



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

Edition: 1.0
Page: 1 / 96
Date: 31.01.2016

(B' SEMESTER 2015)

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

SECTION:

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

**CONCESSIONAIRE: NEA ODOΣ S.A.
INDEPENDENT ENGINEER: J/V "URS INFRASTRUCTURE & ENVIRONMENT UK LIMITED - OMEK S. A."
CONSTRUCTOR: J/V "EURO-IONIA"
TERNA SA
TERNA ENERGY**

ISSUE No.	1.0
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PREVIOUS VERSIONS	
No.	Date

B' SEMESTER 2015

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

Edition: 1.0
Page: 2 / 96
Date: 31.01.2016

(B' SEMESTER 2015)

1. GENERAL INFORMATION

This semiannual progress report on the implementation of the Environmental Terms during the construction phase includes briefly some general information about the project and a table showing the biannual progress report for the **B' Semester** of **2015**. The table has been supplemented by observations and inspections that took place during the construction works that have been implemented, and procedures as outlined in the Environmental Monitoring Control Program of the project.

1.1 DESCRIPTION OF THE PROJECT

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

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

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

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

The provisions of the Amendment Agreement include the amendment of Article 4.2.2 based on which **the Basic Design** of the section **between Riza I/C (CH 6+000) and Klokova I/C is amended to a new alignment of twin tunnels**, each one measuring **around 2,9 km of length**, which does not affect the existing National Road thus being able to operate as an alternative non-tolled route. The above amendment of the Basic Design applies since, based on 4628/2013 Decision of Department E' of the Council of State, the Environmental Terms for this section -JMD 142128/25-07-2005- have been partly deemed (for the said section from Riza I/C to Klokova I/C) to be annulled (see below).



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

Edition: 1.0
Page: 3 / 96
Date: 31.01.2016

(B' SEMESTER 2015)

This annual progress report on the implementation of the environmental terms during the construction phase refers to a part of the concession agreement and includes specific sections of the "IONIA ODOS" Motorway,

1. Agrinio – Southern End of Agrinio Bypass (Kefalovryso)
2. Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern end of Arta Bypass (Filippiada) - Ioannina (Eleousa)
3. Agrinio Bypass and Arta Bypass for any adjacent projects

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

IONIA ODOΣ

Antirio - Southern end of Agrinio bypass (Kefalovryso) {S1}

- JMD 142128/25-07-2005: Environmental Terms Approval of the Ionia Odos project: Antirio Kefalovryso (Southern End of Agrinio Bypass).
- MD 166142/13-02-2013: JMD AMENDMENT "as regards the alignment of the roadway of the above project in the areas of Vassiliki, Evinos and Antirio river and the small improvements along the aforementioned approved project".
- MD 147996/14-04-2015:
 1. Environmental Terms Approval of the project "Ionia Odos: Antirio – Kefalovryso (Southern End of Agrinio Bypass)", Klokova area from CH 6+163,5 to 11+827 (6+195,6 to 11+552 initially approved alignment).
 2. Amendment of Environmental Terms Approval JMD no. Oik.14128/25-07-2005 of EYPE, YPEHODE of the project "Ionia Odos: Antirio – Kefalovryso (Southern End of Agrinio Bypass)", as amended with MD EPO 166142/13.02.13 as regards the section from CH 5+410,5 to 6+163,5 (5+104,5 to 6+195,5 initially approved alignment) and CH 11+827 to 14+904,4 (11+552 to 14+904,4 approved alignment).

Agrinio Bypass

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



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

Edition: 1.0
Page: 4 / 96
Date: 31.01.2016

(B' SEMESTER 2015)

Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) {S2} and
Northern End of Arta Bypass (Filippiada) - Ioannina (Eleousa) {S3}

- JMD 141564/25.07.2005 Environmental Terms Approval for the “Ionia Odos” project Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern end of Arta Bypass (Filippiada) - Ioannina (Eleousa).
- MD 167980/30-04-2013: Amendment of Environmental Terms Approval nos. 141564/25-07-2005 and 103006/09-04-2008 of the road projects:
 - a. “Ionia Odos: North End of Agrinio Bypass (Kouvaras) –South End of Arta Bypass (Filippiada) – Ioannina (Eleousa)”
 - b. “Connection of Aktio with West Axis N/S”, respectively for connecting the road axis “Aktio – Amvrakia” with the motorway of Ionia Odos and the NR Antirrio - Ioannina.
- Decision Gen. Directorate EYPE no.: 174140/July 28 2014: Amendment of the JMD no. 14564/25-07-05 Environmental Terms Approval (ETA) of the road axle “Ionia Odos: North End of Agrinio Bypass (Kouvaras) –South End of Arta Bypass (Filippiada) – Ioannina (Eleousa)”, as amended by MD ETA no. Oik.167980/30-04-2013.
- MD 150063/25-06-2015: Amendment of Environmental Terms Approval JMD no. 141564/25-07-2005 of the project “Ionia Odos: Northern End of Agrinio Bypass (Kouvaras) – Southern End of Arta Bypass (Kompoti) and Northern End of Arta Bypass (Filippiada) – Ioannina (Eleousa), as amended with MD EPO Oik. 167980/30-04-2013 and AEPO oik. 174140/28-07-2014, as regards the sections in CH. 105+500 to 108+700, 115+720 to 120+700, 152+446 to 154+796 and 181+710 to 186+650.

Arta Bypass

- JMD 120756/96/03.06.1997 Environmental Terms Approval for the construction and operation of the project ‘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 road linked with the city of Arta.
- JMD 132550/31.07.2003 Modify the Common Ministerial Decision Approval of Environmental Terms for the construction and operation of the project “National Road of 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 road linked with the city of Arta.
- JMD 137938/31.12.2003 Joint Ministerial Decision Amendment of the Environmental Terms Approval for the construction and operation of the project “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 road linked with the city of Arta.
- Decision Gen Directorate EYPE: no. 175041/23 Sept. 2014: Amendment and renewal – extension of the validity period of the Environmental Terms Approval JMD no. 120756/96/3.6.1997 (as amended and in force) for the construction and operation of the project: “Filippiada – Arta Bypass (from CH. 60.000 to 82+000) of Giannena – Antirrio NR



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

Edition: 1.0
Page: 5 / 96
Date: 31.01.2016

(B' SEMESTER 2015)

including section of approximately 1km of the connecting road with Arta" as regards the project final design (cross-section of the road, technical and hydraulic works, lateral network, tolls, road safety etc.)

1.2 CONTRACTUAL SCOPE

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

- (a) C.P. New Sections and Technical Works which will be designed and constructed by the Concessionaire:
 - (i) Ionia Odos/Antirio - Agrinio Southern end of Agrinio bypass 42.9 km (GU 1N to 13N) and completion of Agrinio bypass incomplete section of an approximate length of 13.0 km. In the area of Makynia the solution applied is by tunnel under the alignment contained in the EIS as L - A solution.
 - (ii) Ionia Odos/Northern end of Agrinio Bypass (Kouvaras) - Arta Bypass Beginning (Kompoti) 53.0 km (GU 15N to 18N).
 - (iii) Ionia Odos/ Arta Bypass – Egnatia Odos 50,0 km. (GU 21N to 23N) with A' phase construction works in Egnatia I/C.

- (b) Existing C.P. Motorway Sections constructed and operated and are going to be studied and executed in accordance with the agreement:
 - (i) Ionia Odos/Arta Bypass section 10.5 km (GU 20Y)

- (c) Motorway New Sections constructed by and at the expense of the Greek State and the contribution of the European Union, for which they can be informed by the services executing these works as follows:
 - (i) Ionia Odos/Agrinio Bypass 20.6 km (GU 14N/W)
 - (ii) Ionia Odos/Arta Bypass 6.15 km (GU 19N/W)

The project is divided into Geographical Units of the Special Conditions of Contract¹ as follows:

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

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

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

1.2.1

Project New Sections and technical requirements

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

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

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

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

It includes:

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

- a. Frontal:
- Klokova - Messologgi at CH. 10+100
 - Aggelokastro – Fities at CH. 57+212
 - Kompoti at CH. 111+300
 - Terovo at CH. 174+600

- b. Lateral:
- 2 in Gavrolimni I/C at CH. 14+300
 - 2 in Messologgi I/C at CH. 27+530
 - 2 in Kouvaras I/C at CH. 75+500
 - 2 in Arta I/C at CH. 135+400
 - 2 in Gorgomylos I/C at CH. 163+110

2. Motorist Service Stations

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

3. Exploitation and Maintenance Centres

(Maintenance, Fire Brigade, Police Buildings)

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



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

Edition: 1.0
Page: 7 / 96
Date: 31.01.2016

(B' SEMESTER 2015)

4. Tunnels

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

5. 11 Bridges > 50 m (approved and under construction).

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

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

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

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



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

Edition: 1.0
Page: 8 / 98
Date: 29.07.2015

2. TABLES FOR ENVIRONMENTAL CONDITIONS MONITORING

**ANTIRRIO – AGRINIO BYPASS SOUTHERN END
(KEFALOVRYSSO)**

- **AEPO JMD 142128/25-07-2005**
- **MD amendment decision no. 166142/13-02-2013**
- **MD amendment decision no. 147996/14-04-2015**



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 12 / 98
Date: 31.01.2016

Main Project Environmental Licensing - Background

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

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

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

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

During the reference period:

- The Environmental Impact Study regarding the amendments of the IONIA ODOS alignment for the sections CH. 5+104,5 – CH. 6+163,5 (CH. 5+104,5 – CH. 6+195,6, initially approved alignment), including the area of Klokova, and CH. 11+827 – CH. 14+904,4 (11+552 – 14+904,4, initially approved alignment) was approved with MD 147996/14-04-2015.
- The submission of the Environmental Impact Assessment of the Frontal Toll Station of Klokova and Lateral Toll Station of Gavrolimni I/C and Messologgi I/C by “Nea Odos” to EYDE was communicated with prot. no. 49049/09.04.15 to the J/V.
Finally, adjacent works will be performed at Agrinio bypass section (Aggelokastro I/C, Chaliki, Ag. Ilias and Rigani toll stations):
- Finally, in Agrinio bypass section, which is in operation, and the JMD 84982/96/11.04.1997 and JMD 105886/03.07.08, shall apply. Extension of validity and JMD 144713/23.09.09 Amendment, “accompanying projects” will be made. Therefore, an EIS was submitted for accompanying projects concerning in 9 lateral and vertical routes, 4 interchanges, 2 toll stations (one frontal and one lateral), 4 Parking Rest Areas and a structure. EIS Submission: 42210/19-05-2014, 43299/30-06-2014 resubmission, 44104/25-07-2014 submission to EYPE and 44716/26-08-2014 copies resubmission. The EIS has received a positive opinion from the Regional Council of the Region of Western Greece (decision no. 41/12.12.2014 ΑΔΑ: ΒΜΑ97Λ6-9Λ5) and from the Environmental Licensing Central Board (ΚΕΣΠΑ) with the 103rd act (17th meeting, 22.7.2015), with the unanimous assent to the environmental licensing, and from the aforementioned projects the Kouvaras I/C, the lateral SRR3 and the technical reinforced embankment have already been built.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 13 / 98
Date: 31.01.2016

During the reference period:

Renewal and extension of the AEPO JMD 84982/11.04.1997 validity has been requested, as renewed by JMD 105866/07.03.2008, and amended by JMD 144713/23.09.2009 and as to be modified according to the EIS of accompanying works, as aforementioned (prot. no. 52324/30-10-2015 and 52511/10-11-2015)



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 14 / 98
Date: 31.01.2016

S/N 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>Replaced by MD 166142/13-02-2013:</p> <p>The limit air quality values refer to the following provisions:</p> <p>i) JMD with prot. no. 14122/549/E103/24.03.2011 (B' 488) which shall be laid down for the measures to improve air quality, in compliance with the provisions of Directive 2008/50/εκ., ii) JMD with prot. no. 22306/1075/E103/07 (OGG/B/920/8.6.07) fixing prices - objectives and assessment limits of concentrations for Arsenic (As), cadmium (Cd), Mercury (Hg), nickel (Ni), Polycyclic hydrocarbons in ambient air in compliance with the provisions of Directive 2008/50 / EC.</p> <p>For disposal of wastewater, the following shall apply:</p> <p>iii) Sanitary Regulation no. E1 β/221/1965 (B' 138) on the disposal of waste water and industrial waste, as amended by no. C1/17831/12.07.1971 (B' 986), C4 /1305/2.8.1974 (B' 801) and D. YG2/GP, oik. 133551/30.9.2008 (B' 2089),</p> <p>iv) The current specific provisions that may apply to the project area.</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>

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p>The works provided for the implementation and operation of the project, do not include collection, treatment or disposal of waste within the meaning of the relevant legislation.</p>	
c	<p><u>Specific limit values of noise level and vibrations according to the applicable provisions</u></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>Replaced by MD 166142/13-02-2013:</p> <ul style="list-style-type: none"> i. For the noise emitted from the construction equipment of the project, those provided in the JMD 37393/2028/01.10.2003 "Measures and conditions for the noise emissions to the environment from equipment for use outdoors" OGG 1418B) as amended by JMD 9272/471/2.3.2007 (OGG 286/B/07), shall apply. ii. The upper limits of acceptable traffic noise are specified in the JMD oik. 211773/27.4.12 (ΦΕΚ 1367/B) "Defining indicators and maximum allowable traffic noise limits on road transportation projects, technical specifications of special acoustic designs for noise protection (EAMYE), specifications of environmental noise monitoring programs and other provisions". 	<p>The control, during the construction phase, is conducted in accordance with the current legislation and the limit values specified in this are met.</p> <p>With respect to the noise during the construction of the project, pursuant to the Program for Environmental Management and in terms of Environmental Monitoring Control Program noise measurements are conducted parametrically of the worksite and the construction faces, depending on the program of works and the receivers they affect. The results were within the allowable limits. The measurements were intensified during the reporting period, the fronts of Klokova, mainly in the entrance front which adjoins the settlement of Riza. No excess of levels has been observed.</p> <p>The said measurements are reflected in maps depicting the extent of the construction of the project and the location the measurements were made. The said maps as well as the measurement, which are repeated at regular intervals (monthly), are included in the noise measurement issue, which is submitted with the annual report. For the current time period, no noise measurements were carried out due to suspension of construction works.</p>



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

Edition: 1.0
Page: 16 / 96
Date: 31.01.2016

d1	<p>The terms regarding the technical structures and the measures to tackle the environmental degradation (par. d) are mandatory and relate to:</p> <ul style="list-style-type: none"> - the project owner - the companies, services and agencies responsible for the construction and operation of the Project - the Independent Engineer, who shall ensure their implementation and monitor their faithful observance, - the heads of these agencies and bodies and their legal representatives 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. 	<p>The Environmental Terms and the other contractual obligations regarding the construction phase, have been analysed in the Environmental Monitoring & Control Program submitted in May 2009 (protocol no. IC-X-CO-S0000-PRO9251/ACH/Kla).</p> <p>During the current period, a review of the PEAE and the EMS was carried out, which was promoted to the worksites for compliance.</p> <p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p>
d1.1	<p>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 analysed in the Environmental Monitoring & Control Program submitted in May 2009 (protocol no. IC-X-CO-S0000-PRO9251/ACH/Kla).</p> <p>During this time period, a revision of the EIA and the EMS was prepared, which was forwarded on the worksites for compliance.</p> <p>The Program has been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>Persons are designated as responsible for the implementation of the Environmental Management System and the monitoring of compliance with the E.T. in all worksite areas. Both the Construction J/V (Euro Ionia) and Nea Odos S.A. have a special department to monitor implementation of the environmental terms, composed of specialized scientists.</p>
d1.2	<p>Credits for the construction and operation of the project should ensure, by priority, the required expenditure on environmental protection projects (planting works etc.)</p>	<p>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.</p>
d2	<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</p>	<p>The procedure for obtaining all necessary permits and approvals in progress, as specified below.</p>



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

Edition: 1.0
Page: 17 / 96
Date: 31.01.2016

d2.1	Ancillary projects and activities relating to the construction and operation of the project (i.e. quarries, borrow pits, sites extracting materials from stream or river beds, permanent or temporary surplus materials landfills, worksite facilities, particle size separation facilities, concrete production and sand production units, concentration of oils, Motorist Service Stations (MSS), toll stations, etc.) are ancillary works of the main project and their environmental licensing can be made by EYPE service of YPEHODE, responsible for the environmental licensing of the said project.	The relevant STIS or Technical Environmental Studies (TEPEM/TES or EIS) for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to DIPAYPAPEN (ex EYPE/YPEKA). The submissions of the studies as well as the progress of the approval procedure are as follows:
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**SEMI-ANNUAL PROGRESS REPORT FOR THE IMPLEMENTATION OF
ENVIRONMENTAL TERMS DURING THE CONSTRUCTION PHASE
(B' SEMESTER 2015)**

Replaced by MD 166142/13-02-2013:

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 their environmental licensing according to Article 7 of Law 4014/2011.

