

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

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

**SECTION:**

**"Ionia Odos" Motorway of an approximate length of 196km., from Antirrio to  
Egnatia I/C.**

ISSUE No.	<b>1.00</b>	<b>PREVIOUS VERSIONS</b>	
Date	30/01/15	No.	Date
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**B' SEMESTER 2014**



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 2 / 45  
Date: 30.01.2015

---

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**IONIA ODOS MOTORWAY  
FROM ANTIRRIO TO IOANNINA**

**CONCESSIONAIRE OF THE PROJECT: NEA ΟΔΟΣ Α.Ε.  
CONSTRUCTOR: EURO IONIA J/V**

**JANUARY 2015**



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DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 3 / 45  
Date: 30.01.2015

---

**CONTENTS**

<b>1.</b>	<b>GENERAL INFORMATION .....</b>	<b>4</b>
1.1	DESCRIPTION OF THE PROJECT .....	4
1.2	CONTRACTUAL SCOPE .....	7
1.2.1	Project New Sections and technical requirements .....	8
<b>2.</b>	<b>TABLES FOR ENVIRONMENTAL CONDITIONS MONITORING .....</b>	<b>11</b>
2.1	ANTIRIO – SOUTHERN END OF AGRINIO BYPASS (KEFALOVRYSSO) .....	12
2.2	NORTHERN END OF AGRINIO BYPASS (KOUVARAS) – SOUTHERN END OF ARTA BYPASS (KOMPOTI) AND NORTHERN END OF ARTA BYPASS (FILIPPIADA) – IOANNINA (ELEOUSA).....	27

## 1. GENERAL INFORMATION

This semiannual progress report on the implementation of the Environmental Terms during the construction phase includes briefly some general information about the project and a table showing the biannual progress report for the **B' Semester** of **2014**. The table has been supplemented by observations and inspections that took place during the construction works that have been implemented, and procedures as outlined in the Environmental Monitoring Control Program of the project.

### 1.1 DESCRIPTION OF THE PROJECT

The scope of the whole project is the design, financing, construction, operation and maintenance in accordance with the Concession Agreement, which was ratified by Law 3555/2007:

"DESIGN - CONSTRUCTION - FINANCING - OPERATION - MAINTENANCE AND EXPLOITATIO OF THE PROJECT IONIA ODOS MOTORWAY FROM ANTIRIO TO IOANINA, PATHE ATHENS (METAMORFOSSI I/C) - MALIAKOS (SKARFIA) AND CONNECTING BRANCH PATHE SCHIMATARI – CHALKIDA."

It should be noted that, under the Law 4219/2013 (OGG 269A/11-12-2013) the Amendment Agreements of the concession agreements of the major road projects, including the IONIA ODOS project, have been ratified.

More specifically, pursuant to Article 3 "***Ratification of the Amendment Agreement of the Concession Agreement Provisions of the Project on the Design, Construction, Financing, Operation, Maintenance of Ionia Odos motorway from Antirio to Ioanina, Athens PATHE (Metamorfossi I/C) – Maliakos (Skarfia) and Connecting Branch of PATHE Schimatari – Chalkida***", the Agreement dated 28.11.2013 amending the Concession Agreement Provisions, apart from its annexes, in accordance with Articles 37.1 and 37.2 of the Concession Agreement dated December 19, 2006, as ratified by Article (1) of Law 3555/2007, has been ratified and enacted as Law. The text of the Amendment Agreement is annexed as Appendix C of Law 4219/2013 and constitutes an integral part of Article (3) of that Law.

The provisions of the Amendment Agreement include the amendment of Article 4.2.2 based on which **the Basic Design** of the section **between Riza I/C (CH 6+000) and Klokova I/C is amended to a new alignment of twin tunnels**, each one measuring **around 2,9 km of length**, which does not affect the existing National Road thus being able to operate as an alternative non-tolled route. The above amendment of the Basic Design applies since, based on 4628/2013 Decision of Department E' of the Council of State, the Environmental Terms for this

section -JMD 142128/25-07-2005- have been partly deemed (for the said section from Riza I/C to Klokova I/C) to be annulled.

This annual progress report on the implementation of the environmental terms during the construction phase refers to a part of the concession agreement and includes specific sections of the "IONIA ODOS" Motorway, PATHE (Metamorfossi – Skarfia) and PATHE Connecting Branch of PATHE Schimatari – Chalkida:

### IONIA ODOS

1. Agrinio – Southern End of Agrinio Bypass (Kefalovryso)
2. Agrinio Bypass
3. Northern End of Agrinio Bypass (Kouvaras) - Southern End of Arta Bypass (Kompoti) and Northern end of Arta Bypass (Filippiada) - Ioanina (Eleousa)
4. Arta Bypass

The construction works and the operation of the said sections of the project are governed by the environmental terms described in the following Joint Ministerial Decisions (JMD):

### **IONIA ODOS**

- Antirio - Southern end of Agrinio bypass (Kefalovryso)
- JMD 142128/25.07.2005 Environmental Terms Approval of the Ionia Odos project: Antirio Kefalovryso (Southern End of Agrinio Bypass).
- JMD AMENDEMENT "as regards the alignment of the roadway of the above project in the areas of Vassiliki, Evinos and Antirio river and the small improvements along the aforementioned approved project" (Decision no. 166142/13.02.13).

### Agrinio Bypass

- JMD 84982/96/11.04.1997 Environmental Terms Approval for the construction and operation of the project: "Motorway of Western Greece (Ionia Odos)" in the "Agrinio Bypass from CH. 0+000 to CH. 34+401 or CH. 34+811" in the prefecture of Aitoloakarnania."
- JMD 105886/03.07.2008 Extension of No. 84982/96/11.04.1997 JMD on environmental terms approval of the project "Motorway of Western Greece (Ionia Odos)" in the "Agrinio Bypass" from CH. 0+000 to CH. 34+401 or CH. 34+811" in the Prefecture of Aitoloakarnania."
- JMD 144713/23.09.2009 Amendment of No. 84982/96/11.04.1997 JMD on environmental terms approval, as amended by No. oik.105886/03.07.2008 JMD, EPO, the project "Western Greece Motorway. (Ionia Odos) in the "Agrinio Bypass" from CH. 0+000 to CH 34+401 or CH. 34+811 in the prefecture of Aitoloakarnania"

Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern End of Arta Bypass (Filippiada) - Ioanina (Eleousa)

- JMD 141564/25.07.2005 Environmental Terms Approval for the "Ionia Odos" project Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern end of Arta Bypass (Filippiada) - Ioanina (Eleousa).
- Decision Gen. Directorate EYPE no.: 174140/July 28 2014: Amendment of the JMD no. 14564/25-07-05 Environmental Terms Approval (ETA) of the road axle "Ionia Odos: North End of Agrinio Bypass (Kouvaras) –South End of Arta Bypass (Filippiada) – Ioanina (Eleousa)", as amended by MD ETA no. Οικ.167980/30-04-2013.

Arta Bypass

- JMD 120756/96/03.06.1997 Environmental Terms Approval for the construction and operation of the project 'Ioanina - Antirio National Road, Section of Filippiada - Arta Bypass, from CH. 60+000 to CH. 82+000 starting from Ioanina, at the Prefectures of Preveza and Arta, including section of almost 1 km of the road linked with the city of Arta.
- JMD 132550/31.07.2003 Modify the Common Ministerial Decision Approval of Environmental Terms for the construction and operation of the project "National Road of Ioanina - Antirio, Section of Filippiada – Arta Bypass, from CH. 60+000 to CH 82+000 starting from Ioanina, at the Prefectures of Preveza and Arta, including section of almost 1 km of the road linked with the city of Arta.
- JMD 137938/31.12.2003 Joint Ministerial Decision Amendment of the Environmental Terms Approval for the construction and operation of the project "Ioanina - Antirio National Road, Section of Filippiada – Arta Bypass, from CH. 60+000 to CH. 82+000 starting from Ioanina, at the Prefectures of Preveza and Arta, including section of almost 1 km of the road linked with the city of Arta.
- Decision Gen Directorate EYPE: no. 175041/23 Sept. 2014: Amendment and renewal – extension of the validity period of the Environmental Terms Approval JMD no. 120756/96/3.6.1997 (as amended and in force) for the construction and operation of the project: "Filippiada – Arta Bypass (from CH. XΘ 60.000 to 82+000) of Giannena – Antirio NR including section of approximately 1km of the connecting road with Arta" as regards the project final design (cross-section of the road, technical and hydraulic works, lateral network, tolls, road safety etc.)

## 1.2 CONTRACTUAL SCOPE

The Design, Construction, Operation and Maintenance of the above Motorways are subject to the Agreement, as follows:

- (a) C.P. New Sections and Technical Works which will be designed and constructed by the Concessionaire:
  - (i) Ionia Odos/Antirio - Agrinio Southern end of Agrinio bypass 42.9 km (GU 1N to 13N) and completion of Agrinio bypass incomplete section of an approximate length of 13.0 km. In the area of Makynia the solution applied is by tunnel under the alignment contained in the EIS as L - A solution.
  - (ii) Ionia Odos/Northern end of Agrinio Bypass (Kouvaras) - Arta Bypass Beginning (Kompoti) 53.0 km (GU 15N to 18N).
  - (iii) Ionia Odos/ Arta Bypass – Egnatia Odos 50,0 km. (GU 21N to 23N) with A' phase construction works in Egnatia I/C.
  
