll Station on 14/01/2010 with Protocol No. IC-C-EN-P128Y-MO-0200-000-HYD-HR1-FL-009.HY-01-01-0. 2. Inofyta Lateral Toll Station on 14/01/2010 with Protocol No. IC-C-EN-P131Y-MO-0200-000-HYD-HR1-FL-008.HY-01-01-0. 3. Bogiati Lateral Toll Station on 4/11/2009 with Protocol No. IC-C-EN-P126Y-MO-0200-000-HYD-HR1-FL-012.HY-01-01-0. 4. Varibobi Lateral Toll Station on 14/01/2010 with protocol No. IC-C-EN-P126Y-MO-0200-000-HYD-HR1-FL-015.HY-01-01-0 5. Thiva Lateral Toll Station on 14/01/2010 with Protocol No. IC-C-EN-P134Y-MO-0200-000-HYD-HR1-FL-010.HY-01-01-0. 6. Hydraulic Study of Thiva Frontal Toll Station on 29/03/2010 with Protocol No. IC-C-EN-P143N-MO-0200-000-HYD-RP-RP-020.KM-01-01-0. 7. Irrigation Design CH. 11 + 900 to 90+000 on 18/05/2010 with Protocol No. IC-C-EN-P000-MO-0200-000-HYD-IR01-FL-01---0. <p>The above designs have been elaborated taking into account the requirements of the term. For the remaining section the designs are under elaboration.</p>
B.2	Special Technical Implementation Study	<p>For the said period, the worksite areas that have been licensed are as follows:</p> <ul style="list-style-type: none"> • STIS has been elaborated and submitted to the Service with Protocol No. 141083/18-06-09 for Kapandriti and Thiva E&M Centers and has been approved with Protocol No. 141083/20-11-09.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 7 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
B.3	Landscaping – Forest Technical Design	<p>The relevant landscaping designs relate to the central island, the reconstruction of worksites, configuration of the surrounding area and planting the road slopes as well as the final irrigation designs.</p> <p>Regarding the landscaping and irrigation designs for the said period of the report, the following have been submitted:</p> <ol style="list-style-type: none"> 1. Irrigation design for CH. 11+900 to 90+000, IC-C-EN-P000-MO-0200-000-HYD-IR01-FL-01-0 submitted on 18/05/2010. 2. Irrigation design and landscape plantings of Thiva lateral Toll Station submitted on 22/1/2010 with J/V protocol no. 19242 and approved by the Independent Engineer 3. Irrigation design and landscape plantings of Thiva frontal Toll Station submitted on 22/1/2010 with J/V protocol no. 19242; expecting for its approval by the Independent Engineer. 4. Irrigation design and landscape plantings in the administration building of Kapandriti Toll Station submitted on 22/1/2010 with J/V protocol no. 19242; expecting for its approval by the Independent Engineer. 5. Irrigation design and landscape plantings in the administration building of Afidnes Toll Station submitted on 22/1/2010 with J/V protocol no. 19242; expecting for its approval by the Independent Engineer. 6. Irrigation design and landscape plantings in the administration building of Varimpompi Toll Station submitted on 22/1/2010 with J/V protocol no. 19242; expecting for its approval by the Independent Engineer.
B.4	Special Technical Implementation Study - Noise Suppression	<p>The Special Acoustics Study – Structural Design of Noise Barriers for the section of PATHE: METAMORFOSI /IC – MALIAKOS (SKARFIA) & CONNECTING BRANCH SCHIMATARI – CHALKIDA has already been submitted to the Special Environmental Service of the Ministry for the Environment, Physical Planning and Public Works (ref. no. 143730/10-11-2009).</p> <p>In the context of the said STIS that is related to the PATHE Motorway from Metamorfossi to Agios Konstantinos</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 8 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>noise measurements to determine the accurate position of the barriers have taken place.</p> <p>In the first half of 2010, the installation of sound barriers has started to be implemented, as indicated by the relevant approved study.</p>
C.	Construction issues	
C.1	Retention of existing traffic lanes and interchanges	<p>The Traffic Management Studies during the construction of the widening and also during the optimization of the road surfacing material are being prepared and are submitted to the Independent Engineer for approval.</p> <p>Moreover, any interventions have been approved by the respective National Road Traffic Services.</p>
C.2	Water flow	The content of par. B.1 is noted here.
C.3	Temporary disposal sites	<p>To date in this section, temporary disposal of loose materials from the asphalt mix production unit takes place. There are on-site plastic covers that cover the piles in case of windstorm. A water wagon has also been installed so that piles and roads manual watering can be done. Also, it shall be ensured that temporary deposits of excavations are located only within the occupation zone.</p>
D.	Work-site Management Issues	
D.1	Dust control	<p>An overall Action Plan for monitoring the Environmental Terms of the PATHE Project has been drawn up and is currently being implemented. This Plan includes protection measures for all foreseen situations in the environmental provisions.</p> <p>Inspections are conducted in the areas where construction works are executed and the respective check list is</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 9 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>completed. Pursuant to the checks in case of non respect of the provisions, instructions are given (corrective actions) for the conformance method. The performance of corrective actions is checked via new inspections based on the check list.</p> <p>In particular for the dust, to date, based on the works already began, the following are foreseen and implemented:</p> <ul style="list-style-type: none"> • Piles of construction materials are developed only within the enclosed worksites. • Worksite roads are sprang with water on a regular basis. <p>Furthermore, in the bitumen production unit there is a sprinkling system at the point where the unit aborts fine-grained materials.</p> <p>In addition, special care has been taken into account for at least one sprinkling truck in every worksite, where dust might be released.</p> <p>It is aimed not to overfill the material transportation trucks and all trucks transporting construction material must be covered.</p>
D.2	Materials Combustion	<p>The Environmental Terms Compliance Check List which explicitly refers that the combustion of materials in the worksite is prohibited was presented for information and implementation to the supervisory engineers of the Joint Venture. Furthermore, regular inspections are carried out to ensure compliance with the said E.T. No materials are combusted pursuant to the checks.</p>