Quarries:

The quarry of Kremasti. QP08 "Kremasti", Municipality of Messologgi has been activated: (CH. 40+000): EYPE approval 123390/3.8.10, Region of Western Greece approval lease/concession 2465/63972/18.7.12 and intervention approval Forest Directorate of Aitolokarnania 42711/846/3.4.2014 and installation protocol 41797/6-5-2014. The right to prolong the leasing of the quarry was given with letter no. 52725/16.11.15 by the Decentralized Administration of Peloponnese.

Disposal Pits:

- 4 D/P (E1, E2, E3, E4) Municipality of Chalkia. Environmental licensing for E1 (02/2008) (not used).
- The temporary depot locations, which meet the restrictions of the above terms, are recorded on the ENV – F05-01 file every month
- Removal of materials (CH. 15+350-15+500/900) upon the progress of the project.
- Temporary storage of plantings in woodland on the 18+700, near the Evinos river, is almost removed.

Worksites:

- S1.1: Antirrio I/C: EYPE: 135669/26-1-09. Not used
- S1.2 Ag. Georgios, Messologgi (Evinos): Main worksite of S1. STIS approval from EYPE (prot. no.: 41505/23.09.09). Concrete plant installation in Ag. Georgios (TEPEM submitted with prot. no. 51613/25.09.15 which is under approval) is planned.
- S1.3: Aitoliko Worksite: Production unit & material storage operation. STIS approval from EYPE (prot. no.: 36016/13.05.11)

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<ul style="list-style-type: none"> • <u>S1.4: Kalydona Tunnel Exit Worksite</u> (EYPE 36015/13.05.11) it was used in the past, the motorway has been constructed in this section. • <u>Gavrolimni Worksite CH 12+000</u>: EYPE 122415/8-3-10 (not fully used, stone processing and depot installation) • <u>Riza Worksite</u> submission to EYPE/YPEKA: 44409/06-08-2014 and approval (prot. no. 46937/17.12.14) • Entrance - exit Klokova service area (within expropriation limits) licensed with Klokova EIS (147996/04.14.15) <p><u>Gravel extraction</u></p> <ul style="list-style-type: none"> • Gravel excavation RB01 in "Kalfa" and "Paradeissi" of Evinos (approved by the J/V with prot. no. A/1/08/09/01/5293/09-11-09 EYDE EPA&IO). During the reference period, no sand extraction took place. Since material is no longer necessary, the final configuration will be made according to the study. • With prot. no. 47665/05.02.15 the construction J/V received a letter with which EYDE/ CP C&W GR submits data on sand extraction from Evinos river and the use of quarry aggregates to the Municipality of Messologgi. • With prot. no. 47813/12.2.15 sent to the construction J/V, the General Secretariat for Public Property invited the J/V to ask the EYPE/YPEKA to extend the sand extraction from the Evinos river. <p><u>Toll Stations</u></p> <p>The EIs for Klokova frontal toll station was submitted (CH. 10+100) and Gavrolimni lateral toll station (CH. 14+300) and Messologgi I/C (CH. 27+530) of Ionia Odos motorway: Antirio - Kefalovryso (southern end of Agrinio bypass) - prot. no. 48891 /01.04.2015 and 52 892 /26.11.2015 (resubmission).</p> <p><u>Subcontractors' Installations</u></p> <ul style="list-style-type: none"> • "Sakellaris construction company S.A.": Environmental licensing no. Δ.A.N 2934/21-12-10

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<p>“Environmental Terms Approval for the installation and operation of ready-mix concrete plant of “Sakellaris construction company SA” property at “Kalfa” location outside the village of Ano Vassiliki, Municipality of Chalkeia, Prefecture of Aitolokarnanias” and authorization to operate this installation.</p> <ul style="list-style-type: none"> • “Pasisis Domika S.A.” with a concrete plant at “Diaselo” location (Molikrio settlement, Municipality of Antirrio). Environmental permit: Δ.αΝ.83325/1111/27.07.2011 (ΑΔΑ: 4ΑΣ37Λ6-1Ω0) • AEPO version of the new stone processing installed at Evinos worksite (Makropoulos) is not required. This is a mobile unit.
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 required in accordance with the applicable law, without previously being environmentally approved by EYPE/YPEHODE.	Pursuant to the Environmental Term d2.1, the environmental approvals are given by DIPE/YPAPEN after submission of the relevant TEPEM or EIS or as specified in Law 4014/2011 (OGG 209A/2011).
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>The license for intervention is now incorporated in the project, provided that those referred to in MD 15277/12 are met. Modification of the project AEPO (prot. No. 167980/30.04.13), those referred to the above MD are met and the conditions included under the letter of the Directorate of Aesthetic Forests, National Parks and Game Management are included.</p> <p>Consequently, where those conditions are met, this amendment also constitutes an intervention approval. (See D) prot. no. 167980/30.4013)</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 Messologgi 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.</p> <p>This issue is reviewed in the submitted STIS/TEPEM and the implementation of the stipulated protective measures is checked.</p> <p>No such facility is enhanced in the TEPEM of Riza Worksite.</p>

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		For concrete plant installation in Ag. Georgios (Evinos) worksite a TEPEM has been drawn up and submitted (prot. no. 51613/25.09.15) which is under approval.
d2.5	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 and improvement of the beauty of the landscape, harmonized to the local character.	The term is respected and controlled by the responsible of the consortium Environmental department as described in the Monitoring & Control Environmental Program and the Environmental Management Plan
d2.6	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.	For all new sites where materials have been delivered, the required STISs/TES have been submitted and approved, as referred to in term d2.1, and the relevant opinion of the responsible Archaeological Services is required. All actions are controlled by the Archaeological Service.
d2.7	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.	The temporary deposition positions (old and new ones) are recorded in the form ENV - F05-01 EMS on a monthly basis. Then they are classified to promote the respective reactions (i.e. TEPEM for fixed deposits, if any). In the current period, most locations constituted land/farm covers which were completed, and now they are cultivated or revegetated. There was no temporary disposal which influences the runoff. 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 on the disposal of inappropriate excavation products is a criteria used during searching locations for possible disposal sites.

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d2.8	All redundant excavation materials should be separated from waste or other solid waste and should be disposed with proper configuration in approved areas.	<p>No cases related to excavation materials, which usually include waste or dangerous sewage, have been presented. In the event that during the construction phase, excavation locations containing waste or other solid waste are found, these will be separated from the excavation materials and will be appropriately disposed. Also, it has been ensured that excavation materials, which are free of foreign substances, are kept free of waste or free substances in specific deposition chambers or integrated per priority in the body of the Project.</p> <p>New disposal pits/depot/leased land laying which are constantly recorded and presented in the monthly reports.</p> <p>They are categorized into:</p> <p>Private ones: screeds/configurations <1m Whether gravel/plant depot Private ones: deposits/storage>1m/ in case of permanent (a TEPEM will be prepared for permanent ones)</p>
d3	Archeological Services Prior to the commencement of the construction of each section of the project the relevant Archeological Services (ΛΣΤ' ΕΡΚΑ, 8th ΕΒΑ) should be notified on time and in writing.	The Archeological Service is updated for each section of the project in time before the commencement of the works. Excavations have been conducted in the past or continue to be conducted in all positions. The site is delivered by the archaeological service, given that its work is completed.
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 (ΛΣΤ' ΕΡΚΑ, 8th ΕΒΑ), 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 Table "RESERVATION - RELEASE AREAS OF THE PROJECT BY ARCHAEOLOGICAL SERVICES"

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d3.2	The cost of all works to be performed by the co-competent ΑΣΤ' ΕΡΚΑ, 8th ΕΒΑ 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 project's needs during its operation (de-icing, etc.)	The issue concerns the operation of the project.
d5	Regarding the worksite facilities of Stone processing and concrete production when installed, to implement the following: - 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.	<u>Ag. Georgios Worksite (Evinos)/Aitoliko:</u> Pollution control systems are operating in the concrete production units (Filter dedusting cement silo). In Ag. Georgios the movable crusher, appropriate measures are taken (wetting, reduction of the height of fall, injectors etc.) during the spring - summer season. <u>Kremasti Quarry:</u> Concerning dust emissions: There are no sensitive receivers/ during measurements that occurred (10/2015), no statutory limits exceedances were noticed. Piles are watered before the break, with a piping system and injectors. As for the supply of aggregates and concrete held by the Suppliers, their environmental licensing is controlled and the respective record is kept.
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.	
d6	Rubbish, waste materials, old parts and machinery will be collected and removed from the area of the projects. Their disposal shall be made in accordance with the applicable regulations. Any kind of materials combustion in the worksite area shall be prohibited.	<ul style="list-style-type: none"> With respect to the collection of urban waste, four waste bins of the Municipality of Messologgi have been placed in the worksite of Ag. Georgios and there is a relevant agreement with the respective Municipality for emptying the bins and transferring the waste to HYTA (landfill site) 4th Geographical Unit of the Prefecture of Aitoloakarnania Klokova worksite headquarters and recycling bins of the Municipality of Antirrio are placed at the entrance

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
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.	<ul style="list-style-type: none"> • With respect to the management of used oils, batteries, tires, etc. relevant agreements with licensed management companies (OILS OF ACHAIA, SYDESIS, INTEPTEO, ECOELASTICA) have been signed and depending. The hazardous waste is temporarily stored in special areas within the worksites prior to their final disposal.
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>	<ul style="list-style-type: none"> • Complete the relevant file of ADS on its authorized hazardous waste managers of worksite: ENV-F01-02 «Dangerous Administrators', and the relevant document ENV-F12-02« Environmental Subcontractors-Partner Permits "regarding the environmental and other operating licenses of subcontractors and Waste Operators with which it cooperates in S1. Copies of licenses are kept in the archives of the site Environmental Officer, as well as the receipt of documents and safe disposal of EA. • The maintenance and washing of vehicles and machines are realized either in licensed worksites (Ag. Georgios and Aitoliko worksites) with appropriate infrastructure (settling tanks, tank assembly, etc.) or in a licensed external garage or laundry area. • New workshop/lubrication constructed in Klokova exit area where temporary collection of waste oil infrastructure is also constructed etc. • There is a tight cesspit both on the Ag. Georgios (Evinos) worksite and the Aitoliko worksite, as well as chemical toilets in major structures. Waste water (Ref. EWC 20 03 06) is carried by tanker to Messologgi biological lab. A record of relevant documents is kept and updated respectively in the EMS form: ENV-F04-01: Delivery of Non Hazardous Waste. A related file is kept by the worksite Environmental Officer. • Auxiliary worksites were constructed at the entrance and exit of Klokova tunnel. A tank of management waste at the exit where barrels are washed. No water resulting from the opening of the tunnel.

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d7	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.	The compliance with this condition is ensured through the development - approval of hydraulic studies, which take into account the E.T. In the area of the temporary embankment, in the adjacent stream of Makynia bridge, where the trench for the unimpeded flow of water had been opening, is purified and is being re-opening until the implementation of the hydraulic study.
d8	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 arranged on a special study of risk assessment (risk assessment study) which will be prepared with care of the institution of the study project.	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. 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.
d9	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 Messologgi 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 Aitolokarnania S/E. Any intervention in the irrigation network will be carried out outside the irrigation period.	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 Aitolokarnania See attached table "PUOs TABLE"

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
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 Basic Design of the section between Riza I/C (CH. 6+000) and Klokova I/C <u>has been amended</u> with a new alignment of twin tunnels each one measuring around 2,9 km of length, which does not affect the existing National Road thus being able to operate as an alternative non-tolled route. The Environmental Assessment Study concerning the amendment of Ionia Odos Alignment in this section, CH. 5+104,495 – CH. 14+904,360 including the alignment of Klokova has been approved. According to the amendment, the traffic is carried out normally, as now the construction of the tunnel is foreseen.</p> <p>During the excavation and layout of fronts special attention was given in order for materials not to end up in the sea area and the mountain slopes.</p> <p>A TEPEM has also been approved for rainfall protection works on the existing Antirio – Agrinio NR in the region of Klokova, Municipality of Nafpaktia, Prefecture of Aitoloakarnania, during drilling operations and temporary support of the Klokova tunnel of Ionia Odos.</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 versa, which should be directly applied in case any failure or unexpected events may occur resulting in traffic disruption in the area. - The cost of implementing that plan in Klokova is borne by the Contractor. 	
d10.4	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.	Makynia tunnel was built.
d11	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>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	During the perforations to use mechanical equipment to contain the dust.	

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d13	Regular wetting of worksite materials etc., to be conducted in order to reduce the dust during the execution of earthworks.	The necessary steps for the traffic arrangements are taken.
d13.1	Regular wetting of all bare surfaces is required during summer, so as to prevent dispersion of dust.	Warning signs and light signals have been placed, where appropriate, during the night.
d13.2	Excavation products and aggregates to be transported from and to the project and coverage of heavy vehicle carriers with a suitable cover.	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.
d13.3	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, from material debris.	Continuous erosion of aggregates to movable crusher conveyor belts. Erosion of the access network is held requiring the use of three (3) water vehicles. The trucks moving onto the NR or other roads are covered. Routes within the project are preferred, where possible. Road network is cleaned up with street sweeper and irrigations. There is no washing of wheel trucks when leaving the work places, according to the E.T., therefore traces were often observed on the provincial road network. Now the phenomenon is reduced since the earthworks are completed in most of the works. Works are carried out in large part through the road body. The local network of Agios Thomas - Agrilia was recently serviced.
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	During the current period, "Final landscaping design & tertiary irrigation network study for the project section CH. 24+400 to CH. 43+502" was prepared, submitted and approved (submission no.48892/01-04-2015, approval no. 49225/23-04-2015 – IC0781/20-04-2015), while the "Planting landscaping design, landscape irrigation and rehabilitation of the motorway of Ionia Odos at section from CH. 5+104 The plantings are going to start on the completed embankments. Placement of jute and hydroseeding on slopes, in places, has been made.
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.	

