



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 1 / 53
Date: 29.07.2015

**SEMI-ANNUAL PROGRESS REPORT FOR THE
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**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.	1.10	PREVIOUS VERSIONS	
Date	29/07/15	No.	Date
Prepared	EURO IONIA J/V		
Reviewed	Environmental Department Stavros Karapanos		
Approved	Director – General of EuroIonia J/V Kiriakos Vavarapis		

A' SEMESTER 2015



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 2 / 53
Date: 29.07.2015

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

**IONIA ODOS MOTORWAY
FROM ANTIRRIO TO IOANNINA**

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

JULY 2015



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 3 / 53
Date: 29.07.2015

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 **A' Semester** of **2015**. 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.

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.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 4 / 53
Date: 29.07.2015

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) {S1}
- MD 166142/13.02.13: 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".
- MD 147996/14-04-2015:
 1. Environmental Terms Approval of the project "Ionia Odos: Antirio – Kefalovryso (Southern End of Agrinio Bypass)", Klokova area from CH 6+163,5 to 11+827 (6+195,6 to 11+552 initially approved alignment).



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 5 / 53
Date: 29.07.2015

2. Amendment of Environmental Terms Approval JMD no. Oik.14128/25-07-2005 of EYPE, YPEHODE of the project "Ionia Odos: Antirrio – Kefalovryssos (Southern End of Agrinio Bypass)", as amended with MD EPO 166142/13.02.13 as regards the section from CH 5+4104,5 to 6+163,5 (5+104,5 to 6+195,5 initially approved alignment) and CH 11+827 to 14+904,4 (11+552 to 14+904,4 approved alignment).

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) {S2} and Northern End of Arta Bypass (Filippiada) - Ioanina (Eleousa) {S3}

- 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).
- MD 167980/30-04-2013: Amendment of Environmental Terms Approval nos. 141564/25-07-2005 and 103006/09-04-2008 of the road projects:
 - a. "Ionia Odos: North End of Agrinio Bypass (Kouvaras) –South End of Arta Bypass (Filippiada) – Ioanina (Eleousa)"
 - b. "Connection of Aktio with West Axis N/S", respectively for connecting the road axis "Aktio – Amvrakia" with the motorway of Ionia Odos and the NR Antirrio - Ioannina.
- 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. Oik.167980/30-04-2013.
- MD 150063/25-06-2015: Amendment of Environmental Terms Approval JMD no. 141564/25-07-2005 of the project "Ionia Odos: Northern End of Agrinio Bypass



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 6 / 53
Date: 29.07.2015

(Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern End of Arta Bypass (Filippiada) – Ioannina (Eleousa), as amended with MD EPO Oik. 167980/30-04-2013 and AEPO oik. 174140/28-07-2014, as regards the sections in CH. 105+500 to 108+700, 115+720 to 120+700, 152+446 to 154+796 and 181+710 to 186+650.

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.)



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 7 / 53
Date: 29.07.2015

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 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 Contract¹ 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.

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



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 8 / 53
Date: 29.07.2015

Project New Sections and technical requirements

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 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.



**SEMI-ANNUAL PROGRESS REPORT FOR THE
IMPLEMENTATION OF ENVIRONMENTAL TERMS
DURING THE CONSTRUCTION PHASE
(A' SEMESTER 2015)**

Edition: 1.0
Page: 10 / 53
Date: 29.07.2015

TABLES FOR ENVIRONMENTAL CONDITIONS MONITORING



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

Edition: 1.0
Page: 11 / 53
Date: 29.07.2015

(A' SEMESTER 2015)

ANTIRIO – SOUTHERN END OF AGRINIO BYPASS (KEFALOVRYSSO)

- **JMD 142128/25.07.2005**
- **MD amendment decision no. 166142/13.02.2013**
- **MD amendment decision 147996/14.04.2015**



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

Edition: 1.0

Page: 12 / 53

Date: 29.07.2015

(A' SEMESTER 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 the sections CH. 5+104,5 – CH. 6+163,5 (CH. 5+104,5 – CH. 6+195,6, initially approved alignment), including the area of Klokova, and CH. 11+827 – CH. 14+904,4 (11+552 – 14+904,4, initially approved alignment) was approved with MD 147996/14-04-2015.
- The submission of the Environmental Impact Assessment of the Frontal Toll Station of Klokova and Lateral Toll Station of Gavrolimni I/C and Mesologgi I/C by "Nea Odos" to EYDE was communicated with prot. no. 49049/09.04.15 to the J/V. Finally, adjacent works will be performed at Agrinio 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**