D.3	Pollution due to accident	<p>The Intervention Plan for Emergency Situations has been drawn up by the Concessionaire and constitutes an Annex of the Policing & Fire Fighting Agreement signed with the Ministry of Interior. This plan specifies measures to timely collect and remove hazardous substances while preventing pollution of the water/soil resources, etc.</p> <p>This Intervention Plan includes all measures/required equipment etc. that will be needed in case of accident</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 10 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>and leakage of non-biodegradable substances, including the necessity to construct Pollution Control Units.</p> <p>There is a possibility of accidental fuel leakage from construction machinery, etc. which may result to a direct contamination of water, soil, etc. especially when the quantity is large. In this case, adsorption materials such as sand, chippings or a special geotextile will be used immediately after run out. Such materials exist in the central worksite for immediate use. Their disposal, in emergency situation, will be carried out in accordance with the instructions for disposing toxic waste.</p> <p>It should be noted that, so far, no such accident has occurred.</p>
D.4	Liquid waste	<p>A general Environmental Management Plan, which includes procedure ENV-P-01 for handling hazardous liquid waste in compliance with the respective environmental terms and the applicable legislation has been drawn up, submitted and is being implemented.</p> <p>Inspections are conducted in the areas where construction works are executed and the respective check list is completed. Pursuant to the checks in case of non respect of the provisions, instructions are given (corrective actions) for the conformance method. The performance of corrective actions is checked via new inspections based on the check list.</p> <p>Toxic and hazardous waste derive in small quantities only from the operation of the environmentally licensed laboratory in the worksite at Thiva. These wastes are collected in appropriate containers and are removed by licensed companies that handle such materials.</p>
D.5	Noise	<p>After noise measurements performed in specific positions, the limits were not exceeded. It is noted that the execution area of works is defined by the absence of sensitive receivers while the main background noise is due to the vehicles motion on the National Road.</p>
E.	General Issues	
E.1		<p>During the construction an overall Action plan is elaborated and performed for the monitoring of environmental Terms for the entire project of PATHE, which includes protective measures for the foreseen environmental</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 11 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>terms.</p> <p>More specifically, the inspection process , which is being applied using the relevant Check List in all worksite areas of the PATHE motorway has been foreseen.According to this checklist, regular inspections are carried out in order to ensure compliance with the environmental terms from which corrective or preventive measures arise.</p>
E.2		<p>Based on the groups of similar construction works as modified and the expenses calculated for each group separately, the required amount for the total budget of the design/construction has already been ensured by priority for all works that are required to fully comply with the Environmental Terms and restrictions of this Joint Ministerial Decision. Reference to the expenses for the protection of the environment in relation to the total budget of the project is made in the annual progress report for the implementation of environmental terms.</p>
E.3		<p>Euroionia Joint Venture has a department for Environment, Health and Safety staffed with the required personnel.The responsibilities and obligations of the department's staff are described in the Quality Management System of the Joint Venture. The J/V's organization chart includes the specialty of an Environment Manager, as foreseen by the SCP.</p> <p>The program of environmental observation and check has been submitted to EYPE by the Concessionaire with NEA ODOS S.A. Protocol No. IC.P.CC.4371 dated 21-01-09.</p>
E.4		<p>In the Joint Ministerial Decision with Protocol No. 101200/25.5.2001 on the Approval of Environmental Terms for the project: "Construction and operation of Kymi Avenue, section B: from the National Road No. 1 to the Olympic Village" apart from the environmental terms that generally apply in any case, there is a comprehensive reference to the protection of Kifissos river, its riparian vegetation and the natural texture of the area, etc.All these terms shall be taken into account during the works in Kalyftaki I/C, which have not yet begun.</p>
E.5		<p>According to this Presidential Decree, the layout planning of any type of worksite installation, storage installation or other installation related to the construction of the project within the boundaries of Kifissos river</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 12 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>Protection Zone and its surrounding streams as well as any type of water contamination or environment pollution is strictly prohibited.</p> <p>This requirement has been taken into account and no worksite area within this zone has been planned.</p>
E.6		<p>The annual and semi-annual periodic reports for compliance with the environmental terms are notified to the Concessionaire and are published on its website. At the same time, the person responsible on behalf of the Joint Venture facilitates any inspections to ensure compliance with these terms.</p>
E.7		<p>The measures for preventing environmental implications that are proposed in the EIA and that do not contravene this AET, are taken into account.</p>
E.8		<p>In accordance with article 13 of the Joint Ministerial Decision 11017/703/Φ104/14.03.2003, a Folder has been elaborated, submitted and approved by EYPE for the construction and operation of foreseen toll stations in this section of the motorway (J/V Protocol No. 12938/24.7.09). With respect to this section, the above environmental permit concerns the following toll stations: Afidnes and Thiva (frontal), as well as Malakasa, Kapandriti and Thiva (lateral).</p>
E.9		<p>If the environmental terms of this Joint Ministerial Decisions are amended based on new scientific and technical data in the field of environment protection or for any other reason, the Joint Venture shall lawfully comply with the new terms.</p>
E10		<p>All the Environmental Terms continue to be effective.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 13 / 42
Date: 14.07.2010

