8th ANNUAL (2015) AND 15th SEMI ANNUAL **ENVIRONMENTAL MANAGEMENT REPORT** 01.01.2015-31.12.2015

Environment Department OLYMPIA ODOS S.A.

OLYMPIA ODOS

8th ANNUAL (2015) AND 15th SEMI ANNUAL
ENVIRONMENTAL MANAGEMENT REPORT
01.01.2015-31.12.2015

Contents

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Introduction

Based on the Concession Agreement (article 11.2.2& 16.2), as amended and applied with L. 4219/2013 (Gov. Gaz. 269/A/11-12-2013), OLYMPIA ODOS S.A. is obliged, throughout the entire Concession Period to deliver to the Service, a semi annual environmental report. In addition to that, an annual environmental report incorporating the data of the two semi annual reports is submitted to EYPE/MEPPW.This is the eighth annual and fifteenth Semi Annual Environmental Management Report and covers the period 01.01.2015 to 31.12.2015.

The above mentioned semi annual and annual reports shall be publicized on the internet site **www.olympiaodos.gr** created and maintained by the Concessionaire, in accordance with the Concession Agreement.

During the motorway's construction and operation, both the constructor as well as the operator comply with all pertinent provisions, as they are recorded in the Greek Legislation, ensuring the same for their contractors and subcontractors.

Note: all appendices of the present report have been submitted to the Special Environment Service (DIPA) of the Ministry of Reconstruction of Production, Environment and Energy, responsible for the environmental supervision of the OLYMPIA ODOS project and are available upon request.

Appendices

1 Project's progress

Construction of the motorway

The work's progress of the Design-Construction Project contractual scope is notified to the Concessionaire, the Independent Engineer and EYDE/MK/EPP through Monthly Progress Reports, which are developed by APION KLEOS CJV as required by the contractual document.

Tables 1 & 2 on the following pages briefly present the Project's works progress in the 1st and 2nd half of 2015.

