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



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SECTION: IONIA ODOS

1. Antirio – Southern end of Agrinio bypass (Kefalovryso)
2. Agrinio bypass
3. Northern end of Agrinio bypass (Kouvaras) – Southern end of Arta bypass (Kompoti) and Southern end of Arta bypass (Filippiada) – Ioannina (Eleoussa)
4. Arta bypass

Issue No.	1.0	PREVIOUS Issues	
Date	30.07.2013	Number	Date
Prepared	EURO IONIA J/V		
Reviewed	Health, Safety and Environment Department Stavros Karapanos		
Approved	General Director of EuroIonia J/V Kiriakos Vavarapis		



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**IONIA ODOS MOTORWAY
FROM ANTIRRIO TO IOANNINA**

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

JULY 2013



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1. GENERAL INFORMATION

This semiannual progress report on the implementation of the Environmental Terms during the construction phase includes briefly some general information about the project and a table showing the biannual progress report for the **A' Semester of 2013**. The table has been supplemented by observations and inspections that took place during the construction works that have been implemented, and procedures as outlined in the Environmental Monitoring Control Program of the project.

1.1 DESCRIPTION OF THE PROJECT

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

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

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This biannual 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:

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) - Ioannina (Eleousa)
4. Arta Bypass

For each one of these sections, the below mentioned environmental terms have been issued:

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):

Antirrio - Southern end of Agrinio bypass (Kefalovryso)

- JMD 142128/25.07.2005 Environmental Terms Approval of the Ionia Odos project: Antirrio Kefalovryso (Southern End of Agrinio Bypass).
- JMD 166142/13.02.2013 Decision to amend JMD with protocol number 142128/25.07.2005 Approval of environmental terms of Ionia Odos project: Antirrio Kefalovryso (South End spite of Agrinio Bypass) as regards the alignment of the roadway of the above project in the areas of Vassiliki, Evinos and Antirrio river and small improvements along the aforementioned approved project.

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Agrinio Bypass

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

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

- JMD 141564/25.07.2005 Environmental Terms Approval for the “Ionia Odos” project Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern end of Arta Bypass (Filippiada) - Ioannina (Eleousa).

Arta Bypass

- JMD 120756/96/03.06.1997 Environmental Terms Approval for the construction and operation of the project ‘Ioannina - Antirrio National Road, Section of Filippiada - Arta Bypass, from CH. 60+000 to CH. 82+000 starting from Ioannina, at the Prefectures of Preveza and Arta, including section of almost 1 km of the connect road with the city of Arta.

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- JMD 132550/31.07.2003 Modify the Common Ministerial Decision Approval of Environmental Terms for the construction and operation of the project "National Road Ioannina - Antirrio, Section of Filippiada – Arta Bypass, from CH. 60+000 to CH 82+000 starting from Ioannina, at the Prefectures of Preveza and Arta, including section of almost 1 km of the connect road 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 "Ioannina - Antirrio National Road, Section of Filippiada – Arta Bypass, from CH. 60+000 to CH. 82+000 starting from Ioannina, at the Prefectures of Preveza and Arta, including section of almost 1 km of the connect road with the city of Arta.

1.1.1 Construction Works

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/Antirrio - 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 End - Egnatia Odos 50.0 km (GU 21N to 23N) with A' phase construction works in Egnatia I/C.

(B) Existing C.P. Motorway Sections constructed and operated by and at the expense of the Greek State and the contribution of the European Union and are going to be studied and executed in accordance with the agreement:

- (i) Ionia Odos/Arta Bypass section 10.5 km (GU 20Y)

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(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.

1.1.2 Project New Sections and technical requirements

The New Section of Ionia Odos Concessionaire under the Agreement, the SCC and the other annexes will apply the Basic Design as defined in the Agreement and will shape the project, elevation and plan view, subject to the following restrictions and in accordance with:

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

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- (a) The Contractual Technical Requirements.
- (b) The Approved Environmental Terms.
- (c) The Set Expropriation Zone
- (d) The studies of Annex B' of the SCC with the chosen solution until the incorporation with the existing network and the requirements of the Agreement.

Design and Construction must meet the following requirements:

- (a) As regards the implementation of the contractual requirements (regulations, standards, etc.) the following are defined:
 - (i) Antirrio - Amvrakia I/C Section. Category A with a design speed of 110km/hr in open sections and 100km/hr in the underground sections and the area of Klokova Bridge.
 - (ii) Amvrakia I/C – Egnatia Section. Category A with a design speed of 100 km/hr.
 - (iii) In the secondary road network of the CP and the TWs the design speeds will be implemented according to the categories defined in the CPU based on the expected traffic volume and the required proper operation of it until the incorporation with the existing road network.
- (b) A four lane cross-section of the separated carriageway with two traffic lanes and an Emergency Lane in each direction of the open Motorway sections and middle island with new jersey will be applied as follows:
 - (i) A width of 24.5m with planting in the middle island in Antirrio – Amvrakia I/C Section including the incomplete section of Kefalovryso - Aggelokastro.
 - (ii) A width of 22.0m with a double new jersey in the middle island in Amvrakia I/C - Egnatia Section.

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The side configurations will be determined in accordance with the present by applying the SPC (Standard Project Construction) and other technical requirements (regulations, standards, etc.).

(C) A cross-section will be applied in the tunnels as defined in Article 19 of the SCC under implementation of the Basic Design.

(D) In Kefalovryssos – Aggelokastro, the unfinished section of Ionia Odos, the following tasks will be executed but need not be limited to:

- (i) Completion of a four lane cross-section on CH. 1+450 to 1+950 of the study with a width of 24.5m
- (ii) Completion of Chaliki junction
- (iii) Completion of Agios Elias I/C and Aggelokastro I/C
- (iv) Rehabilitation of railway line in the area of Aggelokastro I/C²
- (v) Completion of side roads (SR)
- (vi) Stability of works for slopes, trenches and embankments
- (vii) Planting - irrigation etc.
- (viii) Safety Equipment
- (ix) E/M etc.

² It should be noted that an alternative solution is promoted, whereby the railway line is not affected. A relevant dossier of Article 13 of the JMD 11014/03 has been submitted and approved to EYPE/YPEHODE. The optimization was approved by the amendment of JMD 144713/23-09-2009 of the project E.T.



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The Project New Sections will be drawn up the relevant registration of the works (Arts, pavements, Electromechanical safety equipment etc.) in line with contractual requirements and will be used for the preparation of inspection manuals and maintenance of the Project Concession and Local Projects. Studies Project at all stages will be checked by experts on road safety.

The following tables set out the terms of the Ministerial Decision Approval of Environmental Terms relating to construction for each part separately, and by environmental condition

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

2. TABLES FOR MONITORING ENVIRONMENTAL CONDITIONS



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2.1 ANTIRIO – SOUTHERN END OF AGRINIO BYPASS (KEFALOVRYSSO)

(JMD 142128/25.07.2005), JMD 166142/13.02.2013 Amendment decision with prot.

no. 142128/25.07.2005

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A/A Decision	Environmental Terms - Description	Description of Progress - Problems
b.	<p>Specific limit values of pollutant loads and concentrations emission according to the applicable provisions</p> <p>For gaseous, the allowable concentrations of pollutants are listed in: JMD 9238/332/2004 (OGG 405V/27.02.2004), Act of CM 34/30.05.2002 (OGG 125B) and Act of CM 11/14.02.1997 (OGG 19A)</p> <p>For liquid waste the applicable prefectural decisions shall apply.</p>	<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.	<p>Specific limit values of noise level and vibrations according to the applicable provisions</p> <p>Maximum permissible noise limit as mentioned in Ministerial Decision no. 17252/20.9.92 (OGG 395/B/19.6.92).</p> <p>For noise emitted from the construction equipment those provided in JMD 37393/2028/01.10.2003 (OGG 1418V) shall apply.</p> <p>For air quality, the permitted emissions of air pollutants and noise from fixed E/M facilities are provided in PD 1180/81 (OGG 293/A).</p>	<p>The control, during the construction phase, is conducted in accordance with the current legislation and the limit values specified in this are met.</p> <p>With respect to the noise during the construction of the project, pursuant to the Program for Environmental Management and in terms of Environmental Monitoring Control Program noise measurements are conducted parametrically of the worksite and the construction faces and the results were within the allowable limits. The said measurements are reflected in maps depicting the extent of the construction of the project and the location the measurements were made. The said maps as well as the measurement, which are repeated at regular intervals (monthly), are included in the noise measurement issue, which is submitted with the annual report. For the current time period, no noise measurements were carried out due to suspension of construction works.</p>
d.1	<p>Terms relating to the structures and measures to address environmental degradation (paragraph d) are mandatory and relate to:</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>



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A/A Decision	Environmental Terms - Description	Description of Progress - Problems
	<ul style="list-style-type: none"> - the project owner - the Services and Agencies responsible for the construction and operation of the Project - the Independent Engineer, who is required to ensure their implementation and their effective monitoring of full compliance - the heads of these agencies and bodies, who must ensure their implementation and their effective monitoring of compliance - to everyone who, because of their position and powers, shall be responsible for the design, approval, tendering, awarding, monitoring, certification, delivery and other procedures relating to the construction and operation of the project - the Contractor's project 	<p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p>
d1.1	<p>In the procurement, tendering, supervision, receipt procedures all necessary actions to be made and all necessary measures to be taken to ensure:</p> <ul style="list-style-type: none"> - compliance with the environmental conditions of the Contractor - ability to cope and rehabilitate unpleasant environmental conditions due to actions or omissions of the Contractor in breach of the environmental conditions. 	<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/Kla).</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>There are responsible persons for the implementation of the Environmental Management System and the monitoring of compliance with the E.T.</p>

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A/A Decision	Environmental Terms - Description	Description of Progress - Problems
d1.2	Credits for the construction and operation of the project ensuring, by priority, the required expenditure on environmental protection projects (planting projects, etc.).	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	For any activity or facility necessary for the construction – operation of the project, all the permits and approvals under the current legislation should previously have been granted; including also any individual required environmental licensing.	The procedure for obtaining all necessary permits and approvals in progress, as specified below.
d2.1	Every kind of individual projects or activities relating to the construction or operation of the project (i.e., borrow pits, quarries or aggregate extraction sites and other materials, permanent or temporary surplus materials landfills, worksite facilities, particle size separation facilities, concrete production and sand production units, Motorist Service Stations (MSS), toll stations, administrative buildings and other commercial activities) are ancillary works of the main project and can be implemented only after submission, assessment and approval of Special Technical Implementation by EYPE/YPEHODE.	<p>The relevant STIS for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to EYPE. The submissions of the studies as well as the progress of the approval procedure are as follows:</p> <p>Quarries:</p> <ul style="list-style-type: none"> •QP08 “Kremasti”, Municipality of Mesologgi (the 27885/10-08-10 environmental licencing process has been completed. Intervention permits approval for 29,3 acres). Solicitation for 12,8 acres intervention permit (11-2010) and resolicitation (05-2010) have been submitted. There is a positive recommendation to the Forestry Directorate by the Forest Service but the issue appears as a pending one because there is a claim by an individual (ownership declaration). Also, the signing of the contract with the General Secretary of the Region and the submission of guarantee by the consortium is still pending. In any case there is a decision of the Secretary General of the Region for the lease of all 42 acres of Kremasti. <p>Borrow Pits:</p> <ul style="list-style-type: none"> •BP08 location “Skinos”, Municipality of Mesologgi (STIS has been returned by EYPE requesting for

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A/A Decision	Environmental Terms - Description	Description of Progress - Problems
		<p>reforestation removal. Solicitation for 177,73 acres reforestation removal (05-2010) and resolicitation (06-2012) have been submitted. Meetings were held at the Forest Service (11/2012, 2/2013 & 4/2013) to inform the new Head and promote the reforestation removal. The STIS will be resubmitted after reforestation removal.</p> <ul style="list-style-type: none"> •BPO3 location "Karanolaggada", Stamna, Municipality of Mesologgi: solicitations for 16,64 acres reforestation removal (10-2008 & 05-2010). Also, a request for update on the reforestation removal (06-2012) was made. STIS has been returned by EYPE due to lapse of time. Meetings were held in the Forest Service (11/2012, 2/2013 & 4/2013) where it was decided not to continue licensing procedures since the area is problematic and far away from the projects. •BPA1 location "Machaira", Municipality of Nafpaktia: ownership is unclear. The area is claimed by the State. Non approval of the STIS due to location (within zone ΠΦ3 of Mesologgi-Aitoliko National Park) •BPA2 location "Rena", Municipality of Mesologgi: there is no consensus on behalf of the owner. STIS has been returned by EYPE (02-2012). •BPA3 location "Agios Ioannis", Municipality of Mesologgi: it is a forest land, not reforested, but claimed (stated in the land registry as a private one), but the characterization act has become irrevocable (36224/30-05-2011). In order to move to a new study, since the other spaces are proved to be problematic ones (claimed or reforested ones), meetings were held during this semester at the Forest Service of Mesolongi (11/2012, 2/2013 & 4/2013), to identify public land in the region. Following the suggestion of the Forest Service, we made a surveying of the new space (BP A3a) located BP of BPA3. The area is a public forest land, unclaimed and not reforested. During this semester, positive opinions were sent for BPA3a to the competent archaeological services and Forestry. The answer of the Forestry is still pending. •BPA4 location "Rema Ragou", Municipality of Mesologgi: negative opinion by the department of

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		<p>Physical Environment of YPEKA and the Management Body of Mesologgi – Aitoliko National Park. Thus, STIS non-approved by EYPE (06-2012).</p> <ul style="list-style-type: none"> •BPA5 location “Palaiomylos”, Municipality of Nafpaktia: there is no consensus on behalf of the owner. STIS has been returned by EYPE (02-2012) •BPA6 location “Theotokos”, Municipality of Mesolongi: the ownership is unclear. Request and re-request for reforestation removal of 51,75 acres has been submitted. Meetings were held at the Forestry (11/2012, 2/2013 & 4/2013) to promote the reforestation removal. • BP7 “Prapoeri” location, Municipality of Antirrio, with decision no. 141904/17-11-09 the EYPE returned the STIS since reforestation removal of the area is required. With decision no. 31739/11.25.10 the J/V requested us to remove reforestation. The Forest Service of Nafpaktos requested us for additional data (08/2011). • 3 Borrow pits (15A, 15B and 15C) in Ano Vassiliki, Nafpaktos (CH. 15+000) (prot. no. 34608/04.03.2011), The study was returned by EYPE (prot. no. EYPE/YPEKA 197065/10.03.2011) in order for a dossier amending AEPO of the main road project to be submitted, in accordance with Articles 6 and 7 of Law 4014/2011. <p><u>Disposal Sites:</u></p> <ul style="list-style-type: none"> •Temporary deposits (6 sites) of Kalydona tunnel excavation materials, aggregates and topsoil (STIS under preparation – submission 07/2011). •4 D/P (E1, E2, E3, E4) Municipality of Chalkia. Environmental licensing for E1 (02/2008). It remains the lease of the area (private one) remains. <p><u>Worksites:</u></p>

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A/A Decision	Environmental Terms - Description	Description of Progress - Problems
		<ul style="list-style-type: none"> • Headquarters: "Kourtouga" location – premises of former 3E bottling plant. No environmental permit is needed. <ul style="list-style-type: none"> • S1.3 Aitoliko Worksite (environmental permit completed 36016/13-05-11). • S1.4 A worksite for Kalydona exit tunnel (environmental permit completed 36015/13-05-11) • S 1.2 Agios Georgios, Mesologgi: STIS approval by EYPE (prot. No. 41505/23/09/09). <p><u>Gravel extractions:</u></p> <ul style="list-style-type: none"> • Gravel excavation RB01 in Kalfa and Paradission positions in Evinos River (J/V approval with protocol no. A/1/08/09/01/5293/09-11-09 EYDE EPA&IO). Those positions were used by the three companies. Under decision of Western Greece Region, the licensed concession for gravel excavation from 'Kalfa' position has been postponed for 7 months (prot. no. 28370/24-08-10). A request for preparing a protocol delivery to the General Directorate of Aitolokarnania has been submitted (31855/29-11-10). <p>For the current time period, gravel excavations are not executed because of construction works interruption.</p> <p>For the environmental licensing of the ancillary works, the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) shall be followed.</p>
d2.2	No permit authorization or approval from any authority or the Independent Engineer for the implementation of any individual project, activity or extension that is not described in the EIS, and therefore not covered by this decision, for which environmental authorization is	Pursuant to the Environmental Term d2.1, the environmental approvals are given by EYPE after submission of the relevant STIS. The necessary STIS have been elaborated for the relevant authorizations, for which detailed reference is made above. The environmental permitting shall be issued in accordance with Law 4014/2011 (OGG 209A/2011)

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	required in accordance with the applicable law, without previously being environmentally approved by EYPE/YPEHODE.	
d2.3	For any kind of work or facilities within areas of forest character the intervention approval, required by Law 998/79, must previously be granted. The reforestation removal should be preceded in the case in which the project will be constructed in reforested area prior to receiving the intervention approval.	<p>Maintenance works were carried out within the project occupation zone on this semester.</p> <p>Therefore, for the works executed on the said period no permit was necessary by the competent Forest Service because the existing forest areas were located within the occupation zone of the project and in that case Law 2445/96 is in force.</p> <p>For the main project neither the process of intervention permit nor reforestation removal are required. (Law 355/2007 art. 4, par. 4 (a) (OGG 81A/16.04.2007) Law 2445/1996 (OGG 274A), in paragraph 1 of Article (2)).</p> <p>During the reporting period no ancillary works were made.</p>
d2.4	If installing concrete and asphalt production worksite units, these should be at least 500m from the boundaries of the settlements and take all necessary measures to protect streams of the region, particularly in areas of Evinos River (CH. 16+180 – 22+500) and the lagoon of Mesolongi and the irrigation canal (CH. 33+500 – 42+272).	<p>It has been ensured that the layout planning of these plants abide by the afore-mentioned restrictions, as specified in the Environmental Term. This issue is reviewed in the submitted STIS and the implementation of the stipulated protective measures is checked. In particular, as far as the concrete production unit that is installed in Evinos worksite, in Agios Georgios, Mesologgi all the aforementioned restrictions were followed. The installation is around 1000m away from Agios Georgios area and in order to protect Evinos river, two water collection tanks have been constructed.</p> <p>In STIS of Aitoliko, Kalavrouza and Gavrolimni worksites, the term has been taken into consideration.</p>
d2.5	The deforestation that will be made should be strictly necessary. Also, the rehabilitation of the intervention	Land reclamations and site clearing were carried out before the suspension of works in motorway sections areas bounded by piles.