- (b) Existing C.P. Motorway Sections constructed and operated by and at the expense of the Greek State and the contribution of the European Union and are going to be studied and executed in accordance with the agreement:
  - (i) Ionia Odos/Arta Bypass section 10.5 km (GU 20Y)
  
- (c) Motorway New Sections constructed by and at the expense of the Greek State and the contribution of the European Union, for which they can be informed by the services executing these works as follows:
  - (i) Ionia Odos/Agrinio Bypass 20.6 km (GU 14N/W)
  - (ii) Ionia Odos/Arta Bypass 6.15 km (GU 19N/W)

The project is divided into Geographical Units of the Special Conditions of Contract<sup>1</sup> as follows:

- (A) Concessionaire New Sections (C.P. and L.P.).
- (B) Existing Sections of the Concession Project (C.P.)
- (C) State New Sections (C.P.) constructed and operated by and at the expense of the Greek State which will grant to the Concessionaire the exclusive right of Operation, Maintenance and Exploitation, as regulated by the Concession Agreement.

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<sup>1</sup> Agreement between EYDE/YPEHODE and the Concessionaire. The said sections are specified in Table 1-I of the Agreement.

The Concessionaire's obligations include any temporary connection to the existing network, depending on the time schedule for the completion of the individual sections and the existing conditions.

### **1.2.1 Project New Sections and technical requirements**

The scope of the Project is the "Design – Construction – Financing – Operation – Exploitation and Maintenance of Ionia Odos Motorway from Antirio to Ioanina, for thirty (30) years in accordance with its Concession Agreement:

The Project is part of the Trans – European Network. It serves the national traffic gates of Patra, Igoumenitsa and Kakkavia and the interregional traffic.

The Ionia Odos motorway starts at Rio – Antirio Bridge and ends in Egnatia Odos, travelling through the Prefectures of Aitoloakarnania, Arta, Preveza and Ioanina.

It consists of two lanes per traffic lane and of an emergency traffic lane. The width of the motorway on Antirio – Amvrakia I/C is 24.5m with planting in the a middle island with New Jersey; the Amvrakia I/C – Egnatia section is 22.0m with a double New Jersey in the middle island.

The design speed for the Antirio – Amvrakia I/C section is 110 km/hour on the open sections and 100 km/hour on the tunnels, while on Amvrakia I/C – Egnatia is generally 100 km/hour.

*It includes:*

#### **1. 4 Frontal & Administration Buildings and 10 Lateral Toll Stations**

- a. Frontal:
  - Klokova - Mesologgi at CH. 10+100
  - Aggelokastro – Fities at CH. 57+212
  - Kompoti at CH. 111+300
  - Terovo at CH. 174+600
  
- b. Lateral:
  - 2 in Gavrolimni I/C at CH. 14+300
  - 2 in Mesologgi I/C at CH. 27+530
  - 2 in Kouvaras I/C at CH. 75+500
  - 2 in Arta I/C at CH. 135+400
  - 2 in Gorgomylos I/C at CH. 163+110



## **2. Motorist Service Stations**

- Evinochori I/C at CH. 22+400 on 2 sides
- Amvrakia at CH. 81+200 on 2 sides
- Amfilochia at CH. 95+500 on 1 side (left-hand)
- Filippiada at CH. 148+800 on 2 sides
- Episkopiko at CH. 189+600 on 2 sides

## **3. Exploitation and Maintenance Centres**

(Maintenance, Fire Brigade, Police Buildings)

- Mesologgi I/C at CH. 26+900
- Amfilochia MSS at CH. 95+500
- Filippiada MSS at CH. 148+800

## **4. 4 Tunnels**

- Makynia Tunnel of a length of 542m at CH. 4+000
- Klokova Tunnel of a length of 2950m at CH. 6+380
- Kalydona Tunnel of a length of 1200m at CH. 24+020
- Ampelia Tunnel of a length of 900m at CH. 192+000

## **5. 13 Bridges > 50 m.**

- Makynia Bridge of a length of 67,5 m. (d) & 102 m. (a) at CH. 3+850
- Evinos Bridge of a length of 254 m. (d) & 259 m. (a) at CH. 19+300
- Mesologgi Bridge (O9.18) of a length of 79 m. at CH. 32+808
- Ksirorema Bridge (G019) of a length of 50 m. at CH. 100+598
- Krikelo Bridge 1( G029) of a length of 120 m. at CH. 106+430
- Krikelo Bridge 2 (G031) of a length of 75 m. at CH. 106+996
- Menidi Bridge (G043) of a length of 532 m. at CH. 118+564
- Bridge (Brd 152) of a length of 50 m. at CH. 152+622
- Gymnotopos Bridge of a length of 252 m. at CH. 158+120
- Bridge (Brd 162) of a length of 105 m. at CH. 162+301
- Tsagkaropoulos Bridge of a length of 447 m. at CH. 166+508
- Bridge (Brd 167) of a length of 105 m. at CH. 167+260
- Krifovo Bridge of a length of 280 m. at CH. 183+482

The motorway of IONIA ODOS also includes the Upper & Underpasses, Retaining wall, Culverts, Parking and Rest Areas etc.

The sections of the Concession Project are divided into forty three (43) Geographical Units (GU), five (5) of which are State's New Sections. Those sections, after their completion, shall be delivered by the State to the Concessionaire, as defined in the C.A., in order to proceed with

the additional works concerning the operation and maintenance of the motorway. Up to now, 4 of them have been delivered as shown in the table below.

<b>GU</b>	<b>SECTION (CH.)</b>	<b>LENGTH</b>	<b>Delivered by the State</b>
14 N/Δ	Agrinio Bypass IONIA CH. 55+600 -76+272	20,672	Delivered
19 N/Δ	Arta Bypass IONIA CH. 129+053 -135+200	6,147	Delivered

**The following tables set out the terms of the JMD Approval of the Environmental Terms relating only to the under-construction (S1, S2-S3) sections for each JMD separately, and per environmental term.**

For each term listed in the table, there is a commentary on course compliance or potential problems encountered or observed in relation to compliance.



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IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

---

Edition: 1.0  
Page: 11 / 45  
Date: 30.01.2015

**2. TABLES FOR ENVIRONMENTAL CONDITIONS MONITORING**



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

---

Edition: 1.0  
Page: 12 / 45  
Date: 30.01.2015

**2.1 ANTIRIO – SOUTHERN END OF AGRINIO BYPASS (KEFALOVRYSSO)**

- **JMD 142128/25.07.2005**
- **JMD amendment decision no. 166142/13.02.2013**



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 13 / 45  
Date: 30.01.2015

### **Main Project Environmental Licensing - Background**

As regards the main project of Ionia Odos motorway on this section, the ETA JMD no. 141128/25.07.2005 and the amendment of Decision 166142/13.02.13 regarding the alignment of the road axle on the area of Vassiliki, Evinos river and Antirio as well as the minor improvements along the approved project shall apply. The Amendment Decision did not include the section from CH 5+050 to 11+300 (Klokova).

Under the Council of State decision no. 4628/2013 (J/V prot. no. 40951/13.03.2014), the JMD 142128/25.07.2005 environmental terms have been partially annulled concerning S1 and more specifically from CH 7+380 to 11+552.

The Basic Design of the section between Riza I/C (CH. 6+000) and Klokova I/C shall be amended by new alignment consisting of twin tunnels, each of which of a length of 2,9km.

The alignment shall not affect the existing National Road which shall operate as an alternative non-tolled route.

#### **During the reference period:**

The Environmental Impact Study regarding the amendments of the IONIA ODOS alignment for that section, CH. 5+104,495 – CH. 14+904,360, including the amendment of Klokova

- ESI Submission: EYPE prot. no. EPA&IO A/1/00/01/01/οικ. 23803/24.06.2014 - ΑΔΑ: 7ΤΤ51-ΣΙ) (J/V prot. no. 45184/22.09.2014).
- Completion of the publication process: J/V prot. no. 46903\_16/12/14. Region of Western Greece Letter sent to YPEKA/EYPE Department A' giving its positive opinion on the Study.

Finally, adjacent works will be performed at Agriinio bypass section (Aggelokastro I/C, Chaliki, Ag. Ilias and Rigani toll stations):

- EIS Submission: The J/V with its prot. no. 44104/25.7.2014, following letter no. 43299/30.06.14 submitted the revised EIS to Nea Odos. The Nea Odos J/V with letter no. 43489/04.07.2014 submitted a revised EIS to EYDE/D-C EPA & IO. The extra documents were transmitted to EYDE/YPEKA with letter no. 44716/26.08.14.