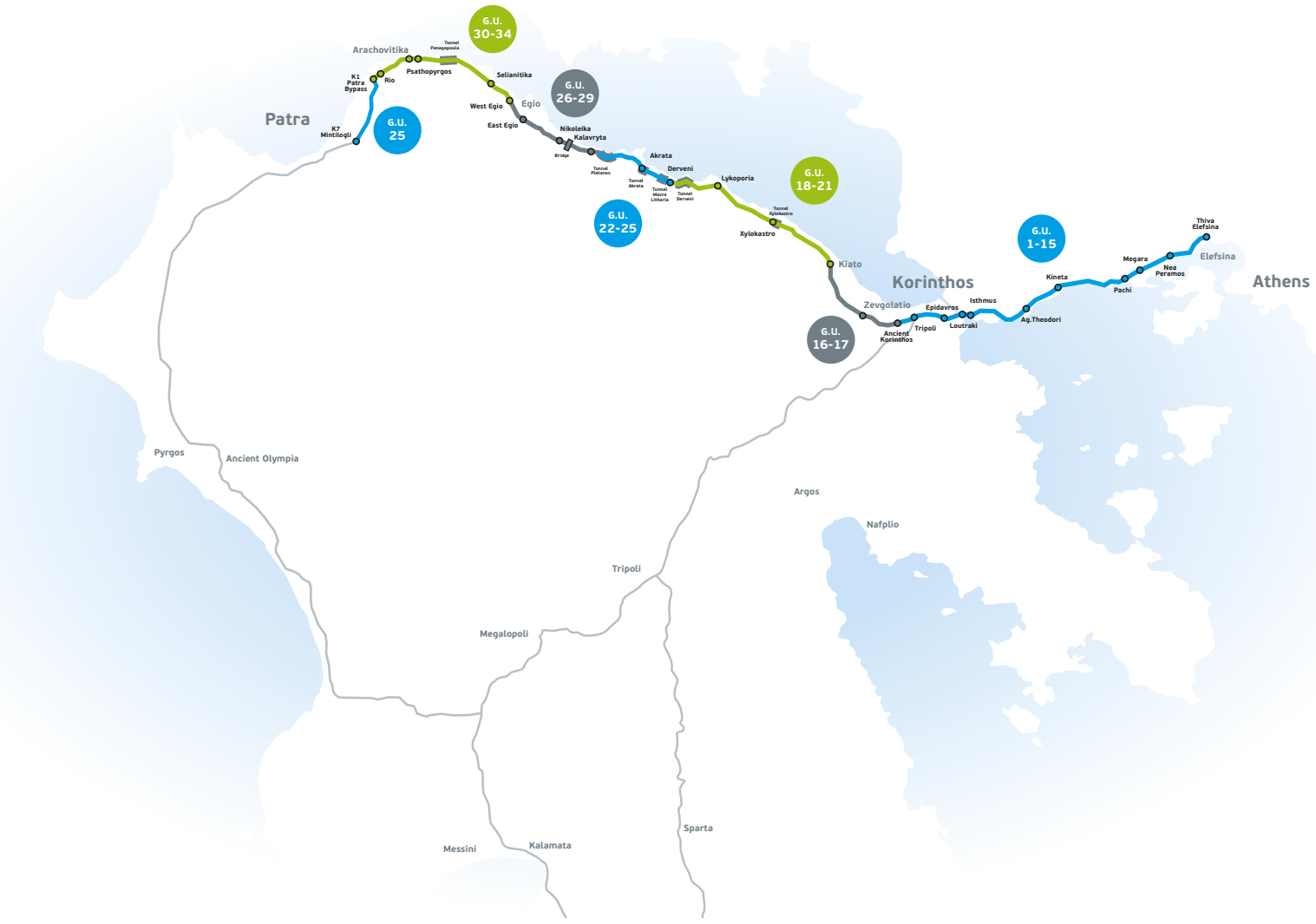


TABLE 1 – PROJECT'S WORKS PROGRESS IN THE 1st HALF OF 2015

G.U.	SECTION	ACTIVITY	PROGRESS
1-3 & 35	EL-KO & PBP	Irrigation system installation.	In progress
		Signing installation.	In progress
		Steel barriers installation.	In progress
		Anti-skidding layer at Thiva I/C.	Completed
		Finishings in MOMC building.	In progress
4-15	EL-KO	Traffic Management.	Continuous process
		Works at Toll Stations (N. Peramos, Pachi, Ag. Theodoroi).	In progress
		Works at parking areas (Kineta, N. Peramos, Ag. Theodoroi).	In progress
		Safety barriers installation.	Completed
		Irrigation system installation.	In progress
		H/M works at the motorway's open sections.	In progress
		Planting.	In progress
		Slope stability and restoration works.	In progress
		Asphalt restoration works.	In progress
		Works at EL-KO Administration building.	Completed
16-17	KO-PA	Traffic Management.	Continuous process
		Storm-protection works: Box culverts construction (L115, L120, etc). Drainage construction (8+500 – 8+800, 14+250 – 14+950, etc).	In progress
		Retaining walls construction (R291, G110, G288 etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (A123, A133, A223, A232, K119, K121, K124, K125, B120, B126, B225, etc).	In progress
		Toll Stations: Construction of Zevgolatio FTS building (Toll Administration Building, Tunnel. Canopy, FTS Plaza), 18+800.	Completed
		Pavement works : PST-CDF layers construction (7+700 – 10+500, 15+100 – 15+900, 18+430 – 19+600, etc).	In progress
		Asphalt works: 1+600 – 6+500, 7+700-10+700, 18+400-19+000.	In progress
		E/M works at G.U. 16-17.	In progress

TABLE 1 – PROJECT'S WORKS PROGRESS IN THE 1st HALF OF 2015

G.U.	SECTION	ACTIVITY	PROGRESS
18-21	KO-PA	Traffic Management.	Continuous process
		Retaining walls construction (R274, R221, R222, G213, G224, G226, G242, G244, etc).	In progress
		Storm-protection works: Box culverts construction (L204, L207, L208, L213, L220, L209, L226, L259, etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (K201, K202, K237, B204, B209, B210, B239, etc).	In progress
		Melissi & Xylokastro Lane Cover.	In progress
		East Derveni Lane Cover C004.	In progress
		T7 & T8 Derveni tunnels.	In progress
		Sykia service building.	In progress
		Pavement works (PST-CDF layers construction & asphalt works).	In progress
		Concrete barriers construction (N.J.).	In progress
22-25	KO-PA	Traffic Management.	Continuous process
		Earthworks / embankments at G.U. 22-25.	In progress
		Retaining walls construction (G323, G309, G321, G591, R535, R539, R548, R560, R589, etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (K244, K247, K264, K243, K507, A513, K341, K502, K514, etc).	In progress
		Mavra Litharia Tunnel: Left & right branch final lining.	In progress
		Akrata Tunnel: Phase B' completion, final lining.	In progress
		E/M building at Akrata Tunnel.	In progress
		E/M works at G.U. 22-25.	In progress

TABLE 1 – PROJECT'S WORKS PROGRESS IN THE 1st HALF OF 2015

G.U.	SECTION	ACTIVITY	PROGRESS
26-29	KO-PA	Traffic Management.	Continuous process
		South & North frontal of T015 Tunnel – water drainage, if need be.	Continuous process
		Daily monitoring of convergences displacement conducted by electronic topographical equipment in comparison with the referenced values and the warning and alarm levels at Platanos Tunnel 15 (South & North portal).	Continuous process
		Geo-mechanical and structural monitoring of Platanos village.	Continuous process
		Storm-protection works: Box culverts construction (L401, L402, L411, L412, L415, L416, etc).	In progress
		Retaining walls construction (G407, G409, G412, G416, G418, G420, R406, R408, etc). Gabion walls, friction plates.	In progress
		Tunnels: T015 left, Excavation Phase A', Excavation Phase B', East portal lining, west portal lining.	In progress
		Tunnels: T015 right, Excavation Phase A', Excavation Phase B', East portal lining, west portal lining.	In progress
		Lane Covers construction (Platanos, Temeni, Eliki, etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (B269, B278, A296, A297, K270, K271, K299, K298, K277, K279, K283, etc).	In progress
		Pavement works : PST-CDF layers construction (80+580-80+990, 79+460-79+950, 89+990-90+100, etc).	In progress
		Asphalt works: 76+640-77+000, 80+000-80+160, etc.	In progress
		E/M works: 81+015-81+156, etc.	In progress
30-34	KO-PA	Traffic Management.	Continuous process
		Daily monitoring of convergences displacement conducted by electronic topographical equipment in comparison with the referenced values and the warning and alarm levels at Tunnel 26.	Continuous process
		T26 Panagopoula tunnel: Southwest, Northwest, Southeast, ventilation tunnel, Tunnels T24, T25.	In progress
		Embankments / Cuts: 90+100 - 91+300, 98+000 – 100+000, 102+500 – 109+500, 90+100-91+300, 93+300-94+100, etc).	In progress
		Storm-protection works: Box culverts construction (L504, L571, L573, L518, L583, L532, etc).	In progress
		Retaining walls construction (R504, R506, R070, G510, G512, G515, G519, etc). Slope stability.	In progress
		Bridges, Over-Passes, Under-Passes construction (B303, B304, K306, K307, K309, K310, K311, K313, K337, K327, etc).	In progress
		Pavement works : PST-CDF layers construction (90+100-91+300, 93+300-94+100, 98+000-100+000, etc).	In progress
		Asphalt works: 90+100-91+300, etc.	In progress
		E/M works: 90+100-95+500, etc	In progress