(A' SEMESTER 2015)

Edition: 1.0
Page: 13 / 53
Date: 29.07.2015



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

Edition: 1.0

Page: 14 / 53

Date: 29.07.2015

(A' SEMESTER 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, depending on the program of works and the receivers they affect. The results were within the allowable limits. The measurements were intensified during the reporting period, the fronts of Klokova, mainly in the entrance front which adjoins the settlement of Riza. No excess of levels has been observed.</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 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	<p>Obligation to comply with the environmental terms</p> <p>–</p>	<p>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).</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>



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

Edition: 1.0

Page: 15 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
d1.1	–	<p>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 this time period, a revision of the EIA and the EMS was prepared, which was forwarded on 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> <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 or Technical Environmental Studies (TEPEM/TES or EIS) for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to DIP/YPAPEN (ex EYPE/YPEKA). The submissions of the studies as well as the progress of the approval procedure are as follows:</p> <p>Quarries:</p>



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

Edition: 1.0

Page: 16 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		<p>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><u>Disposal Pits:</u></p> <ul style="list-style-type: none"> • 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). Materials removal upon the progress of the project. • 4 D/P (E1, E2, E3, E4) Municipality of Chalkia. Environmental licensing for E1 (02/2008) (in use). • The temporary depot locations, which meet the restrictions of the above terms, are recorded on the ENV – F05-01 file every month. • Temporary storage of plantings in woodland on the 18+700, near the Evinos river, is almost removed. • Removal of materials (CH. 15+350-15+500/900) upon the progress of the project. <p><u>Worksites:</u></p> <ul style="list-style-type: none"> • <u>S1.1: Antirrio I/C:</u> The area is used as a temporary of topsoil storage. EYPE: 135669/26-1-09 • <u>S1.2 Ag. Georgios, Mesologgi (Evinos):</u> Main worksite of S1. STIS approval from EYPE (prot. no.: 41505/23.09.09). Concrete plant installation in Ag. Georgios (TEPEM in preparation) is planned. • <u>S1.3: Aitoliko Worksite:</u> Production unit & material storage operation. STIS approval from EYPE (prot. no.: 36016/13.05.11) • <u>S1.4: Kalydona Tunnel Exit Worksite</u> (EYPE 36015/13.05.11) it was used in the past, the motorway has been constructed in this section. • <u>Gavrolimni Worksite CH 12+000:</u> EYPE 122415/8-3-10 (not fully used, stone processing and depot installation) • <u>Riza Worksite</u> submission to EYPE/YPEKA: 44409/06-08-2014 and approval (prot.



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

Edition: 1.0

Page: 17 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		<p>no. 46937/17.12.14)</p> <ul style="list-style-type: none"> Entrance - exit Klokova service area (within expropriation limits) licensed with Klokova EIS (147996/04.14.15) <p><u>Gravel extraction from Evinos river</u></p> <ul style="list-style-type: none"> 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. TEPEM was given back and EIS submission was requested. With prot. no. 47665/05.02.15 the construction J/V received a letter with which EYDE/ CP C&W GR submits data on sand extraction from Evinos river and the use of quarry aggregates to the Municipality of Mesologgi. With prot. no. 47813/12.2.15 sent to the construction J/V, the General Secretariat for Public Property invited the J/V to ask the EYPE/YPEKA to extend the sand extraction from the Evinos river.
d2.2		<p>Pursuant to the Environmental Term d2.1, the environmental approvals are given by DIPE/YPAPEN after submission of the relevant TEPEM or EIS or as specified in Law 4014/2011 (OGG 209A/2011).</p>
d2.3	Works or installations, within areas of forest character	<p>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.</p> <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. 41797/06.05.2014.</p>



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

Edition: 1.0

Page: 18 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
d2.4	Concrete and asphalt mix production plants	<p>It has been ensured that the layout planning of these plants abide by the aforementioned 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> <p>For concrete plant installation in Ag. Georgios (Evinos) worksite, the required TEPEM is under preparation.</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 & 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/TEPEM 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>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 & 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>