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 14 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
b	<u>Specific limit values of pollutant loads and concentrations emission according to the applicable provisions</u>	<p>All foreseen by the legislation limits are taken into consideration.</p> <p>Hazardous waste is managed under contract by appropriately licensed companies.</p>
c	<u>Specific limit values of noise level and vibrations according to the applicable provisions</u>	<p>The control, during the construction phase, is conducted in accordance with the current legislation and the limit values specified in this are met.</p> <p>With respect to the noise during the construction of the project, pursuant to the Program for Environmental Management and in terms of Environmental Monitoring Control Program noise measurements are conducted parametrically of the worksite and the construction faces and the results were within the allowable limits. The said measurements are reflected in maps depicting the extent of the construction of the project and the location the measurements were made. The said maps as well as the measurement, which are repeated at regular intervals (monthly), are included in the noise measurement issue, which is submitted with the annual report. For the current time period, no noise measurements were carried out due to suspension of construction works.</p>
d1	Obligation to comply with the environmental terms	<p>The Environmental Terms and the other contractual obligations regarding the construction phase, have been analyzed in the Environmental Monitoring &amp; Control Program submitted in May 2009 (protocol no. IC-X-CO-S0000-PRO9251/ACH/Kla).</p> <p>During the current period, a review of the PEAE and the EMS was carried out, which was promoted to the worksites for compliance.</p> <p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p>
d1.1		<p>The Environmental Terms and the other contractual obligations regarding the construction phase, have been analyzed in the Environmental Monitoring &amp; Control Program submitted in May 2009 (protocol no. IC-X-CO-S0000-PRO9251/ACH/Kla).</p> <p>During this time period, a revision of the EIA and the EMS was prepared, which was forwarded on the worksites for compliance.</p>



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IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 15 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>Persons are designated as responsible for the implementation of the Environmental Management System and the monitoring of compliance with the E.T. in all worksite areas. Both the Construction J/V (EuroIonia) and Nea Odos S.A. have a special department to monitor implementation of the environmental terms, composed of specialized scientists</p>
d1.2	Ensuring credits	All required costs are taken into account when tendering for the construction of this project. To date expenditures for environmental protection are submitted in the annual environmental reports.
d2	Permits and approvals	The procedure for obtaining all necessary permits and approvals in progress, as specified below.
d2.1	Individual projects or activities relating to the construction or operation of the project	<p>The relevant STIS for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to EYPE. The submissions of the studies as well as the progress of the approval procedure are as follows:</p> <p><b>Quarries:</b> The quarry of Kremasti. QP08 "Kremasti", Municipality of Mesologgi has been activated: (CH. 40+000): EYPE approval 123390/3.8.10, Region of Western Greece approval lease/concession 2465/63972/18.7.12 and intervention approval Forest Directorate of Aitolokarnania 42711/846/3.4.2014 and installation protocol 41797/6-5-2014.</p> <p><b>Disposal Pits:</b></p> <ul style="list-style-type: none"> <li>• Temporary deposits (6 sites) of Kalydona tunnel excavation materials, aggregates and topsoil (submission 07/2011- approval of positions in the Amendment File of the project).</li> <li>• 4 D/P (E1, E2, E3, E4) Municipality of Chalkia. Environmental licensing for E1 (02/2008) (not currently in use).</li> </ul>

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<ul style="list-style-type: none"> <li>The temporary depot locations, which meet the restrictions of the above terms, are recorded on the ENV – F05-01 file every month.</li> </ul> <p><b>Worksites:</b></p> <ul style="list-style-type: none"> <li><u>S1.1: Antirrio I/C:</u> The area is used as a temporary of topsoil storage. EYPE: 135669/26-1-09</li> <li><u>S1.2 Ag. Georgios, Mesologgi (Evinos):</u> Main worksite of S1. STIS approval from EYPE (prot. no.: 41505/23.09.09).</li> <li><u>S1.3: Aitoliko Worksite:</u> Production unit &amp; material storage operation. STIS approval from EYPE (prot. no.: 36016/13.05.11)</li> <li><u>S1.4: Kalydona Tunnel Exit Worksite (EYPE 36015/13.05.11)</u> it was used in the past, the motorway has been constructed in this section.</li> <li><u>Gavrolimni Worksite CH 12+000:</u> EYPE 122415/8-3-10 (not fully used, stone processing and depot installation)</li> <li><b>During the reference period:</b> <u>Riza Worksite</u> submission to EYPE/YPEKA: 44409/06-08-2014 and approval (prot. no. 46937/17.12.14)</li> </ul> <p><b>Gravel extraction from Evinos river</b></p> <ul style="list-style-type: none"> <li><b>For the current period:</b> Gravel excavation in Kalfa (Evinos), in the framework of slope restoration works. The "Technical Environmental Study" was submitted for the management of the existing and transported materials downstream of Evinos river" with letter no. 46338_IC-P-CO-S1000_KV-sk_18.11.14. Works according to the design, material have been performed.</li> </ul>
d2.2		Pursuant to the Environmental Term d2.1, the environmental approvals are given by EYPE after submission of the relevant TEPEM or EIS or as specified in Law 4014/2011 (OGG 209A/2011).
d2.3	Works or installations, within areas of forest character	The license for intervention is now incorporated in the project, provided that those referred to in MD 15277/12 are met. For the entire Motorway), those referred to the above MD are met.





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IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 17 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<p><i>Ancillary Works:</i> During the reporting period, the quarry "Kremasti" was activated (CH. 40+000): EYPE approval no. 123390/03.08.10, Region of Western Greece approval lease/concession 2465/63972/07.18.12 and approval of intervention Forest Directorate of Aitolokarnania 42 711/846/03.04.2014. Ref. No. 41 797/06.05.2014.</p>
d2.4	Concrete and asphalt mix production plants	<p>It has been ensured that the layout planning of these plants abide by the afore-mentioned restrictions, as specified in the Environmental Term. This issue is reviewed in the submitted STIS/TEPEM and the implementation of the stipulated protective measures is checked.</p> <p>On operating licensed premises (Evinos, Aitoliko), has been tested and is valid. No such facility is enhanced in the TEPEM of Riza Worksite.</p>
d2.5	Site clearing	<p>The term is respected and controlled by the responsible of the consortium Environmental department and the "appointed subcontractors" as described in the Monitoring &amp; Control Environmental Program and the Environmental Management Plan</p>
d2.6	Materials needed for the construction of the project	<p>For all new sites where materials have been delivered, the required STISs/TES have been submitted and approved, as referred to in term d2.1, and the relevant opinion of the responsible Archaeological Services is required. All actions are controlled by the Archaeological Service.</p>
d2.7	Disposal of the inappropriate excavation materials	<p>So far, no permanent disposal is required in this area. The sites of top soil temporary disposals and piles of aggregates or useful excavation materials were selected in leased land, or within limits of expropriation. No temporary disposal near the streams. During the current period, the locations of temporary disposals are recorded in the ENV-F02-01 file of the EMS.</p> <p>The implementation of the E.T. with respect to the protection of water recipients from the disposed soil material is controlled via the Environmental Monitoring &amp; Control Program.</p> <p>The term on the disposal of inappropriate excavation products is a criteria used during searching locations for possible disposal sites</p>

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d2.8	All redundant excavation materials	No cases related to excavation materials, which usually include waste or dangerous sewage, have been presented. In the event that during the construction phase, excavation locations containing waste or other solid waste are found, these will be separated from the excavation materials and will be appropriately disposed. Also, it has been ensured that excavation materials, which are free of foreign substances, are kept free of waste or free substances in specific deposition chambers or integrated per priority in the body of the Project. During the preparation period of the present report there were no excavation materials, since the project is under suspension.
d3	Archeological Services	The Archaeological Service is updated for each section of the project in time before the commencement of the works. Excavations have been conducted in the past or continue to be conducted in all positions. The site is delivered by the archaeological service, given that its work is completed.
d3.1	Localization of antiquities	See Table "RESERVATION - RELEASE AREAS OF THE PROJECT BY ARCHAEOLOGICAL SERVICES"
d3.2		With respect to the coverage of the expenses incurred during the archaeological surveys, article 1, par. 13.2 of Law 3555/2007 shall apply.
d4	Worksite infrastructure serving the project's needs during its operation	The issue concerns the operation of the project.
d5	Stone processing and concrete production worksite installations	<u>Ag. Georgios Worksite (Evinos)/Aitoliko:</u> Pollution control systems are operating in the concrete production units (Filter dedusting cement silo). In Ag. Georgios the movable crusher, appropriate measures are taken (wetting, reduction of the height of fall, injectors etc.) during the spring - summer season.
d5.1	Bitumen production plants	<u>Kremasti Quarry:</u> a movable crusher was installed. During the current period there was no dust emission due to frequent wetting of aggregates (rainfall). Mounting injectors to crushers are foreseen at Kremasti, given that a problem occurs during the spring - summer. Dust



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 19 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems	
		<p>release primarily affects workers in the establishment, since there are no other adjacent receivers affecting the environment.</p> <p>As for the supply of aggregates and concrete held by the Suppliers, their environmental licensing is controlled and the respective record is kept.</p> <p>Bitumen production plants do not exist and when required, either they will be supplied by outside environmentally licensed partner or they will be installed on the licensed worksite areas.</p>	
d6	Rubbish	<ul style="list-style-type: none"> <li>• With respect to the collection of urban waste, four waste bins of the Municipality of Mesologgi have been placed in the worksite of Ag. Georgios and there is a relevant agreement with the respective Municipality for emptying the bins and transferring the waste to HYTA (landfill site) 4<sup>th</sup> Geographical Unit of the Prefecture of Aitolokarnania (there is the relevant document).</li> <li>• With respect to the management of used oils, batteries, tires, etc. relevant agreements with licensed management companies (OILS OF ACHAIA, SYDESIS, ΙΝΤΕΡΓΕΟ, ECOELASTICA) have been signed and depending. The hazardous waste is temporarily stored in special areas within the worksites prior to their final disposal.</li> <li>• Complete the relevant file of ADS on its authorized hazardous waste managers of worksite: ENV-F01-02 «Dangerous Administrators', and the relevant document ENV-F12-02« Environmental Subcontractors-Partner Permits "regarding the environmental and other operating licenses of subcontractors and Waste Operators with which it cooperates in S1. Copies of licenses are kept in the archives of the site Environmental Officer, as well as the receipt of documents and safe disposal of EA.</li> <li>• The maintenance and washing of vehicles and machines are realized either in licensed worksites (Ag. Georgios and Aitoliko worksites) with appropriate infrastructure (settling tanks, tank assembly, etc.) or in a licensed external garage or laundry area.</li> <li>• There is a tight cesspit both on the Ag. Georgios (Evinos) worksite and the Aitolikou worksite, as well as chemical toilets in major structures. Waste water (Ref. EWC 20 03 06) are carried by tanker to Mesologgi biological lab. A record of relevant documents is kept and updated respectively in the EMS form: ENV-F04-01: Delivery of Non Hazardous Waste. A related file is kept by the worksite Environmental Officer.</li> </ul>	
d6.1	Toxic solids		
d6.2	Pollution of surface and ground waters		