ILIKI - KASTRO



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 14 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
A.	Permits / Approvals	
A.1	Approvals - permits for any activity or installation is required for the construction	<p>All foreseen by the legislation permits and approvals, including the environmental permit possibly required, are obtained, when needed.</p> <p>In particular, the worksite at Iliki has received a permit for an area which is on an incline of the motorway at CH.97+200, (Approval No. 103047/10.06.08).For this location, the installation of a Stone-grinding site has been approved.</p> <p>The site offices as well as the respective laboratory (as described in the relevant STIS) have received a permit and have been installed in the worksite of Thiva at the 85th km.</p>
A.2	Forest areas	<p>The Euroionia Joint Venture with its letter 459/28-02-08 to Thiva Forest Service requested to obtain a permit for timber felling at the area of Iliki that will be expropriated.The Forest Service, with its letter 612/10-04-08 to the Joint Venture has granted the relevant approval.</p> <p>No other need to intervene in a forest area has arisen since then.</p>
A.3	Worksite layout planning	<p>All worksite areas that will be used by the Joint Venture have been defined and are as follows:</p> <ul style="list-style-type: none"> • Worksite area at Martino (CH.117+000), outside expropriation zone, leased site with environmental permit by EYPE for the installation of the asphalt mix production plant (Approval No. Joint Ministerial Decision 139132/30.04.09).
A.4	Archaeological Services	<p>The 9th Department of Prehistoric and Classical Antiquities, with document no. 421/21-02-2008, was notified of the commencement of works for the purposes of establishing two bypasses in the area of Iliki. The</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 15 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>Department assigned a supervisor and set the terms for the supervisory procedure, with document no. 977/27-2-2008. In continuation with protocol no 4448/11-03-09 the 23rd Byzantine Antiquities Service was notified of the commencement of the works.</p>
A.5	Borrow pits – Quarries	<p>The installation of stone processing plant was submitted to EYPE with protocol no. 103047/09.04.08 and approved (no. approval 103047/10.06.08). The stone processing plant has been installed and is operating.</p> <p>The excavation material is appropriate for aggregates and in the stone crushing plant is rated and used in the project. Therefore, it is not necessary to take material from pits and quarries, so that the ETME designing not to be needed for the project in Yliki area.</p> <p>For any aggregates used in bituminous mixtures are supplied by operating quarries in the region.</p> <p>In the event there is such a need in the future, the lawful procedure for obtaining the relevant permit will be followed.</p>
B.	Design-related Issues	
B.1	Hydraulics design for drainage tanks	<p>The relevant final hydraulics designs for the closed drainage – sewerage system, which refer to the two bypasses in the area of Iliki, have been approved by the Independent Engineer, while the design of tanks has been submitted to him on 16.10.2008 with J/V protocol no 534, corrections have been requested, which have been submitted on 22.3.2010 with J/V protocol no 21795 and its approval is expected. (It should be noted that the location of the tanks has been approved by the hydraulics designs).</p> <p>Furthermore, the Athens Water Supply and Sewerage Company must be advised accordingly, which will take place once the Independent Engineer approves of the designs.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 16 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		Moreover, the hydraulics designs for CH. 89+334 – CH. 91+967 and CH. 96+000 – CH. 99+224 have been assigned, prepared and approved by the Independent Engineer.
B.2	Hydraulics Studies	All reference made above also apply here (Joint Ministerial Decision 33838/94/10.07.1995).
B.3	Architectural plans	Once the locations of the Motorists Service Stations and parking areas are finalized, the corresponding architectural designs will be drawn up.
B.4	Landscaping plan	The final landscaping plans and the final irrigation plans have been assigned, drafted and submitted to the Independent Engineer for approval. These concern the bypass section: a) CH. 89+344,15 – CH. 91+967,39 and b) CH. 94+517,70 – CH. 97+647,43 with ref. No. IC-C-EN-P135Y-MO-0200.000-PLN-PLG-FL-002.01.01.0 and IC-C-EN-P135Y-MO-0200.000-PLN-PLG-FL-003.01.01.0 on 10/7/2008 respectively. The plan is currently under the restructuring/completion phase following the remarks of the Independent Engineer and its re-submission is expected.
C.	Construction issues	
C.1	Widening	The term for the widening of the road in the area of Iliki lake concerns the old project and has been observed.
C.2	Water flow	The term for the structures and the valley-bridge in CH. 8+768 concerns the old project and has been observed.
C.3	Disposal pits	<p>Based on the cut & fill tables of the final project design, no excess materials for disposal are foreseen, which means there is no need, for the time being, for a disposal site.</p> <p>The excavation material is appropriate for aggregates and in the stone processing plant is rated and used in the project. Therefore, it is not necessary to take material from pits and quarries, so that the ETME designing not to be needed for the project in Yliki area.</p> <p>For any aggregates used in bituminous mixtures are supplied by operating quarries in the region.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 17 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>In the event there is such a need in the future, the lawful procedure for obtaining the relevant permit will be followed.</p>
C.4	Excavations – explosives	<p>The term for the limitation of excavations to the absolute necessary ones concerns mainly the old project but is still respected in the bypasses of Iliki.</p> <p>In particular, due to the use of explosives in the bypasses, the following design has been approved by the Independent Engineer: "Elements - Methodology for Explosion Planning in the rocky ditches at Iliki area" (ref. no. 2958/09-04-2008).</p> <p>Furthermore:</p> <ul style="list-style-type: none"> • Land occupancy zone and access roads have been determined and delimited with the appropriate signs. Site clearance is performed within this zone but not throughout the expropriated zone, in accordance with the relevant instructions that have been given to the subcontractors by the employee responsible for the compliance with the Environmental Terms. • Construction machinery move within certain boundaries of intervention or on the access roads and are not uncontrollable in forest or agricultural areas. • New cuts have been primarily avoided and the existing agricultural or forest roads are mainly used. <p>The term of use of excavated materials concerns the old construction of PATHE. In this phase of works, should there be redundancy of materials for use in other sections of the road, and there is such need and it is also possible to transfer them, then they will be used by priority. They will be transferred and used by priority.</p>
C.5	Concrete and asphalt mix production plants	<p>Special care is given to the restriction of installing and operating concrete and asphalt mix production plants within the water basin, preventing the installation of such activities in a distance smaller than 5km from the highest level of the lake. The layout of the asphalt mix production plant has been compiled and has received permit for the worksite in Shimatari (CH.63+300, away from Iliki), while the concrete production is</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 18 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		performed by using ready-made concrete supplied by lawful installations of the subcontractor.
C.6	Safety barrier	The term for the construction of lateral safety barrier has been taken into account in the respective road construction designs for 91 st and 97 th km, throughout these sections with height, tolerance and technical specifications, which, in case of accident, will not allow vehicles to head towards the lake avoiding bouncing or breakage and holding all hazardous substances and materials within the limits of the motorway.
C.7	Drainage – sewage system, rain water – holding / filtration tanks etc.	<p>The improvement of the safety barrier has been foreseen in the respective road work design, while at the Iliki 2 section the appropriate hydraulic works are being constructed in order to comply with the said environmental term.</p> <p>The relevant hydraulic designs (closed drainage-sewage system and rain water holding tanks) concerning the two bypasses in Iliki area have been drawn up, elaborated and submitted to the Independent Engineer. The final Hydraulic design has been approved by the Independent Engineer since 22/4/2008. The design for the rain water holding tanks has been submitted to the Independent Engineer on 16.10.08 with J/V protocol no. 5344, restructure was requested, submitted on 22.3.2010 with J/V protocol no. 21795 and its approval is expected. (It should be stressed that the locations of the tanks have been approved by the hydraulic design). In addition, EYDAP (water supply company) is yet to be informed. This will be conducted after the completion of the approval of designs by the Independent Engineer.</p>
C.8	Configuration CH.91+500	The configuration of the slope in compliance with the relevant requirements submitted to EYDE/OPA with ref. no. ΟΑΠ/Α.1/Φ4.1/οικ.13686/21.2.2006 at CH.91+500 has been taken into account in the respective road-work designs.
Γ.9	Rehabilitations	The relevant final landscaping design and the final irrigation design that concerns the previous worksite are currently under revision. A detailed topographical illustration of the area is drawn up to meet the requirements.
D.	Work-site Management Issues	



