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

**PROJECT: "DESIGN – CONSTRUCTION – FINANCING – OPERATION –  
MAINTENANCE & 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**



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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**

**JANUARY 2009**



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**METAMORFOSSI - ILIKI**

No.	SUBJECT		DESCRIPTION OF PROGRESS - PROBLEMS
<b>A. Permits / Approvals</b>			
A.1	Permits - approvals for any activity or installation necessary for the construction works. (E.T. d4, d6)	All foreseen by the legislation permits and approvals, including the environmental licensing possibly required, are obtained, when needed.	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.
A.2	Ancillary works (E.T. d5)	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).	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.
A.3	Archaeological Services (E.T. d14, d15)	The archaeological services responsible have been duly notified of the commencement of the works:	<p>A. Agios Stefanos I/C with the letter No. 2587/7-11-08 from Euroionia Joint Venture to the Services responsible with an additional letter No. 3160/17-12-08 to the same services</p> <p>B. Enlargement of the section Ritsona I/C - Thiva I/C (CH.69+173,45 – CH.83+524,45) with the letter No. 2351/23.10.08 of Euroionia Joint Venture to the service responsible.</p> <p>C. Frontal Toll Stations at Thiva with the letter No. 1859/19-09-08 from Euroionia Joint Venture to the Service responsible.</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 at Kapandriti I/C and Thiva I/C while the Administration buildings in Varibobi. Therefore, the ecclesiastic monument is not affected and no measures are required for its protection.</p>
A.4	Forest areas (E.T. d16)1	The areas where works for the enlargement 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.	

No.	SUBJECT		DESCRIPTION OF PROGRESS - PROBLEMS
<b>B</b>	<b>Design-related Issues</b>		
B.1	Hydraulics Designs (E.T. d12)		<p>The hydraulic designs for Bogiati, Kapandriti, Malakassa and Inofita I/Cs have been approved by the Independent Engineer.</p> <p>Moreover, the hydraulic designs for Varibobi and Afidnes I/Cs, for the section between them 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>
B.2	Special Technical Implementation Study (E.T. d17)		<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"> <li>• 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).</li> <li>• Worksite area at Thiva I/C (CH.84+940) within the occupancy zone of the project and within the expropriation boundaries with environmental permit by EYPE for the temporary installation of the asphalt tests laboratory and offices (Approval No. 106364/29.10.08)</li> </ul>
B.3	Landscaping – Forest Technical Design (E.T. d26)		<p>The relevant landscaping designs related 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 have been assigned and are currently being drawn up.</p>
B.4	Special Technical Acoustic Study (E.T. d29)		<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) &amp; 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>

No.	SUBJECT	DESCRIPTION OF PROGRESS - PROBLEMS
<b>C. Construction issues</b>		
C.1	Retention of existing traffic lanes and interchanges (E.T. d10)	The Traffic Management Studies during the construction of the enlargement 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.
C.2	Water Flow (E.T. d19)	<p>The hydraulic designs for Bogiati, Kapandriti, Malakassa and Inofita I/Cs have been approved by the Independent Engineer.</p> <p>Moreover, the hydraulic designs for Varibobi and Afidnes I/Cs, for the section between them 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>
C.3	Temporary Disposal (E.T. d23)	So far, there is no disposal of loose materials and by default the excavation materials are used.
<b>D. Work-site Management Issues</b>		
D.1	Dust Control (E.T. d20, d21, d24, @d24)	<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"> <li>• Piles of construction materials are developed only within the enclosed worksites.</li> <li>• Worksite roads are sprayed with water on a regular basis.</li> <li>• The trucks that transfer materials are overloaded and all trucks transferring loose materials will be covered.</li> <li>• The section currently operating is regularly cleaned as trucks that carry materials are used.</li> </ul>



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No.	SUBJECT	DESCRIPTION OF PROGRESS - PROBLEMS
		<p>Furthermore, machinery which meets the requirements of the legislation and are tested and maintained on a regular basis is used for the works. Lastly, there is an effort to eliminate the time of procedures that emit dust, suspended particles or odorous substances.</p>
D.2	Materials Combustion (Environmental Term d22)	<p>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.</p>
D.3	Pollution due to accident (E.T. d18)	<p>The Intervention Plan for Emergency Situations has been drawn up and approved by the Concessionaire. 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 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, desorption 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 (E.T. b3, b4)	<p>A general Environmental Management Plan has been drawn up which includes the procedure 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. This waste is collected in appropriate containers and is removed by licensed companies that handle such materials and ensure safe disposal.</p>
D.5	Noise	<p>All the afore-mentioned conditions of E.T. d29 also apply here.</p>