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 20 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d7	Uninterrupted flow of the surface water	The compliance with this condition is ensured through the development - approval of hydraulic studies, which take into account the E.T.
d8	Intervention Plan	<p>The Risk Assessment Study has been elaborated and submitted to the I.E. for the area of Evinos river, J/V letter with protocol no. 27580/ 5-8-10.</p> <p>An Environmental Monitoring &amp; Control Program in terms of the overall Plan for Environmental Management, which includes control procedures for all works referred to in the environmental terms, has been drawn up.</p> <p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p>
d9	Modification or intervention to an existing infrastructure project	<p>A contact with all involved Public Utility Organizations has been made (in accordance with par.7 of the Special Conditions of Contract) in order to identify the areas for networks relocation. The necessary actions will be carried out to rehabilitate the irrigation networks and passages from other irrigation channels to the area with respect to the positive opinion about the hydraulic design from the respective Service of Aetoloakarnania</p> <p>See attached table "PUOs TABLE"</p>
d10	Construction works on the section of Klokova	<p>During the reference period, the construction of Klokova section has not started yet. The relevant term is going to be modified since the crossing through this area is no longer foreseen.</p> <p>The Basic Design of the section between Riza I/C (CH. 6+000) and Klokova I/C is being amended with a new alignment of twin tunnels each one measuring around 2,9 km of length, which does not affect the existing National Road thus being able to operate as an alternative non-tolled route. The Environmental Assessment Study concerning the amendment of Ionia Odos Alignment in this section, CH. 5+104,495 – CH. 14+904,360 including the alignment of Klokova (prot. No. EYDE EPA &amp; IO A/1/00/01/01/oik. 23803/24.06.2014 – ADA: 7TT51-ΣΙ) and its approval is expected.</p>
d10.1	Traffic of the existing national road	
d10.2		
d10.3	-	



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 21 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d10.4	Makynia area	A tunnel was built
d11	Worksite signage	<p>An Environmental Monitoring &amp; Control Program in terms of the overall Plan for Environmental Management, which includes protection measures for all works referred to in the environmental terms, has been drawn up. The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>The necessary steps for the traffic arrangements are taken.</p> <p>Warning signs and light signals have been placed, where appropriate, during the night.</p> <p>During the drilling for the formation of the faces of Kalydona and Makynia tunnel, incorporated dust containment equipment has been used.</p> <p>As regards the temporary disposals (6 positions) within or outside the expropriation limits, those mentioned in E.T. d2.1 and d.2.7 shall be applicable.</p> <p>During the current period, no drillings of worksite roads/areas have been made, due to frequent rainfalls.</p> <p>The trucks moving on the NR or on other roads are covered. The routes within the project are preferred, when this is possible. The cleaning of the road axle is being held on a daily basis with broom and maceration.</p>
d12	Drilling	
d13	Dust	
d13.1		
d13.2	Materials to be transported	
d13.3	Wheels washing	
d14	Planting	
d14.1		The plantings are going to start on the completed embankments.
d14.2		<p>Placement of jute and hydroseeding on slopes, in places, has been made.</p> <p>The rehabilitation works and their budget constitute an integral part of each STIS submitted (disposal sites, borrow pits, worksites, etc.).</p> <p>As regards the topsoil of the construction works, care is taken in order to stockpile it and use it in plantings - restorations. The topsoil on the flat land is stockpiled along the road. Where this is not possible by virtue of the landscape, the topsoil is stockpiled in leased land, or insite</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 22 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		the worksite area (i.e. Antirrio worksite).
d15	Fire protection	<p>The term is respected through the implementation of the Environmental Monitoring &amp; Control Program (and their review) in terms of the overall Plan for Environmental Management, which includes control procedures for all works referred to in the environmental terms, has been drawn up. In any event, after the commencement of works, the fire measures in the project's machines and the scope of works are controlled and the provided H&amp;S Plan should be adhered to.</p> <p>In any event, after the commencement of works, the fire measures in the project's machines and the scope of works are controlled and the provided H&amp;S Plan should be adhered to. Special attention should be given to areas that are near forests and fields during the summer months. Emphasis is given in order for the machines located at the project area to be equipped with the provided firefighting equipment. Regarding the premises of the site (offices, workshop, laboratory and concrete preparatory) the adequate firefighting equipment, like fire extinguishers, sand and water supply to be provided. For the worksites (Ag. Georgios, Kalydona) the opinions of the responsible Archeological Services are positive.</p>
d16	Noise	<p>With respect to the noise during the construction of the project, an Environmental Monitoring &amp; Control Program in terms of the overall Plan for Environmental Management, which includes control procedures in order to resolve noise problems in accordance with the environmental terms, has been drawn up.</p>
d16.1		
d16.2		
d16.3		
d16.4	Project's Machines	
		<p>Noise measurements were conducted (June to December) in 46 control points using the appropriate equipment in order to monitor the respect of the worksite noise levels more frequently. The measurements were shown in measuring tables with measurement points' graphics and were analytically presented to the Annex of Measurements of the Annual Environmental Terms Report. No excess of the permitted levels has been recorded.</p> <p>Regarding the provision for implementation of noise barriers, concerning the operation phase of the project, with the finalization of road designs, a Special Acoustic Design for Noise</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 23 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		Protection (ETME), submitted for approval to EYPE/YPEHODE, will be assigned and produced.
d17	Direct entrance to the tunnel in ancient Kalydona	The layout planning designs of the fronts of Kalydona tunnel have been approved by the I.E. via the document IC0035 DAC 5/03/09 and 5216/22-10-08). Based on these designs, no surface excavations will be performed at >5m, except for the temporary ones. The layout planning of the fronts will be carried out via excavation and re-embankment. A landscaping design will follow.
d18	Vibrations	<p>During the current semester, no vibration measurements were conducted since the drilling works of Kalydona and Makynia tunnels have been completed.</p> <p>No adverse impact on residents and generally on any anthropogenic structure and archeological sites were generated from the works not previously executed, because of the construction of the road.</p> <p>Vibration measurements are also made in the excavated trenches. The file is kept on the worksite. During this period the limits were not exceeded.</p>
d19	Rescue – Escape of people entrapped in case of emergency in the tunnel of Kalydona.	The term has been taken into account based on the risk analysis study. According to the “Risk Assessment” submitted for Kalydona Tunnel, two (2) transverse arcades, connecting the two branches per around 410m, are foreseen. The ILF Tunnel Risk assessment Final Report has been submitted to the I.E. via letter IC-C-CO-S1000-PRO 7293/MC/js 23/2/09, has been approved by the I.E. via the letter no. IC0035 DAC 5/03/09.
d20	Maintain access to settlements	For operations that occurred on the CH.15+ 500 (intersection with National Road), during June to October, required actions for traffic arrangements based on a study were taken. During the same period, traffic arrangements in CH.1+ 000, 42+ 000 were also made at many local roads in Agios Thomas - Mesologgi. Access to fields or houses was not blocked.
d21	Securing passage of wildlife	It is taken into consideration in the designs already elaborated. This matter has been re-examined in the amendment file JMD 166142/13.02.3013 (prot. No. J/V 39517/05.03.2013) concerning minor modifications of the alignment due to finalization of the studies, and those



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 24 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		referred to are ensured. Furthermore, it is also under examination, where appropriate, in the Environmental Assessment Reports of the corresponding definitive road designs which are approved by the IE.
d22	Protection from corrosion of the natural slopes	It is taken into consideration in the hydraulic studies submitted for approval to the Independent Engineer.
d23	Proper operation of facilities	It refers to the operation phase.
d24	Noise	It refers to the operation phase.
d25	Automatic station measuring air and wind pollution	With respect to the installation of the measurement station, a relevant study will be submitted upon restarting the works, in order to determine any possible locations and submit them for approval to EYPE/YPEHODE. The operation of the station is related to the operation of the project.
d26	Concessionaire's Environmental Department	The EuroIonia Joint Venture has a department of Environment, Health and Safety staffed with the required personnel and external partners. The responsibilities and obligations of the department's staff are described in the Quality Management System of the Joint Venture.
d26.1		
d27	Annual Environmental Reports	The E.T. is fulfilled. The J/V submits relevant Reports to the Concessionaire every six and twelve months, shared by the whole consortium. The present report implements the said E.T.
d28	Possibility of relocating the southwest alignment, at CH. 26+100 up to 30+000	The relocation of the S/W alignment is not feasible because of the dispersed settlement. The Final Road Design foresees the raise of the red line in the area of the archeological site so as for the C-C construction not to be appropriate anymore, while the lateral road is located to the entry step of the embankment in order for the noise to be the minimum one. Regarding the location of "Borbora" hill, the Final Road Design foresees the improvement of the slopes and the reduction of the breadth of the excavation. In both positions a landscape restoration of the trenches is suggested. The above proposals have been submitted to the ΛΣΤ' Archeological Service (25928/24-06-10), which recommends in its letter to Ministry of Culture (27956/11-8-10) the approval of the proposal. A positive opinion has been received by the Ministry of Culture (31712/25-11-10).