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	<p>zones should be made both for reasons of protection and improvement of the beauty of the landscape, harmonized to the local character.</p>	<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 submitted in May 2009 (protocol no. IC-X-CO-S0000-PRO9251/ACH/KIa/12-05-2009)</p> <p>During the period mentioned by this report, site clearing was not required. STIS provide the restoration of the intervention sites</p>
d2.6	<p>For the construction of all types of projects (technical, road surfacing, embankments, etc.) the excavation materials of the digging works will be used. In addition to those aforementioned, any materials for the construction of the project may be required either from legally operating quarries of the region, which should have the required JMD for approval of environmental terms and provided that they are laid down either by the quarries - borrow pits which may be created in accordance with the applicable law after the necessary environmental licensing, under environmental term no. 2.1. If soil collection or disposals of redundant materials are needed outside the already existing sites, this will be held by indicating the space to the competent ΑΣΤ' EPKA and 8th EBA and upon written authorization. The same applies to any ancillary works arisen in the framework of the main projects.</p>	<p>For all new sites where materials have been delivered, the required STISs have been submitted and approved, as referred to in term d2.1, and the relevant opinion of the responsible Archaeological Services is required.</p>

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d2.7	<p>The disposal of the inappropriate excavation materials to be carried out in positions that shall not affect the flow of the surface waters, shall not be wooded areas and shall be placed at least 250 meters from the boundaries of settlements, archaeological sites, cemeteries, etc. In any case, care shall be taken to avoid entrainment of deposited materials from rain. Throwing even temporarily gravel and other aggregates in the beds of streams and rivers is prohibited.</p>	<p>So far, no permanent disposal is required in this area. The sites of top soil temporary disposals and piles of aggregates or useful excavation materials were selected in leased land, or within limits of expropriation. Due to the suspension of the works and since the absorption of the materials in the road body would be delayed, STIS have been drawn up for most of the sites. No temporary disposal near streams. In any case, during the suspension of the works, the sites of temporary disposal are systematically monitored in order for the protection of streams to be ensured.</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 and is taken into account during the preparation of the respective studies that are submitted to the EYPE.</p> <p>For the environmental licensing of the disposal sites, the procedures of Law 4014/2011 (OGG 209A/2011) are followed.</p>
d2.8	<p>All redundant excavation materials should be separated from waste or other solid waste and should be disposed with proper configuration in approved areas.</p>	<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. During the preparation period of the present report there were no excavation materials, since the project is under suspension.</p>
d3	<p>Archeological Services Prior to the commencement of</p>	<p>Due to the nature of the works completed (maintenance works, equipment removal) the Archeological</p>

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	the construction of each section of the project the relevant Archaeological Services (ΑΣΤ' EPKA, 8th EBA) should be notified on time and in writing.	Service was not updated during the report period.
d3.1	Upon localization of antiquities, works will be stopped and a rescue excavation study will follow, the results of which will determine their continuation, after consultation with the relevant Councils of the Ministry of Culture. All works will be conducted under the supervision of servants of the competent services of the Ministry of Culture (ΑΣΤ' EPKA, 8th EBA), which will be notified by the subcontractor companies one month before the commencement of these works. Particular attention will be given to the works undertaken in parts of the project passing near the archaeological sites of Makynia, Kalydona, Alikyrna, Plevrona, in the area of Ano kai Kato Vassiliki and around the Evinos river.	See attached table "RESERVATION - RELEASE AREAS OF THE PROJECT BY ARCHAEOLOGICAL SERVICES"
d3.2	The cost of all works to be performed by the co-competent ΑΣΤ' EPKA, 8th EBA will be covered by appropriations of the project, in accordance with Article 37 of Law 3028/28.06.2002. When this expense exceeds 10% of the project budget, it is required, after a relevant question of the competent Department of the Ministry of Culture, a written statement of the developer of the projects that the latter wants its continuation.	With respect to the coverage of the expenses incurred during the archaeological surveys, article 1, par. 13.2 of Law 3555/2007 shall apply.
d4	Worksite infrastructure to be established serving the	The issue concerns the operation of the project.

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	project's needs during its operation (de-icing, etc.)	
d5	<p>Regarding the worksite facilities of Stone processing and concrete production when installed, to implement the following:</p> <ul style="list-style-type: none"> - The dust emitted from the crushing operation assembly will be minimized through water sprinkling at critical positions as crushing stages and the output of the product from the assembly. - Shipments of aggregates and cement will be made with closed conveyors or bolts that will be dedusted through filters. - For the preparation of concrete closed systems of wet type will be used. - The cement storage silo should have dedusting filters and the relief valves will volatilize in filters. 	<p>The E.T. are followed in the stone processing and concrete production plant that operates in Agios Georgios Mesologgi worksite. The said time period, the concrete production installation has been dismantled, and the other facilities are not operating due to suspension of the works.</p> <p>In the worksite area of Aitoliko as well as in the areas of Kalavrouza and Gavrolimni, such installations are provided, while the protection measures of the term refer to the relevant STIS. Their implementation after the installation according to the EMCP (Environmental Monitoring & Control Program) will be checked.</p> <p>The supply of aggregates and concrete, held in the past by legally operating facilities subcontractors - Suppliers, has been stopped due to suspension of works.</p>
d5.1	Bitumen production plants must be equipped with fabric filters or equivalent performance system, on a rotary kiln for only-drying aggregates, the sieves, temporary aggregates deposition silos, material lifts and any other location allowing dust emission or particulate matter.	Bitumen production plants do not exist and when required, either they will be supplied by outside environmentally licensed partner or they will be installed on the licensed worksite areas.
d6	Any kind of rubbish, waste materials, old parts and machinery, oil, all kinds of grout, etc., and their allocation shall be made in accordance with applicable regulations. Materials combustion (tires, oil, etc.) in the prohibited work area.	With respect to the collection of urban waste, four waste bins of the Municipality of Mesologgi have been placed in the worksite of Ag. Georgios and there is a relevant agreement with the respective Municipality for emptying the bins and transferring the waste to HYTA (landfill site) 4 th Geographical Unit of the Prefecture of Aitolokarnania (there is the relevant document).

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d6.1	Any toxic solids such as batteries and metal waste, tire equipment, etc. will be collected and disposed in accordance with the current regulations.	As regards the waste management 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 compliance with the environmental terms, has been drawn up. The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.
d6.2	<p>Pollution of surface and ground waters from any kind of oils, fuels, etc. is prohibited. Also, the disposal of old oil on the ground is prohibited. The management of used oils should be in accordance with the provisions of P.D.82/25.2.2004 (OGG 64/2.3.2004) on "Establishment of measures and procedures for the management of previously used oil" (B '40). Measures conditions and program the alternative management of waste oils, which replaced the JMD 98012/2001/95 (Gov. 40/V/19-1-96).</p> <p>The management and disposal of hazardous waste will be carried out in accordance with No. 19396/1546/08.07.1997 JMD. "Measures and conditions for the management of hazardous waste" (GG 604V).</p>	<p>With regard to waste generated by office and warehouses area that has been developed on the premises of 3E factory (Kourtouga), those are collected in bins to split it into recyclable and non-recyclable ones, and are also transported from the Municipal Authority of Mesologgi to HYTA.</p> <p>With respect to the management of used oils, batteries, tires, etc. relevant agreements with licensed management companies have been signed and depending on the constructional procedure and the payment of the temporary containers, they are delivered for further management. While, where appropriate, relevant proof of compliance from suppliers and sub contractors are required. The dangerous waste is temporarily stored in special areas within the worksites, while in some cases the relevant conformance documents are requested by the suppliers and the separate subcontractors.</p> <p>A record of contracts and evidence for the appointed subcontractors is kept in each worksite. During the preparation of this report, no dangerous waste and oils were generated at any worksite because the works were suspended. Before suspending operations, the temporarily stored quantities had been delivered to the administrators, from all worksite areas.</p> <p>The maintenance and washing of vehicles and machines were realized either in licensed worksites with</p>

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		<p>appropriate infrastructure (settling tanks, tank assembly, etc.) or in a licensed external garage or laundry area.</p> <p>As regards the urban waste at the worksite of Ag. Georgios, a sewerage system and a watertight septic tank have been constructed; an agreement on its evacuation and transportation of the waste to biological treatment of the municipality has been concluded with the Municipality of Mesologgi.</p> <p>There is a watertight septic tank at the offices in Kourtouga.</p> <p>A sewage treatment plant was operating in the worksite of Kalydona exit tunnel.</p>
d7	<p>To ensure the uninterrupted flow of the surface water by constructing all required structures and considering a return period of at least 50 years, excluding any stream filling with debris etc, to avoid phenomena of stagnant water and flooding given that a section of the project is developed in the wide bed of the Evinos river and in lowland areas with an extensive irrigation network.</p>	<p>The compliance with this condition is ensured through the development - approval of hydraulic studies, which take into account the E.T.</p>
d8	<p>The concessionaire should prepare a contingency plan and have all the necessary tools to address a possible accident during handling tankers with hazardous liquid fuels along sensitive water</p>	<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>



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	<p>recipients. More specifically, in order to address the accidental pollution and prevent pollution of ecologically sensitive wetland ecosystems with oil or hazardous substances (Evinos) examining the possibility of constructing appropriate retention and separation reservoirs (tanks). These tanks are connected to the system rainwater of the motorway so as to be able to address any case of accidental pollution. The design and sizing of the tanks to be arranged on a special study of risk assessment (risk assessment study) which will be prepared with care of the institution of the study project.</p>	<p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p>
d9	<p>Any kind of modification or intervention to an existing infrastructure project (i.e. water supply, sewerage etc.) should be done in collaboration with the relevant agencies, to ensure their satisfactory operation. Repair of network utilities affected to be done immediately. In the irrigation network in the area of Mesolongi and in particular regarding the rehabilitation of the irrigation canal in sections from CH. 34+260 to 35+010 and 37+565 to 38+330 the final design of rehabilitation projects of the irrigation canals should be prepared in consultation with the Directorate of Land Reclamation of Aetoloakarnania S/E. Any intervention in the</p>	<p>A contact with all involved Public Utility Organizations has been made (in accordance with par. 7 of the Special Conditions of Contract) in order to identify the areas for networks relocation. The necessary actions will be carried out to rehabilitate the irrigation networks and passages from other irrigation channels to the area with respect to the positive opinion about the hydraulic design from the respective Service of Aetoloakarnania (protocol no. 6206/30-10-2009 for the section from CH. 25+640 to CH. 32+000 and 6207/30-10-2009 for section CH.32+000 to CH. 42+000).</p> <p>See attached table " P.U.O. Networks TABLE"</p>

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	irrigation network will be carried out outside the irrigation period.	
d10	The construction of the large structure (bridge), on the section of Klokova to be carried out using an aforementioned construction method. The construction of worksite pathways going downstream of the existing roads is not permitted and any interventions to be reduced only in the positions of the pedestals for opening base wells with access only from above.	<p>The construction works in Klokova section have not started yet.</p> <p>At the current time, due to suspension of works, only maintenance works were executed locally. Therefore, the circulation of the existing ET was not impeded.</p>
d10.1	Throughout the construction phase to ensure a 24-hour continuous circulation of the existing motorway for both traffic lanes including the area of Klokova.	
d10.2	Prohibition from tipping excavation products in the marine area or in the slopes of the mountain during the construction of Klokova section.	
d10.3	<p>Given the criticality of the existing road in the area of Klokova on the road connection of West. Greece with the Peloponnese and Eastern Central Greece:</p> <ul style="list-style-type: none"> - Before the beginning works on the construction of the projects of the section of Klokova, a plan smooth traffic circulation from Peloponnese and Eastern Continental Greece to the west part of Klokova should be prepared by the Contractor and approved by EYDE-PLO and vice 	

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	<p>versa, which should be directly applied in case any failure or unexpected events may occur resulting in traffic disruption in the area.</p> <p>- The cost of implementing that plan in Klokova is borne by the Contractor.</p>	
d10.4	<p>In the area of Makynia, the road axle should be constructed in a tunnel under the spatial planning preliminary approval with prot. no. 8876/1748/08.04.1999.</p>	<p>The term is implemented</p>
d11	<p>During the construction phase to develop and implement worksite signage study with appropriate warning signs and light signals (mainly at night) to avoid the risk of accidents.</p>	<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. 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>
d12	<p>During the perforation, mechanical equipment to be used in order to contain the dust.</p>	<p>The Design for temporary traffic arrangements for the construction of UP44 underpass (CH. 23+331.35 – Right Branch and CH. 23+348.51 - Left Branch (Approval ICo0255, 17.05.10) has been submitted and approved by the Independent Engineer (Approval ICo195, 23.03.10).</p>
d13	<p>Regular wetting of worksite materials etc., to be conducted in order to reduce the dust during the execution of earthworks.</p>	<p>Warning signs and light signals have been placed, where appropriate, during the night. At the current period, because of the suspension of works, maintenance works have been mostly performed locally. Therefore the traffic of the existing National Road was not obstructed.</p>
d13.1	<p>Regular wetting of all bare surfaces is required during summer, so as to prevent dispersion of dust.</p>	<p>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.</p>
d13.2	<p>Excavation products and aggregates to be transported from and to the project and coverage of heavy vehicle carriers with a suitable cover.</p>	
d13.3	<p>Washing the wheels of trucks before their exit from the</p>	<p>During the reference period, due to suspension of works, there was no materials transportation.</p>

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	worksite and regular cleaning of the existing road network to be used, for approaching the worksites, from material debris.	
d14	Planting after carrying out specific landscaping studies of all surfaces susceptible to vegetation (worksite spaces, disposal areas, ditches, embankments, node islets etc.). Emphasis should be given to planting trees and ensuring appropriate conditions for their satisfactory growth (minimum topsoil of depth of 1 m). The planting works should begin immediately to any section of the project in which earthworks are completed and the final surfaces are set up	The relevant landscaping designs have been elaborated and submitted for approval to the Independent Engineer (CH. 17-24, J/V protocol no. EI: 35450/15-04-2011). The relevant landscaping designs are elaborated for the subsections from 11+300 – 14-360, 24+400 – 30+900 (101), 30+900 -36+940 (108) and 36+940 - 43+525 (102).
d14.1	Collection and preservation of top soil in the project execution area in order to be used for the landscaping restoration. Please use native species to restore this vegetation.	The rehabilitation works and their budget constitute an integral part of each STIS submitted (disposal sites, borrow pits, worksites, etc.).
d14.2	For plantings to ensure with watering, through pipelines, the rapid development and maintenance of vegetation. The care of plants should be continued throughout the project life.	As regards the topsoil of the construction works, care is taken in order to stockpile it and use it in plantings - restorations.
d15	During the operation of the worksites all measures for fire-protection should be taken against fire when operating machinery, workshops, etc., and to minimize the risk of fire spread in the wider area of	The term is respected through the implementation of the 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. 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

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	<p>the project. The way in organizing the fire protection shall be audited and approved by the Supervising Service before the commencement of the works. When selecting worksites positions the ΑΣΤ' EPKA and their coincidence with archaeological sites, and avoid antiquities destruction</p>	<p>H&S Plan should be adhered to. Special attention should be given to areas that are near forests and fields during the summer months. Emphasis is given in order for the machines located at the project area to be equipped with the provided firefighting equipment. Regarding the premises of the site (offices, workshop, laboratory and concrete preparatory) the adequate firefighting equipment like fire extinguishers, sand and water supply to be provided.</p> <p>For the worksites (Ag. Georgios, Kalydona) the opinions of the responsible Archaeological Services are positive.</p>
d16	<p>As for the noise, the Contractor of the project construction should comply with all applicable provisions of Community law, all appropriate measures should be taken in order to minimize the large noise emissions and ensure that noise and the vibrations will be within the acceptable limits during the construction of the project.</p>	<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. Noise measurements were conducted in specific control points using the appropriate equipment in order to monitor the respect of the worksite noise levels more frequently. The measurements were shown in measuring tables with measurement points' graphics and are analytically presented to the Annex of Measurements of the Annual Environmental Terms Reports. No excess of the permitted levels has been recorded.</p>
d16.1	<p>As regards sections of the project that are less than 200 meters from the town plan limit when planning and implementing the project, the possibility of installing noise barriers should be foreseen if it is required to do so in the future.</p>	<p>During the current semester, noise measurements are not conducted due to suspension of works.</p>
d16.2	<p>Protection of settlements by the noise during the construction phase is required. The performance of noisy works (earthworks and use of jackhammers), are prohibited in the said settlements during quiet hours.</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 produced.</p>

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d16.3	Worksites must be surrounded with elegant enclosures - noise barriers for both noise reduction and safety of the passing cars.	
d16.4	Machinery remaining and used on the construction site is not allowed without the approval certificate of noise, EOK type, as defined in paragraph c of the present. The Supervising Service should ensure compliance with those aforementioned.	
d17	Applying modern methods and technologies to allow direct tunnel entrance to the tunnel in ancient Kalydona on the mountain massif limiting the open excavations in the entrance and exit foreheads should be applied. The maximum level of open excavation works in the areas of the project is set indicatively the height of 5m above the clavicle of the tunnel, above which the open-surface excavations are prohibited.	The layout planning designs of the fronts of Kalydona tunnel have been approved by the I.E. Based on these designs, no surface excavations will be performed at >5m, except for the temporary ones. The layout planning of the fronts will be carried out via excavation and re-embankment. A landscaping design will follow.
d18	In construction activities (tunneling, construction of trench, etc.) where vibrations may arise, the construction body must install, at critical points, measure and record system of all significant variables of the phenomenon. This system will measure and record ground displacement, velocity and acceleration versus time.	During the current semester, no vibration measurements were conducted due to the suspension of construction works. 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. Also, the settlements nearby to work fronts is Perithori (about 2.5 km) and Agios Georgios (about 2 km).