No.	SUBJECT		DESCRIPTION OF PROGRESS - PROBLEMS
<b>E.</b>	<b>General Issues</b>		
E.1	E.T. d2		<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, regular inspections are carried out in order to ensure compliance with the environmental terms.</p>
E.2	E.T. d3		<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.</p>
E.3	E.T. d7 & d8		<p>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.</p>
E.4	E.T. d11		<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 the Kifissos river, its riparian vegetation and the natural relief 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.</p>
E.5	E.T. d27		<p>According to Presidential Decree on 'Kifissos Protection Zone', the layout planning of any type of worksite installation, storage installation or installation other related to the construction of the project within the boundaries of the Kifissos 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	E.T. d35		<p>The 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.</p>





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No.	SUBJECT		DESCRIPTION OF PROGRESS - PROBLEMS
E.7	E.T. d36		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	E.T. g		Up to date, no changes, improvements or amendments have been foreseen for the project outlined in the EIS, 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.
E.9	E.T. h		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.



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**ILIKI - KASTRO**

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
<b>A. Permits / Approvals</b>			
A.1	Approvals - permits for any activity or installation is required for the construction (E.T. d8).	All foreseen by the legislation permits and approvals, including the environmental licensing possibly required, are obtained, when needed.  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. The worksite offices (as described in the relevant STIS) have received a permit and have been installed in the worksite of Thiva.	
A.2	Forest areas (E.T. d8)	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.  So far, not other need to intervene in a forest area has arisen.	
A.3	Construction site layout Planning (E.T. d16)	All reference made to the description of the progress in the E.T. d8 also apply here (Joint Ministerial Decision 33838/94/10.07.1995).	
A.4	Archaeological Services (E.T. d9)	Euroionia Joint Venture has notified the responsible archaeological services of the commencement of the works at the area of Iliki with its letter 421/21-2-08. The responsible service, which with its relevant reply letter (977/27-2-2008) appointed a supervisor and determined the inspection details.	
A.5	Quarries - Borrow pits (E.T. d12)	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.	
<b>B. Design-related Issues</b>			
B.1	Hydraulics designs for runoff tanks (E.T. d5)	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 for runoff 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).  Furthermore, the Athens Water Supply and Sewerage Company (EYDAP) should be advised accordingly and will take place once the independent engineer approves the designs.	

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
B.2	Hydraulics Designs (E.T. d10)	All reference made to the description of the progress in the E.T. d5 also apply here (Joint Ministerial Decision 33838/94/10.07.1995).	
B.3	Architectural Designs (E.T. d8)	Once the locations of the Motorists Service Stations are finalized, the corresponding architectural designs will be drawn up.	
B.4	Landscaping Design (E.T. d26)	The relevant landscaping designs related 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 have been assigned and are currently being drawn up.	
<b>C.</b>	<b>Construction issues</b>		
C.1	Enlargement (E.T. d6)	The term for the enlargement of the road in the area of Iliki refers to the previous project and has been fully met.	
C.2	Water Flow (E.T. d10)	The term for structures referred to in the EIA involves the previous project and has been fully met.	
C.3	Disposal Sites (E.T. d13)	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 (E.T. d14)	<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"> <li>• 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.</li> <li>• Construction machinery move within certain boundaries of intervention or on the access roads and not uncontrollable in forest or agricultural areas.</li> <li>• New cuts have been primarily avoided and the existing agricultural or forest roads are mainly used.</li> </ul>	

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
		The term for using redundant extracted materials concerns the previous PATHE project. In this phase, should there be redundant materials for use in other section of the road, they will be transferred and used by priority.	
C.5	Installations for concrete and asphalt mixes production (E.T. d29.1)	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 (E.T. d29.4)	The construction of a safety barrier has been taken into account in the respective road-work designs at the 91 <sup>st</sup> and 97 <sup>th</sup> 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, Runoff Tanks - Rain Water Tanks etc. (E.T. d29.5)	All reference made to the description of the progress in the E.T. d5 also apply here (Joint Ministerial Decision 33838/94/10.07.1995). The improvement of the safety barrier has been provided for the respective road-work design.	
C.8	Configuration CH.91+500 (E.T. d29.6)	The configuration of the slope in compliance with the relevant requirements submitted to EYDE/OPA with ref. no. OAP/A.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	Rehabilitation (E.T. e31)	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.	
<b>D.</b>	<b>Work-site Management Issues</b>		
D.1	Water Protection (E.T. d4)	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 (E.T.	The air protection methods related to the operation of the stone-grinding plant have been foreseen in the relevant STIS	