**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 25 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<p>After the relevant opinions by the Ministry of Culture, and for the amendment of the term, the procedure provided by article 13 of the JMD 11014/703/Φ104/14.3.2003 is adhered to. It has been included in the relevant design submitted to EYPE/YPEKA.</p> <p>Also, three designs of the study file 13 have been re-submitted/replaced because of little changes in the area of Mesokampos I/C resulting on demand of the Archeological Service. (38511/03-04-2012).</p> <p>The aforementioned small modifications have been approved via the JMD 166142/13.02.2013 (prot. no. J/V 39517/05.03.2013)</p>
d29	Environmental conditions compliance	They are taken into consideration.
e1	<u>Local environment - Sensitive elements – Specially Protected Areas</u>	Sensitive environmental elements (settlements, protected areas and sites) were taken into account during the investigation of borrow sites positions, etc. and the elaboration of the STIS and TIS. The Department of Environment has elaborated a map with the environmental commitments, and pursuant to EIA subsequent documentation, which constitutes a tool for exploring of additional spaces and other works as well as assistance for all persons involved to the construction.
e2	<u>Measures and projects for the conservation of the above elements</u>  Those referred to in paragraph d of the present are sufficient	-
f	<u>Period for which the given environmental approval is valid - Conditions for its review</u>	For the renewal of the environmental conditions the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) will follow.
g	Modernization, improvement, expansion or	The additional EISs on the improvement of the alignment in Evinos River (CH. 19+200 – CH.



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 26 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	modification of the project	<p>22+090), in the area of Vassiliki (CH. 14+300 – CH. 18+000, Antirio I/C, as well as a File of Article 13 (JMD 11014/03) or small changes of section S1, which resulted by the elaboration of the final designs, have been elaborated and submitted by the J/V.</p> <p>The above modifications have been approved via the JMD 166142/13.02.2013 (prot. no. J/V 39517/05.03.2013).</p> <p>The Environmental Assessment Study concerning the amendment of Ionia Odos Alignment in this section, CH. 5+104,495 – CH. 14+904,360 including the alignment of Klokova (prot. No. EYDE EPA &amp; IO A/1/00/01/01/oik. 23803/24.06.2014 – ADA: 7TT51-ΣΙ. Following the completion of the public consultation process and the Region of Western Greece positive opinion to ΥΠΕΚΑ/ΕΥΡΕ Section A '(Letter 46903_16 / 12/14) on the EIS, the AEPO issuance is expected.</p> <p>For the modernization, improvement, expansion or modification of the project, the provisions of Law 4014/2011 (Government Gazette 209A/2011) are required to be met.</p>
h	Amendment of terms	The amendment of the terms is governed by the provisions of Law 4014/2011 (OGG 209A/2011)
i	EIA presence on the worksite	The term is respected.
j	Non-compliance with the E.T.	-



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

---

Edition: 1.0  
Page: 27 / 45  
Date: 30.01.2015

**2.2 NORTHERN END OF AGRINIO BYPASS (KOUVARAS) – SOUTHERN END OF ARTA BYPASS (KOMPOTI) AND  
NORTHERN END OF ARTA BYPASS (FILIPPIADA) – IOANNINA (ELEOUSA)**

- **ΑΕΠΟ JMD 141564/25.07.2005**
- **Amendment: Prot. No. 174140/28-07-14**

### **Main Project environmental licensing - Background**

As regards the main project of Ionia Odos motorway, JMD EIS no. 141564/25-07-2005 (Kouvaras – Kompoti & Filippiada –Eleousa / CH. 76+272 –CH. 129+632 & CH. 145+706 –Ch. 196+000) shall apply.

In the framework of the implementation of the project connecting the Aktio – Amvrakia axle with Ionia Odos and the required amendment of Amvrakia I/C (CH. 84+220 – CH. 85+100), an Additional Environmental Impact Assessment Study has been submitted to EYPE which has been approved by JMD 167980/30-04-2013.

JMD EIS no. 141564/25-07-2005 has been amended by JMD 167980/30-04-2013. This amendment is not related to section S3.

As regards the environmental licensing of the modifications on the Ionia Odos alignment resulted from the final road studies, during the current period, an ET amendment file has been submitted, under Article 6 of Law 4014/2011, which is the same for the sections S2 (Kouvaras - Kompoti/ CH. 76+272 – CH. 129+632) and S3 (Filippiada – Eleousa / CH. 145+706 – CH. 196+000). The amendment was approved by decision prot. no. **174140/28-07-14** and refers to the above sections:

Ionia Odos Section	Approved alignment		Suggested alignment		s/n subsection	Length (km)
	From CH	To CH	From CH	To CH		
S2	76+618	105+439,31	76+618	105+500	1 <sup>st</sup> subsection	28,9
	108+282,50	112+082,49	108+700	112+500	2 <sup>nd</sup> subsection	3,8
	112+082,49	115+302,49	112+500	115+720	3 <sup>rd</sup> subsection	3,2
	119+976,04	128+892,01	120+700	129+626,05	4 <sup>th</sup> subsection	8,9
S3	145+706	154+743,87	145+706	154+796,05	5 <sup>th</sup> subsection Ammotopos	9,1
	154+743,87	181+758,30	154+796,05	181+710	6 <sup>th</sup> subsection Vasseika	26,9
	186+969,01	194+380,00	186+650	194+319,70	7 <sup>th</sup> subsection	7,7

The **EIS on the modifications** of Ionia Odos has been submitted (**J/V prot. No.: 43016\_IC-P-CC-S0000\_16.06.14**) for the sections below:

Ionia Odos Section	Approved alignment		Suggested alignment		Brief description of the modification	s/n subsection
	From CH	To CH	From CH	To CH		
S2	105+439,31	108+282,50	105+500	108+700	Krikelo	1 <sup>st</sup>
	115+302,49	119+976,04	115+720	120+700	Menidi	2 <sup>nd</sup>
S3	152+446	154+743,87	152+446	154+796,05	Ammotopos semi-junction	3 <sup>rd</sup>
	181+758,30	186+969,01	181+710	186+650	Papageorgiou Military Camp	4 <sup>th</sup>

**Completing the Disclosure Process:** J/V prot. No. 46910/16.12.14/ Document of Western Greece/Office of the Chair for the Environment and Natural Resources/Regional Council of Western Greece to the YPEKA/EYPE Department A', the **positive opinion** of the Committee on the Environmental Impact Study (EIS) was transmitted for the amendment of Environmental Terms Approval JMD no. 141564/25-7-2005 of the road project "Ionia Odos: Agrinio Bypass Northern End (Kouvaras) — Arta Bypass Southern end (Kompoti) and Arta Bypass Northern End (Filippiada) – Ioannina (Eleousa)".

**The approval of the above EIS modifications is expected.**



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 30 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
b	Specific limit values of pollutant loads and concentrations emission pursuant to the current provisions	<p>All limits are taken into consideration pursuant to the current legislation.</p> <p>Hazardous waste is managed under contract by appropriately licensed companies.</p>
c	Specific limit values of noise level and vibrations pursuant to the current provisions	<p>The control, during the construction phase, is conducted in accordance with the current legislation and the limit values specified in this are met.</p> <p>With respect to the noise during the construction of the project, according to the Program for Environmental Management and in terms of Environmental Monitoring Control Program, noise measurements are conducted parametrically of the worksite and the construction faces and the results were within the allowable limits.</p> <p>The said measurements are reflected in maps depicting the extent of the construction of the project and the location the measurements were made. The said maps as well as the measurement, which were repeated at regular intervals (monthly), were included in the noise measurement issue, which is submitted with the annual report in the past.</p>
d1	Obligation to comply with the E.T.	The Environmental Terms and the other contractual obligations regarding the construction phase, have been analyzed in the Environmental Monitoring & Control Program submitted in May 2009 (protocol no. IC-X-CO-S0000-PRO9251/ACH/KIa). During the current period, a review of the PEAE and the EMS was carried out, which was promoted to the worksites for compliance.
d1.1	Ensure Compliance with E.T.	<p>The plan and its review have been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>It has to be pointed out that, by reviewing the Environmental Management System implemented by the J/V, the Subcontractor's obligations have been put into practice against the compliance with the construction E.T. in the form of Directive through ENV-WI10-01.</p> <p>In this context an internal training seminar was held by the Minister for Environment of the J/V.</p>