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

Edition: 1.0

Page: 19 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
d2.8	All redundant excavation materials	<p>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.</p> <p>New disposal pits/depot/leased land laying which are constantly recorded and presented in the monthly reports.</p> <p>They are categorized into:</p> <p>Private ones: screeds/configurations <1m Whether gravel/plant depot</p> <p>Private ones: deposits/storage>1m/ in case of permanent (a TEPEM will be prepared for permanent)</p> <p>Forestry (to be removed)</p> <p>The storage of plantings in woodland on the 18+700, near the Evinos river, has almost been removed.</p> <p>Removal of materials (CH. 15+350-15+500/900) will be made upon the project's progress.</p>
d3	Archeological Services	<p>The Archeological 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.</p>
d3.1	Localization of antiquities	<p>See Table "RESERVATION - RELEASE AREAS OF THE PROJECT BY ARCHAEOLOGICAL SERVICES"</p>
d3.2		<p>With respect to the coverage of the expenses incurred during the archaeological surveys, article 1, par. 13.2 of Law 3555/2007 shall apply.</p>



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

Edition: 1.0

Page: 20 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
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 release primarily affects workers in the establishment, since there are no other adjacent receivers affecting the environment. As for the supply of aggregates and concrete held by the Suppliers, their environmental licensing is controlled and the respective record is kept. Asphalt plant facility is planned in Evinos approved worksite area. A TEPEM is prepared for the operation of the facility. The ET is taken into consideration in the under-preparation TEPEM.
d6	Rubbish	<ul style="list-style-type: none"> • 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) 4th Geographical Unit of the Prefecture of Aitoloakarnania (there is the relevant document). • With respect to the management of used oils, batteries, tires, etc. relevant agreements with licensed management companies (OILS OF ACHAIA, SYDESIS, INTEPFEO, ECOELASTICA) have been signed and depending. The hazardous waste is temporarily stored in special areas within the worksites prior to their final disposal. • Complete the relevant file of ADS on its authorized hazardous waste managers of worksite: ENV-F01-02 «Dangerous Administrators', and the relevant document ENV-
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**

Edition: 1.0

Page: 21 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		<p>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.</p> <ul style="list-style-type: none"> • 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. • New workshop/lubrication constructed in Klokova exit area where temporary collection of waste oil infrastructure is also constructed etc. • 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) is 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. • Auxiliary facilities and waste management infrastructure are constructed in the Klokova tunnel fronts, upon implementation study (under preparation).
d7		<p>The compliance with this condition is ensured through the development - approval of hydraulic studies, which take into account the E.T.</p> <p>In the area of the temporary embankment, in the adjacent stream of Makynia bridge, where the trench for the unimpeded flow of water had been opening, is purified and is being re-opening until the implementation of the hydraulic study.</p> <p>Preparations are being made for the planning of waste collection sites and settling tanks in the Klokova tunnel area – Implementation Study Preparation</p>
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 & 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>



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

Edition: 1.0

Page: 22 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		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.
d9	Modification or intervention to an existing infrastructure project	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 See attached table "PUOs TABLE"
d10	Klokova section	See attached table "PUO NETWORKS TABLE"
d10.1	Traffic of the existing national road	The Basic Design of the section between Riza I/C (CH. 6+000) and Klokova I/C has been 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 has been approved. According to the amendment, the traffic is carried out normally, as now the construction of the tunnel is foreseen. During the excavation and layout of fronts special attention was given in order for materials not to end up in the sea area and the mountain slopes.
d10.2		
d10.3	•	
d10.4	Makynia area	A tunnel was built
d11	Worksite signage	An Environmental Monitoring & 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
d12	Drilling	
d13	Dust	
d13.1		
d13.2	Materials to be transported	



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

Edition: 1.0

Page: 23 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
d13.3	Wheels washing	<p>provide the joint venture with their services. The necessary steps for the traffic arrangements are taken. Warning signs and light signals have been placed, where appropriate, during the night. During the drilling for the formation of the faces of Kalydona and Makynia tunnel, incorporated dust containment equipment has been used. 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. During the current period, no drillings of worksite roads/areas have been made, due to frequent rainfalls. 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>
d14	Planting	<p>During the current period, <i>"Final landscaping design & tertiary irrigation network study for the project section CH. 24+400 to CH. 43+502"</i> was prepared, submitted and approved (submission no.48892/01-04-2015, approval no. 49225/23-04-2015 – IC0781/20-04-2015).</p>
d14.1		
d14.2		<p>The plantings are going to start on the completed embankments. Placement of jute and hydroseeding on slopes, in places, has been made. The rehabilitation works and their budget constitute an integral part of each STIS/EIS submitted (disposal sites, borrow pits, worksites, etc.). 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 inside the worksite area (i.e. Antirrio worksite).</p>
d15	Fire protection	<p>The term is respected through the implementation of the Environmental Monitoring & 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</p>