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	d7, d17, d18)		<p>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 the PATHE section (see description of progress in E.T. d29.1 (Joint Ministerial Decision 33838/94/10.07.1995)).</p> <p>The necessary mechanical equipment is used. Furthermore, barriers between the motorway and the worksite road have been placed in order to restrict the dispersion of dust.</p> <p>All worksite roads are regularly sprayed with water and regular inspections are carried out to ensure compliance with the said E.T., among others.</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 (E.T. c, d24)		<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 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>
D.4	Liquid Waste (E.T. biv, d21, d29.2)		<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/ OGG 665/B/85 has been replaced by the Joint Ministerial Decision 98012/2001/96 (OGG 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, lubri-</p>

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			cants 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.
D.5	Solid Waste (E.T. d19, d29.3)		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	Construction site Installations (E.T. d19)		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 Protection (E.T. d23)		Both in vehicles and construction site 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 (E.T. d5)		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.
<b>E.</b>	<b>General Issues</b>		
E.1	E.T. d2		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.  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.
E.2	E.T. f.g		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	E.T. f.h		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	E.T. f.i		The term regarding the presence of the EIA 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 worksite offices in Thiva.



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**KASTRO - TRAGANA**





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<b>A. Permits / Approvals</b>			
A.1	Approvals - permits for any activity or installation is required for the construction (E.T. d5).	The procedures to obtain an environmental permit and other approvals are being followed.	
A.2	Archaeological Services (E.T. d6)	The term which instructs to notify the archaeological service before the commencement of the construction refers to the previous project, as in this phase, no excavations or other similar works requiring supervision by the archaeological services, will be performed.	
A.3	Construction site layout Planning (E.T. d13)	in this PATHE section, where only optimizations of the pavement are foreseen, a STIAS has been submitted to EYPE to obtain permit for the layout planning of the asphalt layering unit in Martino, at CH. 117+000 (ref. no. 4412/04-08-08). The approval of the said study is pending and it is possible that this site may not be used for the installation of asphalt layering unit.	
A.4	Intervention in infrastructure works (E.T. d19)	The term for any type of intervention or modification 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>B. Design-related Issues</b>			
B.1	Hydraulics Designs (E.T. d7)	The term for uninterrupted flow of surface water refers to the previous project and has been duly met.	
B.2	Landscaping Designs (E.T. d24)	The relevant landscaping designs as well as the final irrigation designs have been assigned and are currently being drawn up.	
<b>C. Construction issues</b>			
C.1	Motorists Service Stations - Parking lots (E.T. d8)	Once the location of the Motorists Service Stations and parking lots are finalized the corresponding environmental term will be implemented.	
C.2	Quarries - Borrow pits (E.T. d9)	The term for the excavated materials refers to the previous project as in this phase, no excavations are required for this particular section.	

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
C.3	Disposal Sites (E.T. d10)	The term for the disposal of non-appropriate excavation materials refers to the previous project as in this phase, no excavations are required for this particular section.	
C.4	Use of redundant extraction materials (E.T. d12)	The term for the use of redundant extraction materials refers to the previous project as in this phase, no excavations are required for this particular section.	
<b>D.</b>	<b>Work-site Management Issues</b>		
D.1	Dust Control (E.T. d4, d14, d15)	<p>After the receipt of the respective environmental permit and in the event the proposed worksite at Martino is used for the installation of asphalt layering unit, all terms and conditions of the said permit will be met.</p> <p>The term for dust control during drilling refers to the previous project and has been fully 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"> <li>• Piles of construction materials to be developed only within the enclosed worksites.</li> <li>• Worksite roads should be regularly sprayed with water.</li> <li>• The trucks that transfer materials not be overloaded and all trucks transferring loose materials to be covered.</li> <li>• The section currently operating to be regularly cleaned as trucks that carry materials will use it.</li> </ul>	
D.2	Excavations – Explosives (E.T. d11)	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 (E.T. d16)	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 (Environmental Term d17)	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 (E.T. d28)	The Joint Ministerial Decision 71560/3053/ OGG 665/B/85 has been replaced by the Joint Ministerial Decision 98012/2001/96 (OGG 40B).	