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		There are people responsible for implementing the Environmental Management Plan and the compliance with the E.T.
d1.2	To set up expenditure for environmental protection projects	All required costs are taken into consideration when tendering for the construction of this project. To date expenditures for environmental protection have been submitted in the annual environmental reports of the previous years.
d2	In the area of the Prefecture of Ioanina: i) To construct a J/V in the CH. 175+700 (area of Terovo) ii) To remove the alignment from the settlement of Ampelia, with the construction of a tunnel iii) Degradation of the motorway to be done in the area of Episkopiko	<ul style="list-style-type: none"> <li>i) The J/V of Terovo in CH. 175+708 has been studied in the OMO of the subsection</li> <li>ii) The tunnel of Ampelia with an approximate length of 870 - 900m has been included in the Finalized Design. The layout planning designs have been prepared and approved by the I.E. The A' and B' phase of excavation of Ampelia Tunnel has been completed.</li> <li>iii) The hypsometrical lowering included in the Finalized Design has been prepared and submitted. In the area of the overpass at Episkopiko, the embankments have a height of 3m( (Motorists Service Station - Episkopiko - height of 4m).</li> </ul>
d3	Licenses and approvals	<p>The procedure for obtaining all necessary permits and approvals is underway, as specified below.</p> <p>There are no subcontractor worksites in operation since the cooperation has been interrupted, due to suspension of the construction works.</p>
d4	STIS individual activities relating to the construction or operation of the project	<p>The relevant STIS for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to EYPE and their approval is expected.</p> <p>The submissions of the studies as well as the progress of the approval procedure are as follows:</p> <p><b>Borrow Pits:</b> In operation:</p> <p><i>Paliokoulia location.</i> J/V: 13478/06.08.09). Approved (EYPE prot. no.: 122353 / 22-02-2010). The borrow pit already operates. A request for submission of a letter of guarantee of five-</p>

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>year duration was sent by the competent Decentralized Administration on the cost of restoration of the quarry (J/V 40073/25-10-2013).</p> <p>Approved but without operating at present:  <u>Borrow Pit BP14 Makrivouni location, Municipality of Dodoni (CH. 180+000).</u> The EIS and STIS have been approved. (EYPE 22581/12-04-2010)            As for Makrivouni borrow pit, the decision of the City Council and the exploitation license are pending by the Region. (former District/Directorate of Development)  <u>Pinakoulia location:</u> (STIS Submission: EYPE prot. no.:102908/04.04.08 and J/V prot. no.: 2853/IM/εσ/01.04.08). Approved (prot. no. EYPE: 138434/03.07.2009). By Construction J/V with prot. No. 45791/20.10.14, the Directorate-General of Forestry &amp; Rural Affairs – Directorate of Arta Forestry, communicated to the J/V a letter sent to the Directorate of Planning and Environmental Policy, Directorate of Technical Control, Department of Natural Resources, announcing that the definitive installation protocol at “Pinakoulia” has not been made. An installation protocol is pending.</p> <p><b>Quarries:</b>            In Operation:  <u>Toubanos location</u> (QN 08): Submission to EYPE with Protocol No. 12215/6.7.09 of the J/V and approval of STIS by EYPE with Protocol No. 141902/3.9.09.</p> <p>Approved but not yet in operation:  <u>Ag.Georgios Glykorizo location:</u> (STIS submission: EYPE prot. no.: 101995,06/03/08 and J/V prot. no.: 2525/05.03.08). Approved (prot. no. 205553/28.11.11). The quarry will operate in the future.  <u>Selitoura location:</u> (EYPE prot. no.: 2196,03/02/09 and J/V prot. no.: 6871 / 30.01.09). Approved (EYPE prot.no.: 135889/21.07.09)</p> <p><b>Borrow pits:</b></p> <ul style="list-style-type: none"> <li>The licensing of possible E4 E5 E6 disposal pits is pending. (at CH. 108+00 110+000 and 113+000) The issuance of a characterization act as well as the resubmission of the studies as TEPEM by the forestry is expected.</li> </ul>



S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<ul style="list-style-type: none"> <li>The licensing of EMAL (special design on the Rehabilitation) (E36B &amp; E36C) of inactive quarries (submission to the Forestry of Ioannina (EIJV: 39324/10.12.12) is expected.</li> <li>In section S3A temporary disposals, mainly topsoil, are made. The need for permanent deposition is covered mainly from areas joined as OIA in the Amendment File and APPROVED or constitute a landscaping where ancillary worksite installations are going to be installed. (The relative TEPEM was prepared).</li> <li>In S3B, EMAL is being prepared for four potential final positions since the areas were disturbed by previous excavations.</li> </ul> <p>The permanent disposal pits in woodland were inserted as OIA in the amendment file. The Inventory / categorization of the Project Disposal Pits are being made on a monthly basis and then the corresponding actions are forwarded (TEPEM for permanent deposits, Depot and submission for approval). Permanent positions are outside NATURA, at a distance &gt; 250m from settlements etc.</p> <p><b>Worksites:</b>  <i>Kampi and Gorgomylos site:</i> STIS has been submitted: protocol no. EYPE:107730/05.09.08 and J/V protocol no. 4759/05.09.08. STIS approval no. oik136719/23.02.09. Kampi worksite operates but the worksite of Gorgomylos not yet.  <i>Sikoula location:</i> STIS is drawn up and will be submitted for approval to EYPE with EYPE protocol no. 12763/20-1-10 and J/V protocol no. 19059/18.01.10. The STIS has been approved. (EYPE 202687/24-10-12).  <i>Gymnotopos location:</i> (STIS Submission: EYPE protocol no.132846/26.11.10 and J/V protocol no. 31644/23.11.10). STIS approval with no. 165762/01.02.2013 (J/V39536/08.03.13)  <i>Area of Amfilochia at "Knauf Factory" (CH. 84+000):</i> New installation. During the current period a TEPEM has been prepared for the worksite area and ancillary installations (J/V prot. no. 44701/25-8-14).  <i>S3.4 Agia Triada,</i> ex Municipality of Ag. Dimitrios, now Municipality of Dodoni (CH. 176+000 in the area of Terovo I/C). STIS has been approved. (7611/11-03-09)  <i>"Perdika" Worksite (CH 182+600):</i> New installation for which a TEPEM has been prepared and the relevant approval is being expected.  <i>S3.6 Ampelia tunnel exit,</i> ex Municipality of Bizani, now Municipality of Ioanina (CH. 193+000</p>

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>at the exit of Ampelia tunnel). STIS has been approved. The Technical Environmental Study has been submitted to EYPE to expand the S3.6 worksite, pursuant to those specified in Article 7 of the new Law 4014/2011 (39221/08-11-12). The expansion area (where temporary disposal of excavation materials has been made), was inserted and approved with the Amendment File (AF) as the OIA (Operation Infrastructure Area).</p> <p><u>Ampelia tunnel exit S3.7</u>, ex Municipality of Bizani, now Municipality of Ioanina (CH. 192+000 at the exit of Ampelia tunnel). STIS has been approved (36014/13-05-11). The area is no longer in use.</p> <p><b>Temporary Disposals:</b> In general, temporary disposals are made within limit expropriation and in private or community lands. In section S2 temporary plant deposits are made, primarily on expropriated areas (i.e. Amvrakia I/C). Water recipients are not obstructed at these positions.</p> <p><b>Restoration of old quarries:</b> <u>E36 "Mirodafni" location</u>, Mirodafni, ex municipality of Ag. Dimitrios, now Municipality of Dodoni (CH. 178+500). The relevant study (EMAA) has been elaborated and submitted to the Municipality (16496/5-11-09). Following Company's relevant request to forward the study for approval, the Municipality of Dodoni, via a reply letter, gives its consent to leasing the area and more specifically the sub-places of <b>E36B</b> and <b>E36C</b>, given that the study has been duly approved (G.S. of Epirus region - Forest Service) (Municipality's protocol no. 23378/12-12-11). The EMAL has been resubmitted for approval by the Forest Service and the Region (39324/10-12-12). Also an opinion on the sub-sites of E36B and E36C has been requested to IB EPCA (39222/08-11-12) and a positive opinion has been received (39360/27-12-12).</p> <ul style="list-style-type: none"> <li>• <u>E37 "Makrivouni" location</u>, Perdika, now Municipality of Dodoni (CH. 180+000). The restoration of the area is included in the STIS of ΔΘ BP14.</li> <li>• <u>E50 "Old quarry of Pedini"</u>, Pedini, ex Municipality of Bizani, now Municipality of Ioannina. The relevant study (EMAA) has been elaborated and submitted to the Municipality (22582/12-04-10). During the current semester the relevant study (EMAA) has been re-submitted for approval to the Forestry and the Region (39323/10-12-12).</li> </ul>