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	The level of the vibrations should not in any case exceed 0,5 m/s ² of weighted acceleration or 13mm/s equivalent peak ground velocity particle, to the building closer to the production point of vibrations or other structure.	
d19	Attention should be given to rescue – escape of people entrapped in case of emergency in the tunnel of Kalydona. It is at least required: To construct two lateral arcades connecting the tunnel tubes.	The term has been taken into account based on the risk analysis study. According to the “Risk Assessment” submitted for Kalydona Tunnel, two (2) transverse arcades, connecting the two branches per around 410m, are foreseen. The ILF Tunnel Risk assessment Final Report has been submitted to the I.E. via letter IC-C-CO-S1000-PRO 7293/MC/js 23/2/09, has been approved by the I.E. via the letter no. IC0035 DAC 5/03/09.
d20	During the construction phase of the project, access to settlements and in general to areas of various uses should be maintained (commercial operations, houses, etc.)	The issue is controlled through the monitoring of the Environmental Conditions. During the preparation of this report, no need for structures that block access has arisen.
d21	During the construction phase of the structures, the passage of wildlife should be secured with minimum dimensions, listed in the EIS (chapter 7) of the project.	It is taken into consideration in the designs already elaborated. This matter is also under examination 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 During the study regarding the construction of the project bridges, an hydraulic study should be done defining all measures for the protection against corrosion of natural slopes in both Evinos River and the remaining project.	It is taken into consideration in the hydraulic studies submitted for approval to the Independent Engineer.

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d23	The developer of the project must ensure the proper operation of installations and the removal of waste from the road users along its entire length by dedicated staff at regular intervals. Furthermore, the areas where flammable materials (papers, etc) are concentrated should be determined, especially during the summer months where there is an increased risk of fire.	It concerns the operation phase.
d24	Upon the launch of the project, quarterly sample sound measurements of indicators L10 (18h) or Leg (08:00-20:00) will be carried out, as defined by the MD 17252/20.9.92 (as referred to in section (c) hereof), and the indicator Lden, as defined in the "Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 on the assessment and management of environmental noise" (Official Newspaper EU L 189/12, 18.7.2002). The traffic volume should also be monitored. The results of sound measurements and the congestion recordings, along with the point, the date and time of measurement, the prevailing meteorological conditions, details and date of last calibration of sound level meter and the name of the controller measurement will be recorded in a reporting format. Should routinely recorded exceedances of the applicable limit for the road traffic noise, the construction	It concerns the operation phase.

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	and operation body of the project must take immediate appropriate measures to remove excesses. These measures will be the subject of a special study, which will be submitted for approval to EYPE/YPEHODE.	
d25	At least 1 automatic station air pollution should be installed and wind. The mounting of the station will be determined after approval of EYPE/Ministry and the minimum potential of the station should include: - Measurements of temperature, humidity, wind speed and direction, - Concentration measuring CO, NOx, SO2, BTX (benzene-toluene xylene), TSP and PM10.	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.
d.26	Immediately after signing the contract, the concessionaire must create an Environmental Service, providing the necessary staffing and logistics, as well as the necessary powers and resources to fulfill the obligations of the next term.	The Eurolonia Joint Venture has a department of Environment, Health and Safety staffed with the required personnel and external partners. The responsibilities and obligations of the department's staff are described in the Quality Management System of the Joint Venture.
d.26.1	The above Environmental Service will be the link between the concessionaire and the competent Departments of the Public Administration and will be responsible for the compliance with the environmental conditions, the implementation of the impact monitoring programs, the submission of the required periodic reports and petitions, in accordance with term 27, and	

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	<p>for the design, development and implementation of a program of environmental monitoring and control. Within a period not exceeding one year from the signing of the concession the content of the environmental monitoring and control program should be submitted for approval to EYPE/YPEHODE, as well as the staffing and sub-structure of the above the Environmental Service.</p>	
d.27	<p>By January 31 of each year the body of the construction or operation of the project shall submit a statement to EYPE/YPEHODE setting out:</p> <ul style="list-style-type: none"> - The course of the construction of the projects, accompanied by detailed documentation of compliance with the environmental conditions. - Parts of the project that have been received or delivered for operation. - Permits or authorizations granted in accordance with the terms of the present. - Studies awarded, qualitative, quantitative and economic data on environmental protection projects and the percentage that the costs for these projects represent, in relation to the total expenditures for the construction of the project. - Anti-pollution and environmental protection works to be made for the next year. 	<p>The E.T. s fulfilled. The J/V submits relevant Reports to the Concessionaire every six and twelve months, shared by the whole consortium. The present report of the said E.T.</p>

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	<ul style="list-style-type: none"> - Summary of results concerning the noise monitoring, the measurements of air pollution and the monitoring program of water quality. - Problems encountered, contingencies and any information or suggestions that could be useful to mitigate any adverse environmental impacts caused by the construction or operation of the project. 	
d.28	<p>The possibility of relocating the southwest alignment to be examined, at CH. 26+100 and 30+000 without affecting buildings, so that the route passes through the two hills of fot.59, 60,61 of the EIS, without intersecting their foot, taking into account that for one of these (hill of ancient Alikyrna) there is a relevant observation of Gen. Division of antiquities of the Ministry of Culture (document F666/ST/13623/16.12.2003): "... The foot of these hills should not be affected for reasons of aesthetic protection..." If the relocation is not possible, cut & cover should be constructed where the trenches are (CH. 28+200 to 28+700 and 29+800 to 30+000) for the coating of which the excavated material will be used, in order for the hills to be restored.</p>	<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>After the relevant opinions by the Ministry of Culture, and for the amendment of the term, the procedure provided by article 13 of the JMD 11014/703/Φ104/14.3.2003 is adhered to. It has been included in the relevant design submitted to EYPE/YPEKA.</p> <p>Also, three designs of the study file 13 have been re-submitted/replaced because of little changes in the area of Mesokampos I/C resulting on demand of the Archeological Service.</p> <p>The aforementioned small modifications have been approved via the JMD 166142/13.02.2013 (prot. no. J/V 39517/05.03.2013)</p>
d.29	<p>The environmental conditions compliance proposed in the EIS (Chapter 8), which accompanies the present,</p>	<p>They are taken into consideration.</p>

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	shall apply if the said conditions are not consistent with those mentioned above and the remedies proposed.	
e1	Local environment - Sensitive elements – Specially Protected Areas. The settlements listed in the EIS of the project, while the protected by the European Ecological Network NATURA 2000 areas are found in the broader region, the Delta region of Acheloos – Mesologgi /Aitoliko - Evinos estuary (GR 2310001, A00040032, A00010048, AV2090026 , R9), the mount Varassova (GR 2310005, A00020023, AT2010026, K387), the mount Arakynthos & Stena Kleissouras (GR 2310010, A00010050), the mount Klokova (AV2080060), the Wildlife Refuge Kodarades – Kamares - Makynia – Kalavrouza of Trikorfo (K379) and the archeological sites of ancient Makynia, Chalkis, Calydon, Alikyrna, ancient Pleurona-Castle of Kyra Ryni.	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 EIS subsequent documentation, which constitutes a tool for exploring of additional spaces and other works as well as assistance for all persons involved to the construction.
e2	Measures and projects for the conservation of the above elements Those referred to in paragraph d of the present are sufficient.	

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f	<p>Period for which the given environmental approval is valid - Conditions for its review</p> <p>The above mentioned environmental conditions are valid for ten years from the date hereof and on the condition that they will be met accurately. After this date, Article 4 of Law 1650/86 will be met, as replaced by Article 2 of Law 3010/2002 and Article 13 of the JMD 11014/703/F104/14.3.2003.</p>	<p align="center">For the renewal of the environmental conditions the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) will follow.</p>
g	<p>For the modernization, improvement, expansion or modification of the project, as described in the EIS with the terms and limitations of this decision, the procedure - laid down in Article 13 of the JMD 11014/703/F104/14.3.2003 - is required to be met.</p>	<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, Antirrio 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>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	<p>Each term of this Decision may be amended in accordance with Article 2 of Law 1650/86 as replaced by Article 2 of Law 3010/2002. By the same reasoning can be put new environmental conditions, if it results from a new data science and technology in the field of protection and management of the environment.</p>	<p>The amendment of the terms is governed by the provisions of Law 4014/2011 (OGG 209a/2011)</p>
i	<p>The present and the accompanying EIS should, in any control, be located at the offices of EYDE/OAP (road</p>	<p>The term is respected.</p>

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	<p>axle with concession) as well as at the site and the Administration Centre of the project and must be presented in each jurisdiction, in accordance with current legislation.</p>	
j	<p>The non-compliance with the E.T. of the present and any realization of projects and activities that will result in environmental degradation, involving addition to the sanctions by other provisions of the legislation, enforcement officers to those referred to in Articles 28, 29 and 30 of Law 1650/86, as amended by Law 3010/2002. The County Council of Southeastern of Aetoloakarnania notified via the present, is required to disclose it, in accordance with those aforementioned to the JMD H.Π.37111/2021/26.9.03 (OGG 1391/B/29.9.03). The publications costs shall bear the operator of the project.</p>	



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2.2 AGRINIO BYPASS

**(JMD 84982/96/11.04.1997, JMD 105886/03.07.2008
& JMD 144713/23.9.2009)**

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b	<p>Specific limit values of pollutant loads and concentrations emission according to the applicable provisions. As for gas, the allowable concentrations of air pollutants are listed in:</p> <p>Ministerial Council Act 99/10.7.87 (OGG 135/A/28.7.87) and Ministerial Council Act 25/18.3.88 (OGG 52/A/22.3.88)</p> <p>For liquid waste, the current ministerial decisions and the JMD A5/2280/OGG720/V/13.12.83 shall apply.</p>	<p>All limits are taken into consideration pursuant to the current legislation.</p>
c	<p>Specific limit values of noise level and vibrations according to the applicable provisions.</p> <p>Maximum permissible noise as mentioned in the Ministerial Decision 17252/20.9.92 (OGG 395/V/19.6.92).</p> <p>As for the construction works, regarding noise, the following provisions shall apply:</p> <p>i) Ministerial Decision 2640/270/OGG 689/V/18.8.78 ii) Ministerial Decision 56206/1613/OGG 570/V/9.9.86 iii) Ministerial Decision 69001/1921/OGG 751/V/18.8.88 iv) Ministerial Decision 765/OGG 81/V/21.2.91</p>	<p>As regards the noise during the construction phase of the project, pursuant to the Environmental Management Plan and in the framework of the Environmental Monitoring and Control Program, noise level measurements had been realized by an external partner (A.L.A PLANNING PARTNERSHIP (ENVIRONMENT) Ltd.) and no excess of the permitted levels has been recorded. The measurements have been submitted in the annual report of the previous years.</p> <p>As regards the vibrations, no explosions have been realized on the said section of the road.</p>
d1.a	<p>Terms concerning the structures and measures to address the environmental degradation (paragraph 'd')</p>	<p>A general Environmental Management Plan in terms of the Environmental Monitoring and Control Program, which includes control procedures for all works referred to in the lateral environmental terms, has been drawn</p>



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	<p>are mandatory and relate to:</p> <ul style="list-style-type: none"> - the owner of the project - the authorities responsible for the construction and operation of the Project Services and Agencies - to everyone who, due to his position and powers, shall be responsible for planning, commissioning, supervision, delivery and other procedures relating to the construction and operation of the project - the contractor of the project for the part of those communicated by the project developer 	<p>up. The Plan has been presented to the joint venture's supervising engineers, as well as to any subcontractors that provide the joint venture with their services.</p>
d1.b	<p>During tendering procedures, supervision, receipt, all necessary actions should be made and all necessary measures should be taken to ensure:</p> <ul style="list-style-type: none"> - compliance with environmental terms by designers and contractors, as part of that concern - the ability to cope and rehabilitate unpleasant environmental conditions due to actions or omissions of the contractor in breach of the environmental conditions. 	
d1.c	<p>The funds for the construction and operation of the road to ensure the required expenditures for protection works of the environment (i.e. planting projects etc).</p>	<p>It is taken into consideration</p>

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d1.d	To test the effectiveness of the proposed measures, it is necessary to program the process monitoring. During the construction phase, there should be a special supervisor on behalf of the contractors and the Supervising Service of the project, who is responsible for the compliance with the environmental terms.	A general Environmental Management Plan in terms of the Environmental Monitoring and Control Program, which includes control procedures for all works referred to in the lateral environmental terms, has been drawn up. The Plan has been presented to the joint venture's supervising engineers, as well as to any subcontractors that provide the joint venture with their services. There are people responsible for implementing the Environmental Management Plan and the compliance with the E.T.
d2.a	<p>For any activity or facility necessary for the construction – operation of the project, all permits and approvals provided by law should previously have been granted, including the approval of the environmental conditions required for specific activities or facilities (production unit of aggregates, ready mixed concrete and asphalt). More specifically:</p> <ol style="list-style-type: none"> 1) The aggregate plants (concrete production units) should have a wetting and retaining dust system. Also all kinds of aggregates conveyor belts should be covered. 2) The production facilities of concrete should be equipped with a dust-removal system of cement silos, the mixer and the weighbridge. 3) The asphalt plants must be equipped with fabric filters or equivalent performance system in rotary kiln drying aggregates in weighbridges, the sieves, the silos of temporary stay as well as and in the raising 	<p>No new additional sites are required for the said department. When required, the concrete production units and sand production units of Terna – Michaniki J/V, which are coated and environmentally licensed (letter with EYPE protocol number:132637/04.10.07), were used. During the period concerned, no materials from concrete production and sand production units were used. Also, during the works, there is cooperation with companies producing concrete and asphalt, and their procurement is done by the latter. (Ergobeton of Agrinio S.A. and Hefaistos S.A. Their environmental permits exist. The cooperation with the above companies is supported by vouchers and invoices which are in the accounting department.</p> <p>A general Environmental Management Plan in terms of the Environmental Monitoring and Control Program for all activities and facilities including control procedures on those referred to the adjacent environmental conditions has been drawn up.</p> <p>During the said time period, all the construction works have been suspended.</p>



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	platforms.	
d2.b	Materials required for the construction of the project can be obtained from legally operating quarries in the area which should be equipped with the necessary decision approving the environmental terms and on the condition that they are strictly observed either by quarries - borrow pits which may be created in accordance with the provisions of Law 1428/84, 2115/93 and Law 998/79, the terms of the present and after elaboration of the required EIS, the corresponding environmental approval and filing of letters of guarantee for the repair works. This also applies to the borrow areas and aggregate extraction from riverbeds listed in the EIS. In this case, the submission and approval of a specific technical study is required to be presented by the developer and it shall be approved by the Division of Environmental Planning of the Ministry, prior to the commencement of the mining or extraction works.	
d2.c	The use of material that has been extracted in accordance with the above, if appropriate, is allowed for the manufacture of concrete, backfilling and other structures. Only necessary excavation works are allowed, as described above, in order to ensure extra	During the said time period, all construction works have been suspended. All products deriving from the foreseen and approved excavation designs were used to manufacture embankments or any other road works, only after they were proved to be appropriate for this purpose (after several laboratory tests).

