

SEMIANNUAL PROGRESS REPORT FOR THE IMPLEMENTATION OF ENVIRONMENTAL TERMS DURING THE CONSTRUCTION PERIOD

**PROJECT: "DESIGN – CONSTRUCTION – FINANCING – OPERATION – MAINTENANCE AND USE
OF THE PROJECT: IONIA ODOS MOTORWAY FROM ANTIRIO TO IOANINA, PATHE MOTORWAY
ATHENS (METAMORFOSSI I/C) – MALIAKOS (SKARFIA) & PATHE CONNECTING BRANCH OF
SCHIMATARI – HALKIDA"**

**SECTION: PATHE ATHENS (METAMORFOSSI I/C) - MALIAKOS (SKARFIA) & CONNECTING
BRANCH OF PATHE SHIMATARI - HALKIDA**

RELEASE NO.	1.0	PREVIOUS RELEASES	
Date	30.06.2009	No.	Date
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SEMI-ANNUAL PROGRESS REPORT FOR THE IMPLEMENTATION OF ENVIRONMENTAL TERMS DURING THE CONSTRUCTION PERIOD

PATHE ATHENS (METAMORFOSSI I/C) - MALIAKOS (SKARFIA) & CONNECTING BRANCH OF
PATHE SHIMATARI - HALKIDA

CONCESSIONAIRE OF THE PROJECT:NEA ODOS S.A.
CONSTRUCTOR:EURO IONIA JOINT VENTURE

JULY 2009

METAMORFOSSI - ILIKI

Joint Ministerial Decision 126119/08.02.2007

No.	SUBJECT	DESCRIPTION OF PROGRESS
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>For the implementation of any partial additional activity or expansion that is not described in the Environmental Impact Assessment (EIA) and consequently it is 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>It should also be noted that, in accordance with the E.T. d17, (see par. B3), the environmental approvals are granted following the submission of the relevant Special Technical Implementation Study (STIS).</p> <p>For the purposes of being granted approvals / permits, Special Technical Implementation Studies have been or will be drafted. A detailed outline of the works for which Special Technical Implementation Studies have been drafted and at what stage of the approval process they are currently at, is given in paragraph B3.</p> <p>The requests for granting environmental permit to the ancillary works carried out by EYPE/YPEXODE regardless of the category they fall, in accordance with the Joint Ministerial Decision No. 16393/2332/5.8.2002.</p>
A.3	Archaeological Services	<p>At the section of Ritsona I/C – Thiva I/C (CH. 69+173,45 – CH. 83+524,45), widening works will take place. Despite the fact that these works will be performed within the existing expropriation zone (there is a positive opinion from the Archaeological Services), the responsible antiquities services have been informed on the commencement of the works in following cases:</p> <ol style="list-style-type: none"> 1. C. Frontal Toll Stations at Afidnes with the letter No. 4784/27-03-09 from Euroionia Joint Venture to the Service responsible. 2. Widening of the section Ritsona I/C - Thiva I/C (CH.69+173,45 – CH.83+524,45) with the letter No. 4448/11.03.09 of Euroionia Joint Venture to the service responsible. 3. Buildings at Thiva in line with the letter with ref. No. 3628/02-02-09 from the Joint Venture to the Θ' Pre-historical & Classical Antiquities Service and letter with ref. no. 4448/11-03-09 from the Joint Venture to the 23rd Byzantine Antiquities Services. 4. Thiva I/C in line with the letter with ref. No. 3630/02-02-09 from the Joint Venture to the Θ' Pre-historical & Classical Antiquities Service and letter with ref. no. 4448/11-03-09 from the Joint Venture to the 23rd Byzantine Antiquities Services.