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d5	Environmental approvals by EYPE/YPEHODE	<p>Pursuant to the Environmental Term d4, the environmental approvals are given after the elaboration and approval of the relevant STIS by EYPE. For all licensing submitted up to now, the necessary STIS have been elaborated, for which a detailed report is being held above.</p> <p>The environmental licensing is now issued in accordance with Law 4014/2011 (Government Gazette 209A/2011)</p>
d6	Concrete and asphalt production worksite units	<p>It has been ensured that the layout planning of concrete and asphalt mix production units abide by the afore-mentioned restrictions, as specified in the submitted STISs already approved. No worksite unit is installed at a distance of at least 500m.</p> <p>More specifically:</p> <ul style="list-style-type: none"> <li>• The worksite "Sikoula" does not include production units.</li> <li>• The nearest concrete production unit to a settlement at 101+500 is located 560m from the Amfilochia GIS limit.</li> <li>• In the S3 licensed premises, it has been tested and is valid.</li> <li>• It was also tested for the new preparatory unit at CH. 165+750.</li> </ul>
d7	Rehabilitation of the intervention zones	<p>The observance of the term will be controlled by the Environmental Monitoring &amp; Control Program. The clearings in the section were not held due to the suspension of the works.</p>
d8	Excavation products needed for the construction of the project	<p>The need for delivery is mainly covered by the excavation products and any further estimated needs will be ensured by the sites referred to the environmental term in paragraph d4.</p>
d9	Disposal of inappropriate excavation materials	<p>It has been taken into account in order to find possible sites to dispose materials and has also been taken into account for the preparation of the respective STISs that were submitted to EYPE. The implementation of the E.T. with respect to the protection of water recipients from the disposed soil material is controlled via the Environmental Monitoring &amp; Control Program.</p> <p>The term was a criteria used during searching locations for possible disposal sites in section</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 36 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>S2 and S3 conducted in collaboration with the Department of Environment and Construction Division.</p> <p>Excess materials are also placed in the Operation Infrastructure Sites integrated in the Amendment File of the main project.</p> <p>See analytically par. d4.</p>
d10	Forest areas/revocation of reforestation	<p>As regards the works within the of the occupation zone of the project (Motorway, lateral roads etc. as described in the Concession Agreement), pursuant to Law 3555/2007 (Ratification of the Concession Agreement) /Article 4/ Paragraph 4a and Law 2445/1996/ Article 2/ Paragraph 1c.</p> <p>The license for intervention is now incorporated in the project, provided that those referred to in MD 15277/12 are met. Modification of the project AEPO (prot. No. 167980/30.04.13), those referred to the above MD are met and the conditions included under the letter of the Directorate of Aesthetic Forests, National Parks and Game Management are included.</p>
d11	All redundant excavation materials	<p>The excavation materials do not usually contain waste or toxic waste. All redundant excavation materials (after the necessary split) were transported in approved deposition chambers or in rehabilitation positions of borrow pits/old quarries, as provided by STIS and TMA.</p> <p>The top soil is stored, where appropriate, for use in the slopes of the Motorway within the expropriation limits or in leased land.</p> <p>For the disposals, see par. d4</p>
d12	Worksite infrastructure serving the project's needs during its operation	<p>O&amp;M Control Centres Maintenance Control Centers (TBR) are to be built, which will dispose the necessary worksite infrastructure in order to serve the needs of the project during the operation phase.</p> <p>Also, the Operation Infrastructure Sites are integrated in the Amendment File, where the required local operation infrastructure of the motorway.</p>
d13	Stone processing and concrete production worksite installations	<p>In section S2 the following operate:</p> <ul style="list-style-type: none"> <li>• Preparatory unit at approximately 84+500 (within Amvrakia junction)</li> </ul>

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d14	Bitumen production plants	<ul style="list-style-type: none"> <li>• Preparatory unit at 101+500 (within Amfilochia junction).</li> <li>• Stone processing plant at Amfilochia MSS – “Toumpanos” borrow pit.</li> <li>• Movable stone processing plants are also used, within the expropriation zone.</li> <li>• Asphalt production worksite unit at “Amfilochia – Toumpanos MSS”.</li> </ul> <p>Sprinkling is made at the stone processing plants of “Toumpano” and “Paliokoulia” whenever necessary. The premises are surrounded by the trench, and there are no dust emissions to recipients, not adjoining settlements or crops. The relevant instructions have been given to the subcontractor (Work Instructions (ENV-WI10-01) for use of dust containment systems. At Amvrakia I/C preparatory, the necessary filters are installed, as provided by TEPEM. Finally, the required filters are installed at the “Amfilochia MSS” asphalt mix installation.</p> <p>During the reporting period no dust emission was observed due to frequent rainfall.</p> <p>In section S3 the following are installed:</p> <ul style="list-style-type: none"> <li>• Places crushing aggregates and temporary storage of aggregates and ancillary worksites around CH. 155+000/155+200: Subcontractor’s Stone processing plant kai depot.</li> <li>• CH. 165+500 – CH. 165+750: Concrete Preparation Unit and Stone processing plant - depot</li> <li>• 2 Stone processing plants at the approved worksite area of Ag. Triada.</li> <li>• CH. 193+200 Ampelia exit worksite: Stone processing plant depot</li> <li>• Concrete production units are foreseen at CH. 149+700 and 164+700</li> </ul> <p>In the production unit of Ag. Triada (S3B) and CH. 165 + 700 (S3A) pollution control systems operate in terms of airborne mists.</p> <p>Settlement tanks and filters are constructed inside the operating units, as required. During the regular audits by those responsible for the environment, the compliance with the term is adhered to, and relevant remarks are held when necessary.</p>
d15	Archeological Service/ Archeological Findings	<p>Before the commencement of the works carried out to date, the relevant archaeological services monitoring the project have been informed. The above update and monitoring are carried out for the ancillary projects as well.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 38 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>In the event of the installation of an ancillary project or modification of the main road project, the advice of the competent archaeological services is taken.</p> <p>All relevant correspondence with the antiquities ephorates is included into the monthly audit tables.</p>
d16	Proper operation of facilities and removal of waste	It refers to the operation phase.
d17	Rubbish, waste materials, old parts and machinery, oil, all kinds of grouting agents, etc., and materials combustion (tires, oil, etc.) in the work area	<p>Controls are regularly held by the responsible of environment in the manner described in the Environmental Monitoring and Control Program and it is found that:</p> <ul style="list-style-type: none"> <li>• Sites of temporary disposal of old spare parts, scrap, dangerous solid waste, etc. have been layout in all the worksite areas.</li> <li>• As regards the disposal of urban waste, an agreement (there are also relevant documents) has been made with the corresponding Municipalities of Amfilochia, Ksirovouni and Filippiada in order for the waste, which are put together in the Municipalities special bins, to be collected using garbage trucks and led to HYTAs.</li> <li>• Regarding the management of the environmentally dangerous materials, the following agreements have been contracted and are valid with the responsible companies:               <ul style="list-style-type: none"> <li><b>A)</b> For the management of used oil, Packaging containing residues of hazardous substances or contaminated by them, Absorbents, filter materials, wiping cloths, protective clothing contaminated by hazardous substances, oil filters – ACHAIA LUBRICANTS S.A.</li> <li><b>B)</b> For the management of used oil and petroleum filters, used wad and contaminated material (soil, sorbents) from any possible leaking of oil – INTERGEO ΕΠΕ</li> <li><b>C)</b> For management of used accumulators (batteries) – SIDESIS S.A.</li> <li><b>D)</b> For management of used tires – ECOELASTIKA</li> <li><b>E)</b> For management of lead batteries - AGRINIO RECYCLING / DIMOPOULOS DIMOSTHENIS</li> </ul> </li> </ul>
d18	Toxic solids and scrap metal, tires, etc.	
d19	Pollution of surface and ground waters from any kind of oils, fuels, etc.	<ul style="list-style-type: none"> <li>• The separation of the above materials is conducted in a specially designed area on the worksite of Kampi as well as on the worksite of the entrance-exit of Ampelia and the temporary storage was done in special buckets and barrels sent from the above management companies.</li> <li>• The maintenance of vehicles and machinery are made by a J/V's oil vehicles and in a licensed</li> </ul>

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		garage-laundry-lubrication of the area or in the licensed worksites.
d20	Modification or intervention to an existing infrastructure project should be done in collaboration with the relevant bodies	All PUOs involved have been contacted (pursuant to paragraph 7 of Special Conditions of Contract) in order to opinion on their networks and their respective relocation. For sections where there will be a blockage with irrigation or sewerage systems, the relevant actions shall be held in order for the PUOs to be informed.
d21	Relocation of the alignment of the road axle under design	<p>The term is taken into account in elaborating the designs and is documented in the Environmental Protection Report which accompanies each road study, when submitted for approval to the IE. This means that the realization of the condition is ensured through the designs approval process held by the Independent Engineer.</p> <p>Pursuant to the submitted Final Road Designs and as checked in the Reports of Environmental Assessment of Final Design στις Εκθέσεις of the subsections 302, 303 and 306, the alignment does not cut approved limits of settlements and passes through in a distance of more than 100m from them. Small residential complexes, located in proximity to the project are the "Pente Pigadia" – Brigka and Krounes. These are non-bound rural settlements, and not newly built ones.</p> <p>As regards Egnatia I/C, branch 3 is near "Pindos" hatchery. . In this position, the layout relocation of the branch compared with the relevant one of EIS, is the largest one observed (50m), resulting in the removal from the hatchery. Therefore it is optimized with respect to the EIS.</p>
d22	Worksite signage study	An Environmental Monitoring & Control Program in terms of the overall Plan for Environmental Management, which includes protection measures for all those mentioned in accordance with the environmental terms, has been drawn up and revised. The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.
d23	Use of mechanical equipment in order to contain the dust.	
d24	Regular wetting of worksite materials etc.	
d25	Regular wetting of all bare surfaces	
26	Wetting of excavated products and aggregates	
d27	Washing the wheels of trucks	



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 40 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>As regards the dust, based on the works carried out in the past, the following were implemented: The worksite roads were regularly soaked as well as the piles of materials. The bulk material trucks were not overcharged and all trucks transporting loose materials were covered. Regular cleaning of the existing road network from debris materials is conducted. The penetrating machines used in Ampelia tunnel, had been certified and they were holding dust filters. The penetrations in the tunnel are completed.</p>
d28	Creating large embankments	<p>The term is taken into consideration in the designs and is documented in the respective Environmental Protection Report accompanying the current road design when submitted for approval to the IE. This means that the realization of the condition is ensured through the designs approval process held by the Independent Engineer.</p>
d29	Planting and preparation of special planting designs Watering Collection of top soil	<p>The planting designs including irrigation plans have been developed in large part, and approved by the I.E. On slopes that have been completed, hydroseeding operations were made during the current period.</p> <p>No need for reconstruction of any site during the report time period has arisen, but in any case, the term will be met, pursuant to the SCC of the project.</p> <p>The design of restoration works and their budget constitute an integral part of every ETME design (disposal pits, borrow pits, worksites, etc.)</p>
d30	Fire Protection	<p>An Environmental Monitoring &amp; Control Program in terms of the overall Plan for Environmental Management, which includes protection measures for all works referred to in the environmental terms, has been drawn up.</p> <p>In any event, after the commencement of works, the fire measures in the project's machines and the scope of works are controlled and the provided H&amp;S Plan should be adhered to. Special attention should be given to areas that are near forests and fields during the summer months.</p> <p>Emphasis is given in order for the machines located at the project area to be equipped with the provided firefighting equipment.</p> <p>The J/V worksites are equipped with the provided firefighting equipment. Also, all vehicles</p>