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d2.d	<p>material for embankments, concrete production etc.</p> <p>Disposal of inappropriate excavation materials should be carried out in positions that will not affect the flow of surface waters; those positions will not be wooded areas, with the exception of the next proposal, and will be placed at least 250 m. from the limits of the settlement, buildings and cemeteries. Their disposal should be allowed in order to restore inactive quarries in the area or new quarries - borrow pits that are going to be created in accordance with those aforementioned concerning the construction of the project.</p> <p>In any case, care is taken in order to avoid entrainment of the deposited material from the rains. Throwing gravel and other aggregates even temporarily is prohibited in beds of streams and rivers.</p>	<p>During the said time period, all construction works have been suspended.</p> <p>The disposals are temporary and within the occupation zone. Furthermore, as regards the disposal of non-appropriate excavation materials, E1 disposal site has been approved for this part of the project (Protocol No. 101105/07.02.08/EYPE).</p>
d2.e	<p>The worksite positions, the exact locations of material temporary disposal or the permanent surplus landfills - unsuitable excavated material and the way of formulating these sites will be approved by the supervising service, following a technical report and a draft to be submitted by the Contractor of the project before the commencement of the relevant works and in accordance with the terms hereof.</p>	<p>The licensed worksites of the old contract in the Southern section of Agrinio Bypass and Evinos constitute worksite area of this section.</p>

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d2.f	The worksite installation on the beds of streams and the deposition of excavation products and construction materials of the road and the structures is also prohibited, in the ravines and generally any action that could lead to filling the streams with rubble.	The permits granted to worksites ensure the implementation of the E.T., i.e. the exclusion of the spatial planning of the worksites in river beds. Furthermore, 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.
d2.g	Any type of worksite facility (offices, garages, warehouses, etc.) to be removed after each building work and the site to be restored, regardless of the ownership status of each worksite, in accordance with the terms hereof.	
d2.h	For any kind of work or facilities within the forest areas, the required by Law 998/79 approval must previously have been granted. During this period no notification to the Inspectorate of Antiquities was required. In the event that the alignment passes through the reforestable area, a decision relevant to reforestation is issued before receiving the intervention approval license.	<p>During the said time period, the construction works have been suspended.</p> <p>For any work or installation, an intervention permit, which is granted by the competent Forest Service, shall be required.</p> <p>With respect to the projects within the occupation zone, in accordance with Law 3555/2007 (ratification of the Concession Agreement)/ Article 4/ par. 4a and Law 2445/1996/ Article 2/ par.1c, <i>'The occupancy, reclamation or coverage of forests or forest areas that are included in the boundaries specified in the designs of Annex 7 and in accordance with the terms and conditions of the agreement are permitted. This law approves the change of use, revokes the re-forestation and grants intervention permits and permits for felling works to the above sites'</i>.</p>
d3	Before beginning the construction of each section of the project, the archaeological service should be notified in writing. In archaeological sites the works on the construction	During the said time period, all construction works have been suspended. For any additional work or installation, permit and approval shall be required needed and granted by the competent Forest Service.

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	<p>of the project will be supervised by the competent archaeological service and in accordance with its instructions.</p> <p>Before the commencement of the works, trial trenches and perhaps excavation research will precede in the areas where, at the discretion of both Antiquities, F' EPKA and 8th EBA, is considered necessary.</p> <p>All costs of temporary personnel recruitment, supervision, etc. will be included in the project budget.</p> <p>Any realignment will depend on the results of the excavations after consultation with the CAC.</p>	
d4.a	To ensure the uninterrupted flow of the surface water by constructing all required structures and considering a return period of at least 50 years, excluding any stream filling with debris etc, to avoid phenomena of stagnant water and flooding.	The hydraulic works for the most part of this section are already built. Hydraulic studies are going to be submitted to the Independent Engineer where required (non-completed sections).
d4.b	Given that the road in many points will operate as a barrier to the runoff of the rainwater, the flooding of the adjacent agricultural areas should be prevented, especially during periods of heavy rainfall: a common phenomenon for the area.	The construction of technical plumbing projects before issuing such certificates of approval by the Independent Engineer is not allowed under any circumstances.
d4.c	Given that there are irrigation networks in the area, care for the uninterrupted operation of these networks should be taken	There are no irrigation networks in the area that could be affected by the present alignment.

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d5.a	<p>During the operational phase, the developer of the project must ensure the uninterrupted operation of service facilities, the removal of waste and keeping premises clean.</p> <p>Also the developer must arrange the removal of garbage generated from the road users, by special personnel, at regular intervals. Moreover, the triangular kennels, where they exist, as well as combustible materials (paper, dry vegetation, etc.) elsewhere gathered should be cleaned, especially during the summer months given the increased risk of burning cigarettes of road users.</p>	<p>It concerns the operation phase. The available personnel, responsible for the construction of the project, are involved in cleaning and maintaining the road and the triangular curbs when needed.</p> <p>Works in the main artery of this section have been completed (the works carried out are for the construction of the junctions) and it has been delivered to circulation. Nea Odos S.A. undertakes the general maintenance and supervision of this section.</p>
d5.b	<p>Rubbish, waste materials, old parts and machinery, oil, all kinds of grouting agents, etc., will be collected and removed from the area of the projects.</p> <p>Their disposal shall be made in accordance with the applicable regulations. Any kind of materials combustion (tires, oil, etc.) in the worksite area shall be prohibited.</p>	<p>In the area of this project there are no worksite installations and the service is conducted by the licensed worksites of the old contract in the Southern section of Agrinio Bypass and Evinos (Ag. Georgios).</p> <p>Any waste from the regular cleaning of the road are collected and transported in bins of the Municipality of Agrinio.</p> <p>Regarding the management of the environmentally dangerous materials the following agreements have been contracted and are valid with the responsible companies:</p> <p>A) For the management of used oil – ELTEPE S.A. B) For the management of used oil and petroleum filters, used wad/tow and contaminated material (soil, sorbents) from any possible leaking of oil – INTERGEO EΠE C) For management of used accumulators (batteries) – SIDESIS S.A. D) For management of used tires – ECOELASTIKA</p>
d5.c	<p>Pollution of surface and ground waters from any kind of oils, fuels, etc. is prohibited.</p> <p>Disposal of old oil on the ground is similarly prohibited.</p> <p>The management of waste oils should be done as</p>	<p>The separation of the above materials is conducted in a specially designed area on the worksite of Evinos and the temporary storage is done in special buckets and barrels sent from the above management companies.</p>

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	prescribed in Ministerial Decision 71560/3053/OGG 665/V/85.	Finally, a special vehicle and machinery laundry has been built at Evinos worksite, with tight tank for the collection of the resulting water. Furthermore, it is stated that there is no water receiver in the immediate area of the project. The nearest water receivers are Acheloos River and the Lagoon of Aitoliko located within 3km and 2km respectively from the project.
D5.d	Intervention or modification of the existing infrastructure works in collaboration with the relevant agencies should be done in order to ensure their satisfactory operation.	Special care is taken. The subject is controlled through the monitoring of the E.T.
d5.e	During the construction of the project to ensure smooth road traffic in the residential areas from where the road passes through	Special care is taken. The subject is controlled through the monitoring of the E.T.
d5.f	To ensure smooth traffic circulation, in parallel and perpendicular of the road, of agricultural machinery and farmed animals with adequate passages	The vertical roads and most of the lateral ones are already constructed.
d5.g	During the perforations to use mechanical equipment to contain the dust.	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.
d5.h	Passage through settlements of full trucks carrying materials for the project needs is not allowed. In exceptional or special cases this may exceptionally, only after written approval by the agency supervision, stating the reasons for imposing the exceptional from the above passage of trucks, as well as the time limit for this. In any case, where bulk materials (sand,	More specifically, based on the works provided, the following are implemented: <ul style="list-style-type: none"> • The worksite roads are wetted regularly. • There is no overcharging of tracks for carriage of heavy bulk traffic and all trucks transporting loose materials are covered.

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d5.i	<p>gravel, debris, etc.) are transported, the flatbed trucks will be covered with a special cover.</p> <p>Regular wetting of worksite materials etc. should be done, in order to limit the dust during the execution of earthworks.</p> <p>Those sections of the roads, where the other works have been completed, to be covered with concrete as soon as possible, so as for dust not to be emitted from vehicles traveling on them.</p>	<ul style="list-style-type: none"> The trucks move on to the existing paved road before leaving the worksite. However, cleansing from debris of the existing worksite road network used is carried out (soil, stones, etc.).
d6.a	<p>The excavations to be carried out should be limited to what is strictly necessary, in order to construct the project in accordance with this decision, the regulations in force and the geotechnical characteristics of the region crossing the road.</p> <p>The sections possibly having considerable length trenches of excessive height of over 30 meters downhill, a small relocation of the road axis in order to be reduced, is allowed. If not feasible, the construction at this point should be done with a cut and cover, (possible positions of the sections along the ICM at approximately CH. 12+350, CH. 13+450, CH. 13+910, CH. 19+000 or elsewhere). In the trenches with a height of over 16 meters of the slope to form grades every 6-9 meters of height with</p>	<p>All terms have been taken into account in the approved technical designs (road works, etc.). In the approved alignment in the area of Aggelokastro I/C, the cuts are less than 30m and may be 15m in height max. Therefore, there is in no need for small relocations of the axis or for the construction of a cut & cover. The proposed formation of the embankments arises from the geotechnical study so that safety and stability conditions are ensured.</p> <p>With respect to the large cut at CH. 13+400, during the excavation phase of the previous subcontractor, landslide failures and creeping movements presented. The construction was paused and the excavations were re-embanked to restore the failures and movements. At this phase in order to construct the road, the slopes declination was re-defined so as to discharge the problematic area (by removing materials) and to significantly reduce the creeping movement of the land.</p> <p>The solution of mild slopes offers greater safety in the event of earthquake in the area, where the cuts will be moved causing minor compression failures to the pavement, which can be easily repaired.</p> <p>Any other solution to this problem (e.g. Cut & Cover) would be established at a problematic area of possible failure and the compression movements in the event of earthquake would cause irreversible damage.</p>



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	<p>benches of minimum width of 2.3 meters which will be planted in accordance with paragraph 7 hereof.</p> <p>As regards the points where potential embankments of excessive height of over 15 m. shall arise in the axis of the road, care should be taken in order to possibly limit the range of occupancy with appropriate small-scale projects. Possible positions may arise from the EIS longitudinal on CH. 6+850, CH. 7+220, CH. 7+430, CH. 9+350, CH. 10+500, CH. 11+600, CH. 12+800, CH. 18+000, CH. 19+550 to CH. 19+760 or elsewhere. On the CH. 13+650 displayed in vertical alignment of the embankment of about 20 m. to be considered and preferred to cross the street with viaducts wherever this is techno-financially reasonable.</p>	<p>Following the above, it is clear that the large cut has arisen as a need to manage landslides. Its layout planning in scales with mild declination in combination with the appropriate landscaping measures will lead to its smooth integration into the surrounding area.</p>
d6.c	<p>To provide alternative routes under the form of box culverts range of at least 3 meters for the unhindered passage of fauna.</p> <p>To approach fauna, the culverts should be touching the ground or have ramps with proper slope and their outputs to be visible from the entrance.</p> <p>A minimum number of such toll stations is one per kilometer of alignment apart from the node areas and of continuous trench; the motorway underpasses</p>	<p>This request has already been met by the constructed technical structures.</p>



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d7	<p>can be regarded as such stations.</p> <p>Planting after elaboration of landscaping studies of all surfaces susceptible to vegetation should be done (embankment slopes, slopes or benches of cuts, worksites, landfills, etc.). The planting works should begin immediately to any part of the project in which the earthworks have been completed and the final surfaces are set up and to be proportional to the specific characteristics of any region passing through the project.</p> <p>Anticorrosion projects should follow the earthworks where required, which will prevent the loss of valuable soil and the creation of grooved erosion before sufficient vegetation is developed.</p> <p>All plantings should be done while ensuring irrigation for fast development and maintenance of vegetation.</p> <p>Topsoil that is in the execution area of the project will be collected and preserved for use during the restoration works. In case of excess topsoil in an area, quantities should be transferred from a region or part of the project to another one, regardless of the subcontractors that will be installed following instructions of the supervising agency.</p>	<p>The relevant final landscaping studies have been submitted and approved by the Independent Engineer.</p> <p>Suggestions for the protection of slope embankments and excavations, which include, among others, anti-corrosion measures (hydroseeding), have been formulated in the geotechnical designs and have been adopted by the landscaping design too.</p>
d8	During the operation of the worksites, all the fire	In the area of this project there are no worksite installations and the service is conducted by the licensed

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	<p>protection measures should be taken when the machinery and workshops are in operation, etc., aiming also to minimize the risk of transmission in the wider area of the project. The way the fire protection is organized will be checked by the supervisory department and approved by the competent authorities before the commencement of the works.</p>	<p>worksites of the old contract in the Southern section of Agrinio Bypass and Evinos. 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.</p> <p>Finally, all the machines of the project are equipped with the foreseen fire-fighting measures. Also, at Evinos site (offices, workshop, laboratory, concrete laboratory) there are fire-extinguish means, like fire-extinguishers, sand, water.</p>
d9.a	<p>Pets are not allowed on the construction site and use machinery without the certificate EEC type of noise as specified in paragraph c of this.</p> <p>The Supervising Service is required for checking compliance with those aforementioned.</p> <p>Average energy noise level during operation of fixed worksite facilities is set at 65 dB (A) as provided by the existing provisions.</p>	
d9.b	<p>Concerning during the construction of the project, both the principal and the contractor must comply with all applicable provisions of the Community law, all appropriate measures should be taken in order to minimize the large noise emissions and to ensure that noise and vibration will be within the acceptable limits during the construction of the project.</p>	<p>With respect to the noise, pursuant to the Plan for Environmental Management in terms of the Environmental Monitoring & Control Program noise level measurements have been conducted by an external partner (TTE & Environment) and there was no excess of limits. The measurements had been re-submitted in the annual reports of previous years.</p> <p>The measurements will be repeated in all the successive phases during which this section undertakes a different traffic role in connection with the realization of the remaining sections of "Agrinio Wide Bypass".</p>
d9.c	<p>To monitor the level of noise, annual noise level measurements (index L10 (18h)) should be carried</p>	

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	out. These measurements should be made in the settlements (within their approved limits), in a zone of 200 meters from the boundary line of the road, at a distance of 2m from the front of the nearest residence.	
d9.d	To minimize the noise during the construction phase near the settlements of Kefalovryso and Chaliki of Aitoliko and Rigani, where the available technology does not ensure the acceptable noise levels, should be placed in the spaces of challenge, temporary sound barriers.	
d9.e	Simultaneously with the opening of the first section CH. 0+000 to CH. 13+350 of the road, and in all successive stages that this section assumes different circulatory role in connection with the implementation of the remaining sections of "Agrinio Bypass", it is considered necessary to measure the noise levels to the nearest receivers within the settlement limits of Kefalovryso in Aitoliko (from CH. 0+700 to CH. 1+400). If, during these measurements, the provisions of exceeding the limits of traffic noise are confirmed, the installation of noise barriers is proposed at the required positions.	
d10	The E.T. suggested in the EIS and accompanying the	They are taken into consideration

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	present, do not contradict those above mentioned.	
d11	<p>Change of the project's basic characteristics as described in the EIS, with the terms and restrictions of the present, is possible only if there are substantive differences as regards the impact on the environment and only after approval by the Division of Regional Planning of the Ministry.</p> <p>In all other cases a new decision approving the environmental terms is required.</p>	<p>A file of article 13 of the JMD 11014/2003 regarding the amelioration proposal of Aggelokastro I/C, in order for the process of the environmental license (J/V protocol no. 5400/20-10-08) to be followed, has been submitted to EYDE/YPEHODE. The certification has been approved under the project's JMD of E.T. amendment with protocol no. 144713/23-09-2009. A file of article 13 of JMD 11014/2003 regarding the proposal for lateral toll stations placing with J/V protocol no. 12938/24-7-09 has been submitted. The file has been submitted to EYPE by EYDE with EYDE protocol no.: A/1/013/06/24/4176/17-12-09. After the change of the toll stations type, the lateral tolls of Aggelokastro, Agios Ilias, Rigani, Chaliki are repealed and thus a new 13 File will be submitted, which shall include the new situation created.</p>
e1	<p>Local environment - Sensitive elements - Specially Protected Areas</p> <p>The settlements of the area, the forest areas mentioned in the EIS and the wetlands of Mesolongi – Aitoliko, Ozeros lake, Acheloos river.</p>	<p>Sensitive environmental elements (settlements, protected areas and archeological sites) are taken into consideration in the elaboration of the Designs and the execution of the construction works.</p>
e2	<p>Measures and projects for the conservation of the above elements</p> <p>Described in paragraph (d)</p>	
f	<p>Period to which the given environmental approval is in force - Conditions for its review</p> <p>The above mentioned environmental conditions shall be valid until 31.12.2007 with the condition that they shall be kept accurately. After this date, the owner of the project must be equipped with a new decision</p>	<p>The following shall apply:</p> <ul style="list-style-type: none"> • 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 Aitolokarnania."