No.	SUBJECT	DESCRIPTION OF PROGRESS
		<p>J/V letters to the Archaeological Services:</p> <ol style="list-style-type: none"> 1. 1st Byzantine Antiquities Service and B' Pre-historical & Classical Antiquities Service (Toll stations & Administration Building at Varibobi) ref. no. Euroionia J/V 7293/30-06-09. 2. 1st Byzantine Antiquities Service and B' Pre-historical & Classical Antiquities Service (Frontal toll stations at Afidnes) ref. no. Euroionia J/V IC-X-CO-P000-PRO9735-ALK-alk dated 25.5.09. 3. 23rd Byzantine Antiquities Service (Ritsona I/C – Thiva I/C) ref. no. Euroionia J/V 4448/11-03-09. 4. Ø Pre-historical & Classical Antiquities Service (Thiva Buildings) ref. no. Euroionia J/V 3628-02-02-09. 5. 23rd Byzantine Antiquities Service (Thiva Buildings) ref. no. Euroionia J/V 4448/11-03-09. 6. Ø Pre-historical & Classical Antiquities Service (Thiva I/C) ref. no. Euroionia J/V 3630/02-02-09. 7. 23rd Byzantine Antiquities Service (Thiva I/C) ref. no. Euroionia J/V 4448/10-03-09. 8. 1st Byzantine Antiquities Service (Lateral toll stations & O&M Center at Kapandriti) ref. no. Euroionia J/V IC-X-IO-P000-PRO9364 dated 15.5.09. 9. B' Pre-historical & Classical Antiquities Service (Lateral toll stations & O&M Center at Kapandriti) ref. no. Euroionia J/V IC-X-IO-P000-PRO9411 dated 15.5.09. 10. 1st Byzantine Antiquities Service (Lateral toll stations at Malakassa) ref. no. Euroionia J/V IC-X-IO-P000-PRO9363 dated 15.5.09. 11. Ø Pre-historical & Classical Antiquities Service (Lateral Toll Stations at Malakassa) ref. no. Euroionia J/V 5797/05-05-09 & 6198/22-05-09. 12. 1st Byzantine Antiquities Service (Lateral toll stations at Inofyta) ref. no. Euroionia J/V IC-X-IO-P000-PRO9362 dated 15.5.09. 13. Ø Pre-historical & Classical Antiquities Service (Lateral Toll Stations of Inofyta) ref. no. Euroionia J/V 5796/05-05-09. <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 at Kapandriti I/C and Thiva I/C while the Administration buildings at 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 of the section from Ritsona I/C to Thiva I/C (CH. 69+173,45 – CH. 83+524,45) 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, the procedure referred to in the particular environmental term will be followed.</p> <p>The Forest Service of Kapandriti has been notified of the tree cutting within the expropriated zone:</p>

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		<ul style="list-style-type: none"> • For the area of the Afidnes I/C with the letter No. 4777/27-03-09 from Euroionia Joint Venture in terms of widening works. • For the area of the Malakassa I/C with the letter No. 5165/09.04.09 from Euroionia Joint Venture in terms of widening works. • For the area of the Kapandriti I/C with the letter No. 5247/09.04.13 from Euroionia Joint Venture in terms of widening works.
B	Design-related Issues	
B.1	Hydraulics Studies	<p>The Independent Engineer has approved the following hydraulic designs:</p> <ol style="list-style-type: none"> 1. Frontal toll stations at Thiva (CH. 86+941) on 24-04-2009 with ref. no IC.U.IE.P134Y.HYD.044 2. Frontal toll stations at Afidnes (CH. 26+180) on 20-05-2009 with ref. no IC.U.IE.P127Y.ALI.HYD.000.053 3. Lateral toll stations at Thiva (CH. 83+661) on 28-05-2009 with ref. no IC.U.IE.P134Y.ALI.HYD.055 <p>for Varibobi I/C as well as the designs related to the expansion of culverts and small structures in the section from Ritsona I/C to Thiva I/C, have been submitted to the Independent Engineer and their approval is expected.</p> <p>The relevant hydraulics designs for the following interchanges have been assigned, prepared and submitted for approval to the Independent Engineer: Bogiati, Kapandriti, Malakassa, Inofyta and toll stations at Bogiati, Kapandriti, Malakassa, Inofyta, Afidnes and Varibobi.</p> <p>It is noted that all the above designs have been drawn up taking into account the requirements of the term.</p> <p>For the remaining section, the designs are still under development.</p>
B.2	Special Technical Implementation Study	<p>All worksite areas that will be used by the Joint Venture have been define and are as follows:</p> <ul style="list-style-type: none"> • Worksite area at Inofyta, within the occupancy zone of the project and also within the expropriation zone. The relevant STIS has been submitted to the Service with the document 6909/02-02-09 from the Joint Venture pending its approval. • Worksite area at Shimatari (CH.63+300), leased site with environmental permit by EYPE for the installation of the asphalt mix production plant and the respective laboratory (Approval No. 110101/18.12.08). • Worksite area at Thiva I/C (CH.84+940) within the occupancy zone of the project and within the expropriation