**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 41 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		and machines dispose the adequate firefighting equipment. Fire stations have been installed at critical points in the work fronts.
δ31	Noise	<p>With respect to the noise during the construction of the project, pursuant to the Program for Environmental Management and in terms of Environmental Monitoring Control Program noise measurements are conducted parametrically of the worksite and the construction faces and the results were within the allowable limits.</p> <p>More specifically, during this period (June to December), noise measurements were conducted in section S2 (sensitive receivers / settlements and farmhouses) and in 29 control points in section S3 (poultry/productive activities, houses) using the appropriate equipment in order to monitor the respect of the worksite noise levels more frequently. The measurements were shown in measuring tables with measurement points' graphics and are analytically presented to the Annex of Measurements of the Annual Environmental Terms Reports.</p> <p>During the current period, no excess of the permitted levels has been recorded.</p>
d32	Noise Measurements	It refers to the operation phase
d33	Noise barriers	<p>With respect to the provision of placing noise barriers, which concerns the operational phase of the project, with the finalization of the road designs, a Special Acoustics Study for Noise Protection, which shall be submitted for approval to EYPE/YPEXODE, shall be assigned and submitted.</p> <p>The Noise Acoustic Study will examine the areas that are less than 200 m. from the town plan boundary, as well as any existing sensitive uses in areas outside the village limits.</p> <p>Pursuant to the submitted Final Road Designs and as tested in the Final Environmental Assessment Reports, the installation of noise barriers may be required in the settlements of Parazaria/Limnaia, buildings of Kompoti, settlement of Kampi, Ammotopos, Ag. Christoforos (settlement – subsection S3B), Episkopiko (subsection S3B) and in "Pindos" incubator (Egnatia I/C). In these positions, the cross section of the motorway is such that it allows installing noise barriers in the future, on the shoulder of the road, if this is deemed necessary.</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 42 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d34	Dealing with noise during the construction phase	
d35	Enclosures – worksite noise barriers	The main worksite areas are in a long distance from the settlements. In Gymponotpos worksite there are only offices and the lab. The Sikoula worksite is in proximity to a residence where regular noise measurements are conducted, and no noise excess has been observed. If and when shown by the noise measurements that the produced worksite noise exceeds the statutory noise limits then the issue will be addressed through the Management Plan by taking appropriate measures, including installation of temporary noise barriers.
d36	To avoid chick amphibians passage in the area of Amvrakia	It will be taken into account during the design and the construction of the fencings of the motorway in this section and if these sections of the project are identified in a distance less than 300m from the Lake Amvrakia.
d37	Project Machinery	For some of the machines, there are certificates of EC type. For the old machines, which do not have this certificate, emitted noise measurements are being conducted according to JMD 56206/1613/86 and records of the above measurements and machine certificates of EOK type are kept.
d38	Vibrations	The monitoring of the parameters, mentioned in the E.T. through vibration monitoring program, in the areas of entry-exit tunnel of Ampelia and in the areas with construction of trenches, is conducted, Amfilochia, Menidi, Gymnotopos etc. When construction works with vibrations are conducted, with possible cause of vibrations, the parameters referred to in the E.T. will be monitored via vibration monitoring programs and if they exceed the limits, the appropriate measures will be taken. During the preparation period of this report, locations of noise disturbance are not identified. (see d33)
d39	Intervention Plan	The Intervention Plan, which is a part of the Policing and Fire Fighting Agreement between the Concessionaire and the Ministry of Internal Affairs, has been drawn up.

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>The Intervention Plan for Emergency Situations 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 or not.</p> <p>A risk analysis study from accidental pollution has been submitted for the section in Amvrakia (prot. No. IC-L-CO-S215N-PRO5876/EM/em στις 17/11/2008).</p>
d40	Direct entry of the tunnels in the mountains	<p>It is taken into consideration from the tunnel designs. The implementation of the term is ensured through the studies approval process by the Independent Engineer. Surface excavations arise at the front of the tunnel &gt;5m, except for the temporary ones.</p> <p>A study on tunnel mouth setup with gabions previously approved by the I.E. A relevant environmental assessment followed the study. According to the Tunnel Mouth Setup Study, the maximum open permanent excavation above the clavicle is approximately 9 m. (+586 To +595). This height appears however in the axis of the right tunnel mouth. The medium height of the open excavation surface is less than the indicative height given to ET (Indicatively height of 5 m).</p>
d41	Rescue – escape of those entrapped in case of emergency in the tunnel of Ampelia	<p>For Ampelia tunnel, a risk analysis study has already been elaborated - risk analysis study which provides the opening of two escape cross routes.</p>
d42	Maintaining access to the settlements	<p>The observance of the term will be controlled by the Environmental Monitoring &amp; Control Program.</p> <p>During the preparation of this report, no need for structures that block access has arisen. The Technical Services of the Region and the traffic police are notified on traffic regulations for any works impeding the road traffic.</p>
d43	Uninterrupted flow of water	<p>It is taken into consideration in the hydraulic designs. The implementation of the term is ensured through the studies approval process by the Independent Engineer.</p> <p>Besides, it constitutes the principle of the design which is imposed by the KME (Study and Inspection Regulation).</p>



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 44 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d44	Passage of wildlife	It is taken into consideration in the Final Road and Hydraulic Studies. The implementation of the term is ensured through the studies approval process by the Independent Engineer. Also, as part of the Final Environmental Assessment Reports of subsections designs, the distances of structures of the Final Hydraulic Studies are controlled and compliance with the Term is certified.  This issue was re-examined both at the approved Amendment File (prot. No. 174140/28-07-14), and the submitted EIS modifications of which approval is expected.
d45	Protection from corrosion of the natural slope of the project	It is taken into consideration in the elaboration of the hydraulic studies. The implementation of the term is ensured by the IE through the studies approval process.
d46	Automatic stations measuring air pollution and wind	A relevant report is going to be submitted for the location of the stations, which will be submitted to EYPE/Ministry for approval. The operation of the station concerns the operation phase of the project.
d47	Environmental Service	Environmental Service with permanent staff and external partners.
d48		The responsibilities and obligations of the department's staff are described in the Quality Management System of the Joint Venture.
d49	Annual Environmental Report	The E.T. is fulfilled. The J/V submits relevant reports to the Concessionaire in an annual and semi-annual basis, shared by the whole consortium. The present report implements the said E.T.
d50	ET suggested in the EIS	They are taken into consideration.
e1	Local environment - Sensitive elements – Specially protected zones	Sensitive environmental elements (settlements, protected areas and sites) were taken into account during the investigation of borrow sites positions, etc. and the elaboration of the STIS and Technical Design TME.



**SEMI-ANNUAL PROGRESS REPORT FOR THE  
IMPLEMENTATION OF ENVIRONMENTAL TERMS  
DURING THE CONSTRUCTION PHASE  
(B' SEMESTER 2014)**

Edition: 1.0  
Page: 45 / 45  
Date: 30.01.2015

S/N Decision	Environmental Terms - Description	Description of progress - Problems
e2	Measures and projects for the conservation of the above elements	-
f	Validity of E.T.	For the renewal of the environmental conditions the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) will follow.
g	Modernization, improvement, expansion or modification of the project	<p>For any modification, expansion, improvement, etc. of the road project the procedures provided for in Law 4014/2011 (OGG 209A/2011) shall be adhered to.</p> <p>During the current period:</p> <ul style="list-style-type: none"> <li>• <b>APPROVAL (Prot. no. 174140/28-07-14)</b> OF THE ENVIRONMENTAL TERMS AMENDMENT FILE OF THE PROJECT: "IONIA ODOS NORTH END OF AGRINIO BYPASS – SOUTH END OF ARTA BYPASS AND NORTH END OF ARTA – IOANNINA BYPASS" pursuant to Article 6 of Law 4014/2011</li> <li>• <b>SUBMISSION OF ENVIRONMENTAL IMPACT STUDY</b> FOR THE SECTIONS: A. CH 105+500 – CH. 108+700, B. CH. 115+720 – CH. 120+700, C. CH. 152+446 – CH. 154+976,05, D. CH. 181+710 – CH. 186+650, of the Project "IONIA ODOS SOUTH END AGRINIO BYPASS (KOUVARAS) – SOUTH END OF ARTA BYPASS (KOMPOTI) AND NORTH END OF ARTA BYPASS (FILIPPIADA) – IOANNINA (ELEOUSA)" (see background of Environmental licensing of the main project).</li> </ul>
h	Amendment of E.T.	The term is respected. The EIS, the Amendment File and the JMD are kept in the J/V's headquarters, as well as in the subcontractors' and the worksite offices.
	EIA presence at the offices	
	Non-compliance with the E.T.	