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 19 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
D.1	Water flow protection	The terms and restrictions set by the Joint Ministerial Decision on the protection of Iliki are taken into account, as described in various parts of this report.
D.2	Dust control	<p>The air protection methods related to the operation of the stone processing plant have been foreseen in the relevant STIS, which received approval (see description of progress in E.T. d8 (Joint Ministerial Decision 33838/94/10.07.1995)).</p> <p>No ready-made concrete and asphalt mix production plans have been determined for this PATHE section (see description of progress in E.T. d.29.1 (Joint Ministerial Decision 33838/94/10.07.1995)). The corresponding materials are supplied by relevant suppliers.</p> <p>The necessary mechanical drilling equipment is used.</p> <p>All worksite roads are regularly sprayed with water and regular inspections are carried out to ensure compliance with the said E.T. especially during dry periods.</p> <p>Furthermore, every possible effort is made to directly layer the sections with asphalt where the other works have been completed so as the dust is not dispersed while trucks are moved in the worksite.</p> <p>In addition, barriers have been installed between the motorway and the worksite road in order to restrict the dust disperse and reduce the possibility of accident on the motorway from the circulation of worksite vehicles on the worksite road, heading parallel, from the western side of the existing motorway. In addition, water is sprayed on the worksite areas by water bearing trucks especially during the summer and dry periods.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 20 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
D.3	Noise- Movable noise barriers	<p>It is noted that the execution area of works is defined by the absence of receivers.</p> <p>However, measurements are taken under the relevant monitoring program, recorded in the relevant tables in order to display the measurement points. There are no exceedances resulted by the measurements.</p> <p>In any case, the Joint Venture will ensure compliance with the Joint Ministerial Decision 37393/2028/29.3.2003.</p>
		<p>The area of Iliki, where works for the bypass take place is located away from residential areas thus the areas are not affected by the noise.</p> <p>In any case the level of noise is controlled in order to respect the levels stipulated by the Legislation.</p>
D.4	Liquid waste	<p>A general Environmental Management Plan, which includes the procedure for handling liquid waste in compliance with the respective environmental terms and the applicable legislation, has been drawn up.</p>
		<p>The Joint Ministerial Decision 71560/3053/ Official Government Gazette 665/B/85 has been replaced by Joint Ministerial Decision 98012/2001/96 (Official Gazette 40B).</p> <p>In any case, regular checks are performed for the respect of the restriction and correct management of oils pursuant to the legislation, via inspections and questionnaire filling. The management of oils is conducted</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 21 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>via licensed bodies.</p> <p>Regular checks are conducted in order not to store fuels, lubricants or other dangerous substances in the area of Iliki or feed, change of lubricants, use of any other dangerous substance nor conduct any other activity that may cause the pollution of Iliki.</p>
D.5	Solid waste	Through regular inspections and check lists recommendations are carried out when the rational and correct procedures for handling solid waste are not met. The immediate compliance with the stipulations of the Plan of Environmental Management is checked for the correct practice in waste management.
D.6	Worksite installations	As proposed in the relevant approved STIS for Iliki's worksite, all worksite installations shall be removed after the completion of the project and the area will be rehabilitated based on the relevant landscaping design, regardless of the proprietary state.
D.7	Fire prevention	Both in vehicles and project's machines as well as worksite itself, it has been ensured that the relevant fire fighting means are in good condition and available in emergency situations.
D.8	Avoiding accidents at Iliki	This involves the existing motorway and has been taken into consideration. With respect to the design of the new bypass project, the arresting wall has also been taken into account in the road-work design.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 22 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
E.	General Issues	
E.1		<p>An overall Action Plan for the monitoring of the Environmental Terms of the entire PATHE Project has been drawn up and is currently being implemented. This Plan includes protection measures for all foreseen situations in the environmental provisions.</p> <p>More specifically, there is a Check List which is included in the general Action Plan and is applied in all worksites of PATHE project. According to this list, regular inspections are carried out in order to ensure compliance with the environmental terms.</p>
E.2		<p>A folder with the small modifications of alignment in 91st and 97th km was submitted to EYPE according to article 13 of the JMD No. 11014/703/F104/ 14.3.2003. The E.T. of the project has been modified pursuant to YPEXODE/EYPE document referenced 140792/12-06-2009.</p>
E.3		<p>If the Environmental Terms of the present JMD are amended based on new scientific and technical data in the field of environmental protection or for any other reason, the Joint Venture shall lawfully comply with the new terms pursuant the law.</p>
E.4		<p>The term for the presence of EIA and this report at the offices is applied to the Joint Venture's offices, while a series of the approved designs EIA and STIS that concern the project along with the respective approvals has been sent to the site offices in Thiva.</p>
E.5		<p>Based on the groups of similar construction works as arranged and the expenses estimated separately for each group, the required percentage of the total budget of the design/construction for works that are necessary for the full compliance with the Environmental Terms and restrictions of the present JMD, has been ensured by priority.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 23 / 42
Date: 14.07.2010