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		<p>boundaries with environmental permit by EYPE for the temporary installation of the asphalt tests laboratory and offices (Approval No. 106364/29.10.08)</p> <ul style="list-style-type: none"> The STIS has been drawn up and submitted to the Service with ref. no. 141083/18-06-09 for Thiva and Kapandriti pending their approval.
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>The final landscaping plan and the final irrigation plan have been assigned, drafted and submitted to the independent engineer for approval. These concern the section between the Ritsona Interchange and the Thiva Interchange (km position 69+173.45 – km position 83+524.45), where the motorway will be widened. The plan is currently under the restructuring/completion phase following the remarks of the Independent Engineer and its re-submission is expected.</p> <p>The final landscaping plans and the corresponding irrigation plans for the remaining sections have been assigned and are currently being drafted.</p>
B.4	Special Technical Implementation Study - Noise Suppression	<p>The Special Technical Implementation Study concerning the noise suppression measures have been assigned and are currently being drafted.</p> <p>The Special Acoustics Study – Structural Design of the Noise Barriers has already been submitted to the Special Environmental Service of the Ministry for the Environment, Physical Planning and Public Works (ref. no. 107730/05-09-2008) for the section of the PATHE MOTORWAY BETWEEN THE METAMORFOSI I/C AND MALIAKOS (SKARFIA) AND THE CONNECTING BRANCH OF SHIMATARI AND HALKIDA, and approval is pending. Corrective measures has been requested from the Service and their re-submission is pending.</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>
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 will be submitted to the Independent Engineer for approval. Annex A includes the updated list of approvals-submissions.</p> <p>Moreover, any interventions have been approved by the respective National Road Traffic Services.</p>

No.	SUBJECT	DESCRIPTION OF PROGRESS
C.2	Water flow	The content of par. B.1 is noted here.
C.3	Temporary disposal sites	So far 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 storm.
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>In particular for the dust, up 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. • The trucks that transfer materials are overloaded and all trucks transferring loose materials will be covered. • The section currently operating is regularly cleaned as trucks that carry materials are used.
		Furthermore, machinery which meet the requirements of the legislation and are tested and maintained on a regular basis are used for the works. Lastly, there is an effort to eliminate the time of procedures that emit dust, suspended particles or odorous substances.
		Furthermore, it has been ensured the existence of at lease one truck that wets every worksite with dust emission.
D. 2	Materials Combustion	The Environmental Terms Compliance Check List which explicitly refers that the combustion of materials in the worksite is prohibited was presented to the supervisory engineers of the Joint Venture. Furthermore, regular inspections are carried out to ensure compliance with the said E.T..
D. 3	Pollution due to accident	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 Internal Affairs. This plan specifies measures to timely