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		<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 heads of the worksites 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 (E.T. d20)	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.	
D.7	Noise - Movable noise barriers (E.T. d2, d22)	<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 term on monitoring the traffic load concerns the operation of the project.</p>	
D.8	Fire Protection (E.T. d23)	Fire protection measures will be taken, as proposed in the relevant STIS submitted to EYPE for the Martino worksite.	
<b>E.</b>	<b>General Issues</b>		
E.1	E.T. d2	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	E.T. d3	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	E.T. d25	At this section of the road, no installation of O&M Control Centers is foreseen and the needs will be served by other sections of the motorway (Kapandriti, Thiva, Atalanti).	
E.4	E.T. d26	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	E.T. d27	All measures for preventing environmental implications that are proposed in the EIA and that do not contravene this AET, are taken into account.	



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E.6	E.T. d28		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	E.T. h		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	E.T. i		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).



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**TRAGANA -ARKITSA**

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
<b>A.</b>	<b>Permits / Approvals</b>		
A.1	Approvals - Permits for any activity or installation required for the construction (E.T. d8).	The procedures to obtain an environmental permit and other approvals are being followed.	
A.2	Forest areas (E.T. d9)	The areas where the Fire Fighting Centers and the O&M Centers in Atalanti (CH. 139+150) will be installed, as well as the worksite 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 (E.T. d10, d11)	<p>The responsible archaeological services will be timely notified of the commencement of works at the Fire Fighting Centers and O&amp;M Control Centers in Atalanti (CH.139+150).</p> <p>The layout of the construction site 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	Quarries - Borrow pits (E.T. d13)	In the event there is a need for additional material, the lawful procedure will be followed.	
A.5	Construction site locations - Disposal Sites (E.T. d16)	<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 (E.T. d22)	The term for the modification 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.	



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No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
<b>B</b>	<b>Design-related Issues</b>		
B.1	Hydraulics Designs (E.T. d11)	The reference to the viaduct at CH.8+768 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 Designs (E.T. d30)	The final landscaping and irrigation designs have been assigned and are currently being prepared.	
<b>C.</b>	<b>Construction issues</b>		
C.1	Widening (E.T. d4)	The term for prohibiting widening or construction of other installations in the area near the sea refers to the previous project and has been duly met. At this phase of the works, no intervention or widening of the said section is foreseen.	
C.2	Disposal at sea (E.T. d5)	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 at sea.	
C.3	Conversion of existing passages (E.T. d6)	At this phase of the works, no intervention in passages is foreseen and consequently the said Environmental Term concerns the previous project.	
C.4	Motorists Service Stations - Parking areas (E.T. d12)	Once the location of the Motorists Service Stations and parking areas are finalized the corresponding environmental term will be implemented.	
C.5	Disposal Sites (E.T. d14)	So far, no disposal of materials has 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 (E.T. d23)	The term for 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.	

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
<b>D.</b>	<b>Work-site Management Issues</b>		
D.1	Dust Control (E.T. d7, d17, d18)	<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 spatial planning of worksite installations. The asphalt mix required will be supplied by a licensed subcontractor.</p> <p>The term for the dust control refers to the previous project.</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"> <li>• Piles of construction materials to be developed only within the enclosed worksites.</li> <li>• Worksite roads should be regularly sprayed with water.</li> <li>• The trucks that transfer materials should not be overloaded and all trucks transferring loose materials should be covered.</li> <li>• The section currently operating to be regularly cleaned as trucks that carry materials will use it.</li> </ul>	
D.3	Solid Waste (E.T. d19)	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.4	Materials Combustion (E.T. d20)	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.5	Liquid Waste (E.T. d21)	<p>The Joint Ministerial Decision 71560/3053/ OGG 665/B/85 has been replaced by the Joint Ministerial Decision 98012/2001/96 (OGG 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 heads of the worksites 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	Construction site Installations (E.T. d24)	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 - Mobile noise barriers (E.T. d25, d26)	<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) &amp; 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 Protection (E.T. d29)	Both in vehicles and worksite it has been ensured that the relevant fire fighting means are in good condition and available in emergency situations.	
<b>E.</b>	<b>General Issues</b>		
E.1	E.T. d2	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	E.T. d3	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.	