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	<p>approving the terms in accordance with the applicable provisions.</p>	<p>• 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"</p> <p>For further renewal of the environmental conditions, the procedures of Law 4014/2011 (OGG 209A/2011) should be adopted.</p>
g	<p>Each term of this Decision may be amended if during the construction or operation of the project the environment is not adequately protected.</p>	-
h	<p>The present report and the submitted EIS of A' type table 1 of the JMD 69269/5387/90 should be at the offices of the supervising service in order to be controlled and shall be demonstrated by the responsible person pursuant to the current legislation.</p>	<p>The term is respected.</p>
i	<p>The non-compliance with the E.T. of this report or their exceeding realization of the projects and activities leading to the environmental degradation, involve – apart from the sanctions by other provisions of the current legislation – the enforcement of those referred to in Articles 28, 29 and 30 of Law 1650/86 to the officers.</p>	-

**2.3 NORTHERN END OF AGRINIO BYPASS (KOUVARAS) – SOUTHERN END OF
ARTA BYPASS (KOMPOTI) AND SOUTHERN END OF ARTA BYPASS (FILIPPIADA) –
IOANNINA (ELEOUSA)
JMD 141564/25.07.2005**

(JMD 141564/25.07.2005)

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b.	<p>Specific limit values of pollutant loads and concentrations emission according to the applicable provisions. As for gas, the allowable concentrations of air pollutants are listed in: Ministerial Council Act 9238/332/2004 (OGG 405B/27.02.2004), Ministerial Council Act 34/30.5.2002 (OGG 125B) and Ministerial Council Act 11/14.02.1997 (OGG 19A)</p> <p>For liquid waste, the current ministerial decisions shall apply and not to exceed those referred to the JMD (5673/400/05.03.1997).</p> <p>Especially for oils, P.D. 82/2004 (OGG 64A/02.03.04) shall apply.</p>	<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>
c.	<p>Specific limit values of noise level and vibrations according to the applicable provisions.</p> <p>Permissible noise level as mentioned in the Ministerial Decision 17252/20.9.92 (OGG 395/V/19.6.92).</p> <p>As for the noise emitted from the construction equipment, the provisions of JMD 37393/2028/01.10.2003 (OGG 1418B) shall apply.</p>	<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. 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> <p>During the current period, no noise measurements were carried out due to the suspension of the construction works.</p>



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d.1	<p>Technical projects and anti-pollution measures or addressing the environmental degradation in general that must be built or taken:</p> <p>The following terms, which are obligatory in meeting them and relate to:</p> <ul style="list-style-type: none"> - the developer of the project - the Services and Agencies responsible for the construction and operation of the Project - the Independent Engineer, who is required to ensure their implementation and to monitor that they are fully adhered to - the heads of these agencies and services as well as the legitimate representatives of these companies, who must ensure their implementation and ensure that they are fully respected - to everyone who, due to his/her position and powers, shall be responsible for the design, approval, tendering, awarding, monitoring certification, delivery and other procedures relating to the construction and operation of the project - the Contractor's project 	<p>An Environmental Monitoring & Control Program in terms of the overall Plan for Environmental Management (submitted in May 2009 protocol no. IC-X-CO-S0000-PRO9251/ACH/KIa/12-05-2009), which includes control procedures for all works referred to in the environmental terms, has been drawn up.</p> <p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services. The monitoring of the terms implementation is held as analyzed in the overall Plan for Environmental Management.</p>
d1.1	<p>During procedures regarding tendering, supervision, receipt, all necessary actions should be done and all necessary measures should be taken to ensure:</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> <p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors</p>

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	<ul style="list-style-type: none"> - compliance with environmental terms by designers and contractors, as part of that concern - the ability to cope and rehabilitate unpleasant environmental conditions due to actions or omissions of the Contractor in breach of the environmental conditions. 	<p>that will provide the joint venture with their services. There are people responsible for implementing the Environmental Management Plan and the compliance with the E.T.</p>
d1.2	<p>The funds for the construction and operation of the road to ensure the required expenditures for protection works of the environment (i.e. planting projects etc).</p>	<p>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.</p>
d.2	<p>In the area of the Prefecture of Ioannina:</p> <ul style="list-style-type: none"> i) To construct a J/V in the CH. 175+700 (area of Terovo) ii) To remove the alignment from the settlement of Ampelia, with the construction of a tunnel of about 940m of length, while removing bridges and cut and cover originally provided in the EIS. iii) Degradation of the motorway to be done in the area of Episkopiko to reduce the visual impact and the occupation of the agricultural land. iv) In the areas of Kosmira (at CH. 196 to CH. 201) and Stavraki (at CH. 203 to CH. 207) a motorway should be constructed according to the designs accompanying the no. 38 relevant of the reasoning. 	<ul style="list-style-type: none"> i) The J/V of Terovo in CH. 175+708 has been studied in the OMO of the subsection 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. 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).

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	As those described in O.09, O.13, O.14 and M.01, M.02 and M.03 accompanying the no. 37 relevant of the reasoning.	
d.3	For any activity or facility necessary for the construction or operation of the project, all permits and approvals provided under the current legislation should firstly be granted, including individual and any required environmental licensing.	The procedure for obtaining all necessary permits and approvals is underway, as specified below. There are no subcontractor worksites in operation since the cooperation has been interrupted, due to suspension of the construction works.
d.4	All kind of individual projects or activities relating to the construction or operation of the project (i.e., borrow pits, quarries or aggregate extraction sites and other materials, permanent or temporary surplus materials landfills, worksite facilities, particle size separation facilities, concrete production and sand production units, Motorist Service Stations (MSS), toll stations, administrative buildings and other commercial activities) are ancillary works of the main project and can be implemented only after submission, assessment and approval of Special Technical Implementation by EYPE/ YPEHODE.	The relevant STIS for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to EYPE and their approval is expected. The submissions of the studies as well as the progress of the approval procedure are as follows: <u>Borrow pits</u> <i><u>Pinakoulia location:</u></i> (Submission to EYPE with Protocol No. 102908/02.04.08 and J/V Protocol No. 2853/IM/εç/01.04.08. Approved with EYPE Protocol No. 138434/03.07.2009) <i><u>Paliokoulia location:</u></i> (Submission to EYPE with EYPE Protocol No. 143393, 10/08/09 and J/V Protocol No. 13478/06.08.09. Approved with EYPE Protocol No. 122353/22.02.2010). <i><u>Makryvouni location:</u></i> Borrow Pit BP14, Makryvouni location, Municipality of Dodoni (CH. 180+000). The Technical Studies and the STIS. The approved studies have been sent along with the explanatory report and other opinions to the responsible of the Municipality of Dodoni. Furthermore, the study has been presented before the City Council and an additional geological report was given. In order for the Municipality to proceed with the leasing of the site, a question was sent to YPEKA Directorate of Natural Resources, Ministry of Interior, and Epirus Region, where setting out the legal vacuum on how to lease the municipal quarries. The Municipality has no objection to the rental of the site,

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		<p>but it wants the best documented legal solution. In response, the General Directorate of Natural Resources of YPEKA, refers to the use of Law 3557/2007, namely 12.2 "additional sites", which provides for the "State assistance" in acquiring any additional sites or/and the "disposal of additional sites by the State."</p> <p><u>Quarries</u></p> <p><i>Toubanos location</i> (QN 08): Submission to EYPE with Protocol No. 12215/6.7.09 of the J/V and approval of STIS by EYPE with Protocol No. 141902/3.9.09.</p> <p><i>Ag.Georgios Glykorizo location</i>: Submission to EYPE with EYPE Protocol No. 101995, 06/03/08 and J/V Protocol No. 2525/IK/EΣ/05.03.08. Approved (protocol no. 205553/28.11.11)</p> <p><i>Selitoura location</i> (QN 13): (EYPE Protocol No. 2196, 03/02/09 and J/V Protocol No. 6871/IM/kla/30.01.09). Approved with EYPE Protocol No. 135889/21.7.09.</p> <p><u>Disposal pits</u></p> <p><i>Pouliana location</i>: (EYPE Protocol No. 143101/04.08.09 and J/V Protocol No. 13265/03.08.09). The design has been rejected by EYPE: 195360/18-1-11 (J/V: 34603/3-3-11).</p> <p><u>Worksites</u></p> <ul style="list-style-type: none"> • <i>Kampi and Gorgomylos site</i>: STIS has been submitted: protocol no. EYPE:107730/05.09.08 and J/V protocol no. 4759/05.09.08. The STIS have been approved with EYPE protocol no. oik136719/23.02.09. • <i>Sikoula location</i>: STIS is drawn up and will be submitted for approval to EYPE with EYPE protocol

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		<p>no. 12763/20-1-10 and J/V protocol no. 19059/18.01.10. The STIS has been approved. (EYPE 202687/24-10-12).</p> <ul style="list-style-type: none"> • <u>"Gymnotopos" location</u>: (STIS Submission: EYPE protocol no.132846/26.11.10 and J/V protocol no. 31644/23.11.10). The approval is pending. • <u>In "Knauf factory" location</u>, offices have been installed in leased area. • <u>Worksite CH 89+240 – CH 89+540 in the Municipality of Stanos</u>: STIS Submission to EYPE (31776/26-11-2012) and return of the STIS (38369/22-02-2012). • <u>"Agia Triada" S3.4 location</u>: ex Municipality of Ag. Dimitrios, now Municipality of Dodoni (CH. 176+000 in the area of Terovo I/C). STIS has been approved. • <u>Ampelia tunnel exit S3.6</u>, ex Municipality of Bizani, now Municipality of Ioannina (CH. 193+000 at the exit of Ampelia tunnel). STIS has been approved. The Technical Environmental Study has been submitted to EYPE to expand the Se.6 worksite, pursuant to those specified in Article 7 of the new Law 4014/2011 (39221/08-11-12); its approval is expected. • <u>Ampelia tunnel exit S3.7</u>, ex Municipality of Bizani, now Municipality of Ioannina (CH. 192+000 at the exit of Ampelia tunnel). STIS has been approved (36014/13-05-11). <p>Temporary Disposals: <u>Within the worksite of Agia Triada (S3.4)</u>. STIS submitted (31008/09-11-10). The EYPE/YPEKA with prot. no.</p>

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		<p>167346/03.04.2013 returned the file for the additional information on the temporary deposit in an approved worksite (code S3.4) in the village of Agia Triada/Terovo I/C (CH. 176+000), Municipality of Ioannina in order to be revised /completed.</p> <p><u>Restoration of old quarries:</u></p> <p><u>E36 "Mirodafni" location</u>, Mirodafni, ex municipality of Ag. Dimitrios, now Municipality of Dodoni (CH. 178+500). The relevant study (EMAA) has been elaborated and submitted to the Municipality (16496/5-11-09). Following Company's relevant request to forward the study for approval, the Municipality of Dodoni, via a reply letter, gives its consent to leasing the area and more specifically the sub-places of E36B and E36C, given that the study has been duly approved (G.S. of Epirus region - Forest Service) (Municipality's protocol no. 23378/12-12-11). The EMAL has been resubmitted for approval by the Forest Service and the Region (39324/10-12-12). Also an opinion on the sub-sites of E36B and E36C has been requested to IB EPCA (39222/08-11-12) and a positive opinion has been received (39360/27-12-12).</p> <p><u>E37 "Makrivouni" location</u>, Perdika, now Municipality of Dodoni (CH. 180+000). The restoration of the area is included in the STIS of ΔΘ BP14.</p> <p><u>E38 "Vasseika" location</u>, Perdika, now Municipality of Dodoni (CH. 181+200). The licensing procedures stopped due to negative opinion by the IB ΕΠΚΑ.</p> <p><u>E39 "Krifovo" location</u>, Krifovo, now Municipality of Dodoni (CH. 182+600). The relevant study (EMAA) has been elaborated and submitted to the Municipality (16496/5-11-09). The restoration is not possible because the disposal of the material has already been carried out.</p> <p><u>E50 "Old quarry of Pedini"</u>, Pedini, ex Municipality of Bizani, now Municipality of Ioannita. The relevant study (EMAA) has been elaborated and submitted to the Municipality (22582/12-04-10). During the current semester the relevant study (EMAA) has been re-submitted for approval to the Forestry and the Region (39323/10-12-12).</p>

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		<p>According to the above mentioned, the deposits to restore quarries, which were ultimately promoted are in the locations of E36 (sub-sites B & C) and E50.</p> <p>The process of the environmental licensing of the ancillary projects is now included in Law 4014/2011 OGG 209A/2011).</p>
d.5	<p>No permit, authorization or approval from any authority or the Independent Engineer for the implementation of any individual project, activity or extension that is not described in the EIS, and therefore not covered by this decision, for which environmental authorization is required in accordance with the applicable law, without previously being environmentally approved by EYPE/YPEHODE.</p>	<p>Pursuant to the Environmental Term d4, the environmental approvals are given after the elaboration and approval of the relevant STIS by EYPE. For all licensing submitted up to now, the necessary STIS have been elaborated, for which a detailed report is being held above.</p> <p>The environmental licensing is now issued in accordance with Law 4014/2011 (Government Gazette 209A/2011)</p>
d.6	<p>If concrete and asphalt production worksite units are installed, these should be at least 500m from the boundaries of the settlements and take all necessary measures to protect streams of the region, particularly in the areas of Amvrakikos and Amvrakia lake.</p>	<p>It has been ensured that the layout planning of concrete and asphalt mix production units abide by the aforementioned restrictions, as specified in the submitted STISs already approved.</p>
d.7	<p>The deforestation that will be made should be strictly necessary. Also, the rehabilitation of the intervention zones should be made both for reasons of protection</p>	<p>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.</p>

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	and improvement of the beauty of the landscape, harmonized to the local character.	
d.8	For the construction of all types of projects (structures, road surfacing, embankments, etc.) the excavation materials of the digging works will be used. In addition to those aforementioned, any materials for the construction of the project may be required either from legally operating quarries of the region, which should have the required JMD for approval of environmental terms and provided that they are laid down either by the quarries - borrow pits which may be created in accordance with the applicable law after the necessary environmental licensing, under environmental term no. 4.	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. During the report period, neither constructions works nor earthmoving works were held.
d.9	The disposal of the inappropriate excavation materials to be carried out in positions that shall not affect the flow of the surface waters, shall not be wooded areas and shall be placed at least 250 meters from the boundaries of settlements, archaeological sites, cemeteries, etc. In any case, care shall be taken to avoid entrainment of deposited materials from rain. Throwing even temporarily gravel and other aggregates in the beds of streams and rivers is	It has been taken into account in order to find possible sites to dispose materials and has also been taken into account for the preparation of the respective STISs that were submitted to EYPE. The implementation of the E.T. with respect to the protection of water recipients from the disposed soil material is controlled via the Environmental Monitoring & Control Program. 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. More specifically, a technical study for E36 (former quarry - sub-sites E36A, E36B and E36C) and E39 old quarries restoration as well as for the old quarry and E50 of Pedini was submitted. During the current period, an EMAA has been re-submitted for the sub-sites E36B & E37C at the Forestry of Ioannina, as well as for the space E50 (old quarry of Pedini). The approval of the EMAA is expected.

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	prohibited.	<p>Temporary material deposition was adjacent to the front exit of the Ampelia tunnel. The volume of the deposition, in the output of the Ampelia tunnel, at the left front, has been reduced significantly. Complete removal of materials will be carried out after the restarting of the works. For this space the Technical Environmental Study has been elaborated and submitted for the extension of the S3 worksite (39221/08-11-12), and its approval is expected.</p> <p>Temporary disposal of material is carried out within the worksite of Agia Triada for which a relevant STIS has been submitted to EYPE (31008/09-11-10) and its approval is expected.</p> <p>The approvals for the STIS regarding the space E9 S2 (prot. no. JV: 37643/5-10-11), for the space E6 S2 (prot. no. JV: 37643/5-10-11), E5 S2 (prot. no. JV: 37643/5-10-11), E4 S2 (prot. no. JV: 37643/5-10-11) are expected.</p> <p>As part of the environmental licensing of the disposal pits required, the J/V has submitted the relevant STIS for the sites E8 S2, E3 S2, E2 S2, E1 S2 (JV: 6757/23-1-09) which were withdrawn from the J/V (JV: 34716/10-3-11). These STISs were withdrawn because the J/V application is pending (JV: 23892/11-5-10) for Designation Act adoption by the competent Forestry.</p> <p>The STIS for the area of "Pouliana" E1 S3 has been rejected by EYPE due to forest character in combination with the E.T. D9.</p> <p>Materials are temporarily stored at CH. 11+000, in a rented space, and in Evinos bridge. The materials will be removed and integrated in the project, with the onset of the operations.</p>
d.10	For any kind of work or facilities within areas of forest character the intervention approval, required by Law 998/79, must previously be granted. The reforestation removal should be preceded in the case in which the project will be constructed in reforested area prior to	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, 'The occupancy, reclamation or coverage of forests or forest areas that are included in the boundaries specified in the designs of Annex 7 and in accordance with the terms and conditions of the agreement are permitted. This law approves the change of use, revokes the re-

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	receiving the intervention approval.	<p><i>forestation and grants intervention permits and permits for felling works to the above sites'.</i></p> <p>As regards the ancillary works, the required procedure is preceded by the STIS submissions pursuant to 998/79. During the current period, no actions for sites characterization act of ancillary works or approval intervention were requested.</p> <ul style="list-style-type: none"> • A characterization act was requested for the proposed location of borrow pits (restoration of old quarries E36, E37, E38, E39, E42 and E50) • A certificate of characterization act finality was issued for the borrow pit BP14 • Requests for a characterization act were sent to Agia Triada sites S3.4 and Ampelia S3.6 exit tunnel (prot. no. 26604/13-07-10 J/V). • A request was sent for the S3.7 worksite of Ampelia tunnel entrance (27590/05-08-10) and a positive opinion was received (31034/09-11-10). Also, the decision for STIS approval was sent. <p>During the current period no other actions for characterization acts of ancillary works or of intervention approval are required.</p> <p>An installation protocol for the B/P at "Paliokoulia" position BP11 (08.03.2012) is signed.</p>
d.11	All redundant excavation materials should be separated from waste or other solid waste and should be disposed with proper configuration in approved areas.	<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. Temporary disposal of suitable excavated materials is carried out in the approved worksite of Agia Triada. There is also disposal in Ampelia exit, on the left side of the front. The removal of the materials will be carried out with the re-start of the works.</p>
d.12	Worksite infrastructure serving the project's needs (snow removal etc.) during its operation to be created	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.