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		<p>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 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 has been drawn up, submitted and is being implemented which includes procedure ENV-P-01 for handling hazardous liquid waste in compliance with the respective environmental terms and the applicable legislation.</p> <p>Toxic and hazardous waste derive in small quantities only from the operation the environmentally licensed laboratory in the worksite at Thiva. These waste are collected in appropriate containers and are removed by licensed companies that handle such materials and ensure safe disposal.</p>
D. 5	Noise	All the afore-mentioned apply
E.	General Issues	
E.1		<p>During the design phase, the respective reports for environmental protection are being implemented. These reports analyse how the requirements of the environmental terms and of the legislation are being integrated into the proposed technical solution.</p> <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>More specifically, the inspection process which is being applied using the relevant Check List to 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>

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No.	SUBJECT	DESCRIPTION OF PROGRESS
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.
E.3		The 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.
E.4		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 the Kifissos river, its riparian vegetation and the natural texture of the area, etc. All these terms shall be taken into account during the works at the Kalyftaki I/C, which have not yet begun.
E.5		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 the Kifissos river Protection Zone and its surrounding streams as well as any type of water contamination or environment pollution is strictly prohibited. This requirement has been taken into account and no worksite area within this zone has been planned.
E.6		The 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 at the Joint Venture facilitates any inspections to ensure compliance with these terms.
E.7		All measures for preventing environmental implications that are proposed in the EIA and that do not contravene this AET, are taken into account.
E.8		In accordance with article 13 of the Joint Ministerial Decision 11017/703/Φ104/14.03.2003 on the construction and operation of foreseen and non-foreseen toll stations at this section of the motorway as well as of the buildings at Thiva which will accommodate police, fire brigade and maintenance units, a full file is under development.
E.9		If the environmental terms of this Joint Ministerial Decisions are amended based on new scientific and technical data in



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		the field of environment protection or for any other reason, the Joint Venture shall lawfully comply with the new terms.

ILIKI - KASTRO

**(Joint Ministerial Decision 36118/94/10.07.1995 & Joint
Ministerial Decision 101617/22.09.2006)**

No.	SUBJECT	DESCRIPTION OF PROGRESS
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 requested from the Thiva Forest Service 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>So far, not other need to intervene in a forest area has arisen.</p>
A.3	Worksite layout planning	<p>All worksite areas that will be used by the Joint Venture have been define 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 Department assigned a supervisor and set the terms for the supervisory procedure, with document no. 977/27-2-2008. Following decision with ref. 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>So far, no additional materials have been required. 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 for approval to it. (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</p>

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		<p>the independent engineer approves the plans.</p> <p>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.</p>
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 are finalized, the corresponding architectural designs will be drawn up.
B.4	Landscaping plan	<p>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.</p>
C.	Construction issues	
C.1	Widening	It concerns the old project and it has been observed.
C.2	Water flow	It concerns the old project and it has been observed.
C.3	Disposal pits	Based on the cut & fill tables of the final project design, no redundant materials for disposal are foreseen, which means there is no need, for the time being, for a disposal site.
C.4	Excavations explosives –	<p>Mainly concerns the previous project yet there is a full compliance also at the bypasses implemented in Iliki.</p> <p>In particular, due to the use of explosives 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"> • The land occupancy zone and the appropriate signage have been determined and delimited. Site clearance is performed outside this zone and at the entire expropriated area but 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 not uncontrollable in forest or agricultural areas.

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		<ul style="list-style-type: none"> New cuts have been primarily avoided and the existing agricultural or forest roads are mainly used. <p>It concerns the old construction of PATHE. In this phase, should there be redundant materials for use in other section of the road, they will be transferred and used by priority.</p>
C.5	Concrete and asphalt mix production plants	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 performed by using ready-made concrete supplied by lawful installations of the subcontractor.
C.6	Safety barrier	It has been taken into account in the respective road-work designs at the 91st and 97th km along the said 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 – sewerage system, storm water – holding / filtration tanks etc.	All reference made above also apply here (Joint Ministerial Decision 33838/94/10.07.1995). The improvement of the safety barrier has been foreseen in the respective road work design while at the Iliki 2 section the appropriate hydraulics works are being constructed in order to comply with the said environmental term.
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.
C.9	Restorations	The relevant final landscaping design and the final irrigation design that concerns the previous worksite are currently under development following their submission to the Independent Engineer. A detailed topographical illustration of the area is drawn up to meet the requirements.
D.	Work-site Management Issues	
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	The air protection methods related to the operation of the stone-grinding 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)). No ready-made concrete and asphalt mix production plans have been determined for the PATHE section (see description