TABLE 2 – PROJECT'S WORKS PROGRESS IN THE 2nd HALF OF 2015

G.U.	SECTION	ACTIVITY	PROGRESS
1-3 & 35	EL-KO & PBP	Irrigation system installation.	In progress
		Fire-fighting network installation.	In progress
		Steel barriers installation.	In progress
		Sound barriers construction.	Completed
		Finishings in MOMC building.	Completed
4-15	EL-KO	Traffic management.	Continuous progress
		Works at Toll Stations (N. Peramos, Pachi, Ag. Theodoroi).	In progress
		Works at parking areas (Kineta, N. Peramos, Ag. Theodoroi).	In progress
		Steel barriers installation.	Completed
		Irrigation system installation.	In progress
		H/M works at the motorway's open sections.	In progress
		Planting.	In progress
		Slope stability and restoration works.	In progress
		Asphalt restoration works.	In progress
		Sound barriers construction.	Completed
16-17	KO-PA	Traffic management.	Continuous progress
		Storm-protection works: Box culverts construction (L106, L107, L119, L120 etc). Drainage construction (1+076 – 1+540, 7+395 – 7+520, 9+900 – 13+980, 16+910 – 18+270, 16+965 – 18+100 etc).	In progress
		Retaining walls construction (R058, R118, R119, R138, R229, G127, G230, G 263 etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (A114, A133, A232, K111, K117, K118, K121, K124, K125, K127, K128, K129, K130, B120, B126, B224, B225, etc).	In progress
		Pavement works : PST-CDF layers construction (9+300, 16+920 – 17+660, 16+500 – 18+200, 19+000 – 20+400, 37+220 – 37+680, 39+719 – 40+531, 43+800 – 44+620 etc).	In progress
		Asphalt works: 77+080 – 9+500, +300 – 7+580, 7+660-8+800, 12+700-15+900, 15+660 – 15+880, 16+940 – 18+460, 18+000 – 18+440, 20+200 – 20+420, 39+640 – 40+560.	In progress
		E/M works in G.U. 16-17.	In progress

TABLE 2 – PROJECT'S WORKS PROGRESS IN THE 2nd HALF OF 2015

G.U.	SECTION	ACTIVITY	PROGRESS
18-21	KO-PA	Traffic management.	Continuous progress
		Retaining walls construction (R201.3, R222, G213, G217, G224, G236, G252, G252, G253, G275.2, etc).	In progress
		Storm-protection works: Box culverts construction (L201, L264, etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (K201, K202, K214, K217, K219, B209, B216, etc).	In progress
		Melissi & Xylokastro Lane Cover.	In progress
		Derveni east Lane Cover C004.	In progress
		Derveni Tunnels T7 & T8.	In progress
		Asphalt works (PST-CDF & asphalt layers construction).	In progress
22-25	KO-PA	Traffic management.	Continuous progress
		Earthworks/ embankments in G.U. 22-25.	In progress
		Retaining walls construction (G323, G309, G321, G559, G590, G591, R535, R539, R540, R545, R548, R557, R560, etc).	In progress
		Bridges, Over-Passes, Under-Passes construction (K244, K247, K264, K266, K338, K340, K341, K345, K411, A513, K502, K506, K507, K510, K514, B253, B260, etc).	In progress
		Mavra Litharia Tunnel: Left & right branch final lining, pavements, shafts and sidewalks construction, E/M infrastructure works, hydraulic works.	In progress
		Akrata Tunnel: Final lining, escape tunnels construction, hydraulic works, pavements and asphalt works, E/M works.	In progress
		E/M building at Akrata Tunnel.	In progress
		Sewage works in G.U. 22-25.	In progress
		E/M works at G.U. 22-25.	In progress

TABLE 2 – PROJECT'S WORKS PROGRESS IN THE 2nd HALF OF 2015

G.U.	SECTION	ACTIVITY	PROGRESS
26-29	KO-PA	Traffic management.	Continuous progress
		South & North frontal of T015 Tunnel – water drainage, if need be.	Continuous progress
		Daily monitoring of convergences displacement conducted by electronic topographical equipment in comparison with the referenced values and the warning and alarm levels at Platanos Tunnel 15 (South & North portal).	Continuous progress
		Geo-mechanical and structural monitoring of Platanos village.	Continuous progress
		Storm-protection works: Box culverts construction (L401, L402, L411, L412, L415, L416, L428, etc).	In progress
		Retaining walls construction (G409, G416, G418, G420, G445, R406, R407, R468, etc). Τοίχοι συρματοκιβωτίων, πλάκες τριβής.	In progress
		Tunnels: T015 left, Excavation Phase A', Excavation Phase B', East portal lining, west portal lining.	In progress
		Tunnels: T015 right, Excavation Phase A', Excavation Phase B', East portal lining, west portal lining, dome concreting, gutters construction.	In progress
		Platanos Lane Cover works.	In progress
		Bridges, Over-Passes, Under-Passes construction (B269, B272, B278, B289, A274, A296, K271, K276, K290, K291, K299, K298, K301, K302, K277, K279, K283, etc).	In progress
		Pavement works : PST-CDF layers construction (80+990 – 81+200, 88+500 – 89+300, 86+150 – 87+100, 87+300 – 88+500, etc).	In progress
		Asphalt works: 76+640-77+000, 78+020 – 78+100, 74+900 – 75+800, 78+260 – 79+150, etc.	In progress
30-34	KO-PA	Traffic management.	Continuous progress
		Daily monitoring of convergences displacement conducted by electronic topographical equipment in comparison with the referenced values and the warning and alarm levels at Tunnel 26.	Continuous progress
		Panagopoula Tunnel T26: Southwest, Northwest, Southeast, ventilation tunnel, Tunnels T24, T25.	In progress
		Embankments/ Cuts: 90+100 - 91+300, 98+000 – 100+000, 93+300-94+100, 105+000 – 109+500, etc).	In progress
		Storm-protection works: Box culverts construction (L515, L583, L564, etc).	In progress
		Retaining walls construction (R082, R084, R504, R511, R513, R514, R070, G522, etc). Slope stability.	In progress
		Bridges, Over-Passes, Under-Passes construction (B303, B321, B322, K306, K307, K308, K311, K312, K314, K315, K316, K317, K319, K323, K325, K327, K349, etc).	In progress
		Pavement works : PST-CDF layers construction (91+300 – 93+300, 93+300-94+100, 94+100 – 95+500, 95+500 – 98+000, 98+000 – 1000+000, etc).	In progress
		Asphalt works: 91+300 – 93+300, 93+300 – 94+100, 94+100 – 95+500, 95+500 – 98+000, etc.	In progress
		Safety barriers installation (91+300 – 93+300, 94+100 – 95+500, 93+300 - 94+100, 95+500 – 98+000, etc.)	In progress
		E/M works: 90+100-95+500, etc.	In progress