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d14.2	<p>As regards 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.</p>	<p>The rehabilitation works and their budget constitute an integral part of each STIS/EIS submitted (disposal sites, borrow pits, worksites, etc.).</p> <p>As regards the topsoil of the construction works, care is taken in order to stockpile it and use it in plantings - restorations. The topsoil on the flat land is stockpiled along the road. Where this is not possible by virtue of the landscape, the topsoil is stockpiled in leased land, or inside the worksite area</p>
d15	<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>In selecting worksite locations, the ΛΣΤ' EPKA and the 8th EBA are going to be questioned order to exclude their coincidence with archaeological sites, to avoid antiquities destruction.</p>	<p>The term is respected through the implementation of the Environmental Monitoring & Control Program (and their review) in terms of the overall Plan for Environmental Management, which includes control procedures for all works referred to in the 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.</p> <p>In any event, after the commencement of works, the fire measures in the project's machines and the scope of works are controlled and the provided H&S Plan should be adhered to.</p> <p>Special attention should be given to areas that are near forests and fields during the summer months. Emphasis is given in order for the machines located at the project area to be equipped with the provided firefighting equipment. Regarding the premises of the site (offices, workshop, laboratory and concrete preparatory) the adequate firefighting equipment, like fire extinguishers, sand and water supply to be provided. For the worksites (Ag. Georgios, Kalydona) the opinions of the responsible Archeological Services are positive.</p>

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d16	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.	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 (July to December) in several control points (sensitive receivers/settlements, farms, Riza settlement area, Riza cemetery, Makynia settlement boundaries, hotel, etc.) using the appropriate equipment in order to monitor the respect of the worksite noise levels more frequently. The measurements were shown in measuring tables with measurement points' graphics and were analytically presented to the Annex of Measurements of the Annual Environmental Terms Report. No excess of the permitted levels has been recorded.
d16.1	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.	(1) house at CH. 30+050 where exceedance was observed on 25.09.2015 is an exception. Noise levels have been followed up at that point the coming days without any further exceedance. There was replaced No noise barriers were required during construction of the section, where almost all noisy works (earthworks) are completed, more other than the Klokova region where preventive noise barriers were placed at the entrance face adjacent to the settlement of Riza.
d16.2	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.	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.
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.	

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

<p>d17</p>	<p>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.</p>	<p>The layout planning designs of the fronts of Kalydona tunnel have been approved by the I.E. via the document IC0035 DAC 5/03/09 and 5216/22-10-08). Based on these designs, no surface excavations will be performed at >5m, except for the temporary ones. The layout planning of the fronts will be carried out via excavation and re-embankment. A landscaping design will follow.</p> <p>Klokova Tunnel: The surface excavations at the tunnel fronts shall be of >5m, but are temporary ones. CC construction and adequate front layout will follow, with <5m of height, as defined. The layouts will be the approved by the IE. A relevant study will be prepared.</p>
<p>d18</p>	<p>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.</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>During the current semester, no vibration measurements were conducted since the drilling works of Kalydona and Makynia tunnels have been completed. No adverse impact on residents and generally on any anthropogenic structure and archeological sites were generated from the works not previously executed, because of the construction of the road.</p> <ul style="list-style-type: none"> • Kremasti Quarry: vibration recording is applied where a INSTANTEL MiniMate Plus – S/N BE7435 (VT1001 measurement station) vibration recorder is installed. Ground floor. • Klokova tunnel: Six (6) measuring - recording vibration stations are installed -, which are permanently installed και in continuous recording ready mode and from the vibration recorders activated due to blasting. The measuring stations dispose INSTANTEL vibration recorders <p>Vibration measurements are also made in the excavated trenches. The file is kept on the worksite.</p> <p>Relevant records are kept in the worksite. During this period the limits were not exceeded.</p>

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

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.)	At the works carried out and requiring intervention in the road network, the relevant studies are prepared and the required actions for traffic arrangements are approved by the Directorate of traffic projects of the Region and the local competent Traffic Police.
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 has been re-examined in the amendment file JMD 166142/13.02.3013 (prot. No. J/V 39517/05.03.2013) concerning minor modifications of the alignment due to finalization of the studies, and those referred to are ensured. Furthermore, it is also under examination, where appropriate, in the Environmental Assessment Reports of the corresponding definitive road designs which are approved by the IE.
d22	Protection from corrosion of the natural slopes. 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 designs already submitted to the Independent Engineer.
d23- d24		It refers to the operation phase.
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.



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

Edition: 1.0
Page: 32 / 96
Date: 31.01.2016

d26	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 Euro Ionia Joint Venture has a department of Environment, Health and Safety staffed with the required personnel and external partners. The responsibilities and obligations of the department's staff are described in the Quality Management System of the Joint Venture.
d26.1	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 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.	
d27	<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 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. 	The E.T. is fulfilled. The J/V submits relevant Reports to the Concessionaire every six and twelve months, shared by the whole consortium. The present report implements the said E.T.

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

d28	<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>The above amendment of the term has been approved via the JMD 166142/13.02.2013 (prot. no. J/V 39517/05.03.2013)</p>
d29	<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>
	<p><u>Added by the MD 1 6 6 1 4 2 / 1 3 -02-2013:</u></p>	
d30	<p>The following terms of letter no. 173881/2953/12.10.2012 of the Directorate of National Parks and Game Management of YPEKA should be fulfilled in writing, since the present EPO decision, according to the Minister of PEKA decision with no. 15277/2012 of (Government Gazette 1077/09.04.2012), is also an intervention approval.</p>	<p>The term is respected (see ET d2.3)</p>
d30.1	<p>Before the commencement of the project implementation works, the provisions of Article 4 of MD no. 15277/2012 (Government Gazette 1077/B) on the designation of the intervention area (in accordance with Article 14 of Law 998/79) and the ownership of the status hereof should be respected.</p>	<p>The term is respected (see ET d2.3)</p>



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

Edition: 1.0
Page: 34 / 96
Date: 31.01.2016

d30.2	For sections of roads passing through forested areas, no intervention can be done before removing reforestation for these sections, according to the current legislation.	
d30.3	The excavation will be limited to what is strictly necessary; any damage to the forest vegetation will be limited to the minimum and the excavated material will not be deposited in woodland and streams, to ensure the free flow.	The term is respected (see ET 2.7)
d30.4	The project operator will take care to protect the environment, especially to prevent fire, and will take care of site measures to prevent accidents.	All worksite areas have a fire protection system
d30.1 (d30.5)	The excavated material will be stored in an approved intervention area or areas chosen by the Forest Service and not in adjacent forest areas.	ET compliance is checked monthly, while the results and any necessary corrective actions are recorded in the monthly progress reports (check lists).
d30.2 (d30.6)	The excavated material that is not suitable for planting, will be crushed and used for the laying of the forest roads to be open up or improved.	Accesses (forest and rural roads) intersect with suitable material.
d30.3 (d30.7)	All necessary measures to avoid erosion of land should be taken. The slopes that may be created, should be configured appropriately (i.e. creation of levels on large slopes) so as to avoid risks of landslides and erosion, and to facilitate recovery of vegetation.	Slopes are formed on the basis of approved geotechnical studies.
d30.4 (d30.8)	Before starting the project implementation works, a Special Forest pre-Study, as foreseen by MD no. 15277/2012, will be submitted for approval to the competent Forestry for the restoration of forest vegetation and the landscape improvement of the construction project. The plant species used should be indigenous and not foreign to the native plant community of the region. The Construction company shall maintain plantings for the first three years.	As mentioned in ET d14, the "Final landscaping study & tertiary irrigation network study for the project section CH. 24+400 to CH. 43+502" was approved by the Independent Engineer in the current period (submission no. 48892/01-04-2015, approval no. 49225/23-04-2015 – DAC IC0781/20-04-2015).
d30.5 (d30.9)	Removable topsoil should be preserved properly in order to be used in landscaping restorations.	The term is respected (see ET d14.1)

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

d30.6 (d30.10)	Upon completion of project implementation works, restoration works of the slopes and other sites that should be restored, shall be carried out by adding topsoil taken by the intervention areas layout, if it is satisfactory, or procured from free trade, and any extraction of forest land is prohibited.	The term is respected (see ET d14.1)
d30.7 (d30.11)	Interventions in forest nature areas for the implementation of the proposed main and accompanying works will be made to the terms, conditions and the procedure laid down by the Forestry Law.	The term is respected (see ET d2.1 and d2.3)
d30.8 (d30.12)	Excavated materials should not be deposited in streams and torrents to ensure the free flow of the water in forest areas outside the occupation zone of the project, and in protected areas. If the excess products are deposited in unutilized quarries or borrow pits within the forest area, a specific Environmental Rehabilitation Study is required d to be submitted by the constructor of the project. The study is approved by the General Secretary of Decentralized Administration following a recommendation from the competent Forest Service, as provided by paragraph 4 of Art. 7 of Law 4014/2011.	The term is respected (see ET d2.7 and ET d7)
d30.9 (d30.13)	Any damage of forest and general vegetation during construction of the project should be limited to the strictly necessary land and interventions in the landscape should be limited to the absolutely necessary ones. The project Spatial installation design should be done with all possible clarity and detail in order to ensure both woody capital and productivity and potential (dynamics) of the forest. Logging or eradication of forest shrubs and trees and the disposal of products should be done in accordance with the provisions of forest legislation and suggestions of the local Forest Service. Take all necessary measures to prevent soil erosion.	The term is respected (see ET d2.5)
d30.10 (d30.14)	Serious earthworks during heavy rainfall should be avoided.	The term is respected checked monthly (see ET d2.7)
d30.11 (d30.15)	All necessary fire protection measures for vegetation should be taken	The term is respected (see ET d30.4)
d30.12 (d30.16)	The costs of implementing the environmental conditions should be included in the budget of the project from the beginning.	The environmental terms implementation cost has been included into the project budget
d30.13 (d30.17)	It is prohibited to change the use of land beyond the approved scope.	



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

Edition: 1.0
Page: 36 / 96
Date: 31.01.2016

d30.14 (d30.18)	This approval does not release the constructor from any other required approvals and permits under other provisions.	
d30.15 (d30.19)	This approval is valid as long as the project operates. In case the purpose for which such approval is granted is not fulfilled or eliminated or whenever wanted to change or the above- mentioned conditions are not met, its validity ceases automatically and without further formalities and the land returns to the management of the forest Authority.	
d30.16 (d30.20)	Failure to comply with these terms means the prosecution of those responsible according to the provisions of Article 71 of Law 998/1979 and, in case of infringement, the revocation of this decision.	
d30.17 (d30.21)	The Forest Service bears no responsibility for any claims and any problems that may be created by third parties and on areas outside those set above by the present decision.	
d30.18 (d30.22)	State rights-in-rem on land are unaffected by Decisions Approving the Environmental Conditions	
d30.19 (d30.23)	The monitoring and implementation of the terms of this Decision, relating to the implementation of the provisions of forest legislation, are entrusted to the relevant Forest Service.	
<u>Added by MD 1 4 7 9 9 6 / 1 4 -04-2015:</u>		
d31	The following terms of letter no. 177685/31 -12-2014 of the Directorate of Forests and Forest Environment Management of YPEKA should be fulfilled in writing, since the present EPO decision, according to the Minister of PEKA decision with no. 15277/2012 of (Government Gazette 1077/09.04.2012), is also an intervention approval.	The term is respected (see ET d2.3)
d31.1	The logging should be limited to what is strictly necessary for the construction and safe operation of the project and logging products should be available from the local forestry service, based on the provisions of the forest legislation.	The term is respected (see ET d2.5)
d31.2	Outside the limits of the project study, there will be no installation, nor any material deposited or disposed.	

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

d31.3	Care should be taken so that the culverts of the proposed alignment to be used as wildlife crossings. Regular cleaning and maintenance of structures to be provided during the project operational phase.	The term is respected (see ET d21)
d31.4	The State bears no responsibility for any claims, reservations of all rights of third parties on the area for which the intervention approval for the project construction will be given to inclusion on the AEPO (decision approving the environmental conditions) by the competent body.	
d31.5	The works will be executed after the drafting of the installation protocol by the responsible Forest Service.	
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 EIA subsequent documentation, which constitutes a tool for exploring of additional spaces and other works as well as assistance for all persons involved to the construction.
e2	<p><u>Measures and projects for the conservation of the above elements</u></p> <p>Those referred to in paragraph d of the present are sufficient</p>	-
f	<p><u>Period for which the given environmental approval is valid - Conditions for its review</u></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>Replaced by the MD 166142/13-02 -2013:</p> <p>The environmental terms of this Decision shall apply for ten years from its adoption if no change occurs in the data, based on which it was issued. Before the expiry of this period, the project operator has to commence the renewal process of the environmental terms, as set out in Article 5 of Law. 4014/2011.</p>	For the renewal of the environmental conditions the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) will follow.