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		<p>of progress in E.T. d29.1 (Joint Ministerial Decision 33838/94/10.07.1995)).</p> <p>Furthermore, the necessary mechanical 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.</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>
D.3	Noise- Movable noise barriers	<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 are located away from residential areas thus there areas are not affected by the noise.</p> <p>In any case, all machinery used for the construction works should have the required characteristics, bear certificates of EC type, comply with the Joint Ministerial Decision 37393/2028/2003 (OGG 141B/1-10-2003) as amended (OGG B'286/02.03.2007), bear the CE labelling and an indication of guaranteed noise level accompanied by declarations of compliance with the EC (certificates).</p>
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>The Joint Ministerial Decision 71560/3053/ Official Gazette 665/B/85 has been replaced by Joint Ministerial Decision 98012/2001/96 (Official Gazette 40B).</p> <p>The construction site managers have been informed on the liquid waste management procedure in accordance with the Environmental Management Plan and regular inspection are performed to ensure compliance. In case of failure or partial failure to comply with a term, recommendations for corrective measures are given.</p> <p>No fuels, lubricants or other hazardous substances are stored in the area of Iliki and in any case the supply of fuels, lubricants or the use of any hazardous substance and any other activity that may cause pollution in the lake is performed in special sites away from it.</p>

No.	SUBJECT	DESCRIPTION OF PROGRESS
D.5	Solid waste	Through regular inspections and check lists recommendations are constantly carried out when the rational and correct procedures for handling solid waste are not met.
D.6	Worksite installations	As proposed in the relevant approved STIS for Iliki's worksite, all worksite installations shall be relocated 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 worksite 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.
E.	General Issues	
E.1		<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>More specifically, there is a Check List which is included in the general Action Plan and is applied at all worksites of the PATHE project. According to this list, regular inspections are carried out in order to ensure compliance with the environmental terms.</p>
E.2		Up 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. 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.
E.3		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.
E.4		The term on the presence of the EIA and of this report at the offices of the construction company is applied to the Joint Venture, while the required actions are taken in order to send an integrated set of approved designs and Joint Ministerial Decisions on the Approved Environmental Terms that accompany the site offices in Thiva.

KASTRO - TRAGANA

**(Joint Ministerial Decisions: 33838/94/10.07.1995,
103909/12.05.2006 & 139132/30.04.2009)**

No.	SUBJECT	DESCRIPTION OF PROGRESS
A.	Permits / Approvals	
A.1	Approvals - permits for any activity or installation is required for the construction	The procedures to obtain an environmental permit and other approvals are being followed.
A.2	Archaeological Services	It concerns the old project as in this phase no excavations or other works that require inspection from the Archaeological Service will be performed.
A.3	Worksite layout planning	in this PATHE section, where only optimizations of the pavement are foreseen, a STIAS has been submitted to EYPE to obtain permit for the spatial planning of the asphalt layering unit in Martino, at CH. 117+000 (ref. no. 4412/04-08-08). The approval of this design has been implemented as above.
A.4	Interventions in infrastructure works	It concerns 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 bodies.
B.	Design-related Issues	
B.1	Hydraulics Studies	It concerns the old project and it has been observed.
B.2	Landscaping Studies	The relevant landscaping designs as well as the final irrigation designs have been assigned and are currently being drawn up.
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	It concerns the old project as in this phase no excavations are required for this particular section.
C.3	Disposal pits	It concerns the old project as in this phase no excavations are required for this particular section.
C.4	Use of redundant extraction materials	It concerns the old project as in this phase no excavations are required for this particular section.
D.	Work-site Management Issues	