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d.13	<p>Regarding the worksite facilities of Stone processing and concrete production when installed, to implement the following:</p> <ul style="list-style-type: none"> - The dust emitted from the crushing operation assembly will be minimized through water sprinkling at critical positions as crushing stages and the output of the product from the assembly. - Shipments of aggregates and cement will be made with closed conveyors or bolts that will be dedusted through filters. - For the preparation of concrete closed systems of wet type will be used. - The cement storage silo should have dedusting filters and the relief valves will volatilize in filters. 	<p>Two crushers (a mobile and a stable one) were used within S3 section and a mobile crusher within S2. To minimize dust generation, especially in stable systems, a continuous erosion of piles of aggregate was held - chemical and a wetting system of the material with beck was placed onto the crusher conveyor belt. Also, during the fall of materials tall from the conveyor belt, a material tall cone was left to be created, in order to avoid the dust generation. Finally, the transfer was realized with closed conveyors.</p> <p>There are no facilities of bituminous production and concrete production in the said sections. The supply, when required, is being realized by external, environmentally licensed, partners. In cases of future facilities, the content of terms d13 and d14 will be examined under the Plan for Environmental Management and the Environmental Monitoring & Control Program which includes protection measures for all the aforementioned to the environmental terms. 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>
d.14	<p>Bitumen production plants must be equipped with fabric filters or equivalent performance system, on a rotary kiln for only-drying aggregates, the sieves, temporary aggregates deposition silos, material lifts and any other location allowing dust emission or particulate matter.</p>	<p>For future concrete or asphalt production plant, which will be installed in the approved worksite locations, the approved STISs, which provide those aforementioned in the environmental term, will be met.</p>
d.15	<p>Prior to the commencement of the construction of each section of the project to alert on time and in written the relevant Archaeological Services (ΙΒ', ΑΓ' and ΑΣΤ' ΕΠΚΑ, 8th ΕΒΑ) will receive special attention during the</p>	<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. In the event of the installation of an ancillary project or modification of the main road project, the advice of the</p>

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	<p>construction of the project in the following positions which fall in its broader area.</p> <ul style="list-style-type: none"> - In Amfilochia I/C - Kompoti I/C, near Argos and at "Paliokoulia" position, north to the settlement of Menidi, where remains of ancient fortifications are preserved. In Plakoti – "Paliokoulia" position Krikelvos position - In Gorgomylos I/C – Philippiada I/C 1. At "Kastropoula" and the settlement of Chanopoulo which is a preserved archaeological site. 2. In Castri of Old Philippiada where traces of Wall, buildings and classical and Hellenistic cemetery are identified. 3. At "Ancient Orraon", District of Ammotopos, preserved archeological site 1st Institutional Zone A protection. 4. "Kokkino" hill or "Castri", in the settlement of Vathi, in front of the settlement of Kerassona where remains of archeological Wall are preserved. In Gorgomylos I/C – Avgo I/C section 1. In "Varlaoum" position with remains of ancient citadel 2. "Castri" hill in position of Mavrodafni with remains of Acropolis 	<p>competent archaeological services is taken. During the current time period no works were carried out.</p>

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	<p>3. "Avlotopos" position, at Pesta, preserved archaeological site</p> <p>4. "Palioklissi" position, at Pesta, where a building in form of chamber has been identified.</p> <p>5. In "Perdika" where an ancient cemetery has been identified.</p> <p>6. On the hill of "Kalogeritsa", at Theriakissio, a preserved archaeological site</p> <p>7. District of Avgo, on a hill on the west side of the village which is in proximity to the road axis and the Avgo node, where a carved tomb has been detected.</p> <p>In Avgo I/C - Egnatia I/C section (lowland)</p> <p>1. District of Episkopiko on the Castri hill, which is located in close proximity to the road axis and the Avgo node, and where citadel has been recently detected.</p> <p>2. In the wider region of Ampelia district where surface archaeological discoveries have been made.</p> <p>3. Agia Marina position, district of Pedini, which is in close proximity to the OA and Egnatia node (lowland) and where a settlement of the Iron Age has been identified.</p> <p>4. In Agios Apostolos position, under the Bridge of Egnatia Odos, between Ampelia and Pedini, where building remains of the Hellenistic years and a tomb</p>	

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	<p>are found.</p> <p>- In section of Egnatia I/C (Pedini) – Eleoussa I/C</p> <ol style="list-style-type: none"> 1. In Dourouti where an ancient settlement and cemetery are found. 2. In the wider region of Neochoropoulo, where surface archaeological discoveries have been made. 3. In Marmara where indicating the existence of a citadel. 4. In Stavrakio, east of the village, where a prehistoric settlement has been identified. 5. In Zodochos where building remains are localized in direct proximity to the Eleoussa node. 6. In ancient Passarona, Kastri hill: designated archaeological site <p>The alignment of the road should not affect the region nor the environment of the Fortress of the Pente Pigadia, as indicated in the doc. with prot no. YPPO/ARCH/V1/F33/30683/1017/1999 during the pre-approval phase concerning the positioning of the project.</p> <p>Upon detection of antiquities, the works will be interrupted and a rescue excavation survey is going to follow; the continuation of these works will depend on the results of this survey, after</p>	

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	<p>consultation with the appropriate Boards of the Ministry of Culture. All works will be conducted under the supervision of employees of the competent services of the Ministry of Culture (IB', and ΑΣΤ' EPKA, 8th EBA), which will be notified by the contracting companies one month before the commencement of these works. Particular attention should be paid to CH. 93,80 to 94,20 (Ancient Limnaia), 103,80 to 104,10 (Amfilohiko Argos), 178,50 to 178,70 (walling of citadel). The cost of all works to be performed by the competent ΑΣΤ' EPKA, the 8th EBA will be covered by the appropriations from the project, in accordance with Article 37 of Law 3028/28.06.2002. When this expense exceeds the 10% of the project budget, a written statement - after a relevant question of the competent Department of the Ministry of Culture - of the body of the project is required.</p>	
d.16	<p>The developer of the project must ensure the proper operation of facilities and the removal of waste from the road users by skilled personnel at regular intervals. You should also clean the points where flammable materials are gathered (papers, etc), especially during the summer months where increased risk of fire is</p>	<p>It concerns the operation phase.</p>

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	presented.	
d.17	Any kind of rubbish, waste materials, old parts and machinery, oil, all kinds of grouting agents, etc., and materials combustion (tires, oil, etc.) in the work area should be collected and removed; their disposal should be done in accordance with the current provisions. Any kind of material combustion (wires, oils, etc.) is prohibited in the said 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"> • There are no operating subcontractors' worksites. The collaboration was interrupted due to the suspension of construction. • Agia Triada worksite: It is not used as a worksite area. There are no trash-parts etc. • Ampelia worksites (S3.6 & S3.7): As part of the suspension of the works, the subcontractor (OSSA) removed its equipment, facilities and any kind of waste. The dangerous waste was received from authorized recycling companies.
d.18	Any toxic solids such as batteries and scrap metal, tires, etc. will be collected and disposed in accordance with the current provisions.	<ul style="list-style-type: none"> • The subcontractors, under the suspension of works, evacuated the waste oils from the worksite areas (receipt from ELTEPE). There are no oil changes elsewhere in the project.
d.19	<p>Pollution of surface and ground waters from any kind of oils, fuels, etc. is prohibited. Also, the disposal of old oil on the ground is prohibited. The management of used oils should be in accordance with the provisions of P.D.82/25.2.2004 (OGG 64/2.3.2004) on "Establishment of measures and procedures for the management of previously used oil" (B '40). Measures conditions and program the alternative management of waste oils, which replaced the JMD 98012/2001/95 (Gov. 40/V/19-1-96).</p> <p>The management and disposal of hazardous waste</p>	<ul style="list-style-type: none"> • An agreement with the Municipality of Filippiada and Ksirovounio has been made on the disposal of urban waste (there is also relevant document), which is collected in special bins of the Municipalities using garbage trucks and is led to HYTA of Vlaherna. <p>Regarding the management of the environmentally dangerous materials, the following agreements have been contracted and are valid with the responsible companies:</p> <p>A) For the management of used oil – ELTEPE 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</p> <ul style="list-style-type: none"> • 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

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	will be carried out in accordance with No. 19396/1546/08.07.1997 JMD "Measures and conditions for the management of hazardous waste" (OGG 604V).	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. For the said time period, there was no waste production because there is neither construction activity nor use of machinery.
d.20	Any kind of modification or intervention to an existing infrastructure project (i.e. water supply, sewerage etc.) should be done in collaboration with the relevant agencies, to ensure their satisfactory operation. Repair of network utilities affected to be done immediately.	All PUOs involved have been contacted (pursuant to paragraph 7 of Special Conditions of Contract) in order to opinion on their networks and the relocation of those. More specifically, PPC update for its networks has been completed. For sections where there will be a blockage with irrigation or sewerage systems the relevant actions shall be held in order for the PUO to be informed.
d.21	The possibility of relocating the alignment of the road axle under design should be studied: <ul style="list-style-type: none"> a. where intersecting with already approved settlement boundaries b. where there is not the limit of 100m imposed by the directions of the prior study on preliminary positioning and given the fact that there were pre-existing settlement boundaries as well c. where, out of the boundaries it includes individual buildings or structured nuclei in its coverage area, mostly newly built buildings incorporating some investment costs. In the 	The term is taken into account in elaborating the designs and is documented in the Environmental Protection Report which accompanies each road study, when submitted for approval to the IE. This means that the realization of the condition is ensured through the designs approval process held by the Independent Engineer. 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. As regards the subsection 306, branch 3 of the I/C 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 (39m), resulting in the removal from the hatchery. It has to be noted that the proximity of the hatchery was foreseen during the phase of elaboration and during the phase of the EIS publication, where the involved parties are informed and are entitled to



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	event that a building is in connection with the project, to enable the proprietor - if the latter wants it - to expropriate or retain the ownership and use of the property.	protest. Such action of complaint was not reported. In addition, as mentioned the branch has been removed at 20-39m., therefore it is optimized with respect to the EIS.
d.22	During the construction phase to develop and implement worksite signage study with appropriate warning signs and light signals (mainly at night) to avoid the risk of accidents.	An Environmental Monitoring & Control Program in terms of the overall Plan for Environmental Management which will include protection measures for all works referred to in the environmental terms, has been drawn up. The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.
d.23	During the perforation, mechanical equipment to be used in order to contain the dust.	<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:</p> <ul style="list-style-type: none"> ▪ 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. ▪ Cleaning debris materials from trucks before leaving the worksite and regular cleaning of the existing road network to be used. <p>The penetrating machines used in Ampelia tunnel, had been certified and they were holding dust filters. The penetrations in the tunnel are completed.</p> <p>2. Regular wetting of the surface with a tanker was held in the pile of material temporary drop at Ag. Triada. Wetting was held in all worksite roads, before the suspension of the works.</p>
d.24	Regular wetting of worksite materials etc., to be conducted in order to reduce the dust during the execution of earthworks.	
d.25	Regular wetting of all bare surfaces is required during summer, so as to prevent dispersion of dust.	
d.26	Excavation products and aggregates to be transported from and to the project and coverage of heavy vehicle carriers with a suitable cover. Their passage through the settlements is prohibited. In case this not possible, a written approval should be given by the supervision service.	
d.27	Washing the wheels of trucks before their exit from the worksite and regular cleaning of the existing road network to be used, for approaching the worksites,	

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	from material debris.	Due to suspension of works, during this semester, materials were not transported and therefore trucks did not circulate on local road network and on the access roads.
d.28	In case of creating large embankments and special uses in contact with the expropriation zone to examine the possibility of suitable construction (wall) holding the foot, which will be a natural limit to the perimeter of the embankment and a starting point for the construction of the embankment. A space between the wall and the base of the slope to be provided, which will be filled with coarse materials for easy removal of the water.	The term is taken into consideration in the designs and is documented in the respective Environmental Protection Report accompanying the current road design when submitted for approval to the IE. This means that the realization of the condition is ensured through the designs approval process held by the Independent Engineer.
d.29	<p>Planting after carrying out special planting designs of all surfaces susceptible to vegetation (worksite spaces, disposal areas, ditches, embankments, node islets etc.).</p> <p>Emphasis should be given to planting trees and ensuring appropriate conditions for their satisfactory growth (minimum topsoil of depth of 1m).</p> <p>The planting works should begin immediately to any section of the project in which earthworks are completed and the final surfaces are set up.</p> <p>As regards plantings to ensure with watering, through pipelines, the rapid development and maintenance of vegetation. The care of plants should be continued</p>	<p>No need for reconstruction of any site during the report time period has arisen, but in any case, the term will be observed. The observance of the term will be controlled by the Environmental Monitoring & Control Program.</p> <p>Regarding the relevant designs for the reference period.</p> <p>The design of restoration works and their budget constitute an integral part of every ETME design (disposal pits, borrow pits, worksites, etc.)</p>



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	<p>throughout the project life.</p> <p>Collection and preservation of top soil in the project execution area in order to be used for the landscaping restoration. Please use native species to restore this vegetation.</p>	
d.30	<p>During the operation of the worksites all measures for fire-protection should be taken against fire when operating machinery, workshops, etc., and to minimize the risk of fire spread in the wider area of the project. The way in organizing the fire protection shall be audited and approved by the Supervising Service before the commencement of the works.</p>	<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. 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 are provided. Fire stations have been installed at critical points in the work fronts.</p> <p>Finally, to those mentioned in P-18 process are met under the Health and Safety Plan.</p>
d.31	<p>As for the noise, the Contractor of the project construction should comply with all applicable provisions of Community law, all appropriate measures should be taken in order to minimize the large noise emissions and ensure that noise and the vibrations will be within the acceptable limits during the construction of the project.</p>	<p>With respect to the noise during the construction of the project, pursuant to the Program for Environmental Management and in terms of Environmental Monitoring Control Program noise measurements are conducted parametrically of the worksite and the construction faces and the results were within the allowable limits. The said measurements are reflected in maps depicting the extent of the construction of the project and the location the measurements were made. The said maps as well as the measurement, which are repeated at regular intervals (monthly), were included in the noise measurement issue, which was submitted with the annual report, in the past.</p> <p>During the current semester, no noise level measurements were conducted because of the suspension of the</p>

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		<p>construction works. In any case, the legislation applicable on noise is referred to in term c.</p>
d.32	<p>Upon the launch of the project, quarterly sample sound measurements of indicators L10 (18h) or Leg (08:00-20:00) will be carried out, as defined by the MD 17252/20.9.92 (as referred to in section (c) hereof), and the indicator Lden, as defined in the "Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 on the assessment and management of environmental noise" (Official Newspaper EU L 189/12, 18.7.2002). The traffic volume should also be monitored. The results of sound measurements and the congestion recordings, along with the point, the date and time of measurement, the prevailing meteorological conditions, details and date of last calibration of sound level meter and the name of the controller measurement will be recorded in a reporting format. Should routinely recorded exceedances of the applicable limit for the road traffic noise, the construction and operation body of the project must take immediate appropriate measures to remove excesses. These measures will be the subject of a special study, which will be submitted for approval to</p>	<p>It concerns the operation phase.</p>