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
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>Replaced by MD 166142/13-02-2013:</p> <p>For the modernization, improvement, expansion or modification of the project, as described in the EIS, the EIS-T and the additional elements hereof as well as the EIS-B, with the terms and limitations of this decision, compliance with Article 6 of Law 4014/2011 is required.</p> <p>In case of serious environmental degradation problems found during ordinary and extraordinary environmental inspections, or if environmental effects - not foreseen by the EIS-T and additional elements thereof, the EIS-B and the present decision - are observed, additional environmental conditions are imposed or the terms hereof are modify, as provided in par. 9 of Article 2 of Law. 4014/2011.</p> <p>Replaced by MD 147996/14-04-2015:</p> <p>For the modernization, improvement, expansion or modification of the project, as described in the EIS of section from CH. 5+104.5 to CH. 14+904.4 and the environmental studies accompanying the EPO JMD no. οικ. 142128/25-07-2005 ΚΥΑ ΕΠΟ as amended by MD ΕΠΟ οικ. 166142/13-02-2013, with the terms and limitations of this decision, compliance with Article 6 of Law 4014/2011 is required.</p> <p>In case of serious environmental degradation problems found during ordinary and extraordinary environmental inspections, or if environmental effects - not foreseen by the EIS of section from CH. 5+104.5 to CH. 14+904.4 and the environmental studies accompanying the EPO JMD no. οικ. 142128/25-07-2005 ΚΥΑ ΕΠΟ as amended by MD ΕΠΟ οικ. 166142/13-02-2013 and the present decision - are observed, additional environmental conditions are imposed or the terms hereof are modified, as provided in par. 9 of Article 2 of Law. 4014/2011.</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, Antirio I/C, as well as a File of Article 13 (JMD 11014/03) or small changes of section S1, which resulted by the elaboration of the final designs, have been elaborated and submitted by the J/V.</p> <p>The above modifications have been approved via the JMD 166142/13.02.2013 (prot. no. J/V 39517/05.03.2013).</p> <p>The Environmental Assessment Study concerning the amendment of Ionia Odos Alignment in this section, CH. 5+104,495 – CH. 14+904,360 including the alignment of Klokova has been approved with MD 147996/14-04-2015.</p> <p>For the modernization, improvement, expansion or modification of the project, the provisions of Law 4014/2011 (Government Gazette 209A/2011) are required to be met.</p>

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

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>Replaced by MD 166142/13-02-2013: In case of permanent closure of the project or part thereof, the operator is required to make site clearance and final restoration of the environment in accordance with the instructions of the competent services</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 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> <p>Replaced by MD 166142/13-02-2013: 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 term is respected.</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 Aitolokarnania notified via the present, is required to disclose it, in accordance with those aforementioned to the JMD Η.Π.37111/2021/26.9.03 (OGG 1391/B/29.9.03). The publications costs shall bear the operator of the project.</p>	<p>-</p>

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p><u>Replaced by MD 166142/13-02-2013:</u> This decision, the EIS, the EIS-T with the additional elements hereof as well as the accompanying EIS-B should, at any check, be located in the offices of EYDE/ D-C EPA & IO and displayed to all competent bodies, in accordance with the current legislation.</p> <p>k) Failure to comply with the terms hereof and any realization of projects and activities that may result in environmental degradation, shall entail - beyond the sanctions imposed by other provisions of the current legislation -, the enforcement to the officers of those provided for in the provisions of Articles 28, 29 and 30 of Law. 1650/86, as amended and in force.</p> <p>k) This decision relates only to the environmental terms of the specified activity without considering the property titles. Moreover, the concerned party is not exempt from the obligation of any other required approvals and permits in accordance with the applicable legislation.</p> <p>l) This decision shall apply provided that is not contrary to urban planning and other applicable provisions that may prevail over it. It also presupposes the allocation of land for the implementation of the project, depending on the ownership applicable to it.</p> <p><u>Replaced by MD 147996/14-04-2015:</u> This decision and the EIS of section from CH. 5+104.5 to 14+904.4 and the environmental reports accompanying the JMD EPO οικ. 142128/25-07-2005 as amended by MD EPO 166142/1302-2013 should, at any check, be located in the offices of EYDE/ C&W GR CP and displayed to all competent bodies, in accordance with the current legislation.</p>	

**ANTIRRIO – SOUTHERN END OF AGRINIO BYPASS
(KEFALOVRYSSO) – KLOKOVA AREA FROM CH. 6+163,5 TO
CH. 11+827 (CH. 6+195,6 TO CH. 11+552 INITIALLY
APPROVED ALIGNMENT)**

- **AEPO JMD MD 147996/14-04-2015**

MD Table 147996/14-04-2015 to the point 1. "Environmental Terms Approval (ETA) of the project "Ionia Odos: Antirrio – Kefalovryssos (Agrinio Bypass Southern End", Klokova area, from CH. 6+163.5 to 11+827 (6+195.6 to 11+552 of the initially approved alignment)".

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
b	<p><u>Specific limit values of pollutant loads and concentrations emission according to the applicable provisions.</u></p> <p>The limit air quality values refer to the following provisions:</p> <p>i) JMD with prot. no. 14122/549/E103/24.03.2011 (B' 488) which shall be laid down for the measures to improve air quality, in compliance with the provisions of Directive 2008/50/εκ.,</p> <p>ii) JMD with prot. no. 22306/1075/E103/07 (OGG/B/920/8.6.07) fixing prices - objectives and assessment limits of concentrations for Arsenic (As), cadmium (Cd), Mercury (Hg), nickel (Ni), Polycyclic hydrocarbons in ambient air in compliance with the provisions of Directive 2008/50 / EC.</p> <p>For disposal of wastewater, the following shall apply:</p> <p>iii) Sanitary Regulation no. E1 β/221/1965 (B' 138) on the disposal of waste water and industrial waste, as amended by no. C1/17831/12.07.1971 (B' 986), C4 /1305/2.8.1974 (B' 801) and D. YG2/GP, oik. 133551/30.9.2008 (B' 2089), iv) The current specific provisions that may apply to the project area.</p> <p>The works provided for the implementation and operation of the project, do not include collection, treatment or disposal of waste within the meaning of the relevant legislation.</p>	<p>All limits are taken into consideration pursuant to the current legislation.</p> <p>Hazardous waste is managed under contract by appropriately licensed companies.</p>
c	<p><u>Specific limit values of noise level and vibrations according to the applicable provisions.</u></p> <p>i. For the noise emitted from the construction equipment of the project, those provided in the JMD 37393/2028/01.10.2003 "Measures and conditions for the noise emissions to the environment from equipment for use outdoors" OGG 1418B) as amended by JMD 9272/471/2.3.2007 (OGG 286/B/07), shall apply.</p> <p>ii. The upper limits of acceptable traffic noise are specified in the JMD oik. 211773/27.4.12 (ΦΕΚ 1367/B) "Defining indicators and maximum allowable traffic noise limits on road transportation projects, technical specifications of special acoustic designs for noise protection (EAMYE), specifications of environmental noise monitoring programs and other provisions".</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.</p> <p>The results were WITHIN the allowable limits. Measurements were intensified during the reporting period, at the fronts of Klokova, mainly at the entrance which adjoins the settlement of Riza. No limits exceedance was observed.</p>



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

Edition: 1.0
Page: 43 / 96
Date: 31.01.2016

		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.
d1	The following terms, which are mandatory and relate to: - 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	As E.T. d1 of previous table
d1.1	During tendering procedures, supervision, receipt, all necessary actions should be made and all necessary measures should be taken to ensure: - 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.	As E.T. d1.1 of previous table
d1.2	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.).	As E.T. d1.2 of previous table
d2	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	As E.T. d2 of previous table



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

Edition: 1.0
Page: 44 / 96
Date: 31.01.2016

d2.1	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 environmental approval according to article 7 of Law 4014/2011.	The relevant STIS or Technical Environmental Studies (TEPEM/TES or EIS) for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to DIPA/YPAPEN (ex EYPE/YPEKA). Those referred to in E.T. d.2.1 of the previous table shall apply: Specifically, at the area of Klokova, the Auxiliary worksite entry and exit areas may operate, which are located within the expropriation limits or) and were licensed by this MD 147996/14-04-2015. Also the Klokova worksite operates (after the exit of the tunnel in the construction area of the frontal toll station) which is located within the expropriation boundaries.
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, from CH. 5+104.5 to CH. 14+904.4 , 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 DIPA/YPEKA.	According to the Environmental term d2.1, the environmental approvals are given by the DIPE/YPAPEN after submission of the relevant TEPEM or EIS or as defined in Law 4014/2011 (OGG 209A/2011).
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.	As E.T. d2.3 of previous table
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).	As E.T. d2.4 of previous table
d2.5	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 and improvement of the beauty of the landscape, harmonized to the local character.	As E.T. d2.5 of previous table

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

d2.6	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.	As E.T. d2.6 of previous table
d2.7	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.	As E.T. d2.7 of previous table
d2.8	All redundant excavation materials should be separated from waste or other solid waste and should be disposed with proper configuration in approved areas.	As E.T. d2.8 of previous table
d3	Prior to the commencement of the construction of each section of the project the relevant Archaeological Services (EFA Aitolokarnanias and Lefkadas) should be notified on time and in writing.	The archaeological department is notified on time for section of the project prior to the commencement of the works.
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 (ΛΣΤ' ΕΡΚΑ, 8th ΕΒΑ), which will be notified by the subcontractor companies one month before the commencement of these works.	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 ΛΣΤ' ΕΡΚΑ, 8th ΕΒΑ 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 and Article 13 of the Concession Agreement shall apply.

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

d3.3	Those referred to in Decision no. ΥΠΡΟΑ /ΓΔΑΠΚ/ΔΒΜΑ /ΤΒΜΑΧΜΑΕ/338702/193427/11831/518/19-12-2014 of the Minister of Culture and Sports (letter of the Directorate of Byzantine and Post-byzantine Antiquities) for said subject-matter έργο (ADA: 6105Γ-7ΑΩ).	The terms are met. The works referred to them are in process.
d3.3.1	Capture of natural terrain with orthophotomap	
d3.3.2	Degradation of the walls 4 and 5 should be done with excavation way, by the adequately qualified staff of the subproject before the commencement of the works. All works should be done under the supervision of the EFA staff of Aitoloakarnania and Lefkada.	
d3.3.3	The contractor of the project should submit the shoring study of Byzantine wall 3 against crash or damage due to imminent northern tunnelling works.	
d3.3.4	Measures should be taken to protect other sections of the monastery complex that may be affected by the tunnel construction works. The protection measures and the elaboration of the respective studied shall bear the developer.	
d3.3.5	Rescue excavation survey shall be continued in the wall above the construction site and to the extent of the central plateau of the complex in order for the extent of the Byzantine monastery to be justified and the relevant protection study of its residues to be drawn up.	
d4	Worksite infrastructure to be established serving the project's needs during its operation (de-icing, etc.)	The subject refers to the operation phase of the project
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. 	As E.T. d5 and E.T. d5.1 of previous table.



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

Edition: 1.0
 Page: 47 / 96
 Date: 31.01.2016

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.	
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.	
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.	
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>	As E.T. d6, E.T. d6.1 and E.T. d6.2 of previous table
d7	To ensure the uninterrupted flow of the surface water by constructing all required structures required and considering a return period of at least 50 years, excluding any stream filling with debris etc., to avoid phenomena of stagnant water and floods given that a section of the project is developed in the broader area of Evinos river as well as in lowland areas with extensive irrigation network.	As E.T. d7 of previous table
d8	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 arranged on a special study of risk assessment (risk assessment study) which will be prepared with care of the institution of the study project.	As E.T. d8 of previous table



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

Edition: 1.0
Page: 48 / 96
Date: 31.01.2016

d9	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.	See attached table "PUOs TABLE"
d10	Throughout the construction phase to ensure a 24-hour continuous circulation of the existing motorway for both traffic lanes including the area of Klokova.	The Basic Design of the section between Riza I/C (CH. 6+000) and Klokova I/C has been amended with a new alignment of twin tunnels each one measuring around 2,9 km of length, which does not affect the existing National Road thus being able to operate as an alternative non-tolled route. The Environmental Assessment Study concerning the amendment of Ionia Odos Alignment in this section, CH. 5+104,495 – CH. 14+904,360 including the alignment of Klokova has been approved. According to the amendment, the traffic is carried out normally, as now the construction of the tunnel is foreseen.
d10.1	During the construction of the projects described in the EIS of section from CH. 5+104.5 to 14+904.4, it is not allowed to throw the rock and any other material in the sea area or the slopes of the mountain.	During the excavation and layout of fronts special attention was given in order for materials not to end up in the sea area and the mountain slopes.
d10.2	<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 versa, which should be directly applied in case any failure or unexpected events may occur resulting in traffic disruption in the area. - The cost of implementing that plan in Klokova is borne by the Contractor. 	<p>A TEPEM has also been approved for rainfall protection works on the existing Antirio – Agrinio NR in the region of Klokova, Municipality of Nafpaktia, Prefecture of Aitoloakarnania, during drilling operations and temporary support of the Klokova tunnel of Ionia Odos. (DIPA 148473/04-09-2015 - ΑΔΑ: ΩΞ1Α465ΦΘΗ-000).</p>

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d11	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.	As E.T. d11 to E.T. d13.3 of previous table.
d12	During the perforation, mechanical equipment to be used in order to contain the dust.	
d13	Regular wetting of worksite materials etc., to be conducted in order to reduce the dust during the execution of earthworks.	
d13.1	Regular wetting of all bare surfaces is required during summer, so as to prevent dispersion of dust.	
d13.2	Excavation products and aggregates to be transported from and to the project and coverage of heavy vehicle carriers with a suitable cover.	
d13.3	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, 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 landscaping works will begin after the formation of the slopes and in accordance with the relevant approved landscaping design. The rehabilitation works and their budget constitute an integral part of each STIS submitted (disposal sites, borrow pits, worksites, etc.). As regards the topsoil of the construction works, care is taken in order to stockpile it and use it in plantings - restorations.
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.	
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.	

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
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 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 ΛΣΤ' EPKA and their coincidence with archaeological sites, and avoid antiquities destruction	As E.T. d15 of previous table.
d16	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.	
d16.1	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.	
d16.2	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.	As E.T. d16 to E.T. d16.4 of previous table.
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.	<u>Klokova tunnel:</u> The surface excavations at the fronts of the tunnel will be >5m. exempt for the temporary ones. There will be a construction CC and an appropriate layout planning of the front, with a height of <5 m. as specified. The layout planning will bear the IE's approval.

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<p>According to the Layout Planning of Klokova tunnel entrance submitted for approval, the maximum open excavation above the tunnel clavicle is 3,87m. for the left branch inlet, and 1,21m. for the right branch inlet, i.e. they are less than 5m. as referred to the E.T. The remaining part of the structures of the tunnel entrance is re-embanked. It should be noted that there are no open excavations at the exit branches.</p>
d18	<p>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.</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><u>Area of Klokova tunnel</u></p> <p>Six (6) measuring - recording vibration stations are installed, which are permanently installed and in continuous recording ready mode and from the vibration recorders activated due to blasting. The measuring stations dispose INSTANTEL vibration recorders and have been encoded as follows:</p> <p>A. Tunnel Entrance</p> <p>MiniMate Blaster – S/N BE14951 (measuring station VT1002), in Lefkimiati house ground floor, Riza settlement, MiniMate Blaster – S/N BE15378 (measuring station VT1003), in Valma house ground floor, Riza settlement, MiniMate Plus – S/N BE15381 (measuring station VT1004), in a cemetery, Riza settlement MiniMate Plus/8 – S/N BE7388 (measuring station VT1005), on the National Road of Antirrio – Ioannina (CH. 6+950) near the Tunnel Entrance.</p> <p>B. Tunnel Exit</p> <p>MiniMate Plus – S/N BE15382 (measuring station VT1006), on the slope of the existing National Road (CH. 8+100), installed over a special base anchored in rock mass, MiniMate Blaster – S/N BE15379 (measuring station VT1007), at the area of the Tunnel Exit, on the existing National Road (CH. 9+800). The relevant documentation is kept in the worksite. No excess of levels has been observed during the current period. The measurements do not exceed the acceptable limits.</p>

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
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 with a maximum distance of 350 m. between them and from the entrance of the tunnel.	According to the Final Motorway Design and the relevant tunnel studies, the construction of eight transverse arcades between tunnels, the distances between which vary for the left sector from 280 to 336m., while the right branch is from 307 to 336m., that is to say less than 350 meters. Also, given that the width of all galleries is 6,9m, they can be used as road connecting arcades. Therefore the E.T. are fulfilled.
d19.1	Similarly, arcades connecting tunnels should be constructed at least every 1000 meters. The dimensions of the tunnels galleries should be such as to allow passage of at least one small fire truck or ambulance.	
d19.2	Emergency parking spaces should be foreseen on the right side of each branch of the tunnel arcade.	Term included
d19.3	A visual and audible instructions supply system should be installed (i.e. shutdown of machines etc.) to drivers in case of entrapment (because of accident etc.) into the tunnels.	Term included
d19.4	All necessary measures should be taken to ensure good air quality for the tunnel users. Upon elaboration of a technical study and considering the worst traffic scenario (halt of traffic in tunnels and operation of the engines to the minimum rate), to be installed, where required, an aeration and ventilation system in each tunnel branch.	Term included
d19.5	Particular emphasis should be given on the design and implementation of a complete fire protection system in tunnels, in collaboration with the Firefighting Service.	Term included
d19.6	An adequate emergency communications system should be installed inside tunnel	Term included
d19.7	The project operator is required to draw up a draft contingency plan for emergency needs and situations within tunnels and to proceed to all necessary steps to ensure the possibility of the implementation plan before the commencement of the project.	It refers to the operation phase.