No.	SUBJECT	DESCRIPTION OF PROGRESS
D.1	Dust control	<p>After the receipt of the respective environmental permit and in the event the proposed worksite at Martino is used for the installation of an asphalt layering unit, all terms and conditions of the said permit will be met.</p> <p>A general Action Plan for monitoring the Environmental Terms of the PATHE Project has been drawn up. This Plan includes protection measures for all foreseen situations in the environmental provisions.</p> <p>In particular, regarding the dust, the following are provided:</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 not be overloaded and all trucks transferring loose materials to be covered. • The section currently operating to 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 concerns the previous project.
D.3	Solid waste	Through regular inspections and check lists of the Action Plan for monitoring the Environmental Terms, recommendations are constantly carried out when the rational and correct procedures for handling solid waste are not met.
D.4	Materials Combustion	The Environmental Terms Compliance Check List which explicitly refers that the combustion of materials in the worksite is prohibited was presented to the supervisory engineers of the Joint Venture and also to the subcontractors who offer their services to it. Furthermore, regular inspections are carried out to ensure compliance with the said E.T., among others.
D.5	Liquid waste	<p>The Joint Ministerial Decision 71560/3053/ Official Gazette 665/B/85 has been replaced by Joint Ministerial Decision 98012/2001/96 (Official 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 and 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.6	Worksite installations	After the completion of the works, in the event the proposed worksite at Martino is used for the installation of an asphalt layering unit (with all the accompanying permits), the worksite will be fully restored.

No.	SUBJECT	DESCRIPTION OF PROGRESS
D.7	Noise - Movable noise barriers	All machinery used for the construction works shall have the required characteristics, bear certificates of EC type, comply with the Joint Ministerial Decision 37393/2028/2003 (OGG 141B/1-10-2003) as amended (OGG B'286/02.03.2007), bear the CE labelling and an indication of guaranteed noise level accompanied by declarations of compliance with the EC (certificates).
D.8	Fire prevention	Fire protection measures will be taken, as proposed in the relevant STIS submitted to EYPE for the 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 that are required to fully comply with the Environmental Terms and restrictions of this Joint Ministerial Decision.
E.3		At this section of the road, no installation of O&M Centers is foreseen and the needs will be served by other sections of the motorway (Kapandriti, Thiva, Atalanti).
E.4		A semi-annual progress report with the possible problems arising in relation to the environment is submitted to the Ministry. At this section of the road, only maintenance and optimization works will be performed. Therefore the clarifications of the reports content mainly concern the previous 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		Up 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. 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.
E.7		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.8		The term regarding the presence of this report and of the EIA at the offices of the construction company is applied to the Joint Venture offices, where the Joint Ministerial Decision for the renewal of the AET effect takes place (ref. no. 103909/12-05-2006).

TRAGANA -ARKITSA

**(Joint Ministerial Decision 36795/94/10.07.1995 & Joint
Ministerial Decision 103910/12.05.2006)**

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
A.	Permits / Approvals		
A.1	Approvals - permits for any activity or installation is required for the construction	The procedures to obtain an environmental permit and other approvals are being followed.	
A.2	Forest areas	The areas where the Fire Fighting Centers and the O&M Centers 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 responsible archaeological services will be timely notified of the commencement of works at the Fire Fighting Centers and O&M Centers in Atalanti (CH.139+150).</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 the event there is a need for additional material, the lawful procedure will be followed.	
A.5	Worksite - Disposal Sites	<p>The layout planning of the site offices in the area of Atalanti at CH.140+400 has been approved (approval no. 100432/07.02.08).</p> <p>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.</p>	
A.6	Interventions in infrastructure works	It concerns 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 bodies.	