The photos below, present the progress of the project's works:

Painting works at MOMC Unit 1 – North part

E/M works at R3 Pump Station

Final lining – Waterproofing of Vault (West Portal/North bore)

A296 – Strengthening footing and constructing pilewall at M1

Construction of underpass K305

Construction of Frontal Toll Station at Nikoleika

Asphalt works at 90+100 – 90+500

Construction of K309

Tunnel T13B – East Portal

Works at Krios r. bridge deck

Traffic arrangements at GU25

Bridge B204 – Pouring of top slab

The photos below, present the progress of the project's works:

Construction of retaining structure R274

Overpass A207 – Installation of reinforcement at top slab

FTS – Toll system activities by IBI

Lane Cover C004 – Installation of reinforcement and pouring of top slab

Please note that on 17-12-2013 the Suspension of Works ended (in force since the start of the 2nd half of 2011), all requirements of Concession Agreement Amendment Agreement articles 12 and 13 were fulfilled and therefore this date is the Amendment Effective Date in the sense defined in the Concession Agreement Amendment Agreement.

2 Progress of the environmental agenda

General

ppendix A of Annex 2 of the Concession Agreement states the Common Ministerial Decisions (CMD) and the Law comprising the Project's environmental licensing and forming the main framework for the monitoring of the progress of the Project's environmental issues.

More specifically:

1	**Law 2338/1995** Thiva I/C – Elefsina Toll Station
2	**CMD 126393/16.02.2007** as amended and currently applies via Decision 171503/04.11.2013 (ΑΔΑ: ΒΛ1Ψ0-Α3Γ) Elefsina – Korinthos (excluding Kakia Skala section)
3	**CMD 108569/18.10.2006** Kakia Skala
4	**CMD 92073/16.05.1994** as amended and currently applies via Decision 168168/15.05.2013 (ΑΔΑ: ΒΕΝΔ0-ΖΦ1), Isthmos – Ancient Korinthos I/C
5	**CMD 104892/16.06.2006** as amended and currently applies via CMD 172996/03.06.2014 (ΑΔΑ: ΒΙΥ10Α56), Ancient Korinthos I/C – Patra By-Pass K1 I/C
6	**CMD 16049/12.08.2013** as amended and currently applies, Patra By-Pass

Please note that the Environmental Study submitted by the Project's Owner (EYDE/KESP/P&VE) on the Amendment of the Environmental Terms Approval Decision (ETAD) of the project: "Korinthos-Patra road axis" to acquire environmental licensing both of the small-scale technical modifications which arose during the preparation of the motorway's final design as well as of the accompanying works necessary for its operation, has been approved by the Secr. Gen. for Environmental Policy of YPAPEN by virtue of Decision No 151752/08.09.2015 (ΑΔΑ: ΒΜΙ8465ΦΘΗ-ΓΦΙ).

In the construction as well as in the operation phase, the procedures and directives for the works' environmental management are implemented by the Constructor, aiming at the in compliance with the terms and constraints of the above decisions.

APION KLEOS submits to OLYMPIA ODOS S.A. monthly reports regarding the progress of the construction related works.

Within the framework of the contractual obligations, the Constructor has developed an Environmental Management Plan (EMP) for the Project in accordance with ISO 14001:2004.