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

Edition: 1.0

Page: 24 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		<p>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&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&S Plan should be adhered to.</p> <p>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.</p> <p>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 & 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 (January to June) in 20 control points (sensitive receivers/settlements, farms, Riza settlement area, Riza cemetery) 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 Protection (ETME), submitted for approval to EYPE/YPEHODE, will be assigned and</p>



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

Edition: 1.0

Page: 25 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		produced.
d17	Direct entrance to the tunnel in ancient Kalydona	<p>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.</p> <p>Klokova Tunnel: The surface excavations at the tunnel fronts shall be of >5m, but are temporary ones. CC construction and adequate front layout will follow, with <5m of height, as defined. The layouts will be the approved by the IE. A relevant study will be prepared.</p>
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> <ul style="list-style-type: none"> • Vibration recording is applied in Kremasti quarry according to what is prescribed in the relevant STIS (pursuant to E.T. d.18) • Permanent recording system is installed (at the entrance and exit) and vibration recording is applied in Klokova tunnel area • Vibration measurements are also made in the excavated trenches. The file is kept on the worksite. <p>Relevant records are kept in 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	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,



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

Edition: 1.0

Page: 26 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
	Kalydona.	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. Access is restored.
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 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	The EuroIonia Joint Venture has a department of Environment, Health and Safety staffed



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

Edition: 1.0

Page: 27 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
	Department	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	<p>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).</p> <p>The above amendment of the term has 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.
d30	Fulfillment of conditions	The term is respected (see ET d2.3)
d30.1	Characterization of intervention area	The term is respected (see ET d2.3)
d30.2		
d30.3	Excavations	The term is respected (see ET 2.7)
d30.4	Fire prevention	All worksite areas have a fire protection system



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

Edition: 1.0

Page: 28 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
d30.1 (d30.5)	Excavation material	ET compliance is checked monthly, while the results and any necessary corrective actions are recorded in the monthly progress reports (check lists).
d30.2 (d30.6)	Excavation material inappropriate	Accesses (forest and rural roads) intersect with suitable material.
d30.3 (d30.7)	Preventing soil erosion	Slopes are formed on the basis of approved geotechnical studies.
d30.4 (d30.8)	Forest vegetation and plantations	As mentioned in ET d14, the "Final landscaping study & tertiary irrigation network study for the project section CH. 24+400 to CH. 43+502" was approved by the Independent Engineer in the current period (submission no. 48892/01-04-2015, approval no. 49225/23-04-2015 – DAC IC0781/20-04-2015). The study will be submitted to the competent Forestry, if needed.
d30.5 (d30.9)	Removable topsoil	The term is respected (see ET d14.1)
d30.6 (d30.10)	Slope restoration	The term is respected (see ET d14.1)
d30.7 (d30.11)	Interventions in forest areas	The term is respected (see ET d2.1 and d2.3)
d30.8 (d30.12)	Deposition of excavated material	The term is respected (see ET d2.7 and ET d7)
d30.9 (d30.13)	Forest and vegetation wear in general	The term is respected (see ET d2.5)
d30.10 (d30.14)	Earthworks for the period of heavy rain	The term is respected checked monthly (see ET d2.7)
d30.11	Vegetation fire protection measures	The term is respected (see ET d30.4)



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

Edition: 1.0

Page: 29 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
(d30.15)		
d30.12 (d30.16)		
d30.13 (d30.17)		
d30.14 (d30.18)		
d30.15 (d30.19)		
d30.16 (d30.20)		
d30.17 (d30.21)		
d30.18 (d30.22)		
d30.19 (d30.23)		
d31	Compliance with terms	The term is respected (see ET d2.3)
d31.1	Woodcutting works	The term is respected (see ET d2.5)
d31.2		
d31.3	Special measures for culverts	The term is respected (see ET d21)
d31.4		
d31.5		
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