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
B	Design-related Issues		
B.1	Hydraulics Studies	Reference to the viaduct concerns the previous project and has been duly met. With respect to the Fire Fighting Centers and the O&M Centers in Atalanti (CH. 139+150) as well as the site offices there (CH.140+400) all the necessary hydraulics works that ensure uninterrupted flow of surface water have been foreseen in the respective designs.	
B.2	Landscaping Studies	The final landscaping and irrigation designs have been assigned and are currently being prepared.	
C.	Construction issues		
C.1	Widening	It concerns the old project and it has been observed. At this phase of the works, no intervention or widening of the said section is foreseen.	
C.2	Disposal of waste at sea	Care will be given so that any solid waste are disposed based on the applicable legislation and in any case to avoid temporary or permanent disposal at sea.	
C.3	Conversion of existing passages	At this phase of the works, no interventions in passages is foreseen and consequently the said Environmental Term concerns the previous project.	
C.4	MSS - Parking spaces	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 have been performed in this section of the road. 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 for ensuring uninterrupted communication between residential areas refers to the previous 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		

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - 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.</p> <p>The term for dust control during drilling refers to the previous project and has been fully met.</p> <p>No works have yet begun at the section. In any case, a general Action Plan for monitoring 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, the following are provided:</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 as trucks that carry materials will use it. 	
D.3	Solid waste		<p>Once the works in this section began through regular inspections and check lists, recommendations will be constantly carried out when the rational and correct procedures for handling solid waste are not met.</p>
D.4	Materials Combustion		<p>Once the works in this section began, the Environmental Terms Compliance Check List which explicitly refers 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.</p>
D.5	Liquid waste		<p>The Joint Ministerial Decision 71560/3053/ Official Gazette 665/B/85 has been replaced by Joint Ministerial Decision 98012/2001/96 (Official 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 and regular inspections are performed to ensure compliance. In case of failure or partial failure to comply with a term, recommendations for corrective measures are</p>

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
		given.	
D.6	Worksite installations	After the completion of the works, the worksite installations at Atalanti will be removed and full restoration of the area will be carried out.	
D.7	Noise - Movable noise barriers	<p>All machinery used for the construction works shall have the required characteristics, bear certificates of EC type, comply with the Joint Ministerial Decision 37393/2028/2003 (OGG 141B/1-10-2003) as amended (OGG B'286/02.03.2007), bear the CE labelling and an indication of guaranteed noise level accompanied by declarations of compliance with the EC (certificates).</p> <p>The relevant STISs that are related to the noise protection measure are currently being drawn up.</p> <p>The first two sections involve the Special Technical Acoustics Study - Dimensional Barriers for PATHE section: METAMORFOSSI I/C - MALIAKOS (SKARFIA) & CONNECTING BRANCH OF SHIMATARI - HALKIDA have been submitted to EYPE/YPEXODE (Prot. No. 107730/05-09-2008). The third part of the study which will include the morphological and technical characteristics of the noise barriers required based on EYPE is currently under development. Following the completion of the third part, the total design will be submitted to EYPE for approval.</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 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		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.	

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
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.	
E.3		It will be ensured during installation of the new toll stations if required.	
E.4		At this section of the road, the installation of O&M Centers is foreseen in Atalanti at CH.139+152. furthermore, during the operation, the relevant infrastructure shall be installed there.	
E.5			
E.6		A semi-annual progress report with the possible problems arising in relation to the environment is submitted to the Service. 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 previous project.	
E.7		All measures for preventing environmental implications that are proposed in the EIA and that do not contravene this AET, are taken into account.	
E.8		Up 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. 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.	
E.9		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.T. 10		The term for the presence of the EIA and of this report at the offices of the supervisory services is applied to the Joint Venture offices, where the Joint Ministerial Decision for the renewal of the AET effect is (ref. no. 103910/12-05-2006) and the required actions are taken in order to send an integrated set of approved designs and Joint Ministerial Decisions on the Approved Environmental Terms that accompany the site offices in Atalanti.	