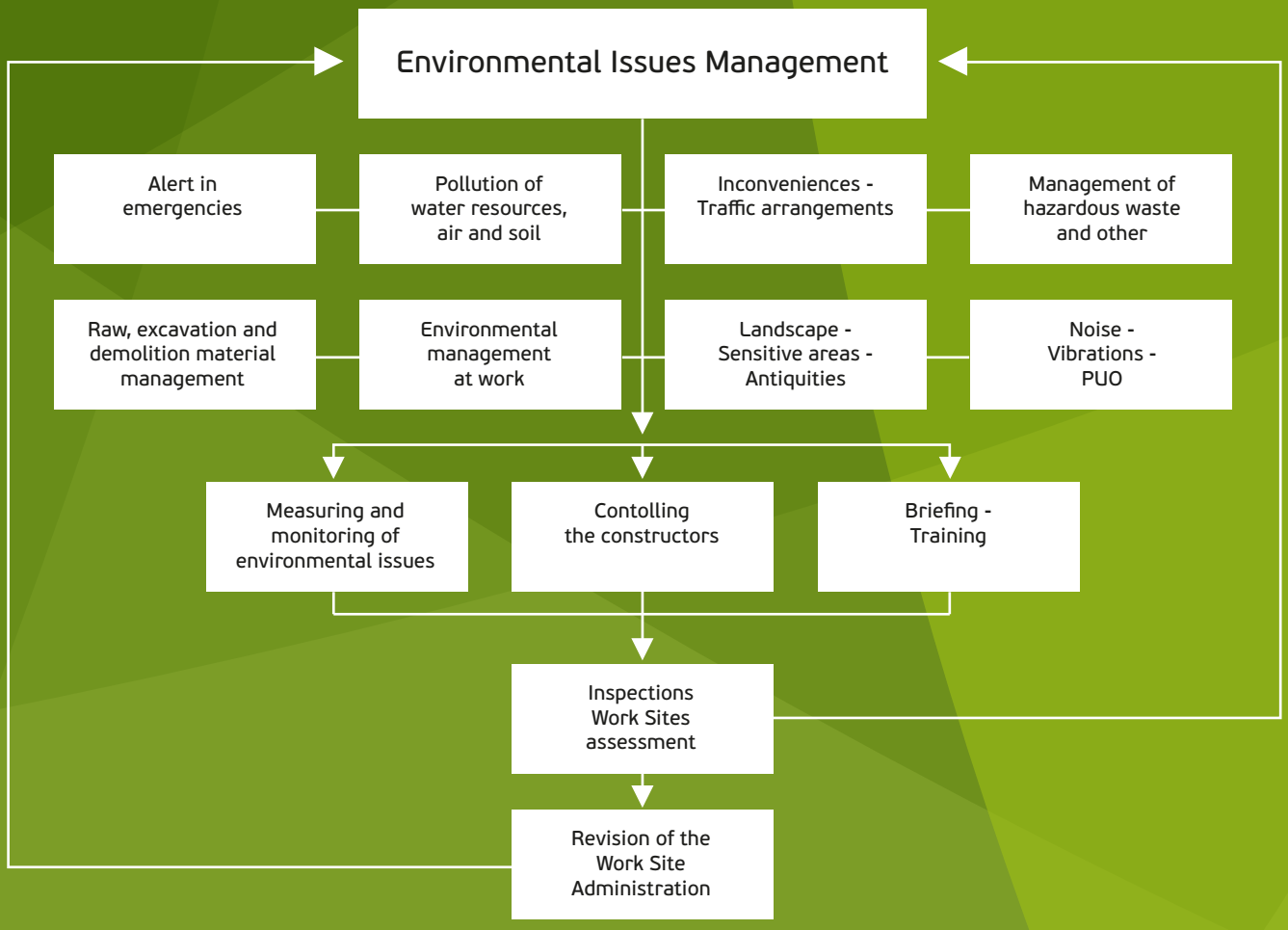
The EMP includes the organizational structure, planning actions, duties allocation, technical methods, procedures as well as processes for the development, implementation, achievement, revision and support of the Constructor's environmental policy as well as the compliance with the Project's environmental terms.

The EMP constitutes the basic and overal framework for the management of environmental issues, whereas the procedures and directives area tool for the rational handling/ management of each environmental issue, taking into account the pertinent legislation and the decisions applicable to each case.

The advantages from implementing the EMP pertain to the following:

- saving natural resources (reduced consumption of raw materials, energy, water etc),
- reducing the waste and by-products process and disposal cost, minimizing fines due to law violations,
- reducing insurance costs by reducing the potential risks and having contingency plans and finally

The EMP as well as the environmental management procedures/ directives are at the disposal of the competent authorities involved in the Project.



The Operator in order to comply with the Project's environmental terms and the implementation of an Environmental Policy has developed an **Environmental Management Plan** for:

- controlling, monitoring and dealing with the environment impact of the project
- optimum management of liquid and solid waste of the Project
- promotion of best practices to reduce energy and resources consumption

Permits - Designs related to construction

In the framework of complying with the Concession Agreement environmental requirements, the approved environmental terms and the required environmental permits:

a. Requests are submitted, when required, in order for forest and archaeology related permits and official opinions to be issued.

b. Environmental Impact Study (EIS) was developed and submitted to EYPE/MEECC (acc. to L.4014/2011) in order to obtain Environmental Approval for the requested Borrow-pits – Quarries & Deposit-pits for the completion of the KO-PA section's construction. The approval process was completed with the issuance of a new ETAD (ADA : BIY10-A56) titled : "Korinthos-Patra road axis, upgrading the existing road into a motorway", regarding the additional quarries and borrow-pits sites in Korinthia and Achaia Pref. for the motorway's construction requirements. .

Please note that :

1. For the above lands and where required, the development of the Technical Exploitation Designs is under way,
2. Geotechnical reports have been prepared confirming that there are no disturbed areas among the proposed sand-extraction locations,
3. The respective delineation designs have been prepared for the proposed sand-extraction locations and
4. Based on DCC article 21.3, the Concessionaire asked EYDE/MK/EPP to deliver to the Constructor the Vacant Possession and relevant Rights of Way of the above approved additional lands.

Based on the above, during the first half of 2015 the Peloponnese-W. Greece-Ionion Decentralised Administration granted four (4) permits for sand extraction from Krathis, Foinikas, Meganitis and Selinountas rivers. Also, the Technical Study was approved for the Operation of aggregates quarry in "Agrilitses", Mun. of Korinthos.

c. Cooperation is in progress with the Public Utility Organisations in order to relocate various networks located within the Project.