KASTRO - TRAGANA



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 24 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
A. Permits / Approvals		
A.1	Approvals - permits for any activity or installation is required for the construction	<p>The procedures to obtain an environmental permit and other approvals are being followed.</p> <p>Pursuant to JMD with P.N. 139132/30/4/2009 and the existing environmental legislation, the environmental approvals are granted upon the submission & approval of the relevant STIS by EYPE/YPEXODE.</p> <p>In this section of PATHE, where only optimizations of the pavement are foreseen, STIS for the permit of asphalt layering unit in Martino, in K.P. 117+000 (P.N. 4412/04-08-08) has been submitted to EYPE. The approval of this study has been performed as mentioned in EYPE document referenced 139132/30.4.2009. The approval was included in the relevant amendment of E.T. of this section.</p>
A.2	Archaeological Services	<p>The term for the notification of the archaeological service before the beginning of the construction concerns the old project, since in the present phase of works no excavation or other works requiring the supervision of archaeological services, will be performed.</p>
A.3	Worksite layout planning	<p>In this PATHE section, where only optimizations of the pavement are foreseen, a STIS has been submitted to EYPE to obtain permit for the spatial planning of the asphalt layering unit in Martino, in CH. 117+000 (ref. no. 4412/04-08-08). The approval of this design has been implemented as mentioned in EYPE document referenced 139132/30.4.2009.</p>
A.4	Interventions in infrastructure works	<p>The term on every type of intervention or amendment of the existing infrastructure works concerns the old project. If intervention or amendment of the existing infrastructure works is required during the present phase of works, it will be performed in cooperation with the competent authorities.</p>
B. Design-related Issues		
B.1	Hydraulics Studies	<p>The term on smooth flow of surface waters concerns the old project and has been followed. As far as the construction of new toll stations there is no amendment of the smooth flow of waters.</p> <ul style="list-style-type: none"> • Hydraulic Study of Tragana Lateral Toll Stations submitted to the I.E. with protocol no, J/V 16364/3.11.09 • E&M Centers Hydraulic Study of Tragana Toll Stations submitted to the I.E. with protocol no, J/V 19614/1.2.10 • Hydraulic Study of surrounding area of Tragana toll building on 25/01/10 with protocol no IC-C-



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 25 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		EN-P138Y-MO-0200-000-HYD-HR1-FL-023.HY-01-01-0 <ul style="list-style-type: none"> Tragana Lateral Toll Stations on 14/01/2010 with protocol no IC-C-EN-P138Y-MO-0200-000-HYD-HOT-FL-016.HY-01-01-0
B.2	Landscaping Studies	The relevant landscaping designs as well as the final irrigation designs have been assigned and are currently being drawn up. Regarding the landscaping and irrigation designs for the said period of the report, the following have been submitted: <ul style="list-style-type: none"> Irrigation design and landscape plantings in the administrative building of Tragana Toll Station submitted on 22/1/2010 with J/V protocol no. 19242; expecting for its approval by the Independent Engineer.
C.	Construction Issues	
C.1	MSS - Parking spaces	Once the location of the Motorists Service Stations and parking areas are finalized the corresponding environmental term will be implemented.
C.2	Borrow pits – Quarries	The term of additional excavator materials concerns the old project, since in the present phase no excavations will be performed in this section.
C.3	Disposal pits	The term of disposal of inappropriate excavation products concerns the old project, since in the present phase no excavations will be performed in this section. As far as the construction of tolls, no excess materials, which a disposal pit will be necessary for, are expected. In case of redundancy of materials from the constructional activity, care will be taken in order to receive the required permits.
C.4	Use of excess extraction materials	The term of the use of excess excavated materials concerns the old project, since in the present phase no excavations will be performed in this section.
D.	Work-site Management Issues	
		The term of systematic water spraying of worksite roads, material, etc. concerns the old project and has



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 26 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		<p>been met. All the terms and preconditions of this environmental permit will be met in order to avoid increased levels of dust from the construction of tolls and the operation of the bitumen unit.</p> <p>Once the works begin, a general Action Plan for the monitoring of Environmental Terms, which includes protective measures according to the environmental terms, will be implemented.</p> <p>In particular, as far as the dust the following are provided:</p> <ul style="list-style-type: none"> • Piles of construction materials should be developed only within the enclosed worksites. • Worksite roads should be regularly sprang with water. • The trucks that transfer materials should not be overloaded and all trucks transferring loose materials must be covered. • The section currently operating must be regularly cleaned as trucks that carry materials will use it.
D.2	Excavations – explosives	At this phase of the works, no excavations or use of explosive materials are foreseen and consequently the said Environmental Term of restriction of excavations and use of explosive materials concerns the previous project.
D.3	Solid waste	Through regular inspections and check lists of the Action Plan for monitoring of the E. T., recommendations are carried out when the rational and correct procedures for handling solid waste are not met. After the completion of works, the subcontractor is obliged to deliver the area of works free of waste.
D.4	Materials Combustion	The Environmental Terms Compliance Check List explicitly stipulates that the combustion of materials in the worksite is prohibited. Furthermore, regular inspections are carried out to ensure compliance with the said E.T. on materials combustion.
D.5	Liquid waste	<p>JMD 71560/3053/ Official Government Gazette 665/B/85 has been replaced by JMD 98012/2001/96 (Official Government Gazette 40B).</p> <p>A general Environmental Management Plan, which includes the procedure for handling liquid waste in compliance with the respective environmental terms and the applicable legislation, has been drawn up.</p>
D.6	Worksite installations	After completing the works, in case the proposed worksite at Martino is used for the installation of an