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d19.8	The underground sections of the project should:	It refers to the operation phase.
d19.8.1	Automatic CO, NOx and visibility counters should be installed, of continuous operation with sufficient sensitivity.	Establish automatic counters CO, NOx and visibility of continuous operation with sufficient sensitivity.
d19.8.2	Traffic in tunnels should be interrupted, with appropriate devices in case of exceedance of specific CO concentration limit or limited visibility.	
d19.9	At appropriate points before the entrances of each tunnel, a special electronic signage should be placed with the indication "Tunnel Closed" for cases of traffic stops therein.	
d19.10	Security, escape, ventilation, fire protection, lighting, communications and tunnel management systems of tunnels should be constructed at least as those laid down in European or international rules and standards, and their continuous operation should be ensured. The above systems will be implemented and operated before the commencement of the project.	
d19.11	The runoff of tunnels road will be subject to management in order to avoid contamination of the recipients, both during normal operation and in the event of an accident. The management system should include at least the retention and separation tanks, as well as the separation and management of water lighter pollutants.	<p>For Klokova tunnel, a Final Hydraulic Study has been elaborated and submitted for approval. The study is about:</p> <ul style="list-style-type: none"> • The collection of burning waste • The drainage of limited water quantities that will flow sporadically on the roadway, mainly because of the washing tunnel and accidentally by fire - fighting facilities. • The layout of the tunnel main drainage system <p>The tunnel drainage system consists of a central collector collecting leachate of diameter D = 400mm, which could be located 1.60m from the axis of the tunnel to the lower boundary.</p> <p>The construction of an underground pollutant retention tank is also provided in the plateaus provided on the right boundary of the tunnel sector of the (eastern front).</p>

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		Therefore the term is met.
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.)	As E.T. d20 of previous table.
d21	During the construction phase of the structures, the passage of wildlife should be secured with minimum dimensions, listed in the EIS from CH. 5+104,5 to CH. 14+904,4 (chapter 9,10) of the project.	<p>The positions and dimensions of the structures of the Final Road Design in relation to those of the EIS have been examined in detail in the Environmental Assessment of the Final Design for section from CH. 5+104 to CH. 10+451 (section 105) which was submitted to an independent engineer for approval. It was found that the measures proposed by the OMO technically meet the parameters (height, distance between) stated in the EIS. Also the addition of four further KO is on-the-best in terms of fulfillment of the Environmental Term.</p> <p>In any case, the fauna of the region in question is composed by small mammals (rabbit, fox) and amphibians, for which both crossings – culverts, proposed by the final hydraulic study, are more than sufficient. Therefore, the above condition is met.</p>
d22	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 refers to the operation phase.
d23	<p>To monitor the Road Traffic Noise from the operation of the project and in order to comply with the current applicable limits, the measures provided for in JMD oik.211773 / 27.4.2012 (B 1367) shall apply: Specifically, it is required:</p> <ul style="list-style-type: none"> • Monitoring OKTH under appropriate program. • Download of noise protection measures, if found that they exist or limits exceedances are reasonably expected. These measures will be adopted in accordance with the provisions of par. 2 of Article 7 of Law 4014/2011 (A' 209). 	It refers to the operation phase.



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

Edition: 1.0
 Page: 55 / 96
 Date: 31.01.2016

d24	<p>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:</p> <ul style="list-style-type: none"> - Measurements of temperature, humidity, wind speed and direction, - Concentration measuring CO, NOx, SO2, BTX (benzene-toluene xylene), TSP and PM10. 	It refers to the operation phase.
d25	<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>	
d25.1	<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 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>	<p>The Euro Ionia 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.</p>
d26	<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. 	<p>The E.T. is met. The J/V submits relevant reports to the Concessionaire in an annual and semi-annual basis according to the relevant Reports, which is common for the entire J/V. This semiannual report constitutes an implementation of the said E.T.</p>

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d27.6	It is prohibited to change the use of land beyond the approved scope.	
d27.7	Care should be taken so that the culverts of the proposed alignment to be used as wildlife crossings. Regular cleaning and maintenance of structures to be provided during the project operational phase.	The term is respected (see ET.T. d21). Maintenance refers to the operation of the project
d27.8	Before starting the project implementation works, a Special Forest pre-Study, as foreseen by MD no. 15277/2012, will be submitted for approval to the competent Forestry for the restoration of forest vegetation and the landscape improvement of the construction project. The plant species used should be indigenous and not foreign to the native plant community of the region. The Construction company shall maintain plantings for the first three years.	Landscaping study for said section has not been submitted for the said section.
d27.9	Failure to comply with these terms means the prosecution of those responsible according to the provisions of Article 71 of Law 998/1979 and, in case of infringement, the revocation of this decision.	
d27.10	The State bears no responsibility for any claims, reservations of all rights of third parties on the area for which the intervention approval for the project construction will be given to inclusion on the AEPO (decision approving the environmental conditions) by the competent body.	
d27.11	State rights-in-rem on land are unaffected by Decisions Approving the Environmental Conditions	
d27.12	The works will be executed after the drafting of the installation protocol by the responsible Forest Service.	
d27.13	The monitoring and implementation of the terms of A.E.P.O. concerning the application of the provisions of the Forest Law, are entrusted to the competent Forest Services.	
d28	The environmental conditions compliance proposed in the EIS, from CH. 5+104.5 to 14+904.4 (Chapter 9, 10), which accompanies the present, shall apply if the said conditions are not consistent with those mentioned above and the remedies proposed.	

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
e1	<p>Local environment - Sensitive elements – Specially Protective zones.</p> <p>The area of the project section for CH. 6+163.5 to 11+827 (6+195.6 to 11+552 initially approved alignment), is not adjacent with areas of the European Ecological Network of NATURA 2000. In the broader area the area "EZA Varasova Mount" protected by the European Ecological Network NATURA 2000 is located (GR 2310005).</p>	As E.T. e1 of previous table.
e2	<p>Measures and projects in order to maintain the above elements</p> <p>Those referred to in par. d hereof are sufficient.</p>	
f	<p>Period for which the given environmental approval is valid - Conditions for its review</p> <p>The environmental terms of this Decision shall apply for ten years from its adoption if no change occurs in the data, based on which it was issued. Before the expiry of this period, the project operator has to commence the renewal process of the environmental terms, as set out in Article 5 of Law. 4014/2011.</p>	For the renewal of the environmental terms, the procedures provided for in Law 4014/2011 (Government Gazette 209A/2011) will follow.
g	<p>For the modernization, improvement, expansion or modification of the project, as described in the EIS from CH. 5+104.5 to 14+904.4, with the terms and limitations of this decision, the procedure - laid down in Article 6 of Law 4014/2011 - is required to be met.</p> <p>In case of serious environmental degradation problems found during ordinary and extraordinary environmental inspections, or if environmental effects - not foreseen by the EIS and the present decision - are observed from CH. 5+104.5 to CH. 14+904.4, additional environmental conditions are imposed or the terms hereof are modify, as provided in par. 9 of Article 2 of Law. 4014/2011.</p>	<p>The Environmental Impact Study was approved by MD 147996/14-04-2015 to modify the alignment at section CH. 5+104,495 – CH. 14+904,360, including the modification of Klokova</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>In case of permanent closure of the project or part thereof, the operator is required to make site clearance and final restoration of the environment in accordance with the instructions of the competent services</p>	

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

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
i	Each term of this Decision may be amended in accordance with Law 1650/86 as amended and in force. 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.	The modification of terms is subject to the provisions of Law 4014/2011 (OGG 209A/2011).
j	<p>The present and the accompanying EIS from CH. 5+104.5 to CH. 14+904.4, 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 current legislation.</p> <p>k) Failure to comply with the terms hereof and any realization of projects and activities that may result in environmental degradation, shall entail - beyond the sanctions imposed by other provisions of the current legislation -, the enforcement to the officers of those provided for in the provisions of Articles 28, 29 and 30 of Law. 1650/86, as amended and in force.</p> <p>l) This decision relates only to the environmental terms of the specified activity without considering the property titles. Moreover, the concerned party is not exempt from the obligation of any other required approvals and permits in accordance with the applicable legislation.) This decision shall apply provided that is not contrary to urban planning and other applicable provisions that may prevail over it. It also presupposes the allocation of land for the implementation of the project, depending on the ownership applicable to it.</p>	The term is respected

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

- AEPO JMD 141564/25-07-2005
- Amendment: MD 167980/30-04-2013
- Amendment: MD 174140/28-07-2014
- Amendment: MD 150063/25-06-2015

Main Project environmental licensing - Background

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

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

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

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

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

The **EIS on the modifications** of Ionia Odos has been submitted (**J/V prot. No.: 43016_IC-P-CC-S0000_16.06.14**) for the sections below:

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

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

Toll Stations - MCC- MSS

- With prot. No. 48933/03.04.15, the submission by "Nea Odos" to EYDE/K.E.Σ.Π.K. & Δ.E of the Environmental Impact Study of Menidi, Terovo and Lateral Toll Stations of Gorgomylos I/C – Ionia Odos has been communicated to the J/V
- Submitted, with prot. no. 50063/10.06.15, to EYDE/K.E.Σ.Π.K. & Δ.E of the Technical Environmental Study (TEPEM) for the suggested firefighting maintenance and police buildings, at the CH. 27+250, CH. 95+500 and 148+800 of Ionia Odos (sections S1, S2 and S3).
- With prot. No. 50211/18.06.15 of EYDE/Ε.Π. Κ.&Δ.Ε. sent to DIPΑ/YPAPE on the Technical Environmental Study (TEPEM) for the Fire-fighting, Maintenance and Police buildings at CH. 27+250,95+500 and 148+800 of Ionia Odos, informed that it gives its consent to the said TEPEM, from which the Maintenance Control Center (MCC) of Amfilochia (CH. 95+500) will be excluded, in order for a new TEPEM to be submitted, including the Motorist Service Station (MSS) and the MCC of Amfilochia.

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
B	<p><u>Specific limit values of pollutant loads and concentrations emission pursuant to the current provisions</u></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 and should not go beyond those referred to in JMD (5673/400/05.03.1997).</p> <p>P.D. 82/2004 applies especially for oils (OGG 64A/02.03.04)</p> <p><u>Replaced by MD 167980/30-04- 2013:</u></p> <p>The limit air quality values refer to the following provisions: i) JMD with prot. no. 14122/549/E103/24.03.2011 (B' 488) which shall be laid down for the measures to improve air quality, in compliance with the provisions of Directive 2008/50/εκ., ii) JMD with prot. no. 22306/1075/E103/07 (OGG/B/920/8.6.07) fixing prices - objectives and assessment limits of concentrations for Arsenic (As), cadmium (Cd), Mercury (Hg), nickel (Ni), Polycyclic hydrocarbons in ambient air in compliance with the provisions of Directive 2008/50 / EC.</p>	<p>All limits are taken into consideration pursuant to the current legislation.</p> <p>Hazardous waste is managed under contract by appropriately licensed companies.</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 63 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p>For disposal of wastewater, the following shall apply:</p> <p>iii) Sanitary Regulation no. E1 β/221/1965 (B' 138) on the disposal of waste water and industrial waste, as amended by no. C1/17831/12.07.1971 (B' 986), C4 /1305/2.8.1974 (B' 801) and D. YG2/GP, oik. 133551/30.9.2008 (B' 2089),</p> <p>iv) The current specific provisions that may apply to the project area.</p> <p>The works provided for the implementation and operation of the project, do not include collection, treatment or disposal of waste within the meaning of the relevant legislation.</p>	
c	<p><u>Specific limit values of noise level and vibrations pursuant to the current provisions</u></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 noise emitted from the construction equipment, those provided for in JMD 37393/2028/01.10.2003 (OGG 1418B) shall apply.</p> <p><u>Replaced by the MD 167980/30-04-2013:</u></p> <p>i. For the noise emitted from the construction equipment of the project, those provided in the JMD 37393/2028/01.10.2003 "Measures and conditions for the noise emissions to the environment from equipment for use outdoors" OGG 1418B) as amended by JMD 9272/471/2.3.2007 (OGG 286/B/07), shall apply.</p> <p>ii. The upper limits of acceptable traffic noise are specified in the JMD oik. 211773/27.4.12 (ΦΕΚ 1367/B) "Defining indicators and maximum allowable traffic noise limits on road transportation projects, technical specifications of special acoustic designs for noise protection (EAMYE), specifications of environmental noise monitoring programs and other provisions".</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.</p> <p>The said measurements are reflected in maps depicting the extent of the construction of the project and the location the measurements were made. The said maps as well as the measurement, which were repeated at regular intervals (monthly), were included in the noise measurement issue, which is submitted with the annual report in the past.</p>

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 64 / 96
Date: 31.01.2016

d1	<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>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). During the current period, a review of the PEA and the EMS was carried out, which was promoted to the worksites for compliance.</p>
		<p>The plan and its review have been presented to the joint venture's supervising engineers, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>It has to be pointed out that, by reviewing the Environmental Management System implemented by the J/V, the Subcontractor's obligations have been put into practice against the compliance with the construction E.T. in the form of Directive through ENV-WI10-01.</p> <p>In this context an internal training seminar was held by the Minister for Environment of the J/V.</p> <p>Both the Construction J/V and the Concessionaire dispose a special environmental department, to implement the Environmental Management Plan and to monitor compliance with the ET. There are also people responsible for the environment in each section of the project.</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. 	