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

Edition: 1.0

Page: 30 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
		for all persons involved to the construction.
e2	<p><u>Measures and projects for the conservation of the above elements</u></p> <p>Those referred to in paragraph d of the present are sufficient</p>	-
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 modification of the project	<p>The additional EISs on the improvement of the alignment in Evinos River (CH. 19+200 – CH. 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 has been approved with MD 147996/14-04-2015.</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**

(A' SEMESTER 2015)

Edition: 1.0
Page: 31 / 53
Date: 29.07.2015



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

Edition: 1.0
Page: 32 / 53
Date: 29.07.2015

(A' SEMESTER 2015)

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

- **AEPO JMD 141564/25.07.2005**
- **Amendment: MD 167980/30-04-2013**
- **Amendment: Prot. No. 174140/28-07-14**



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

Edition: 1.0

Page: 33 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

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 st subsection	28,9
	108+282,50	112+082,49	108+700	112+500	2 nd subsection	3,8
	112+082,49	115+302,49	112+500	115+720	3 rd subsection	3,2
	119+976,04	128+892,01	120+700	129+626,05	4 th subsection	8,9
S3	145+706	154+743,87	145+706	154+796,05	5 th subsection Ammotopos	9,1
	154+743,87	181+758,30	154+796,05	181+710	6 th subsection Vasseika	26,9
	186+969,01	194+380,00	186+650	194+319,70	7 th subsection	7,7



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

Edition: 1.0

Page: 34 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

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 st
	115+302,49	119+976,04	115+720	120+700	Menidi	2 nd
S3	152+446	154+743,87	152+446	154+796,05	Ammotopos semi-junction	3 rd
	181+758,30	186+969,01	181+710	186+650	Papageorgiou Military Camp	4 th

The aforementioned Environmental Impact Study (EIS) of the modifications has been approved by MD 150063/25-06-2015: Amendment of Environmental Terms Approval JMD no. 141564/25-07-2005 of the road project "Ionia Odos: Agrinio Bypass Northern End (Kouvaras) — Arta Bypass Southern end (Kompoti) and Arta Bypass Northern End (Filippiada) – Ioannina (Eleousa)", as amended with EPO MD no. oik.167980/30-04-2013 and AEPO oik. 17140/28-07-2014 for sections at CH. 105+500 to CH. 108+700, 115+720 to 120+700, 152+446 to 154+796 and 181+710 to 186+650.



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

Edition: 1.0

Page: 35 / 53

Date: 29.07.2015

(A' SEMESTER 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>–</p> <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</p>



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

Edition: 1.0

Page: 36 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>J/V.</p> <p>There are people responsible for implementing the Environmental Management Plan and the compliance with the E.T.</p>
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	<p>In the area of the Prefecture of Ioanina:</p> <p>i) To construct a J/V in the CH. 175+700 (area of Terovo)</p> <p>ii) To remove the alignment from the settlement of Ampelia, with the construction of a tunnel</p> <p>iii) Degradation of the motorway to be done in the area of Episkopiko</p>	<p>i) The J/V of Terovo in CH. 175+708 has been studied in the OMO of the subsection</p> <p>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.</p> <p>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).</p>
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>Borrow Pits/Quarries:</p>



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

Edition: 1.0

Page: 37 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>In operation:</p> <p><u>Toumpanos location (CH. 96+000)</u>: EYPE approved 138434/03-07-2009 and operated up to the current period.</p> <p><u>Paliokoulia location (CH. 120+000)</u>. Approved (EYPE prot. no.: 122353/22-02-2010). The borrow pit already operates.</p> <p>Approved but without operating at present:</p> <p><u>Borrow Pit BP14 Makryvouni location, Municipality of Dodoni (CH. 180+000)</u>. The EIS and STIS have been approved. (EYPE 22581/12-04-2010)</p> <p>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)</p> <p><u>Pinakoulia location: (CH. 126+000)</u>: Approved (prot. no. EYPE: 138434/03.07.2009). By Construction J/V with prot. No. 45791/20.10.14, the Directorate-General of Forestry & 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><u>Aq.Georgios Glykorizo location: (CH. 128+000)</u>: EYPE approved 205553/28.11.2011).</p> <p><u>Selitoura location: (CH. 165+000)</u>. Approved (EYPE prot.no.: 135889/21.07.09)</p> <p>Following those mentioned above, the Borrow Pits at Makrivouni and Selitoura are not expected to be activated in the near future.</p> <p>Borrow pits:</p> <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 > 250m</p>