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	EYPE/YPEHODE.	
d.33	As regards sections of the project that are less than 200 meters from the town plan limit when planning and implementing the project, the possibility of installing noise barriers should be foreseen if it is required to do so in the future.	<p>With respect to the provision of placing noise barriers, which concerns the operational phase of the project, with the finalization of the road designs, a Special Acoustics Study for Noise Protection, which shall be submitted for approval to EYPE/YPEXODE, shall be assigned and submitted.</p> <p>The Noise Acoustic Study will examine the areas that are less than 200 m. from the town plan boundary, as well as any existing sensitive uses in areas outside the village limits.</p> <p>Pursuant to the submitted Final Road Designs and as tested in the Final Environmental Assessment Reports of the subsections 302, 303 and 306, the installation of noise barriers may be required in the settlements of Ag. Christoforos (settlement – subsection 302), Episkopiko (subsection 303) and in "Pindos" incubator (subsection 306). In these positions, the cross section of the motorway is such that it allows installing noise barriers in the future, on the shoulder of the road, if this is deemed necessary.</p>
d34	Protection of settlements from noise during the construction phase is required. The performance of noisy works (earthworks and use of jackhammers), are prohibited in the said settlements during quiet hours.	<p>The monitoring of the parameters, mentioned in the E.T. through vibration monitoring program, in the areas of entry-exit tunnel of Ampelia and in the areas with construction of trenches, is conducted, Amfilochia, Menidi, Gymnotopos etc. When construction works with vibrations are conducted, with possible cause of vibrations, the parameters referred to in the E.T. will be monitored via vibration monitoring programs and if they exceed the limits, the appropriate measures will be taken.</p> <p>During the preparation period of this report, locations of noise disturbance are not identified. Noisy works are done outside the populated areas and are avoided during quiet hours.</p> <p>In <u>section S2</u>, Marlesi is the settlement closest to the work front, situated about 1,5 km away from where the works are carried out</p> <p>In <u>section S3</u>, the settlements closer to the work front are:</p> <ul style="list-style-type: none"> ▪ Ammotopos and Gymnotopos located within 2 km and 1 km around respectively, from where the works

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		<p>are carried out.</p> <ul style="list-style-type: none"> ▪ Ampelia settlement, where the tunnel is constructed. Noise and vibration measurements were carried out and no limits exceedances were noticed. <p>The last six months there were no other noise measurements due to the suspension of construction works.</p>
d.35	<p>Worksites must be surrounded with elegant enclosures - noise barriers for both noise reduction and safety of the passing cars.</p>	<p>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.</p> <p>The worksite of Agia Triada was used as a disposal area and has been temporarily fenced. The subcontractors worksites were fenced, except for the worksites on the body of the road (entrance and exit of Ampelia)</p>
d.36	<p>In sections of the project, in a distance less than 300m from the Lake of Amvrakia, a wire of <1cm diameter to be inserted in order to avoid chick amphibians passage during periods of mass immigration.</p>	<p>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.</p>
d.37	<p>Machinery remaining and used on the construction site is not allowed without the approval certificate of noise, EOK type, as defined in paragraph c of the present. The Supervising Service should ensure compliance with those aforementioned.</p>	<p>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.</p> <p>The last period no construction works were carried out.</p>
d.38	<p>In construction activities (tunneling, construction of trench, etc.) where vibrations may arise, the construction body must install, at critical points,</p>	<p>A vibration grapher has been procured, control and vibration measurements are carried out and the results, which are attached to the annual reports, were within the allowable limits.</p> <p>In January, February of last year, explosions were held in the area of Menidi (S2) and in section S3 (trenches).</p>

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	<p>measure and record system of all significant variables of the phenomenon. This system will measure and record ground displacement, velocity and acceleration versus time.</p> <p>The level of the vibrations should not in any case exceed 0,5 m/s² of weighted acceleration or 13mm/s equivalent peak ground velocity particle, to the building closer to the production point of vibrations or other structure.</p>	<p>Explosions are done by external partners who have licensed explosives (there is a copy of the license). Also, during the explosions and vibration measurements, the results are recorded. The works done this specific period of time does do not cause any damage to manmade structures and antiquities and cause no nuisance to neighbors and passers-by.</p> <p>In the S2, Marlesi is the closest settlement to the work front, situated at a distance of approximately 1,5 km from the point of the works.</p> <p>In section S3, Ammotopos and Gymnotopos are the settlements closest to the front work, located within 2 km and about 1 km, respectively, from the point of the work done.</p> <p>Measurements were also made in the past, in the entrance and exit of Ampelia, and the nearest receivers. There was no vibration at the nearest receiver (residence in Ampelia and the nearest building - tank).</p> <p>No construction works during the current period; therefore no measurements were carried out.</p>
d.39	<p>The concessionaire should prepare a contingency plan and have all the necessary tools to address a possible accident during handling tankers with hazardous liquid fuels along sensitive water recipients. More specifically, in order to address the accidental pollution and prevent pollution of ecologically sensitive wetland ecosystems with oil or hazardous substances (Evinos) examining the possibility of constructing appropriate retention and separation reservoirs (tanks). These tanks are connected to the system rainwater of the motorway so as to be able to address any case of accidental pollution. The design and sizing of the tanks to be</p>	<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.</p>

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	arranged on a special study of risk assessment (risk assessment study) which will be prepared with care of the institution of the study project.	
d40	Applying modern methods and technologies to allow direct tunnel entrance to the tunnel in ancient Kalydona on the mountain massif limiting the open excavations in the entrance and exit foreheads should be applied. The maximum level of open excavation works in the areas of the project is set indicatively the height of 5m above the clavicle of the tunnel, above which the open-surface excavations are prohibited.	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. According to the layout planning design of Ambela tunnel exit (IC-C-CO-S323N-MO-0200-000-TUN-PRX-FL.093.IS.01.01-0 and IC-C-CO-S323N-MO-0200-000-TUN-GTD-FL.193.IS.01.01-0) no surface excavations arise at the front >5m, except for the temporary ones. The layout planning of the front will be carried out via excavation and re-embankment. A report of environmental assessment has been submitted to the Independent Engineer for the Design of layout planning of entrance where cover structures and front support with gabions are foreseen (IC-C-CO-S323N-CW-0200-000-ENV-EPR-RP.000.01.01-0/25-11-2009). The filling material will be rock, resulting from the excavation of the front. The relevant design has been approved.
d41	Care should be taken for the rescue – escape of those entrapped in case of emergency in the tunnel of Ampelia and in the tunnel near CH. 117. To construct lateral arcades connecting the tunnel tubes so that their in-between minimum distances to be greater than 350m.	For Ampelia tunnel, a risk analysis study has already been elaborated - risk analysis study which provides the opening of two escape cross routes.
d42	During the construction of the project, the accesses to the settlements and generally to the spaces of various uses (commercial activities, houses etc.) should be maintained.	The observance of the term will be controlled by the Environmental Monitoring & Control Program. In the past there was the need to construct structures in passing roads in Menidi Area and Stanos of Amfilochia, where, via bypasses, the access to villages, rural areas etc. special care is given so that the access to neighbouring properties is not blocked. Letter was sent to the Traffic Service and the Municipality of Filippiada in order for them to be informed as regards



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		the Traffic Regulation for the needs of the construction works execution on Gymnopotamos Bridge, at the village road of Gymnopotamos – Dryofuto
d43	To ensure the uninterrupted flow of the surface water by constructing all required structures and considering a return period of at least 50 years, excluding any stream filling with debris etc, to avoid phenomena of stagnant water and flooding.	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. Besides, it constitutes the principle of the design which is imposed by the KME
d44	During the construction of the structures, the passage of wildlife, with minimum dimensions, should be ensured in accordance with those provided in the EIS (chapter 7) of the project.	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. Finally, during the construction phase, care should be taken upon restart of the works.
d45	During the study regarding the construction of bridges of the project, an hydraulic study that outlines all measures to protect from corrosion of the natural slope of the project should be done.	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.



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d46	<p>At least two automatic stations measuring air pollution and wind should be placed. The mounting of the station will be determined after the relevant approval of EYPE/YPEHODE; the minimum potential of the station should include:</p> <ul style="list-style-type: none"> - Measurements of temperature, humidity, wind speed and direction, Concentration of VO, NOx, SO2, BTX measurements (benzene - toluene and xylene), TSP and PM10. 	<p>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.</p>
d47	<p>Immediately after signing the contract, the concessionaire must create an Environmental Service, providing the necessary staffing and logistics, as well as the necessary powers and resources to fulfill the obligations of the next term.</p>	
d48	<p>The above Environmental Service will be the link between the concessionaire and the competent Departments of the Public Administration and will be responsible for the compliance with the environmental conditions, the implementation of the impact monitoring programs, the submission of the required periodic reports and petitions, in accordance with term 27, and for the design, development and implementation of a program of environmental</p>	<p>Environmental Service with permanent staff and external partners.</p>

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	<p>monitoring and control. Within a period not exceeding one year from the signing of the concession the content of the environmental monitoring and control program should be submitted for approval to EYPE/YPEHODE, as well as the staffing and sub-structure of the above the Environmental Service.</p>	
d49	<p>By January 31 of each year the body of the construction or operation of the project shall submit a statement to EYPE/YPEHODE setting out:</p> <ul style="list-style-type: none"> - The course of the construction of the projects, accompanied by detailed documentation of compliance with the environmental conditions. - Parts of the project that have been received or delivered for operation. - Permits or authorizations granted in accordance with the terms of the present. - Studies awarded, qualitative, quantitative and economic data on environmental protection projects and the percentage that the costs for these projects represent, in relation to the total expenditures for the construction of the project. - Anti-pollution and environmental protection works to be made for the next year. - Summary of results concerning the noise 	<p>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.</p>

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	<p>monitoring, the measurements of air pollution and the monitoring program of water quality.</p> <p>- Problems encountered, contingencies and any information or suggestions that could be useful to mitigate any adverse environmental impacts caused by the construction or operation of the project.</p>	
d50	<p>The environmental conditions compliance proposed in the EIS (Chapter 8), which accompanies the present, shall apply if the said conditions are not consistent with those mentioned above and the remedies proposed.</p>	<p>They are taken into consideration.</p>
e1	<p>Local environment - Sensitive elements – Specially Protective zones. The ecologically sensitive areas of the project is the Lake of Amvrakia (AG00020025), the Lagoon of Katafourko (AG00060068), and the river of Louros (AB3090025)</p>	<p>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. The Department of Environment has elaborated a map with the environmental commitments, and pursuant to data under the EIS, which constitutes a tool for exploring of additional spaces and other works, and assistance for all persons involved to the construction.</p>
e2	<p>Measures and projects in order to maintain the above elements</p> <p>No further measures are required in paragraph 5</p>	-
f	<p>Period for which the given environmental approval is</p>	



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	<p>valid - Conditions for its review</p> <p>The above mentioned environmental conditions are valid till 31.12.2015 and on the condition that they will be met accurately. After this date, Article 4 of Law 1650/86 will be met, as replaced by Article 2 of Law 3010/2002 and Article 13 of the JMD 11014/703/F104/14.3.2003 (OGG 332B/20.3.2013).</p>	<p>For the renewal of the environmental conditions the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) will follow.</p>
g	<p>For the modernization, improvement, expansion or modification of the project, as described in the EIS with the terms and limitations of this decision, the procedure - laid down in Article 13 of the JMD 11014/703/F104/14.3.2003 - is required to be met (OGG 332B).</p>	<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>
h	<p>Each term of this Decision may be amended in accordance with Article 2 of N.1650/86 as replaced by Article 2 of N.3010/2002. It is for the same reasons that new environmental conditions may be put, if this results from the developments in the field of protection and management of the environment.</p>	-
i	<p>The present and the accompanying EIS should, in any control, be located at the offices of EYDE/OAP (road axle with concession) as well as at the site and the Administration Centre of the project and must be presented in each jurisdiction, in accordance with</p>	<p>The term is met. The EIS and the JMD are kept in the J/V's headquarters, as well as in the subcontractors' and the worksite offices.</p>



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	current legislation.	
j	The non-compliance with the E.T. of the present and any realization of projects and activities that will result in environmental degradation, involve - in addition to the sanctions by other provisions of the current legislation - the enforcement of those prescribed by the provisions of Articles 28, 29 and 30 of Law 1650/86 to the operators, as amended by Law 3010/2002 (OGG 91/A/2002)	



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2.4 ARTA BYPASS

(JMD 120756/96/03.06.1997, JMD 132550/31.07.2003 & JMD 137938/31.12.2003)



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b	<p>Specific limit values of pollutant loads and concentrations emission according to the applicable provisions</p> <p>For gaseous, the allowable concentrations of pollutants are listed in: JMD 9238/332/2004 (OGG 405V/27.02.2004), Act of CM 34/30.05.2002 (OGG 125B) and Act of CM 11/14.02.1997 (OGG 19A)</p> <p>For liquid waste the applicable prefectural decisions shall apply.</p>	<p>All measures are taken into consideration pursuant to the current legislation.</p>
c	<p>Specific limit values of noise level and vibrations according to the applicable provisions</p> <p>Maximum permissible noise as mentioned in the ministerial decision no. 17252/20.9.92 (OGG 395/B/19.6.92).</p> <p>For construction, regarding noise the following provisions shall apply:</p> <p>v) Min. Decision 2640/270/OGG 689/V/18.8.78 vi) Min. Decision 56206/1613/ OGG 570/B/9.9.86 vii) Min. Decision 69001/1921/OGG 751/B/18.8.88 viii) Min. Decision 765/OGG 81/B/21.2.91</p>	<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 to resolve noise problems in accordance with the environmental terms, has been drawn up. The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>During the preparation of this report, there was no location/section causing a nuisance. If this happens, the appropriate measurements will be made and the necessary measures will be taken. It has to be noted, however, that the works carried out in that section (construction of fiber-optic network – improvement of the existing road) do not cause nuisance because they are conducted outside the residential areas.</p>
d1.a	<p>Terms relating to the structures and measures to address environmental degradation (paragraph d) are mandatory and relate to:</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. The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors</p>



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	<ul style="list-style-type: none"> - the project owner - the Services and Agencies responsible for the construction and operation of the Project - to everyone who, because of their position and powers, shall be responsible for the design, approval, tendering, awarding, monitoring, certification, delivery and other procedures relating to the construction and operation of the project - the Contractor's project for the section that they will be transferred by the project owner 	<p>that will provide the joint venture with their services. There are people responsible for implementing the Environmental Management Plan and the compliance with the E.T.</p>
d1.b	<p>In the procurement, tendering, supervision, receipt procedures all necessary actions to be made and all necessary measures to be taken to ensure:</p> <ul style="list-style-type: none"> - compliance with the environmental conditions of the Contractor - ability to cope and rehabilitate unpleasant environmental conditions due to actions or omissions of the Contractor in breach of the environmental conditions. 	<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. 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. There are people responsible for implementing the Environmental Management Plan and the compliance with the E.T.</p>
d1.c	<p>Credits for the construction and operation of the project ensuring, by priority, the required expenditure on environmental protection projects (planting projects, etc.).</p>	<p>It is taken into consideration</p>
d2.a	<p>For any activity or facility necessary for the construction – operation of the project, all permits and approvals</p>	<p>During the preparation of this report, there was no need for this kind of facilities, because in the said section the works have been executed. In case such need of material, the supply will be realized by subcontractors licensed</p>



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	<p>provided by law should previously have been granted, including the approval of the environmental conditions required for specific activities or facilities (production unit of aggregates, ready mixed concrete and asphalt). More specifically:</p> <ol style="list-style-type: none"> 1) The aggregate plants (concrete production units) should have a wetting and retaining dust system. Also all kinds of aggregates conveyor belts should be covered. 2) The production facilities of concrete should be equipped with a dust-removal system of cement silos, the mixer and the weighbridge. 3) The asphalt plants must be equipped with fabric filters or equivalent performance system in rotary kiln drying aggregates in weighbridges, the sieves, the silos of temporary stay as well as and in the raising platforms. 	<p>facilities in the area. The control and monitoring of environmental terms is carried out in accordance with the Environmental Management Plan under the Environmental Monitoring and Control.</p> <p>There is cooperation with a company producing and supplying cement concrete (Artaki S.A. there is the environmental permit of the said company). At this time there was no use of concrete. The cooperation with this company is supported by vouchers and invoices which are in the accounting department. No use of concrete was made during the said period.</p>
d2.b	<p>Materials required for the construction of the project can be obtained from legally operating quarries in the area which should be equipped with the necessary decision approving the environmental terms and on the condition that they are strictly observed either by quarries - borrow pits which may be created in accordance with the provisions of Law 1428/84, 2115/93 and Law 998/79, the terms of the present and</p>	<p>There were no works or activities during the period covered by this report in order to be a need for such facilities. The works and materials are covered by sub-contractors already licensed premises in the area as provided in the E.T. d2v.</p>

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	<p>after elaboration of the required EIS, the corresponding environmental approval and filing of letters of guarantee for the repair works. This also applies to the borrow areas and aggregate extraction from riverbeds listed in the EIS. In this case, the submission and approval of a specific technical study is required to be presented by the developer and it shall be approved by the Division of Environmental Planning of the Ministry, prior to the commencement of the mining or extraction works.</p> <p>Aggregates extraction is strictly prohibited in the section of Arachthos, from the dam of Pournari and downstream to the town of Arta (Historical Bridge). Also borrow pits in the west side of Philippiada should not be used, since they fall in the A protection Zone of Amvrakikos.</p>	
d2.c	<p>Disposal of inappropriate excavation materials should be carried out in positions that will not affect the flow of surface waters; those positions will not be wooded areas, with the exception of the next proposal, and will be placed at least 250 m. from the limits of the settlement, buildings and cemeteries.</p> <p>Their disposal should be allowed in order to restore inactive quarries in the area or new quarries - borrow pits that are going to be created in accordance with those aforementioned concerning the construction of</p>	<p>There were no works or activities during the period covered by this report so as to be a need for new additional areas.</p>