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 65 / 96
Date: 31.01.2016

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 consideration when tendering for the construction of this project. To date expenditures for environmental protection have been submitted in the annual environmental reports of the previous years.
d2	<p>At the area of 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) Hypsometric lowering of the motorway to be done in the area of Episkopiko to to reduce the visual impact and the occupation of the agricultural land. 	<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 studied in the OMO and approved within the context of the AEPO/2014 amendment. iii) The hypsometric lowering has been approved in the OMO, the road section has been constructed.
d3	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 is underway, as specified below. (d4)



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 66 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		For all the adjacent works, the process of environmental licensing before their installation is respected.
d4	<p>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> <p><u>Replaced by MD 167980/30-04-2013:</u></p> <p>Every kind of individual projects or activities relating to the construction or operation of the project (i.e. worksite installations, quarries, borrow pits, disposal pits, Motorist Service Stations (MSS), service and maintenance of projects and activities stations, toll stations, noise protection projects, technical measures and conditions of AEPO of the project) are ancillary works of the main project and can be implemented only after their environmental licensing according to Article 7 of Law 4014/2011.</p>	<p>The relevant STIS for all required sites (quarries, borrow pits, disposal sites and worksites) have been submitted to EYPE and their approval is expected.</p> <p>The submissions of the studies as well as the progress of the approval procedure are as follows:</p> <p><u>Borrow Pits/Quarries:</u></p> <p>In operation:</p> <p><u>Toumpanos location (CH96+000):</u> Approved EYPE 138434/03-07-2009 and in operation. With 53090/ 08.12.15 a letter of guarantee was submitted. With 49798/26.05.15 an activity report was submitted for 2014 according to which 87.676 aggregate materials were received.</p> <p><u>Paliokoulia location (CH 120+000):</u> Approved (EYPE prot. No.122353 /22-02-2010). With 49797/26.06.15 an activity report was submitted for 2014 according to which 257.400 of aggregate materials were received. The quarry operated until 12/2015 and then the J/V requested for extension of leasing (157862/6178 direct leasing until 27.12.2015). The letter of guarantee (J/V 40157/11/13) is in force.</p> <p>Approved but without operating at present and probably might not be needed:</p> <p><u>Borrow Pit BP14 Makryvouni location, Municipality of Dodoni (CH. 180+000).</u> The EIS and STIS have been approved. (EYPE 22581/12-04-2010)</p> <p>As for Makryvouni borrow pit, the decision of the City Council and the exploitation license are pending by the Region. (former District/Directorate of Development)</p> <p><u>Pinakoulia location (CH. 126+000):</u> Approved (prot. no. EYPE: 138434/03.07.2009).</p> <p><u>Aq. Georgios Glykorizo location: (CH. 128+000):</u> EYPE approved 205553/28.11.2011). May be activated in the future.</p>

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 67 / 96
Date: 31.01.2016

		<p><u>Selitoura location: (CH. 165+000).</u> Approved (EYPE prot.no.: 135889/21.07.09)</p> <p>Disposal pits: The Project Disposal Pits shall be listed/ categorized on a monthly basis and then the corresponding actions shall be forwarded (TEPEM for permanent deposits, Depot surveying and submission for approval). Permanent positions are outside NATURA> 250 settlements etc. In particular the preparation of TEPEM is provided for permanent disposal sites - if finalized. Depots are surveyed and, as mentioned above, new locations are continuously recorded. Depot shall be made, primarily on expropriated areas. Water recipients are not obstructed at these positions.</p> <p>Worksites: <u>Amfilochia Worksite (CH. 84+000) (Knauf):</u> TEPEM Submitted 44701/25.08.14 and approval is expected from DIPA/YPAPEN <u>Sikoula (CH. 124+000):</u> Approved worksite (offices & garage): EYPE 202687/10.24.2012. <u>Worksite areas:</u> Preparatory CH. 84+500 (within Amvrakia I/C), Preparatory CH. 101+500 (within Amfilochia I/C) and Stone processing plant in Amfilochia MSS – "Toumpanos" borrow pit CH. 96+000. For those mentioned above, TEPEM 44701/25.08.14 was submitted for approval from DIPA/YPAPEN <u>Kampi (CH. 149+700) and Gorgomylos site: (CH. 163+000).</u> STIS approval no. oik136719/23.02.09. Kampi worksite operates but the worksite of Gorgomylos not yet. <u>Gymnotopos location:</u> STIS approval with no. 165762/01.02.2013 <u>S3.4 Agia Triada, (CH. 176+000 in the area of Terovo I/C).</u> STIS has been approved. (EYPE 136713/23-02-2009). The worksite area is operating. <u>"Perdika" Worksite (CH 182+600):</u> New installation for which a TEPEM (44700/25-08-14) has been prepared and reviewed (44939/04-06-2015) and the relevant approval is being expected. <u>S3.6 Ampelia tunnel exit, (CH. 193+000 at the exit of Ampelia tunnel).</u> It operates and is approved (EYPE 1363713/23-02-3009). A TEPEM for expansion has been submitted (39221/08-11-2012).</p>
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SEMI-ANNUAL PROGRESS REPORT FOR THE IMPLEMENTATION OF ENVIRONMENTAL TERMS DURING THE CONSTRUCTION PHASE

(B' SEMESTER 2015)

Edition: 1.0
Page: 68 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<p>The expansion area (where excavation materials temporary storage took place and a TEPEM had been submitted and approved by the Amendment Folder as Operation Infrastructure Area.</p> <p>There is a Concrete Preparatory and Stone processing plant in the area. <i>Ampelia tunnel exit S3.7</i>, (CH. 192+000 at the exit of Ampelia tunnel). STIS has been approved (36014/13-05-11). The area is no longer in use. A TEPEM has been submitted for all ancillary worksite installations and depot positions (prot. no. 47102/30.12.14) for the:</p> <ul style="list-style-type: none"> • <i>CH. 149+700 (concrete production unit)</i> • <i>CH.155+000/155+200:Stone processing plant and depot of subcontractor "Pigassos"</i> • <i>CH. 158+150 (Utility Worksite - Gymnotopos, installed during the current period)</i> • <i>CH. 165+500-750 (Concrete Preparatory and Stone processing plant - depot),</i> • <i>CH. 166+500 (Tsagkaropoulos ancillary worksite and depot)</i> • <i>CH. 166+800/850 (ancillary worksite)</i> <p>Finally, during the current period, a new concrete production plant at CH. 164+700 has been installed. Additional documentation was launched for the recently submitted TEPEM (prot. no. 25-09-2015).</p> <p><u>Tolls:</u></p> <p>An Environmental Assessment Study for Menidi, Terovo Frontal Toll Stations and Gorgomylos I/C - Ionia Odos lateral Toll Stations was submitted. (48933/03-04-2015)</p> <p><u>MCC – MSS</u></p> <ul style="list-style-type: none"> • A Technical Environmental Study was submitted, (50063/10.06.15), (TEPEM) for the suggested fire-fighting, maintenance and police buildings, at CH. 27+250, 95+500 and 148+800 of Ionia Odos (S1, S2 and S3 sections).



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 69 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<ul style="list-style-type: none"> With EYDE/ C&W GR no. 50211/18.6.15 sent to DIPA/YPAPE informed that agrees with that TEPEM from which the Maintenance Control Center (MCC) of Amfilochia will be excluded (CH. 95+500), in order to submit a new single TEPEM including the Motorist Station Service (MSS) and the Maintenance Control Center (MCC) of Amfilochia.
d5	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>Pursuant to the Environmental Term d4, the environmental approvals are given after the elaboration and approval of the relevant STIS by EYPE. For all licensing submitted up to now, the necessary STIS have been elaborated, for which a detailed report is being held above.</p> <p>The environmental licensing is now issued in accordance with Law 4014/2011 (Government Gazette 209A/2011)</p>
d6	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 Amvrakikos Gulf as well as the Amvrakia Lake.	<ul style="list-style-type: none"> It has been ensured that the layout planning of concrete and asphalt mix production units abide by the afore-mentioned restrictions, as specified in the submitted STISs already approved or submitted so far. No worksite unit is installed at a distance of at least 500m. The worksite "Sikoula" does not include production units.
d7	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 and improvement of the beauty of the landscape, harmonized to the local character.	The observance of the term will be controlled by the responsible of Environmental Monitoring & Control Program.
d8	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. 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.

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 70 / 96
Date: 31.01.2016

<p>d9</p>	<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><u>Replaced by MD 167980/30-04-2013:</u></p> <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., subject to paragraph 4, Article 7, of Law 4014/2011. 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>It has been taken into account in order to find possible sites to dispose materials and has also been taken into account for the preparation of the respective STISs that were submitted to DIPA (former EYPE). The implementation of the E.T. with respect to the protection of water recipients from the disposed soil material is controlled via the Environmental Monitoring & Control Program.</p> <p>The term was a criteria used during searching locations for possible disposal sites in section S2 and S3 conducted in collaboration with the Department of Environment and Construction Division.</p> <p>Excess materials are also placed in the Operation Infrastructure Sites integrated in the Amendment File of the main project.</p> <p>See analytically par. d4.</p>
<p>d10</p>	<p>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>	<p>As regards the works within the of the occupation zone of the project (Motorway, lateral roads etc. as described in the Concession Agreement), pursuant to Law 3555/2007 (Ratification of the Concession Agreement)/Article 4/ Paragraph 4a and Law 2445/1996/ Article 2/ Paragraph 1c. The license for intervention is now incorporated in the project, provided that those referred to in MD 15277/12 are met. Modification of the project AEPO (prot. No. 167980/30.04.13), those referred to the above MD are met and the conditions included under the letter of the Directorate of Aesthetic Forests, National Parks and Game Management are included.</p> <p><u>During the current period:</u></p> <ul style="list-style-type: none"> As regards the quarry of Ag. Georgios, Glykorizo, and their quarry sites in general, the Directorate of Forest Protection and Agri-environment of YPAPEN (49098/04.15.15) gave its opinion on the possibility of intervention on existing operating quarries with the possibility to expand in neighboring woodlands and forested areas where there are no applicable prescribed quarrying areas and executed large projects of national importance.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 71 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<ul style="list-style-type: none"> • The J/V, via prot. no. 49691/19.05.15, was informed about the document of the Directorate of Forest Protection and Agri-environment to the Directorate of Forests of Arta which disclosed that the decision to authorize STIS also stands for intervention authorization position for Ag. Georgios, Glykorizo borrow pit. • The intervention license is now incorporated in AEPO of the project, provided to meet those specified in MD 15277/12. • The modifications of the ET of the project 174140/28.07.14 and 150063/25.6.2015 shall also serve as intervention approval (par. C and E of the modifications above mentioned, respectively). Those referred to the MD 15277/12 are followed, and request for characterization act is made. <ul style="list-style-type: none"> • "KNAUF" Worksite: Directorate of Forests, Forestry of Amfilochia 162188/4479_31-12-13: Construction site characterization Act "KNAUF" The area of 39.008 sq.m., is characterized as "grassland" • Toll Station of Menidi: Directorate of Forests, Forestry of Amfilochia 50284/23.06.15 gave positive opinion on the construction of the frontal toll station of Menidi with the administration building at CH. 111+300. • With prot. no. 51936/12.10.15 letter of "Nea Odos" to the J/V communicated the opinion of the Forest Service of Amfilochia on the Environmental Impact Study (EIS) of accompanying CP road projects of Agrinio Bypass of Ionia Odos.
	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 or in leased land.</p> <p>For the disposals, see par. d4</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 72 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d12	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. Also, the Operation Infrastructure Sites are integrated in the Amendment File, where the required local operation infrastructure of the motorway.
d13	Regarding the worksite facilities of Stone processing and concrete production when installed, to implement the following: - 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.	In section S2 the following operate: <ul style="list-style-type: none"> • Preparatory unit at approximately 84+500 (within Amvrakia junction) • Preparatory unit at 101+500 (within Amfilochia junction). • Stone processing plant at Amfilochia MSS – "Toumpanos" borrow pit. • Stone processing plant at B/P of Paliokoulia • Movable stone processing plants are also used, within the expropriation zone. • Asphalt production worksite unit at "Amfilochia – Toumpanos MSS". Sprinkling is made at the stone processing plants of "Toumpano" and "Paliokoulia" borrow pits, whenever necessary. The premises are surrounded by the trench, and there are no dust emissions to recipients, not adjoining settlements or crops. At Amvrakia I/C preparatory, the necessary filters are installed, as provided by TEPEM. The required filters are installed at the "Amfilochia MSS" asphalt production unit. Section S3: The following stone processing plants shall operate during this period: CH. 155+000, CH. 165+700, CH. : 165+700
d14	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.	Measures are taken in order to avoid the dust generation (with conveyor-belt or manually) during the summer period



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 73 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		As regards the concrete plants: <ul style="list-style-type: none">• CH. 165+750, CH 149+700, Ampelia exit worksite: Fabric filters are installed, the conveyor belts are covered.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 74 / 96
Date: 31.01.2016

d15	<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', ΛΓ' and ΛΣΤ' ΕΠΙΚΑ, 8th ΕΒΑ) will receive special attention during the construction of the project in the following positions which fall in its broader area.</p> <p>- 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 Krikelvros position - In Gorgomylos I/C – Philippiada I/C</p> <ol style="list-style-type: none"> 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 "Castr", in the settlement of Vathi, in front of the settlement of Kerassona where remains of archeological Wall are preserved. <p>In Gorgomylos I/C – Avgo I/C section</p> <ol style="list-style-type: none"> 1. In "Varlaoum" position with remains of ancient citadel 2. "Castr" hill in position of Mavrodafni with remains of Acropolis 3. "Avlotopos" position, at Pesta, preserved archaeological site 4. "Palioklissi" position, at Pesta, where a building in form of chamber has been identified. 5. In "Perdika" where an ancient cemetery has been identified. 6. On the hill of "Kalogeritsa", at Theriakissio, a preserved archaeological site 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>In Avgo I/C - Egnatia I/C section (lowland)</p> <ol style="list-style-type: none"> 1. District of Episkopiko on the Castr hill, which is located in close proximity to the road axis and the Avgo node, and where citadel has been recently detected. 2. In the wider region of Ampelia district where surface archaeological discoveries have been made. 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. 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 are found. 	<p>Before the commencement of the works carried out to date, the relevant archaeological services monitoring the project have been informed. The above update and monitoring are carried out for the ancillary projects as well.</p> <p>In the event of the installation of an ancillary project or modification of the main road project, the advice of the competent archaeological services is taken.</p> <p>All relevant correspondence with the antiquities ephorates is included into the monthly audit tables.</p>
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SEMI-ANNUAL PROGRESS REPORT FOR THE IMPLEMENTATION OF ENVIRONMENTAL TERMS DURING THE CONSTRUCTION PHASE

(B' SEMESTER 2015)

Edition: 1.0
Page: 75 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<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 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 ΛΣΤ' 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).</p> <p>The cost of all works to be performed by the competent ΛΣΤ' 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> <p><u>Added by MD 1 7 4 1 4 0 / 2 8 -07-2014:</u></p> <p>1. A distinct study and design of the infrastructure area in CH. 78+300 (Agios Stefanos Aitoloakarnania) should be submitted separately for approval because of the proximity to the Byzantine church of Ag. Stefanos in Rivio.</p>	



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 76 / 96
Date: 31.01.2016

2. Special care should be taken at CH.84+268 (KNAUF area), Amfilochia area, due to localization of antiquities.
3. For section of the region Pente Pigadia at CH. 167+600 to CH. 170+000 additional diagrams should be submitted, showing sufficiently both Ottoman fortresses and building remains of the archaeological site "Agii Theodori Kleisouras Pente Pigadia" in relation to the project. Also, a study on the retaining works of slopes of the hill should be submitted, because of their immediate proximity to the constructing road. The study should be drawn up so as not to degrade the monument.
4. The final alignment in the area of the archaeological site in Kastri, at Episkopiko, Prefecture of Ioannina, should not violate the archaeological site.
5. The necessary measures to protect the church of Genessi, in Ampelia, Prefecture of Ioannina, should be taken, that is to say maintaining clean the area between the monument and the road, avoiding the use explosives in the tunnelling works and avoiding the use of heavy vehicles near the monument.
6. If new borrow-pits, disposal pits, new worksite areas or infrastructure areas are required, it is necessary to submit a relevant study-folder and to perform an autopsy.
7. If, during the execution of the works, immovable or movable newest cultural property is identified, the competent YP.PO.PAI.TH (Ministry of Education, Research and Religious Affairs) should be informed.