ARKITSA - AGIOS KONSTANTINOS

**(Joint Ministerial Decision 39516/94/10.07.1995 & Joint
Ministerial Decision 103908/12.05.2006)**

No.	SUBJECT	DESCRIPTION OF PROGRESS
A.	Permits / Approvals	
A.1	Approvals - permits for any activity or installation is required for the construction	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. For the toll stations that foreseen to be installed in this section of the road, all relevant permits and approvals will be obtained.
A.2	Forests - Re-forested Areas	The areas where the frontal and lateral toll station in Arkitsa (CH.148+330) will be installed, as well as the lateral toll station in 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 the lateral and frontal toll stations in Arkitsa, the administrative building there and the lateral toll station in Loggos.
A.4	Borrow pits – Quarries	In the event there is a need for additional materials, the relevant lawful procedure will be followed.
A.5	Worksite - Disposal Sites	In this section of the 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.
A.6	Interventions in infrastructure works	The term for ensuring satisfactory operation of the existing infrastructure works refers to the previous 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 bodies.
B	Design-related Issues	

No.	SUBJECT	DESCRIPTION OF PROGRESS
B.1	Hydraulics Studies	Reference to the viaduct concerns the previous project and has been duly met. With respect to the Fire Fighting Centers and the O&M Centers in Atalanti (CH. 139+150) as well as the site offices there (CH.140+400) all the necessary hydraulics works that ensure uninterrupted flow of surface water have been foreseen in the respective designs.
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 for prohibiting widening in the area near the sea refers to the previous project as in this phase of works no widening works have been foreseen.
C.2	MSS - Parking spaces	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 for ensuring uninterrupted communication between residential areas refers to the previous 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	
D.1	Dust control	The term for dust control during drilling refers to the previous project and has been fully met.

No.	SUBJECT	DESCRIPTION OF PROGRESS
		<p>No works have yet begun at the section. In any case, a general Action Plan for monitoring 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, the following are provided:</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 as trucks that carry materials will use it.
D.2	Solid waste	Once the works in this section began through regular inspections and check lists, recommendations will be constantly carried out when the rational and correct procedures for handling solid waste are not met.
D.3	Materials Combustion	Once the works in this section began, the Environmental Terms Compliance Check List which explicitly refers 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>The Joint Ministerial Decision 71560/3053/ Official Gazette 665/B/85 has been replaced by Joint Ministerial Decision 98012/2001/96 (Official 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>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	There is no provision for the installation of a worksite at the section of the road.

No.	SUBJECT	DESCRIPTION OF PROGRESS
D.6	Noise - Movable noise barriers	All machinery used for the construction works shall have the required characteristics, bear certificates of EC type, comply with the Joint Ministerial Decision 37393/2028/2003 (OGG 141B/1-10-2003) as amended (OGG B'286/02.03.2007), bear the CE labelling and an indication of guaranteed noise level accompanied by declarations of compliance with the EC (certificates).
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.
E.2		
E.3		
E.4		During the operation of the motorway, a relevant worksite infrastructure should exist (cleaning, etc.).
E.5		A semi-annual progress report with the possible problems arising in relation to the environment is submitted to the Ministry.
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.
E.7		Up 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. 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.
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.

No.	SUBJECT	DESCRIPTION OF PROGRESS
E.9		<p>The term for the presence of the EIA at the offices of the construction company is applied to the Joint Venture, where the Joint Ministerial Decision for the renewal of the AET effect is (ref. no. 103908/12-05-2006) and the required actions are taken in order to send an integrated set of approved designs and Joint Ministerial Decisions on the Approved Environmental Terms that accompany the site offices in Atalanti.</p>