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	<p>the project. In any case, care is taken in order to avoid entrainment of the deposited material from the rains. Throwing gravel and other aggregates even temporarily is prohibited in beds of streams and rivers.</p>	
d2.d	<p>The worksite positions, the exact locations of material temporary disposal or the permanent surplus landfills - unsuitable excavated material and the way of formulating these sites will be approved by the supervising service, following a technical report and a draft to be submitted by the Contractor of the project before the commencement of the relevant works and in accordance with the terms hereof.</p>	<p>In this area there is no worksite. The service is available from the offices of the J/V in Kampi, Arta (EYPE prot. no. 10461/04-08-05). Also, there are two licensed worksites in Kampi and Gorgomylos of Arta with EYPE protocol no. 136719/23.02.09 (within the limit of the road axle). Moreover, an overall Environmental Management Plan has been developed under the Environmental Monitoring and Control Program including control procedures referred to in the next environmental conditions.</p>
d2.e	<p>Any type of worksite facility (offices, garages, warehouses, etc.) to be removed after each building work and the site to be restored, regardless of the ownership status of each worksite, in accordance with the terms hereof.</p>	
d2.f	<p>For any kind of work or facilities within the forest areas, the required by Law 998/79 approval must previously have been granted. During this period no notification to the Inspectorate of Antiquities was required. In the event that the alignment passes through the reforestable area, a decision relevant to</p>	<p>For any works or installation the intervention license is needed; this will be requested by the Forest Service. As regards the works within the occupation zone, pursuant to Law 3555/2007 (ratification of the Concession Agreement)/ Article 4/ Par. 4a και Law 2445/1996/ Article 2/ Par. 1c.</p>

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	reforestation is issued before receiving the intervention approval license.	
d3	<p>Before beginning the construction of each section of the project, the archaeological service should be notified in writing.</p> <p>In archaeological sites the works on the construction of the project will be supervised by the competent archaeological service and in accordance with its instructions.</p>	<p>No works or activities during the period covered by this report and therefore neither information nor authorization were required by the competent Archaeological Service. If required, the term will be met.</p>
d4.a	To ensure the uninterrupted flow of the surface water by constructing all required structures and considering a return period of at least 50 years, excluding any stream filling with debris etc, to avoid phenomena of stagnant water and flooding.	
d4.b	To ensure as far as possible the operation of the existing irrigation and drainage network. Also, during the construction of the project, measures should be taken in order for the individual embankments of the road not to prevent the runoff of the rainwater, against flooding of farmland and destruction of the agricultural production.	<p>These specific requirements of the E.T. mainly concern the current project. In addition, E.T. issues related to the design, are controlled at the time of submission of the study by the Independent Engineer and are substantiated by the Environmental Protection Report, which accompanies each submission of Study.</p>
d5.a	During the operational phase, the developer of the project must ensure the uninterrupted operation of service facilities, the removal of waste and keeping premises clean.	<p>This section has been completed and put into circulation. Cleaning, maintenance and supervision of this department is undertaken by NEA ODOS S.A.</p>



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	<p>Also the developer of the project must arrange the removal of garbage generated from the road users, by special personnel, at regular intervals. Moreover, the triangular kennels, where they exist, as well as combustible materials (paper, dry vegetation, etc.) elsewhere gathered should be cleaned, especially during the summer months given the increased risk of burning cigarettes of road users.</p>	
d5.b	<p>Any kind of garbage, rubbish, waste materials, old parts and machinery, oil, all kinds of grout, etc., and their allocation shall be made in accordance with applicable regulations. Materials combustion (tires, oil, etc.) in the prohibited work area.</p>	<p>For the disposal of municipal solid waste there is an agreement with the municipalities and Ksirovounio and Filippiada, now Municipality of and Zyros respectively, Arta (there is a relevant document) to receive waste which is collected in special bins of the municipalities, with a garbage truck and they are driven to the HYTA of Vlaherna. For the management of the environmentally hazardous materials and the following agreements are concluded and</p>

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δ5.c	<p>Pollution of surface and ground waters from any kind of oils, fuels, etc. is prohibited. Also, the disposal of old oil on the ground is prohibited. The management of used oils should be in accordance with the provisions of the JMD 71560/3053/OGG 665/B/65.</p>	<p>are in force with relevant companies:</p> <p>A) For the management of used oil – ELTEPE S.A. B) For the management of used oil and petroleum filters, used χρησιμοποιημένου τιλματος (στουπι) 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</p> <p>The separation of these materials is carried out in a specially designed area in a licensed worksite in Kampi and the temporary storage is done in bins and barrels sent from these management companies.</p> <p>The maintenance of vehicles and machinery are made from a J/V's oil vehicle and in a licensed garage-laundry-lubrication area (there is a license).</p>
d5.d	<p>Intervention or modification of the existing infrastructure works in collaboration with the relevant agencies should be done in order to ensure their satisfactory operation.</p>	<p>No works or activities carried out during the period covered by this report so as for a need for intervention or modification of the existing infrastructure works to be resulted.</p>
d5.e	<p>During the construction of the project to ensure smooth road traffic between the residential areas where the road passes through</p>	<p>The subject is controlled through the monitoring of the environmental conditions. In the period covered by this report, no problems are detected as regards the communication/circulation between the residential areas.</p>
d5.f	<p>Use of mechanical dust restraint equipment during the drillings</p>	<p>The control and compliance relating to adjacent environmental conditions is held in accordance with the Environmental Management Plan under the Environmental Monitoring and Control.</p>
d5.g	<p>Passage through settlements of full trucks carrying materials for the project needs is not allowed. In</p>	<p>No works or activities during the period covered by this report on the said section.</p>



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	<p>exceptional or special cases this may exceptionally, only after written approval by the agency supervision, stating the reasons for imposing the exceptional from the above passage of trucks, as well as the time limit for this. In any case, where bulk materials (sand, gravel, debris, etc.) are transported, the flatbed trucks will be covered with a special cover.</p>	
d5.h	<p>Regular wetting of worksite materials etc. should be done, in order to limit the dust during the execution of earthworks. Those sections of the roads, where the other works have been completed, to be covered with concrete as soon as possible, so as for dust not to be emitted from vehicles traveling on them.</p>	
d6.a	<p>Creating a junction in the broader region of Kampi - Chanopoulos circulation from and to Preveza.</p>	<p>These specific requirements of the E.T. mainly concern the current project. Additional E.T. issues related to the design, are controlled at the time of submission of the study by the Independent Engineer and are substantiated by the Environmental Protection Report, which accompanies each submission of Study.</p>
d6.b	<p>As regards the section of the road passing near the village of Agios Dimitrios, near the new bridge of Arachthos, the red line should be adapted as far as possible in the elevation of the soil so as for the latter not to operate as a technical barrier. Also in this context, the interchange at the intersection with the N.R. of Trikala - Arta should be done with an overpass of the N.R. Trikala-Arta, limiting the range of the</p>	



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	node.	
d6.c	As regards the section of the road passing through the region of Vlaherna, the lowering of the red line (mentioned in the EIS) should not be done but at about the natural ground	-
d6.d	After techno-economical investigation and if the project cost is not overburden, the bridging of Arachthos should be done with a longer bridge to reduce the construction of embankments in the wide riverbed.	-
d6.e	Given that redevelopment works are going to be carried out in the position of the crossing of Arachthos, the architecture study that will be elaborated should take into account the projects mentioned.	-
d6.f	To consider the possibility of limiting the length and height of the embankment of Louros Valley either by increasing the length of the bridge or by other technical means if that is techno-economically possible and does not burden the project cost.	-
d6.g	In the saddle behind Amphitheia, according to the EIS, there is a created trench of around 25m that should be avoided and its construction could be realized with a cut and cover or a small tunnel or other similar means (CH. 18+500 approx.)	-
d6.h	Option B, which bypasses in south the villages of	-



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	Skamnia and Grammenitsa settlements is necessary. In accordance with those provided in the ref. 11 of the present and the EIS supplement.	
d7.a	<p>Configuration of the slopes at high levels trenching to be implemented.</p> <p>So, the maximum permitted height of trench should be 12 meters on the slope. In case of higher trench on the slope, levels per 6-9 meters and of a minimum width of 2 meters to be constructed to facilitate the planting in accordance with paragraph 8.</p>	-
d7.b	Construction of small scale retaining technical measures to all embankments that exceed a height of 10 on the slope changes in order to reduce the visual pollution and intense alteration of the environment.	-
d7.c	<p>To provide alternative routes under the form of box culverts range of at least 3 meters for the unhindered passage of fauna.</p> <p>To approach fauna, the culverts should be touching the ground or have ramps with proper slope and their outputs to be visible from the entrance.</p> <p>Minimum number of such toll stations is one per kilometer of alignment apart from the node areas and of continuous trench; the motorway underpasses can be regarded as such stations.</p>	-

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d8	<p>Planting after carrying out specific landscaping studies of all surfaces susceptible to vegetation (slopes, worksite spaces, disposal areas, etc.).</p> <p>The planting works should begin immediately to any part of the project in which the earthworks have been completed and the final surfaces are set up and should be proportional to the specific characteristics of any region passing through the project.</p> <p>Anticorrosion projects should follow the earthworks where required, which will prevent the loss of valuable soil and the creation of grooved erosion before sufficient vegetation is developed.</p> <p>All plantings should be done while ensuring irrigation for fast development and maintenance of vegetation.</p> <p>Topsoil that is in the execution area of the project will be collected and preserved for use during the restoration works. In case of excess topsoil in an area, quantities should be transferred from a region or part of the project to another one, regardless of the subcontractors that will be installed following instructions of the supervising agency.</p>	<p>The final landscaping designs have been submitted and approved by the IE.</p>
d9	<p>During the operation of the worksites all measures for fire-protection should be taken against fire when operating machinery, workshops, etc., and to minimize the risk of fire spread in the wider area of</p>	<p>No worksite in this area. The service is available at the J/V's headquarters in Kampi, Arta, where there is firefighting equipment (fire extinguishers). Also all vehicles and machinery dispose the adequate firefighting equipment.</p>



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	<p>the project. The way in organizing the fire protection shall be audited and approved by the Supervising Service before the commencement of the works.</p>	
d10	<p>For a significant number of farm units in the transit area of the road axis (especially in Pantanassa – Kampi -Grammenitsa) the construction of the new road modifies the existing status quo of the minimum distances.</p> <p>The farm units, existing legally until the commencement date of the project construction, are not removed for reasons of distance from the said project until the expiry of this approval (about a decade). After the expiration of this approval and if there problems, the overall distance issue will be reviewed. Of course, upon commencement of the construction of the project, the existing legal status of distances shall apply to all new units.</p>	
d11.a	<p>Machinery remaining and used on the construction site is not allowed without the approval certificate of noise, EOK type, as defined in paragraph c of the present.</p> <p>The Supervising Service should ensure compliance with those aforementioned.</p> <p>Average energy noise level during operation of fixed worksite facilities is set at 65 dB (A) as provided by the existing provisions.</p>	<p>As for noise during the construction project, it is monitored and controlled according to the Environmental Management Plan under the Environmental Monitoring and Control Program which includes control procedures to address the noise under all those mentioned in the next environmental conditions. If required, the necessary measurements will be carried out and appropriate action will be taken.</p> <p>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.</p>



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d11.b	As for the noise during the construction of the Project, the owner of the project as well as the contractors should comply with all applicable provisions of Community law, all appropriate measures should be taken in order to minimize the large noise emissions and ensure that noise and the vibrations will be within the acceptable limits during the construction of the project.	Finally, all the machines of the project are equipped with the foreseen fire-fighting measures. Also, at Evinos site (offices, workshop, laboratory, concrete laboratory) there are fire-extinguish means, like fire-extinguishers, sand, water.
d12	This is also valid for the construction of the initial section of the existing road approximately 1 km of the Trikala - Arta National Road that, at the end of Phase A of the project, will serve as a connecting pathway modulating junctions, with the city of Arta and the N.R. Arta - Antirio. Especially for this part the following should be considered and applied: i. There will neither be any kind of stream nor river embankment, while as regards the interventions planned on the stream of Boussi (in order to build the node of Peta) the factors, conditions and restrictions set out in the approved settlement studies of the stream, sewer-drainage for the project of Arta Bypass and land reclamation for the plain of Peta - Kompoti should be taken into account in order for the flood protection of the area and the project itself to be ensured. Also the sewerage technical works should be	The specific requirements of the E.T. concern mainly the current project. Additional subjects of the E.T. related to the design, are controlled at the time of submission of the Study by the Independent Engineer and are substantiated by the Environmental Protection Report, which accompanies each submission of the Study.



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	<p>at first constructed so as not to create rainwater problems. If the information supplied is confusing or contradict each other before the commencement of the works, an updated hydrologic-hydraulic design should be prepared considering that the restoration of the flooding regime is at least 50 years in order to address the problem of the restoration of the flooding regime as a whole and arrange the surface runoff to natural recipients.</p> <p>ii. To make the appropriate traffic arrangements and configurations with engineering projects (e.g. recesses on the sidewalk or pavement width reduction and Service Lane expansion) which shall ensure the safe and adequate service to roadside activities (for example, the commercial activities, houses) along the alignment and not to cut off the circulation of vehicles on the road from manipulations of accessibility. Also, the existing entrance – exit infrastructure operations (e.g. petrol station and supermarket) should be used and configured properly - according to the above mentioned - thus preventing their operation and secure user access.</p> <p>iii. At the positions (near the node of Peta, at the entrance of Arta) where school or sports activities are identified, the necessary crossing access (walkways or</p>	



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	<p>signalized pedestrian crossings) should be constructed and warning signs for drivers should be put up.</p> <p>iv. The works should be performed and completed per direction, so as not to create difficulties for the existing traffic.</p> <p>v. For the proposed node of <<Peta>> on the N.R. of Arta – Antirrio, due to the fact that the area of <<PAPAKOSTA>> camp is occupied, the relevant approval from the Ministry of National Defense is required before its implementation. The construction will be carried out in accordance with the instructions of the Ministry of Defense to serve the needs of the camp.</p> <p>vi. Any operation carried out on an existing infrastructure project (e.g. water supply, sewerage) should be treated by priority, in cooperation with the relevant bodies in order to ensure their satisfactory operation.</p>	
d13	The E.T. suggested in the EIS and the supplementary Technical Report, accompanying the present, do not contradict those above mentioned.	
d14	Change of the project's basic characteristics as described in the EIS, with the terms and restrictions of the present, is possible only if there are substantive differences as regards the impact on the environment	In such case, the procedures laid down in Law 4014/2011 (Government Gazette 209A/2011) should be followed.



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	<p>and only after approval by the Division of Regional Planning of the Ministry. In all other cases a new decision approving the environmental terms is required.</p>	
e1	<p>Local environment - Sensitive elements – Specially Protected Areas The settlements of the area, the historic sites and the forest areas referred to in the EIS, the rivers of Arachthos and Louros.</p>	<p>Sensitive environmental elements (settlements, protected areas and sites) were taken into account during elaboration of the Technical Designs.</p>
e2	<p>Measures and projects in order to maintain the above documentation Described in paragraph d.</p>	-
f	<p>Period to which the given environmental approval is in force The above mentioned environmental conditions shall be valid until 31.12.2011 with the condition that they shall be met accurately. After this date, Article 13 of the JMD 11014/703/F104/14.03.2003 (OGG 332B) should be followed.</p>	<p>For further renewal of the environmental conditions, the procedures of Law 4014/2011 (OGG 209A/2011) should be adopted</p>
g	<p>To change the main features of the project, as described in the EIS with the terms and limitations of the JMD No. 120756/96/3.6.1997 as amended by No. 132550/31.07.2003, the procedure - laid down in Article 13 of the JMD 11014/703/F104/14.3.2003 - is</p>	<p>In such case, the procedures laid down in Law 4014/2011 (Government Gazette 209A/2011) should be followed.</p>

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	required to be met (OGG 332B).	
h	Each term of the JMD 120756/96/3.6.1997 as amended by the JMD 132550/31.7.2003, may be amended in the sole interest the best protection of the environment, in accordance with paragraph 8 of Article 2 of Law 3010/2002. It is for the same reasons that new environmental conditions may be put, if this results from the developments in the field of the environmental research. (i.e. limit change), due to the long-lasting operation period of the project and the progress of the pollution control.	
i	The JMD No. 120756/96/3.6.1997, as amended by the JMD No. 132550/31.07.2003, as well as the submitted EIS and the environmental impact report (rel.6) of the project, will be located in the offices of the Supervising Service and should be displayed in any competent body, pursuant to the applicable legislation.	
j	Failure to comply with the terms of JMD No. 120756/96/03.06.1997 as amended by JMD No. 132550/31.07.2003 or their excess implementation of projects and activities leading to environmental degradation, involve - in addition to the sanctions by other provisions of the current legislation - the enforcement of those prescribed by the provisions of Articles 28, 29 and 30 of Law 1650/86 to the operators,	



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