Permits - Designs related to construction

d. Hydro geological Designs have been submitted to the competent Water Public Service pertaining to the permit for the excavation/use of water drilling works, so as to cover the irrigation, fire fighting and other needs that shall arise in the Project's short-term parking areas along KO-PA section. (AQUATERRA – Ch. Kapopoulos - E. Psarropoulou & Co)

S/n	Name	K.P.
1	EL-KO 1	13+750
2	KO-PA 2	28+750
3	KO-PA 3	39+150
4	KO-PA 4	62+700
5	KO-PA 5	87+300
6	KO-PA 6	111+100

e. The following studies were submitted to DIPA/YPAPEN (either directly or through EYDE/KESP/P&VE) for environmental licensing:

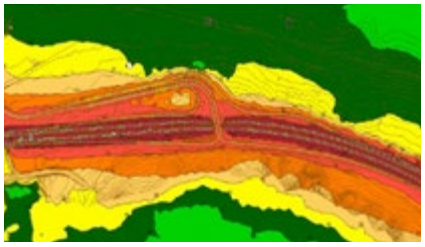
- For the installation and operation of steel reinforcement process worksite in Akrata
- For the creation and operation of borrow-pit at "Soussana", Athikia, Mun. of Korinthos
- For the installation and operation of infrastructure and support worksite at "Chondra Litharia", Mun. of Xylokastro – Evrostini
- For the operation of four (4) borrow-pits at "Zorzi", "Chondra Litharia", "Desi or Souri" and "Vamvakies"
- For the operation of three (3) mobile process machineries at "Chatzis", "K. Mavriki" and around K.P. 77+000 of KO-PA
- For the organisation and operation of infrastructure and support worksite at "Potami" Aigialia

f. EYPE/MEECC (now DIPA/MEECC) approved the following Technical Environmental Design (TED):

- For the installation and operation of Platanos worksite (No 148405/30-4-2015].
- For the installation and operation of "Chondra Litharia", Xylokastro worksite [No 151695/4-9-2015],
- For the operation of deposit-pit at "Gouves", Ag. Vasilios, Rio [No 151052/3-8-2015]

g. Within the first half of 2015, TT& E S.A. has completed the preparation of the Final Special Acoustic Designs for the Calculation and Implementation of noise barriers for KO-PA section determining the following locations where noise-barriers must be promptly installed.

Please note that the noise barriers proposed in the Designs will be of the same type which have already been approved via EYPE/ MEECC's document No 122052/8-3-2010 and constructed along "Elefsina-Korinthos" and "Patra By-Pass" sections.



SOUND BARRIERS LOCATIONS				
Sound-barrier		Branch	Min Length	Barrier Height
from K.P.	to K.P.			
7+822,5	7+956,5	to Patra	134	3
20+566,5	20+796,3	to Korinthos	230	3,5
26+804,2	26+866,2	to Patra	62	4,5
26+059,0	26+231,5	to Korinthos	172	4,5
26+524,2	26+705,0	to Korinthos	182	4,5
37+176,6	37+240,6	to Korinthos	64	4,5
39+142,1	39+241,6	to Patra	100	4,5
40+070,3	40+174,5	to Patra	104	3,0
44+920,5	44+986,2	to Korinthos	70	4,5
53+709,1	53+879,3	to Patra	168	4,5
53+880,1	53+964,3	to Korinthos	100	4,0
59+152,0	59+242,0	to Patra	90	4,5
59+375,8	59+612,0	to Patra	236	4,5
76+078,8	76+186,8	to Patra	110	3,5
82+453,8	82+541,8	to Patra	88	3,0
83+645,4	83+718,4	to Korinthos	74	3,5
88+494,3	88+590,3	to Patra	96	4,5
91+440,0	91+623,7	to Patra	184	3,0
91+816,7	91+943,8	to Patra	128	3,0
96+183,6	96+259,6	to Patra	76	4,0
96+957,5	97+017,5	to Korinthos	60	3,0
97+192,6	97+424,6	to Patra	232	3,0
97+772,5	97+831,5	to Patra	58	3,0
97+104,9	97+254,9	to Korinthos	150	3,0
98+852,6	98+964,9	to Patra	110	3,0
98+710,9	98+797,0	to Korinthos	88	3,0
107+843,6	107+990,6	to Korinthos	144	3,5
111+590,9	111+713,9	to Korinthos	122	3,5
111+794,9	111+879,0	to Patra	84	4,0
111+879,0	111+968,2	to Patra	90	3,0
111+713,9	111+922,1	to Korinthos	208	3,5
112+825,9	112+889,3	to Patra	66	3,0
114+555,8	114+681,7	to Korinthos	126	3,0
114+770,5	114+852,4	to Korinthos	82	3,0
115+353,1	115+429,2	to Korinthos	76	3,0
115+676,6	115+721,1	to Korinthos	44	3,5
115+701,7	115+769,3	to Patra	68	3,5
115+769,3	115+883,4	to Patra	114	3,0
115+721,1	115+841,4	to Korinthos	120	3,5
116+746,1	116+812,0	to Patra	66	3,0
118+006,6	118+190,5	to Patra	184	3,5
117+484,3	117+527,6	to Korinthos	43	3,5
117+527,6	117+686,4	to Korinthos	160	4,5
117+686,4	117+739,1	to Korinthos	53	4,0
117+739,1	117+773,7	to Korinthos	34	3,5
118+137,9	118+237,4	to Korinthos	100	3,5
118+190,5	118+362,9	to Patra	172	3,0
118+67,1	118+767,1	to Patra	110	3,0
118+237,4	118+327,2	to Korinthos	90	4,5