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 27 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		asphalt layering unit, the worksite will be fully rehabilitated.
D.7	Noise - Movable noise barriers	The Check List, which is foreseen in the general Action Plan and is implemented in all the worksite areas of PATHE, is implemented including checks and protective measures according to the environmental terms.
D.8	Fire prevention	Fire protection measures will be taken, as proposed in the relevant STIS submitted to EYPE for Martino worksite.
E.	General Issues	
E.1		The Construction Joint Venture has taken all necessary measures to ensure compliance with the Environmental Terms and to be able to resolve and restore any unfavourable environmental situations.
E.2		Based on the groups of similar construction works as modified and the expenses calculated for each group separately, the required amount for the total budget of the design/construction has already been ensured by priority for all works required to fully comply with the Environmental Terms and restrictions of this JMD. The total expenses for the works of environmental protection are mentioned in the annual progress report of E.T. implementation.
E.3		In this section of the road, no installation of Exploitation & Maintenance Centres (EMC) is foreseen, while these needs will be served by other sections of the motorway where EMC are planned (Kapandriti, Thiva, Atalanti).
E.4		A semi-annual and an annual progress report with the possible problems arising in relation to the environment are submitted to the Ministry. In this section of the road, only maintenance and optimization works will be performed. Therefore, the clarifications of the reports content mainly concern the old project.
E.5		All measures for preventing environmental implications that are proposed in the EIA and that do not contravene this AET, are taken into account.
E.6		To date, no changes, improvements or amendments have been foreseen for the project outlined in the EIA, on the basis of which the Environmental Terms were approved, and the renewal folder of environmental terms, which extended their validity. Therefore, in line with article 13 of JMD No. 11014/703/F104/14.3.2003 there is no need to draw up a Folder or receive a new approval of environmental terms.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 28 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
E.7		If the Environmental Terms of this JMD are amended due to developments in the field of the environmental science or any other reason, the Joint Venture shall lawfully comply with the new terms.
E.8		It is applied to the Joint Venture's offices where the JMD of renewal of AET's effectiveness is also located (P.N. 103909/12-05-2006).



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 29 / 42
Date: 14.07.2010

TRAGANA - ARKITSA



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 30 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
A.	Permits / Approvals	
A.1	Approvals - permits for any activity or installation is required for the construction	The procedures of environmental licensing and other permits and approvals are respected. According to the JMD with Protocol No. 126119/08-02-2007 (total setting of PATHE ancillary works) and the existing environmental legislation, the environmental approvals are given upon submission & approval of the relevant STIS by EYPE/YPEXODE. For all the potential permits that may be required relevant STISs will be elaborated. A folder has been elaborated and approved by EYPE (protocol No. 146696/18-11-2009) for the construction and operation of the foreseen Fire brigade and Police Stations in Atalanti junction.
A.2	Forest areas	The areas where the Fire Fighting Centres and the O&M Centres in Atalanti (CH. 139+150) will be installed, as well as the site offices there (CH.140+400) are located within the expropriated zone, are not categorized as forest areas or areas to be re-forested and currently do not affect trees. Therefore, there is no need for the Forest Service to issue an intervention permit for the said works. If such a need arises, the procedure referred to in the particular environmental term will be followed.
A.3	Archaeological Services	<p>The archaeological departments have been informed about the beginning of works in the area of Atalanti junction, while no information was required on the reference time period.</p> <p>The layout of the worksite area in Atalanti (CH.140+400) has been planned within the existing expropriation zone in the area of the previous worksite at the Atalanti I/C, which is not located within an archaeological area or in distance less than 200m from it.</p>
A.4	Borrow pits – Quarries	In this section of PATHE, only road improvements are foreseen and no location of worksite facilities is provided, except offices, while the E&M construction has been implemented. The bituminous mixtures and concrete required or needed for the construction - maintenance of asphalt and the E&M construction are provided by an external supplier of an appropriate unit.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 31 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
A.5	Worksite - Disposal Sites	An area in Atalanti I/C has been chosen as worksite location and is within the expropriation boundaries. The relevant STIS was elaborated and submitted to EYPE with Protocol No. 100432/17.01.08 and the installation of worksite office has been approved (No. of approval 100432/07.02.08). So far, there is no need to create disposal sites (temporary or permanent) in this section therefore there is no need to plan and approve such sites.
A.6	Interventions in infrastructure works	The term of cooperation with the competent authorities for every kind of intervention or modification of the infrastructure works concerns the old project. If in the present phase of works is required to intervene or modify the existing infrastructure works, it will only be conducted in cooperation with the competent authorities.
B	Design-related Issues	
B.1	Hydraulics Studies	<p>The reference to viaduct concerns the old project and has been followed. As far as the Fire fighting, Maintenance and Control Centers of Atalanti (in K.P. 139+150) but also the Worksite Offices of Atalanti (around K.P. 140+400) all the necessary hydraulic works to ensure the smooth flow of waters have been provided in the respective hydraulic designs.</p> <p>For the reference period the following have been submitted to the I.E.:</p> <ol style="list-style-type: none"> 1. Malakassa Lateral Toll Stations on 14/01/2010 with Protocol No. IC-C-EN-P129Y-MO-0200-000-HYD-HR1-FL-014.HY-01-01- 2. Hydraulic Design with Protocol No. IC-C-CO-P138Y-PRO16364/MG/smi, dated 3.11.09 for lateral toll station in Tragana. 3. Hydraulic Design with Protocol No. IC-C-CO-P138Y-PRO17272/MG/lip, dated 24.11.09 for lateral toll station in Tragana.
B.2	Landscaping Studies	<p>The final landscaping and irrigation designs have been assigned and are currently being prepared.</p> <ul style="list-style-type: none"> • Irrigation and landscaping design in the administrative building of Atalanti Toll Station submitted on 22/1/2010 with J/v protocol no. 19242 and approved by the Independent Engineer.
C.	Construction issues	



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 32 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
C.1	Widening	The term for the widening towards the sea side concerns the old project. In the present phase of works no kind of intervention or widening is foreseen in this section.
C.2	Disposal of waste in the sea	Care will be given so that any solid waste is disposed based on the applicable legislation and in any case to avoid temporary or permanent disposal in the sea.
C.3	Conversion of existing passages	At this phase of the works, no interventions in passages are foreseen and consequently the said Environmental Term concerns the old project.
C.4	MSS - Parking areas	Once the location of the Motorists Service Stations and parking areas are finalized the corresponding environmental term will be implemented.
C.5	Disposal pits	So far, no disposal of materials has been performed in this section. In the event there is such a need, all restrictions set by the Environmental Terms and the applicable legislation will be met.
C.6	Communication between residential areas	The term of ensuring uninterrupted communication between residential areas refers to the old project. When works will begin at this section, traffic management studies will be carried out to ensure uninterrupted operation between the residential areas where the roads pass.
D.	Work-site Management Issues	