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

Edition: 1.0

Page: 38 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>from settlements etc. More specifically: The drafting of TEPEM is provided for permanent disposal sites - if finalized. The depot are reproduced and, as mentioned above, new positions are continuously recorded. Temporary plant deposits are made, primarily on expropriated areas. Water recipients are not obstructed in these positions.</p> <p>Restoration of old quarries EMAL restoration studies have been previously submitted for approval (permanent deposits) for the following areas:</p> <ul style="list-style-type: none"> • CH. 178+700 Mirodafni (B and C subspaces). • Quarry of Pedini <p>These sites are also incorporated in the MF AND have been ENVIRONMENTALLY APPROVED (MD 174140/07.28.2014). EMAL approval is expected by the Forest Service.</p> <p>Worksites: <u>Amfilochia Worksite (CH. 84+000) (Knauf):</u> TEPEM Submitted 44701/25.08.14 and approval is expected from DIPA/YPAPEN <u>Sikoula (CH. 124+000):</u> Approved worksite (offices & garage): EYPE 202687/10.24.2012. <u>Worksite areas:</u> Preparatory CH. 84+500 (within Amvrakia I/C), Preparatory CH. 101+500 (within Amfilochia I/C) and Stone processing plant in Amfilochia MSS – "Toumpanos" borrow pit CH. 96+000. For those mentioned above, TEPEM 44701/25.08.14 was submitted for approval from DIPA/YPAPEN <u>Kampi (CH. 149+700) and Gorgomylos site: (CH. 163+000).</u> STIS approval no. oik136719/23.02.09. Kampi worksite operates but the worksite of Gorgomylos not yet. <u>Gymnotopos location:</u> STIS approval with no. 165762/01.02.2013 <u>Area of Amfilochia at "Knauf Factory" (CH. 84+000):</u> 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). <u>S3.4 Agia Triada, (CH. 176+000 in the area of Terovo I/C).</u> STIS has been approved. (EYPE 136713/23-02-2009). The worksite area is operating.</p>



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

Edition: 1.0

Page: 39 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p><i>"Perdika" Worksite (CH 182+600):</i> New installation for which a TEPEM (44700/25-08-14) has been prepared and reviewed (44939/04-06-2015) and the relevant approval is being expected.</p> <p><i>S3.6 Ampelia tunnel exit,</i> (CH. 193+000 at the exit of Ampelia tunnel). It operates and is approved (EYPE 1363713/23-02-3009). A TEPEM for expansion has been submitted (39221/08-11-2012).</p> <p><i>Ampelia tunnel exit S3.7,</i> (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>A TEPEM has been submitted for all ancillary worksite installations and depot positions (prot. no. 47102/30.12.14) for the:</p> <ul style="list-style-type: none"> • <i>CH. 149+700 (concrete production unit)</i> • <i>CH.155+000/155+200:Stone processing plant and depot of subcontractor "Pigassos"</i> • <i>CH. 158+150 (Utility Worksite - Gymnotopos, installed during the current period)</i> • <i>CH. 165+500-750 (Concrete Preparatory and Stone processing plant - depot),</i> • <i>CH. 166+500 (Tsagkaropoulos ancillary worksite and depot)</i> • <i>CH. 166+800/850 (ancillary worksite)</i> <p>Finally, during the current period, a new concrete production plant at CH. 164+700 has been installed. Additional documentation was launched for the recently submitted TEPEM (prot. no. 47102/30-12-14).</p> <p><u>Tolls</u></p> <p>An Environmental Assessment Study for Menidi, Terovo Frontal Toll Stations and Gorgomylos I/C - Ionia Odos lateral Toll Stations was submitted.</p>
d5	Environmental approvals by EYPE/YPEHODE	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.