Replaced by MD 1 5 0 0 6 3 /25 -06-2015:

Prior to the commencement of the construction of each section of the project to alert on time and in written the relevant Archaeological Services (Ephorate of Antiquities of Aitolokarnania, Preveza, Arta and Ioannina, Modern Monument Services and Construction Projects of Epirus, Northern Sea, West Macedonia and Western Greece, Peloponnesus and Southern Sea) will receive special attention during the construction of the project in the following positions which fall in its broader area.

15.1 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.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 77 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p>In Plakoti – “Paliokoulia” position Krikelvov position</p> <p>15.2 In Gorgomylos I/C – Philippiada I/C</p> <ul style="list-style-type: none"> • At “Kastropoula” and the settlement of Chanopoulo which is a preserved archaeological site. • In Castri of Old Philippiada where traces of Wall, buildings and classical and Hellenistic cemetery are identified. • At “Ancient Orraon”, District of Ammotopos, preserved archeological site 1st Institutional Zone A protection. • “Kokkino” hill or “Castr”, in the settlement of Vathi, in front of the settlement of Kerassona where remains of archeological Wall are preserved. <p>15.3 In Gorgomylos I/C – Avgo I/C section</p> <ul style="list-style-type: none"> • In “Varlaoum” position with remains of ancient citadel • “Castr” hill in position of Mavrodafni with remains of Acropoli • “Avlotopos” position, at Pesta, preserved archaeological site • “Palioklissi” position, at Pesta, where a building in form of chamber has been identified. • In “Perdika” where an ancient cemetery has been identified. • On the hill of “Kalogeritsa”, at Theriakissio, a preserved archaeological site • 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>15.4 In Avgo I/C - Egnatia I/C section (lowland)</p> <ul style="list-style-type: none"> • District of Episkopiko on the Castr hill, which is located in close proximity to the road axis and the Avgo node, and where citadel has been recently detected. • In the wider region of Ampelia district where surface archaeological discoveries have been made. • 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. • In Agios Apostolos position, under the Bridge of Egnatia Odos, between Ampelia and Pedini, where building remains of the Hellenistic years and a tomb are found. 	



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

(B' SEMESTER 2015)

Edition: 1.0
 Page: 78 / 96
 Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p>15.5- In section of Egnatia I/C (Pedini) – Eleoussa I/C</p> <ul style="list-style-type: none"> • In Dourouti where an ancient settlement and cemetery are found. • In the wider region of Neochoropoulo, where surface archaeological discoveries have been made. • In Marmara where indicating the existence of a citadel. • In Stavrakio, east of the village, where a prehistoric settlement has been identified. • In Zoodochos where building remains are localized in direct proximity to the Eleoussa node. • In ancient Passarona, Kastri hill: designated archaeological site <p>15.6 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>15.7 A distinct study and design of the infrastructure area in CH. 78+300 (Agios Stefanos Aitoloakarnania) should be submitted separately for approval because of the proximity to the Byzantine church of Ag. Stefanos in Rivio.</p> <p>15.8 Special care should be taken at CH.84+268 (KNAUF area), Amfilochia area, due to localization of antiquities.</p> <p>15.9 For section of the region Pente Pigadia at CH. 167+600 to CH. 170+000 additional diagrams should be submitted, showing sufficiently both Ottoman fortresses and building remains of the archaeological site "Agii Theodori Kleisouras Pente Pigadia" in relation to the project. Also, a study on the retaining works of slopes of the hill should be submitted, because of their immediate proximity to the constructing road. The study should be drawn up so as not to degrade the monument.</p> <p>15.10 The final alignment in the area of the archaeological site in Kastri, at Episkopiko, Prefecture of Ioannina, should not violate the archaeological site.</p> <p>15.11 The necessary measures to protect the church of Genessi, in Ampelia, Prefecture of Ioannina, should be taken, that is to say maintaining clean the area between the monument and the road, avoiding the use explosives in the tunnelling works and avoiding the use of heavy vehicles near the monument.</p>	



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 79 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p>15.12 If, during the execution of the works, immovable or movable newest cultural property is identified, the competent YP.PO.PAI.TH (Ministry of Education, Research and Religious Affairs) should be informed.</p> <p>15.13 For section from CH. 150+446 to CH. 154+796 which is in close proximity to the archaeological site of Horreum, where - under the proposed alignment – a semi/node is to be built to serve the residents of the surrounding areas, offset policy should be made on the site, in consultation with the competent Ephorate of Antiquities of Arta. Specifically, care should be taken to improve the existing access with mild intervention road projects, to create viewing positions and to place boards in and out of the archaeological site (on Ionia Odos before the junction and at both directions). Also, a study should be prepared in cooperation with the Ephorate of Antiquities of Arta relating to the promotion of the archaeological site of Horreum. The execution of the above operation and the study should bear the appropriations of the Ionia Odos project.</p> <p>15.14 Reforestation of slopes with low plants should be done At the eastern section of both Ottoman fortresses in CH. 169+500. Explosives should not be used in proximity to the two aforementioned sites during project construction.</p> <p>15.15 If new borrow-pits, disposal pits, new worksite areas or infrastructure areas are required, it is necessary to submit a relevant study-folder and to perform an autopsy.</p>	

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 80 / 96
Date: 31.01.2016

	<p>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 (IB', ΛΣΤ' ΕΠΚΑ, 8th EBA), which will be notified by the subcontractor companies one month before the commencement of these works. Particular attention should be given to the CH. 93,80 – 94,20 (Ancient Limnaia), 103,80 – 104,10 (Amfilochiko Argos), 178,50 -78,70 (walled Acropolis).</p> <p>The cost of all works to be performed by the co-competent ΛΣΤ' ΕΠΚΑ, 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 Education, Research & Religious Affairs a written statement of the developer of the projects that the latter wants its continuation.</p>	
d16	<p>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.</p>	It refers to the operation phase.
d17	<p>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>	<p>Controls are regularly held by the responsible of environment in the manner described in the Environmental Monitoring and Control Program and it is found that:</p> <ul style="list-style-type: none"> • Sites of temporary disposal of old spare parts, scrap, dangerous solid waste, etc. have been layout in all the worksite areas.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 81 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d18	Any toxic solids such as batteries and scrap metal, tires, etc. will be collected and disposed in accordance with the current provisions.	<p>Controls are regularly held by the responsible of environment in the manner described in the Environmental Monitoring and Control Program and it is found that:</p> <ul style="list-style-type: none"> • Sites of temporary disposal of old spare parts, scrap, dangerous solid waste, etc. have been layout in all the worksite areas. • As regards the disposal of urban waste, an agreement (there are also relevant documents) has been made with the corresponding Municipalities of Amfilochia, Ksirovouni and Filippiada in order for the waste, which are put together in the Municipalities special bins, to be collected using garbage trucks and led to HYTAs. • Regarding the management of the environmentally dangerous materials, the following agreements have been contracted and are valid with the responsible companies: <ul style="list-style-type: none"> A) For the management of used oil, Packaging containing residues of hazardous substances or contaminated by them, Absorbents, filter materials, wiping cloths, protective clothing contaminated by hazardous substances, oil filters – ACHAIA LUBRICANTS S.A. B) For the management of used oil and petroleum filters, used wad and contaminated material (soil, sorbents) from any possible leaking of oil – INTERGEO EFIE C) For management of used accumulators (batteries) – SIDESIS S.A. D) For management of used tires – ECOELASTIKA E) For management of lead batteries - AGRINIO RECYCLING / DIMOPOULOS DIMOSTHENIS • The separation of the above materials is conducted in a specially designed area on the worksite of Kampi as well as on the worksite of the entrance-exit of Ampelia and the temporary storage was done in special buckets and barrels sent from the above management companies. • The maintenance of vehicles and machinery are made by a J/V's oil vehicles

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 82 / 96
Date: 31.01.2016

d19	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).	and in a licensed garage-laundry-lubrication of the area or in the licensed worksites.
	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" (OGG 604V).	
d20	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 their respective relocation. For sections where there will be a blockage with irrigation or sewerage systems, the relevant actions shall be held in order for the PUOs to be informed. Correspondence with the competent PUOs is recorder in th monthly progress reports (check lists).

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 83 / 96
Date: 31.01.2016

<p>d21</p>	<p>The possibility of relocating the alignment of the road axle under design should be studied:</p> <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 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. 	<p>The term is taken into account in elaborating the designs and is documented in the Environmental Protection Report which accompanies each road study, when submitted for approval to the IE. This means that the realization of the condition is ensured through the designs approval process held by the Independent Engineer.</p> <p>Pursuant to the submitted Final Road Designs and as checked in the Reports of Environmental Assessment of Final Design of the subsections 302, 303 and 306, the alignment does not cut approved limits of settlements and passes through in a distance of more than 100m from them. Small residential complexes, located in proximity to the project are the "Pente Pigadia" – Brigka and Krounes. These are non-bound rural settlements, and not newly built ones.</p> <p>As regards Egnatia I/C, branch 3 is near "Pindos" hatchery. In this position, the layout relocation of the branch compared with the relevant one of EIS, is the largest one observed (50m), resulting in the removal from the hatchery. Therefore it is optimized with respect to the EIS.</p>
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SEMI-ANNUAL PROGRESS REPORT FOR THE IMPLEMENTATION OF ENVIRONMENTAL TERMS DURING THE CONSTRUCTION PHASE

(B' SEMESTER 2015)

Edition: 1.0
Page: 84 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d22	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>An Environmental Monitoring & Control Program in terms of the overall Plan for Environmental Management, which includes protection measures for all those mentioned in accordance with the next environmental terms, has been drawn up and revised.</p> <p>The Program has been presented to the joint venture's supervising engineers to their knowledge and implementation, as well as to any subcontractors that will provide the joint venture with their services.</p> <p>The implementation of ET22 is controlled by the persons responsible for safety and health. 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>
d23	During the perforation, mechanical equipment to be used in order to contain the dust.	<p><u>Section S2:</u> Release of dust from the move of trucks is observed mainly on section S2b, along forest access road. Most of the S2a section is asphalted. Trucks are overcharged as regards the materials they load within the project road, and not when moving on provincial or local roads. The company's and subcontractors' trucks have a fixed cup. Cleaning (if possible) for trucks moving outside the worksite area in the national or provincial network, in positions leaving the project, but the positions are now very limited. From "Knauf" worksite, all project vehicles move in either direction through the road channels.</p> <p><u>Section S3:</u> Release of dust from move of trucks is observed in a few sections since the moves are made mostly through the pathway of the road. Irrigations performed with aquifers mostly during the summer period. Those foreseen are generally kept. In case of non-conformities, clarifications are made in situ for compliance.</p>
d24	Regular wetting of worksite materials etc., to be conducted in order to reduce the dust during the execution of earthworks.	
d25	Regular wetting of all bare surfaces is required during summer, so as to prevent dispersion of dust.	
d26	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.	
d27	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, from material debris.	



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 85 / 96
Date: 31.01.2016

d28	<p>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.</p>	<p>The term is taken into consideration in the designs and is documented in the respective Environmental Protection Report accompanying the current road design when submitted for approval to the IE. This means that the realization of the condition is ensured through the designs approval process held by the Independent Engineer.</p>
d29	<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.). Emphasis should be given to the trees planting, ensuring appropriate conditions for their good growth (minimum topsoil depth of 1 m.). 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>As regards 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.</p> <p>Collection and preservation of top soil in the project execution area in order to be used for the landscaping restoration. Kindly use native species to restore this vegetation.</p>	<p>The planting designs including irrigation plans have been developed in large part, and approved by the I.E. On slopes that have been completed, hydroseeding operations were made during the current period. No need for reconstruction of any site during the report time period has arisen, but in any case, the term will be met, pursuant to the SCC of the project.</p> <p>During the current period, the following landscaping studies were submitted:</p> <ul style="list-style-type: none"> • CH. 76+618 – CH. 92+800 (49571/13-05-2015) • CH. 92+800 – CH. 96+400 (49574/13-05-2015) • CH. 105+500 – CH. 108+632 (48533/16+03+2015) • CH. 115+820 – CH. 120+639 (48522/16+03-2015) • CH. 178+500 – CH. 187+786 (48521/16-03-2015). <p>Based on letter 48992/07-04-2015 the final approval of the study on EIS approval for section 182+665 to 187+786) is being expected.</p> <p>Also, during the current period, the landscaping study of section CH. 108-700 – CH. 115+820 (48678/18-03-2015) has been approved.</p> <p>The rehabilitation works and their budget constitute an integral part of each STIS/EIS submitted (disposal sites, borrow pits, worksites, etc.).</p> <p>Also during this time period, a Recreation Area Design (two city parks) around CH. 161+000 and 162+000 has been prepared and submitted to the competent Forest Service.</p>
d30	<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 control procedures for all works referred to in the environmental terms, has been drawn up.</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 86 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		<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. Detailed instructions and leaflets have been distributed to the worksites in order for the employees to address fire incidents.</p> <p>The J/V worksites are equipped with the provided firefighting equipment. Also, all vehicles and machines dispose the adequate firefighting equipment. Fire stations have been installed at critical points in the work fronts.</p>
d31	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>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. More specifically, during this period (January to June), noise measurements in 18 control points were conducted in section S2 (sensitive receivers/settlements and farmhouses) and in 36 control points in section S3 (poulties/productive activities, houses) using the appropriate equipment in order to monitor the respect of the worksite noise levels more frequently. The measurements were shown in measuring tables with measurement points' graphics and are analytically presented to the Annex of Measurements of the Annual Environmental Terms Reports.</p> <p>During the current period, excess of limits in 3 locations (CH. 188+820 on 24-06-2015, CH. 156+700 on 24-06-2015 and CH. 190+085 στις 26-08-2015) from works which had little duration (less than 3 days), as found by the monitoring of noise levels held in the coming days.</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 87 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d32	<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.</p> <p>These measures will be the subject of a special study, which will be submitted for approval to EYPE/YPEHODE.</p> <p><u>Replaced by MD 167980/30-04-2013:</u> To monitor the Road Traffic Noise from the operation of the project and in order to comply with the current applicable limits, the measures provided for in JMD oik.211773 / 27.4.2012 (B 1367) shall apply: Specifically, it is required:</p> <ul style="list-style-type: none"> • Monitoring OKTH under appropriate program. • Download of noise protection measures, if found that they exist or limits exceedances are reasonably expected. These measures will be adopted in accordance with the provisions of par. 2 of Article 7 of Law 4014/2011 (A'209). 	<p>It refers to the operation phase</p>
d33	<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>With respect to the provision of placing noise barriers, which concerns the operational phase of the project, with the finalization of the road designs, a Special Acoustics Study for Noise Protection, which shall be submitted for approval to DIPA/YPAPEN (former EYPE/YPEHODE), shall be assigned and submitted.</p> <p>The Noise Acoustic Study will examine the areas that are less than 200 m. from the town plan boundary, as well as any existing sensitive uses in areas outside the village limits.</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 88 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		Pursuant to the submitted Final Road Designs and as tested in the Final Environmental Assessment Reports, the installation of noise barriers may be required in the settlements of Parazaria/Limnaia, buildings of Kompoti, settlement of Kampi, Ammotopos, Ag. Christoforos (settlement – subsection S3B), Episkopiko (subsection S3B) and in "Pindos" incubator (Egnatia I/C). In these positions, the cross section of the motorway is such that it allows installing noise barriers in the future, on the shoulder of the road, if this is deemed necessary.
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	
d35	Worksites must be surrounded with elegant enclosures - noise barriers for both noise reduction and safety of the passing cars.	The main worksite areas are in a long distance from the settlements. In Gympnotpos worksite there are only offices and the lab. The Sikoula worksite is in proximity to a residence where regular noise measurements are conducted, and no noise excess has been observed. If and when shown by the noise measurements that the produced worksite noise exceeds the statutory noise limits then the issue will be addressed through the Management Plan by taking appropriate measures, including installation of temporary noise barriers.
d36	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.	It will be taken into account during the design and the construction of the fences of the motorway in this section and if these sections of the project are identified in a distance less than 300m from the Lake Amvrakia.
d37	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.	The term is respected. There is a relevant file in the worksites.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 89 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d38	<p>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.</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>The monitoring of the parameters, mentioned in the E.T. through vibration monitoring program, in the areas of entry-exit tunnel of Ampelia and in the areas with construction of trenches, is conducted, Rivio, Amfilochia, Parazaria, Menidi, Gymnotopos etc. No recorded exceedances. Records are kept in the worksites.</p>
d39	<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 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 Intervention Plan, which is a part of the Policing and Fire Fighting Agreement between the Concessionaire and the Ministry of Internal Affairs, has been drawn up.</p> <p>The Intervention Plan for Emergency Situations specifies measures to timely collect and remove hazardous substances while preventing pollution of the water/soil resources, etc.</p> <p>This Intervention Plan includes all measures/required equipment etc. that will be needed in case of accident and leakage of non-biodegradable substances, including the necessity to construct Pollution Control Units or not.</p> <p>A risk analysis study from accidental pollution has been submitted for the section in Amvrakia (prot. No. IC-L-CO-S215N-PRO5876/EM/em στις 17/11/2008).</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 90 / 96
Date: 31.01.2016