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 33 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
D.1	Dust control	<p>In this section of the PATHE Motorway, only improvements to the road surface have been foreseen and no provision has been made for the layout planning of worksite installations. The asphalt mix required will be supplied by a licensed subcontractor, who must have a unit with the appropriate technology and will certify what is stipulated by the term or other licensed unit of the Constructor along the project.</p>
		<p>The term for dust control during drilling refers to the old project.</p>
		<p>With respect to EMC, the construction works follow the E.T.</p>
D.3	Solid waste	<p>A general Action Plan for the monitoring of Environmental Terms for the entire project of PATHE has been elaborated and is implemented. This Action Plan includes protective measures for all the stipulations of the environmental terms.</p> <p>In particular, the Check List that is foreseen in the general Action Plan and is implemented in all the worksite areas of PATHE project, is applied. In the EMC construction areas urban waste is disposed in bins provided by the local Municipality.</p>
D.4	Materials Combustion	<p>Regular checks are conducted in order to assure the respect of this E.T.; no violation of the term is noticed.</p>
D.5	Liquid waste	<p>The JMD 71560/3053/ Official Government Gazette 665/B/85 has been replaced by JMD 98012/2001/96 (Official Government Gazette 40B).</p> <p>A general Environmental Management Plan has been drawn up, which includes the procedure for handling liquid waste in compliance with the respective environmental terms and the applicable legislation.</p> <p>The construction site managers and subcontractors are informed on the progress once the works begin and</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 34 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
		regular inspections are performed to ensure compliance. In case of failure or partial failure to comply with a term, recommendations for corrective measures are given.
D.6	Worksite installations	After the completion of the works, the worksite installations in Atalanti will be removed and full restoration of the area will be carried out.
D.7	Noise - Movable noise barriers	<p>Care will be taken in relation to the respect of worksite noise according to the legislation, including the noise deriving from the project's machines, through noise measurement in order to respect the Legislation's levels.</p> <p>The STIS that concerns the sound protection measures of the Special Acoustics Design – Barrier Dimensions for the section of PATHE: METAMORFOSI I/C – MALIAKOS (SKARFIA) & CONNECTING BRANCH SCHIMATARI – CHALKIDA was submitted to EYPE / YPEXODE (Protocol No. 107730/05-09-2008), while it has been approved with Protocol No. 143730/10-11-2009.</p> <p>In the context of the said STIS that is related to the PATHE Motorway from Metamorfossi to Agios Konstantinos noise measurements to determine the accurate position of the barriers have taken place.</p>
D.8	Fire prevention	Both in vehicles and worksites it has been ensured that the relevant fire fighting means are in good condition and available in emergency situations.
E.	General Issues	



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 35 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
E.1		The Constructing Joint Venture has taken all necessary measures to ensure compliance with the Environmental Terms and to be able to resolve and restore any unfavourable environmental situations. In addition, the J/V checks their implementation in regular periods of time.
E.2		Based on the groups of similar construction works as modified and the expenses calculated for each group separately, the required amount for the total budget of the design/construction has already been ensured by priority for all works that are required to fully comply with the Environmental Terms and restrictions of this Joint Ministerial Decision. A detailed analysis regarding the expenses that are provided for the realization of protection works of the environment is included in the annual progress report on the compliance with the environmental terms.
E.3		Care will be taken after the installation of the new tolls and provided it is deemed necessary.
		The term of systematic monitoring of the traffic noise concerns the operation.
E.4		At this section of the road, the installation of E&M Centres is foreseen in Atalanti in K.P.139+150. They will serve the needs mentioned in the said environmental term. Furthermore, during the operation, the relevant infrastructure shall be installed there.
E.5		The term of the installation of atmospheric pollution station concerns the operation of the project.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 36 / 42
Date: 14.07.2010

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
E.6		<p>A semi-annual progress report with the possible problems arising in relation to the environment is submitted to the Ministry.</p> <p>At this section of the road, however, only maintenance and optimization works will be performed. Therefore the clarifications of the reports content mainly concern the old project.</p>
E.7		<p>All measures for preventing environmental implications proposed in the EIA and do not contravene this AET, are taken into account.</p>
E.8		<p>To date, no changes, improvements or amendments have been foreseen for the project outlined in the EIA, on the basis of which the Environmental Terms were approved or the renewal file of environmental terms based on which their validity was extended. Therefore, in line with article 13 of the Joint Ministerial Decision no. 11014/703/F104/ 14.3.2003 there is no requirement of drawing up a file.</p>
E.9		<p>If the environmental terms of this Joint Ministerial Decisions are amended due to developments in the field of the environmental science, the Joint Venture shall lawfully comply with the new terms.</p>
E.10		<p>The term for the presence of EIA and the present in the project is applied in the J/V's worksite offices where the JMD for the renewal of the validity of AET is located (Protocol No. 103910/12-05-2006).</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE**