Permits - Designs related to construction

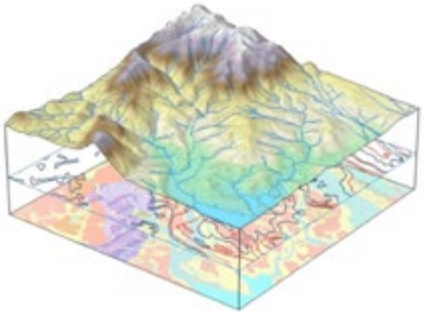
Towards enforcing article 5 law 3010/2002 (as amended via L. 4258/2014 and currently applies) and in accordance with the provisions of article 11.2.1 of the Project's Concession Agreement, the CJV proceeded in the elaboration of stream delineation designs (D. Sotiropoulos & Co, L.S. Lazaridis & Co) for the stre am's section extended along the Projects construction zone or abutted to it and along Korinthos - Patras section for five hundred meters downstream excluding the cases where downstream to the Road Project and up to 500m. HSRL/OSE structures exist or another delimination is in place. The designs have been submitted to the Technical Services of the local Prefectural Administrations for approval and any other administrative act necessary in order to be rendered fully effective.

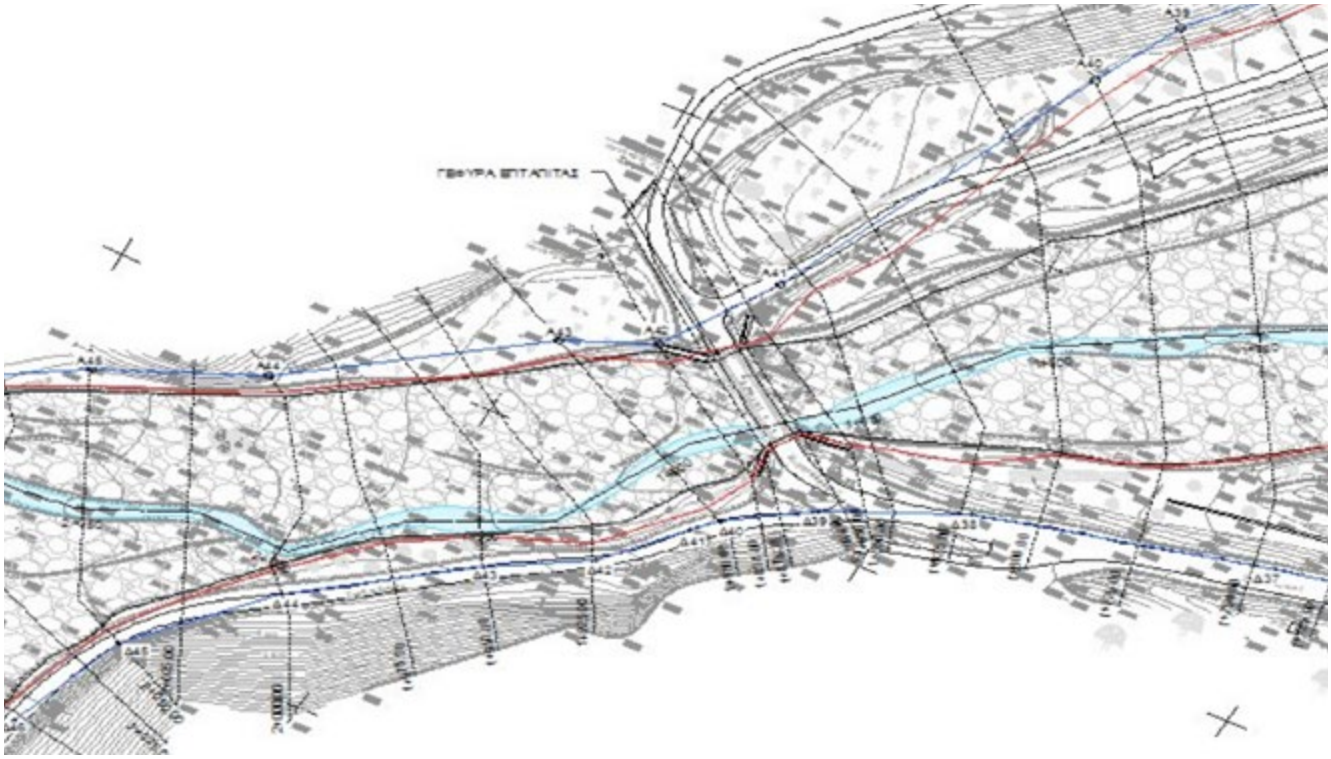
In the 1st Semester of 2015 the following Gazette Sheet was issued ratifying the delineation determination along KO-PA section:

1. Meganitis "Chatzis" river Gov. Gazette 120/Δ/6-5-2015 (sand extraction).
2. Selinountas "K. Mavriki" river Gov. Gazette 132/Δ/28-5-2015 (sand extraction).

Please also note the Deemed Issuance of Krathis & Foinikas rivers partial Delimitation (sand extraction points) by EYDE/KESP/P&VE via documents No ΕΠΠ/Π1/Φ.4/8301/27-10-2014 and ΕΠΠ/Π1/Φ.4/8302/27-10-2014 respectively.

The delineation designs for the rest KO-PA section's streams are under way.






Olympia Odos

Environmental management, waste management, hazardous and non hazardous materials

During the motorway's construction and operation, both the constructor and the operator as well as the cooperating contractors and sub-contractors comply with all pertinent provisions, according to the Greek Legislation. Joint Venture APION KLEOS in the frame of its Environmental Management Plan has developed procedures for the management of waste.

The respective "Hazardous Materials Selection and Procurement Procedure" has been prepared describing all the constructor's actions contributing to the prevention of the uncontrollable use of hazardous materials during the Project's construction period.

The Constructor's environmental policy prioritises the measures and actions towards an effective and rational waste management for the sustainable use of resources and the prevention of downgrading or the restoration, preservation or improvement of the environment.