d40	<p>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.</p>	<p>It is taken into consideration from the tunnel designs. The implementation of the term is ensured through the studies approval process by the Independent Engineer. Surface excavations arise at the front of the tunnel >5m, except for the temporary ones.</p> <p>A study on tunnel mouth setup with gabions previously approved by the I.E. A relevant environmental assessment followed the study. This height appears however in the axis of the right tunnel mouth. The medium height of the open excavation surface is less than the indicative height given to ET (Indicatively height of 5 m).</p>
d41	<p>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.</p> <p>To construct lateral arcades connecting the tunnel tubes so that their in-between minimum distances to be greater than 350m.</p>	<p>For Ampelia tunnel, a risk analysis study has already been elaborated - risk analysis study which provides the opening of two escape cross routes.</p>
d42	<p>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.</p>	<p>The observance of the term will be controlled by the Environmental Monitoring & Control Program. During the preparation of this report, no need for structures that block access has arisen.</p> <p>The Technical Services of the Region and the traffic police are notified on traffic regulations for any works impeding the road traffic.</p>
d43	<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 floods.</p>	<p>It is taken into consideration in the hydraulic designs. The implementation of the term is ensured through the studies approval process by the Independent Engineer.</p> <p>Besides, it constitutes the principle of the design which is imposed by the KME (Study and Inspection Regulation).</p>

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



(B' SEMESTER 2015)

Edition: 1.0
Page: 91 / 96
Date: 31.01.2016

d44	<p>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.</p>	<p>It is taken into consideration in the Final Road and Hydraulic Studies. The implementation of the term is ensured through the studies approval process by the Independent Engineer. Also, as part of the Final Environmental Assessment Reports of subsections designs, the distances of structures of the Final Hydraulic Studies are controlled and compliance with the Term is certified.</p> <p>This issue was re-examined both at the approved Amendment File (prot. No. 174140/28-07-14), and the submitted EIS modifications (150063/25-06-2015).</p>
d45	<p>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.</p>	<p>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.</p>
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 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>	<p>Environmental Service with permanent staff and external partners has been established. The responsibilities and obligations of the department's staff are described in the Quality Management System of the Joint Venture.</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 92 / 96
Date: 31.01.2016

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 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. 	<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>
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>
<u>Added by MD 167980/23-04-2013:</u>		
d51	<p>The following terms of letter no. 173881/2953/12.10.2012 of the Directorate of National Parks and Game Management of YPEKA should be fulfilled in writing, since the present EPO decision, according to the Minister of PEKA decision with no. 15277/2012 of (Government Gazette 1077/09.04.2012), is also an intervention approval.</p>	<p>The term is respected (see E.T. d10)</p>
d51.1	<p>Before the commencement of the project implementation works, the provisions of Article 4 of MD no. 15277/2012 (Government Gazette 1077/B) on the designation of the intervention area (in accordance with Article 14 of Law 998/79) and the ownership of the status hereof should be respected.</p>	<p>The term is respected (see E.T. d10)</p>
d51.2	<p>For sections of roads passing through forested areas, no intervention can be done before removing reforestation for these sections, according to the current legislation.</p>	
d51.3	<p>The excavation will be limited to what is strictly necessary; any damage to the forest vegetation will be limited to the minimum and the excavated material will not be deposited in woodland and streams, to ensure the free flow.</p>	<p>The term is respected (see E.T. d7)</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 93 / 96
Date: 31.01.2016

d51.4	The project operator will take care to protect the environment, especially to prevent fire, and will take care of site measures to prevent accidents.	The term is respected (see E.T. d30)
d51.5	The excavated material will be stored in an approved intervention area or areas chosen by the Forest Service and not in adjacent forest areas.	The term is respected (see E.T. d9)
d51.6	The excavated material that is not suitable for planting, will be crushed and used for the laying of the forest roads to be open up or improved.	
d51.7	All necessary measures to avoid erosion of land should be taken. The slopes that may be created, should be configured appropriately (i.e. creation of levels on large slopes) so as to avoid risks of landslides and erosion, and to facilitate recovery of vegetation.	
d51.8	Before starting the project implementation works, a Special Forest pre-Study, as foreseen by MD no. 15277/2012, will be submitted for approval to the competent Forestry for the restoration of forest vegetation and the landscape improvement of the construction project. The plant species used should be indigenous and not foreign to the native plant community of the region. The Construction company shall maintain plantings for the first three years.	The term is respected as detailed in E.T. d29. The landscaping designs of the under-consideration that have been developed and submitted for approval to the Independent Engineer, will also be submitted to the competent Forest Service when necessary.
d51.9	Removable topsoil should be preserved properly in order to be used in landscaping restorations.	The term is respected (see E.T. d29)
d51.10	Upon completion of project implementation works, restoration works of the slopes and other sites that should be restored, shall be carried out by adding topsoil taken by the intervention areas layout, if it is satisfactory, or procured from free trade, and any extraction of forest land is prohibited.	The term is respected (see E.T. d29)



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 94 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d51.11	Interventions in forest nature areas for the implementation of the proposed main and accompanying works will be made to the terms, conditions and the procedure laid down by the Forestry Law.	The term is respected (see E.T. d4)
d51.12	Excavated materials should not be deposited in streams and torrents to ensure the free flow of the water in forest areas outside the occupation zone of the project, and in protected areas. If the excess products are deposited in unutilized quarries or borrow pits within the forest area, a specific Environmental Rehabilitation Study is required d to be submitted by the constructor of the project. The study is approved by the General Secretary of Decentralized Administration following a recommendation from the competent Forest Service, as provided by paragraph 4 of Art. 7 of Law 4014/2011.	The term is respected (see E.T. d9 and d4)
d51.13	Any damage of forest and general vegetation during construction of the project should be limited to the strictly necessary land and interventions in the landscape should be limited to the absolutely necessary ones. The project Spatial installation design should be done with all possible clarity and detail in order to ensure both woody capital and productivity and potential (dynamics) of the forest. Logging or eradication of forest shrubs and trees and the disposal of products should be done in accordance with the provisions of forest legislation and suggestions of the local Forest Service. Take all necessary measures to prevent soil erosion.	The term is respected (see E.T. d7)
d51.14	Serious earthworks during heavy rainfall should be avoided.	The term is respected (see E.T. d9)
d51.15	All necessary fire protection measures for vegetation should be taken	The term is respected (see E.T. d29 and d51.8)
d51.16	The costs of implementing the environmental conditions should be included in the budget of the project from the beginning.	
d51.17	It is prohibited to change the use of land beyond the approved scope.	



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 95 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
d51.18	This approval does not release the constructor from any other required approvals and permits under other provisions.	
d51.19	This approval is valid as long as the project operates. In case the purpose for which such approval is granted is not fulfilled or eliminated or whenever wanted to change or the above- mentioned conditions are not met, its validity ceases automatically and without further formalities and the land returns to the management of the forest Authority.	
d51.20	Failure to comply with these terms means the prosecution of those responsible according to the provisions of Article 71 of Law 998/1979 and, in case of infringement, the revocation of this decision.	
d51.21	The Forest Service bears no responsibility for any claims and any problems that may be created by third parties and on areas outside those set above by the present decision.	
d51.22	State rights-in-rem on land are unaffected by Decisions Approving the Environmental Conditions	
d51.23	The monitoring and implementation of the terms of this Decision, relating to the implementation of the provisions of forest legislation, are entrusted to the relevant Forest Service.	
d52	Added by MD 1 5 0 0 6 3 / 2 5 -06-2015: Before the commencement of the project implementation works for the section of Ionia Odos passing through Papageorgiou Camp, the Army General Staff should previously have approved said concession.	The procedures have been completed and the project construction has started in this section.
e1	Local environment - Sensitive elements – Specially Protected Areas. The ecologically sensitive areas of the project is the region of the Lake Of Amvrakia (AG00020025), the Katafourkou Lagoon (AG00060068), and the Louros river (AB3090025)	Sensitive environmental elements (settlements, protected areas and sites) were taken into account during the investigation of borrow sites positions, etc. and the elaboration of the STIS and Technical Design TME.



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 96 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
e2	<p>Measures and projects for the conservation of the above elements</p> <p>No additional measures are required except those referred to in par. D</p>	-
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><u>Replaced by MD 167980/30-04-2013:</u> <u>Period of validity of the issued decision approving environmental conditions.</u> <u>Conditions for its revision.</u> The environmental terms of this Decision shall apply for ten years from its adoption if no change occurs in the data, based on which it was issued. Before the expiry of this period, the project operator has to commence the renewal process of the environmental terms, as set out in Article 5 of Law. 4014/2011 For the modernization, improvement, expansion or modification of the project, as described in the EIS and the Strategic Environmental Assessment Study with the terms and limitations of this decision, compliance with Article 6 of Law 4014/2011 is required.</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><u>Replaced by the MD 167980/30-04-2013:</u> In case of serious environmental degradation problems found during ordinary and extraordinary environmental inspections, or if environmental effects - not foreseen by the EIS and the present decision - are observed from CH. 5+104.5 to CH. 14+904.4, additional environmental conditions are imposed or the terms hereof are modify, as provided in par. 9 of Article 2 of Law. 4014/2011.</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> <p>During the current period:</p> <ul style="list-style-type: none"> • APPROVAL (Prot. no. 174140/28-07-14) OF THE ENVIRONMENTAL TERMS AMENDMENT FILE OF THE PROJECT: "IONIA ODOS NORTH END OF AGRINIO BYPASS – SOUTH END OF ARTA BYPASS AND NORTH END OF ARTA – IOANNINA BYPASS" pursuant to Article 6 of Law 4014/2011 • APPROVAL OF ENVIRONMENTAL IMPACT STUDY (150063/25-06-2015) FOR THE SECTIONS: A. CH 105+500 – CH. 108+700, B. CH. 115+720 – CH. 120+700, C. CH. 152+446 – CH. 154+976,05, D. CH. 181+710 – CH. 186+650, of the Project "IONIA ODOS SOUTH END AGRINIO BYPASS <p>(KOUVARAS) – SOUTH END OF ARTA BYPASS (KOMPOTI) AND</p>



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 97 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
		NORTH END OF ARTA BYPASS (FILIPPIADA) – IOANNINA (ELEOUSA) ^η (see background of Environmental licensing of the main project).
	<p><u>Replaced by MD 174140/28-07-2014:</u> For the modernization, improvement, expansion or modification of the project, as described in the EIS, the Strategic Environmental Assessment Study, with the terms and limitations of this decision, compliance with Article 6 of Law 4014/2011 is required. In case of serious environmental degradation problems found during ordinary and extraordinary environmental inspections, or if environmental effects - not foreseen by the EIS, the Strategic Environmental Assessment Study, the Tender Dossier S2&S3 and the present decision - are observed, additional environmental conditions are imposed or the terms hereof are modify, as provided in par. 9 of Article 2 of Law. 4014/2011.</p> <p><u>Replaced by MD 150063/25-06-2015:</u> In case of serious environmental degradation problems found during ordinary and extraordinary environmental inspections, or if environmental effects - not foreseen by the EIS, the Strategic Environmental Assessment Study, the Tender Dossier S2&S3, the EIStrS2&S3 and the present decision - are observed, additional environmental conditions are imposed or the terms hereof are modify, as provided in par. 9 of Article 2 of Law. 4014/2011.</p>	
η	Each term of this Decision may be amended in accordance with Article 4 par. 8 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.	



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 98 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress – Problems
	<p><u>Replaced by MD 167980/30-04-2013:</u> 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>	
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 current legislation.</p> <p><u>Replaced by MD 167980/30-04-2013:</u> This decision, the EIS and the Strategic Environmental Assessment Study should, at any check, be located at the offices of the worksite area of the project and displayed to all competent bodies, in accordance with the current legislation.</p> <p><u>Replaced by MD 174140/28-07-2014:</u> This decision, the EIS, the Strategic Environmental Assessment Study and the accompanying Tender Dossier S2&S3 should, at any check, be located at the offices of EYDE/ D-C EPA & IO and displayed to all competent bodies, in accordance with the current legislation.</p> <p><u>Replaced by MD 150063/25-06-2015:</u> This decision and the accompanying EIStrS2&S3, as well as the environmental studies attached to the JMD EPO no. οικ. 141564/25-07-2005 as amended by MD EPO nos. 167980/30-04-2013 and οικ. 174140/28-07-2014 should, at any check, be located at the offices of EYDE/ C&W GR CP and displayed to all competent bodies, in accordance with the current legislation.</p>	<p>The term is respected. The EIS, the Amendment File and the JMD are kept in the J/V's headquarters, as well as in the subcontractors' and the worksite offices.</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. (OGG 91/A/2002).</p>	



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

(B' SEMESTER 2015)

Edition: 1.0
Page: 99 / 96
Date: 31.01.2016

S/N Decision	Environmental Terms - Description	Description of Progress - Problems
	<p><u>Replaced by MD 167980/30-04-2013:</u></p> <p>k) Failure to comply with the terms hereof and any realization of projects and activities that may result in environmental degradation, shall entail - beyond the sanctions imposed by other provisions of the current legislation -, the enforcement to the officers of those provided for in the provisions of Articles 28, 29 and 30 of Law. 1650/86, as amended and in force.</p> <p>l) This decision relates only to the environmental terms of the specified activity without considering the property titles. Moreover, the concerned party is not exempt from the obligation of any other required approvals and permits in accordance with the applicable legislation.</p> <p>m) This decision shall apply provided that is not contrary to urban planning and other applicable provisions that may prevail over it. It also presupposes the allocation of land for the implementation of the project, depending on the ownership applicable to it.</p>	