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

Edition: 1.0

Page: 40 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		The environmental licensing is now issued in accordance with Law 4014/2011 (Government Gazette 209A/2011)
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 or submitted so far. No worksite unit is installed at a distance of at least 500m.</p> <p>More specifically:</p> <ul style="list-style-type: none"> • The worksite "Sikoula" does not include production units. • The nearest concrete production unit to a settlement at 101+500 is located 560m from the Amfilochia GIS limit. • In the S3 licensed premises, it has been tested and is valid. • It was also tested for the new preparatory unit at 165+750, the planned concrete production unit (149+700) and the new installation of concrete production unit 164+700 - (580m from N. Gorgomylos village) • In S3B, concrete production unit was installed in an approved worksite Ag. Triada, which is also located at a great distance from their settlements. (> 1000 m from Barlaam and Ag. Christoforos).
d7	Rehabilitation of the intervention zones	The observance of the term will be controlled by the Environmental Monitoring & Control Program. The clearings in the section were not held due to the suspension of the works.
d8	Excavation products needed for the construction of the project	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.
d9	Disposal of inappropriate excavation materials	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 DIPA (former 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 & Control Program.



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

Edition: 1.0

Page: 41 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>The term was a criteria used during searching locations for possible disposal sites in section 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> <p>During the current period:</p> <p>As regards the quarry of Ag. Georgios, Glykorizo, and their quarry sites in general, the Directorate of Forest Protection and Agri-environment of YPAPEN (49098/04.15.15) gave its opinion on the possibility of intervention on existing operating quarries with the possibility to expand in neighboring woodlands and forested areas where there are no applicable prescribed quarrying areas and executed large projects of national importance.</p> <p>The J/V, via prot. no. 49691/19.05.15, was informed about the document of the Directorate of Forest Protection and Agri-environment to the Directorate of Forests of Arta which disclosed that the decision to authorize STIS also stands for intervention authorization position for Ag. Georgios, Glykorizo borrow pit.</p> <p>The intervention license is now incorporated in AEPO of the project, provided to meet those specified in MD 15277/12.</p> <p>The modifications of the ET of the project 174140/28.07.14 and 150063/25.6.2015 shall also serve as intervention approval (par. C and E of the modifications above mentioned,</p>



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

Edition: 1.0

Page: 42 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		respectively). Those referred to the MD 15277/12 are followed, and request for characterization act is made.
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&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"> • Preparatory unit at approximately 84+500 (within Amvrakia junction) • Preparatory unit at 101+500 (within Amfilochia junction).
d14	Bitumen production plants	<ul style="list-style-type: none"> • Stone processing plant at Amfilochia MSS – "Toumpanos" borrow pit. • Stone processing plant at B/P of Paliokoulia • Movable stone processing plants are also used, within the expropriation zone. • Asphalt production worksite unit at "Amfilochia – Toumpanos MSS". <p>Sprinkling is made at the stone processing plants of "Toumpano" and "Paliokoulia" borrow pits, whenever necessary. The premises are surrounded by the trench, and there are no dust emissions to recipients, not adjoining settlements or crops. At Amvrakia I/C preparatory, the necessary filters are installed, as provided by TEPEM.</p> <p>Finally, the required filters are installed at the "Amfilochia MSS" asphalt production unit, as provided for in TEPEM. The relevant instructions have been provided to contractors (Work</p>



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

Edition: 1.0

Page: 43 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>Instructions (ENV-WI10-01) for use of dust containment systems.</p> <p>In section S3 the following are installed:</p> <ul style="list-style-type: none"> • Places crushing aggregates and temporary storage of aggregates and ancillary worksites around CH. 155+000/155+200: Subcontractor's Stone processing plant and depot. • CH. 165+500 – CH. 165+750: Concrete Preparation Unit and Stone processing plant - depot • 2 Stone processing plants at the approved worksite area of Ag. Triada. • CH. 193+200 Ampelia exit worksite: Stone processing plant depot • Concrete production units at CH. 149+700 and 164+700 <p>In the stone processing plants, sprinklings are made, whenever necessary.</p> <p>In the production unit of Ag. Triada (S3B) and CH. 165 + 700 (S3A) pollution control systems may operate.</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> <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"> • Sites of temporary disposal of old spare parts, scrap, dangerous solid waste, etc. have been layout in all the worksite areas. • As regards the disposal of urban waste, an agreement (there are also relevant



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

Edition: 1.0

Page: 44 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d18	Toxic solids and scrap metal, tires, etc.	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.
d19	Pollution of surface and ground waters from any kind of oils, fuels, etc.	<ul style="list-style-type: none"> • 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"> A) 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. 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 C) For management of used accumulators (batteries) – SIDESIS S.A. D) For management of used tires – ECOELASTIKA E) For management of lead batteries - AGRINIO RECYCLING / DIMOPOULOS DIMOSTHENIS • 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. • The maintenance of vehicles and machinery are made by a J/V's oil vehicles and in a licensed 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	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