Edition: 1.0
Page: 37 / 42
Date: 14.07.2010

ARKITSA – AG. KONSTANTINOS

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
A.	Permits / Approvals	
A.1	Approvals - permits for any activity or installation is required for the construction	In this section of PATHE Motorway, only improvements to the road surface have been foreseen and no provision has been made for the layout planning of worksite installations. A file has been elaborated and approved by EYPE (Protocol No. 146696/18-11-2009) for the construction and operation of the foreseen toll stations of the section of the motorway, that is the construction of frontal toll stations in Arkitsa, K.P. 150+545 and lateral toll stations in Loggos, K.P. 159+900 and in Arkitsa I/C.
A.2	Forests - Re-forested Areas	The areas where the frontal and lateral toll station of Arkitsa (CH.148+330 and K.P. 150+545 respectively) will be installed, as well as the lateral toll station of Loggos are located within the expropriated zone, are not categorized as forest areas or areas to be re-forested and currently do not affect trees. Lastly, the administration building of the toll stations in Arkitsa (CH.150+547) will be placed in an area that has been additionally expropriated, not characterised as a forest or area for re-forestation. Therefore, there is no need for the Forest Service to issue an intervention permit for the said works. If such a need arises, the procedure referred to in the particular environmental term will be followed.
A.3	Archaeological Services	The responsible archaeological services will be timely notified of the commencement of works of the lateral and frontal toll stations in Arkitsa, the administrative building of frontal toll station of Arkitsa and the lateral toll station in Loggos.
A.4	Borrow pits – Quarries	In case there is need for additional materials, the relevant lawful procedure will be followed.
A.5	Worksite - Disposal Sites	In this section of PATHE Motorway, where improvements only to the road surface and the installation of toll stations have been foreseen, no provision has been made for the planning of a worksite area. It must be noted that the construction of toll stations may be performed without requiring the creation of fixed site infrastructure.
A.6	Interventions in infrastructure works	The term of intervention or modification of the existing infrastructure works refers to the old project. If in this phase of the works, an intervention or modification is needed in the existing infrastructure works, this will be carried out in cooperation with the responsible authorities.
B	Design-related Issues	

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
B.1	Hydraulics Studies	<p>The term of ensuring the uninterrupted flow of worksite waters concerns the old project. As far as the construction of new toll stations, the respective designs have been elaborated and the uninterrupted flow of waters is not affected. For the reference period the following have been submitted to the I.E.:</p> <ol style="list-style-type: none"> 1. Hydraulic Design of Lateral toll station in Loggos on 4/11/2009 with Protocol No. IC-C-CO-P128Y-PRO16408/MG/lip. 2. Hydraulic Design of Toll station in Arkitsa on 20/05/2009 with Protocol No. IC-C-CO-P139Y-PRO9638/MG/jma.
B.2	Landscaping Studies	The final landscaping and irrigation designs have been assigned and are currently being prepared.
C.	Construction issues	
C.1	Widening	The term of widening in the area towards the sea refers to the old project.
C.2	MSS - Parking areas	Once the location of the Motorists Service Stations and parking areas are finalized the corresponding environmental term will be implemented.
C.3	Disposal pits	So far, there is no need to create disposal sites (temporary or permanent) in this section of the road therefore there is no need to plan and approve such sites.
C.4	Communication between residential areas	The term of ensuring uninterrupted communication between residential areas refers to the old project. When works will begin at this section, traffic management studies will be carried out to ensure uninterrupted operation between the residential areas where the roads passes.
D.	Work-site Management Issues	

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
D.1	Dust control	The term of duct control during drilling concerns the old project.
		<p>No works have yet begun at the section. In any case, a general Action Plan for the monitoring of the Environmental Terms of the PATHE Project has been drawn up and will be implemented. This Plan includes protection measures for all foreseen situations in the environmental provisions.</p> <p>In particular, regarding the dust control, the following are provided during the construction of the toll stations:</p> <ul style="list-style-type: none"> • Piles of construction materials to be developed only within the enclosed worksites. • Worksite roads should be regularly sprang with water. • The trucks that transfer materials should not be overloaded and all trucks transferring loose materials should be covered. • The section currently operating to be regularly cleaned if trucks that carry materials use it.
D.2	Solid waste	Before the beginning of works in this section recommendations will be made via the regular checks and check lists in case the procedures of correct and rational management of solid waste are not followed.
D.3	Materials Combustion	Before the beginning of works in this section, the Environmental Terms Compliance Check List, which explicitly mentions that the combustion of materials in the worksite is prohibited, will be presented to the supervisory engineers of the Joint Venture and also to the subcontractors, who offer their services to it. Furthermore, regular inspections will be carried out to ensure compliance with the said E.T., among others.
D.4	Liquid waste	<p>A general Environmental Management Plan has been drawn up, which includes the procedure for handling liquid waste in compliance with the respective environmental terms and the applicable legislation.</p> <p>After the commencement of the works, regular inspections are performed to ensure compliance. In case of failure or partial failure to comply with a term, recommendations for corrective measures are given.</p>
D.5	Worksite installations	No installation of worksite area is foreseen in this section of the road. In case it is required special care will be taken for the final recovery of the area.

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
D.6	Noise - Movable noise barriers	Care will be taken in order to follow the limits of worksite noise according to the legislation, including the noise deriving from the project's machines.
D.7	Fire prevention	Both in vehicles and worksite it has been ensured that the relevant fire fighting means are in good condition and available in emergency situations.
E.	General Issues	
E.1		Based on the groups of similar construction works as modified and the expenses calculated for each group separately, the required amount for the total budget of the design/construction has already been ensured by priority for all works that are required to fully comply with the Environmental Terms and restrictions of this Joint Ministerial Decision. Reference will be made in the annual progress reports of E.T. compliance.
E.4		During the operation of the Motorway, a relevant worksite infrastructure should exist (snow clearing, cleaning etc).
E.5		A semi-annual and annual progress report with the possible problems arising in relation to the environment is submitted to YPEXODE.
E.6		All measures for preventing environmental implications that are proposed in the EIA and that do not contravene this AET, are taken into account.

S/N	SUBJECT	PROGRESS DESCRIPTION – PROBLEMS
E.7		A relevant file according to article 13 of JMD 11014/703/Φ104/14.3.2003 for the construction and operation of the foreseen toll stations of this section of the motorway, i.e. the construction of frontal toll station in Arkitsa, in K.P. 150+545 and lateral toll station in Loggos in K.P. 159+900 and in Arkitsa I/C, was submitted and approved by EYPE with Protocol No. 146696/18-11-2009.
E.8		If the environmental terms of this Joint Ministerial Decisions are amended due to developments in the field of the environmental science, the Joint Venture shall lawfully comply with the new terms.
E.9		The term of presence of EIA and the present in the project is implemented in the J/V's offices, where the JMD of renewal of AET (Protocol No. 103908/12-05-2006) is also located.