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E.3	(E.T. d27 & d28)	With respect to the term for monitoring the traffic load and composition care will be given after the installation of the new toll stations and provided that this is deemed necessary.	
E.4	E.T. 31	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.T. d32	The term on the installation of an air pollution measuring station concerns the operation of the project.	
E.6	E.T. d33	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, however, only maintenance and optimization works will be performed. Therefore the clarifications of the reports content mainly concern the previous project.	
E.7	E.T. d34	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	E.T. d35	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	E.T. h	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	E.T. i	The term for the presence of the EIAs 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. 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 worksite offices in Atalanti.	



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**ARKITSA - AGIOS KONSTANTINOS**

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
<b>A. Permits / Approvals</b>			
A.1	Approvals - permits for any activity or installation is required for the construction (E.T. d5).		In this section of the PATHE Motorway, only improvements to the road surface have been foreseen and no provision has been made for the spatial 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 (E.T. d6)		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 (E.T. d7)		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	Quarries - Borrow pits (E.T. d10)		In the event there is a need for additional materials, the relevant lawful procedure will be followed.
A.5	Construction site - Disposal Sites Locations (E.T. d12)		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 construction site .
A.6	Intervention in infrastructure works (E.T. d19)		The term for intervention or modification 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 co-operation with the responsible bodies.
<b>B Design-related Issues</b>			
B.1	Hydraulics Designs (E.T. d8)		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 worksite offices there (CH.140+400) all the necessary hydraulics works that ensure uninterrupted flow of surface water have been foreseen in the respective designs.

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
B.2	Landscaping Designs (E.T. d24)		The final landscaping and irrigation designs have been assigned and are currently being prepared.
<b>C.</b>	<b>Construction issues</b>		
C.1	Widening		The term for prohibiting any enlargement or construction of service road 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	Motorists Service Stations - Parking areas (E.T. d9)		Once the location of the Motorists Service Stations and parking lots are finalized the corresponding environmental term will be implemented.
C.3	Disposal Sites (E.T. d11)		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 (E.T. d20)		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.
<b>D.</b>	<b>Work-site Management Issues</b>		
D.1	Dust Control (E.T. d13)		The term for dust control during drilling refers to the previous project and has been fully met.
			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.  In particular, regarding the dust, the following are provided: <ul style="list-style-type: none"> <li>• Piles of construction materials to be developed only within the enclosed worksites.</li> <li>• Worksite roads should be regularly sprayed with water.</li> <li>• The trucks that transfer materials should not be overloaded and all trucks transferring loose materials should be covered.</li> <li>• The section currently operating to be regularly cleaned as trucks that carry materials will use it.</li> </ul>
			For the systematic water springing of the worksite roads all reference to the E.T. d14 applies.
D.2	Solid Waste (E.T. d16)		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 (E.T. d17)		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

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
	d17)		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 (E.T. d28)		<p>The Joint Ministerial Decision 71560/3053/ OGG 665/B/85 has been replaced by the Joint Ministerial Decision 98012/2001/96 (OGG 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	Construction site Installations (E.T. d21)		There is no provision for the installation of a constructionsite at the section of the road.
D.6	Noise - Mobile noise barriers (E.T. d22)		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 Protection (E.T. d23)		Both in vehicles and worksite it has been ensured that the relevant fire fighting means are in good condition and available in emergency situations.
<b>E.</b>	<b>General Issues</b>		
E.1	E.T. d3		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.T. d25		The term for the pilot program which records and monitors the development process of micro fauna concerns the operation of the project.
E.3	E.T. d26		The term on sampler annual sound-measurements concerns the operation of the project.
E.4	E.T. d27		During the operation of the motorway, a relevant worksite infrastructure should exist.
E.5	E.T. d28		A semi-annual progress report with the possible problems arising in relation to the environment is submitted to the Ministry.

No.	SUBJECT	ENVIRONMENTAL TERM	DESCRIPTION OF PROGRESS - PROBLEMS
E.6	E.T. d30		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	E.T. d31		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	E.T. h		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	E.T. i		The term for the presence of the EIA 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. 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 worksite offices in Atalanti.