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

Edition: 1.0

Page: 45 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>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	<p>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.</p> <p>The implementation of ET22 is controlled by the persons responsible for safety and health. Perform All necessary actions for the required traffic regulations (approval from the Independent Engineer, Traffic Police, Directorate of Technical Projects – Department for Transportation Projects are performed.</p> <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. Those foreseen are generally kept. In case of non-conformities, clarifications are made in situ for compliance.</p>
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	
d28	Creating large embankments	



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

Edition: 1.0

Page: 46 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>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	<p>Planting and preparation of special planting designs</p> <p>Watering</p> <p>Collection of top soil</p>	<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. 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>During the current period, the following landscaping studies have been submitted:</p> <ul style="list-style-type: none"> • CH 76+618 – CH. 92+800 (49571/13-05-2015) • CH 92+800 – CH. 96+400 (49574/13-05-2015) • CH 178+500 – CH. 187+786 (based on letter 48992/07-04-2015 the final approval of the design is expected upon approval of the EIS for section 182+665 to 187+786) <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 & 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&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>



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

Edition: 1.0

Page: 47 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		<p>The J/V worksites are equipped with the provided firefighting equipment. Also, all vehicles and machines dispose the adequate firefighting equipment. Fire stations have been installed at critical points in the work fronts.</p>
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 (January to June), noise measurements in 18 control points were conducted in section S2 (sensitive receivers/settlements and farmhouses) and in 25 control points in section S3 (poulties/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 but in in a position of Episkopiko – Ampelia region from trench construction works.</p>
d32	Noise Measurements	<p>It refers to the operation phase</p>
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 DIPA/YPAPEN (former EYPE/YPEHODE), 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</p>



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

Edition: 1.0

Page: 48 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		(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.
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, Rivio, Amfilochia, Parazaria, Menidi, Gymnotopos etc. No recorded exceedances. Records are kept in the worksites.



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

Edition: 1.0

Page: 49 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d39	Intervention Plan	<p>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.</p> <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 >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. 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 & 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>



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

Edition: 1.0

Page: 50 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
		Besides, it constitutes the principle of the design which is imposed by the KME (Study and Inspection Regulation).
d44	Passage of wildlife	<p>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.</p> <p>This issue was re-examined both at the approved Amendment File (prot. No. 174140/28-07-14), and the submitted EIS modifications (150063/25-06-2015).</p>
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.



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

Edition: 1.0

Page: 51 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d51	Fulfillment of conditions	The term is respected (see also ET d10)
d51.1	characterization of Intervention area	The term is respected (see also ET d10)
d51.2		
d51.3	Excavations	The term is respected (see also ET d7)
d51.4	Fire prevention	The term is respected (see also ET d30)
d51.5	Excavation materials	The term is respected (see also ET d9)
d51.6		
d51.7		
d51.8	Forestry vegetation	The condition is met as also detailed in ET d29. The landscaping designs of the under-consideration that have been developed and submitted for approval to the Independent Engineer, will also be submitted to the competent Forest Service when necessary.
d51.9	Preserving removable topsoil	The term is respected (see also ET d29)
d51.10	Slope restoration works	The term is respected (see also ET d29)
d51.11	Forest areas	The term is respected (see also ET d4)
d51.12	Deposition of excavated material	The term is respected (see also ET d9 and d4)
d51.13	Wear and forest vegetation generally necessary	The term is respected (see also ET d7)
d51.14	Earthworks during heavy rainfalls	The term is respected (see also ET d9)
d51.15	Fire protection measures	The term is respected (see also ET d29 and d51.8)
d51.16		
d51.17		
d51.18		
d51.19		
d51.20		
d51.21		
d51.22		



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

Edition: 1.0

Page: 52 / 53

Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
d51.23		
d52		
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.
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"> • APPROVAL (Prot. no. 174140/28-07-14) 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 • APPROVAL OF ENVIRONMENTAL IMPACT STUDY (150063/25-06-2015) 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).
h	Amendment of E.T.	
	EIA presence at the offices	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.



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

Edition: 1.0
Page: 53 / 53
Date: 29.07.2015

(A' SEMESTER 2015)

S/N Decision	Environmental Terms - Description	Description of progress - Problems
	Non-compliance with the E.T.	