Waste management is primarily based on hierarching waste (prevention, re-use, recycle, recover, final dispoal) and their environmentally proper management. The ultimate goal is an more effective management of natural resources and waste by reducing the produced waste, re-using it, recycling and recovering it and managing it environmentally properly thereby reducing as much as possible the risk to human health and the environment. Waste of any nature is managed based on the pertinent legislation and the constraints/ requirements imposed by the approved environmental terms, both for the project's existing and new sections.

The respective "Waste Management Procedure" has been prepared for the management of waste, documenting the existing legislative framework and the means/ directives for their management.

The respective "Water Resources Management Procedure" has been prepared for the management of water resources, presenting in detail all the constructor's actions contributing to the minimization of the adverse impact the construction has on the adjacent water resources.

The results of the Project's environmental performance, such as material recycling, mineral oil, batteries, vehicle tyres, hazardous materials, polluting substances, area restoration, excavation and demolition products etc management are presented in Appendix 4 of this Report.

Patras OMC

Nea Peramos OMC

Akrata TB

Environmental parameters, monitoring programme

(noise, traffic load vibrations, air quality, water)

Air quality management as well as noise obstruction minimization due to the motorway's construction are amongst the main objectives of the Project's Constructor and its Operator.

The Constructor, based on the relevant study, (TTE Consultants S.A.), designs, elaborates and implements a programme for the Project's environmental monitoring and audit, in order to ensure compliance with the Project's environmental requirements.

By this programme, environmental factors as noise, water and air pollution, waste, social disturbance, natural wealth, sensitive areas etc. are monitored.

Existing Sections (EL-KO & PBP)

Sound barriers:
Following the "Special Acoustic sound barriers design" approved by EYPE/MEECC via document No 122052/8.3.2010 which also determined the barrier type to be used, the barriers' installation along the Project's existing sections started and is for the most part completed. Their installation is foreseen to be completed within the EPD set by the Concession Agreement.

Along EL-KO section, the installation is complete, measurements were conducted and the relevant report , a synopsis of which is presented in Appendix 6 , was prepared regarding the effectiveness of the applied noise barriers (excl. those installed in "Isthmos Bridge" village) which was approved (No 51820/22-12-2015) by KAPA Dir./ Dep. for Noise, Vibrations & Radiation.

Note that EYPE/MEECC approved the "Supplementary Special Acoustic Noise Protection Design and Special Noise Barriers Design" for "Elefsina-Korinthos" section, pertaining to the protection of "Isthmos Bridge" settlement in Loutraki – Perachora Mun., Korinthia Pref. (Decision No. 110987/6-5-2015) and then, the installation commenced of the noise barriers proposed by the design in this area, which was completed in December 2015.
In January 2016, measurements will be conducted and the relevant report will be prepared regarding the effectiveness of the noise barriers in question.

Along PbP section, most of the noise barriers have been installed and the works will be completed within the EPD set by the C.A

More specifically, taking into account the aesthetic/architectural requirements and the restrictions imposed by the constructions' static adequacy and road safety elements, the barrier surfaces created with transparent sheets used as much as possible are obviously not making the residents of the areas behind them feel "caged".

Environmental parameters, monitoring programme

(noise, traffic load vibrations, air quality, water)

The barriers' formulation was based on the following architectural design principals:

- Selection of the proper dimensions for the vertical walls and combination with the transparent panels they support so as to achieve the best possible proportion of transparent and non-transparent parts of the overall barrier superstructure.
- Use of horizontal scotias on the narrow walls (they facilitate the wall's visual integration into the natural environment by breaking up its surface while also being compatible with the vehicles' horizontal direction).
- Alternation of walls and transparent panels so as to avoid – to the extent possible – a monotonous repetition of one single pattern.
- The reinforced concrete non-transparent panels have been placed with proper width variation so as to give a sense of varying degrees of density. This is done in an attempt to distract the viewer from any single part of the construction and make him/her see the whole picture.

Please also note that protective measures have been taken to prevent birds from crashing on the barrier's transparent parts. To that end, suitable bird images have been stuck on the panels following the successful methods used in other similar cases.

Monitoring of air pollution & basic meteorological data

Complying with the Concession's Agreement environmental requirements, the relevant technical specifications were determined referring to the procurement, installation and commissioning of two (2) permanent Air Quality & Meteorological Data measurement stations to monitor the impact of the motorway on the wider region.

- The station at Glafkos I/C along PBP has been completed and set in operation in December 2014. The point at the south end of the PBP receives all pollution from toad usage and seems to be a good indication of the pollution caused by the motorway while also reflecting the pollution from the motorway accesses.
- The station at Tripoli Semi-I/C is completed and was set in operation is February 2015 with the aim of monitoring the impact upon the town of Korinthos by the operation of the new motorway.

The following meteorological parameters are also cited:

- Wind direction and speed
- Atmospheric rtemperature and relevant humidity
- Sunshine
- Precipitation

To measure pollution, the station have been equipped with analysis devices approved under the Nationa Law (CMD Η.Π. 14122/549/Ε.103/2011 (Gov. Gaz. 488/Β`/30.3.2011) Measures to improve atmosphere quality, in accordance with guideline 2008/50/EU "on the air quality for a cleaner atmosphere in Europe" of the European Parliament and the Council of Europe on May 21st).

The stations coordinates are as follows:

Location	Latitude	Longtitude
TROPOLI SEMI-I/C	37°55'6.49"B	22°54'28.38"A
GLAFKOS I/C	38°12'13.34"B	21°46'16.88"A

Please see below the Glafkos I/C and Tripoli Semi-I/C stations' pollution values:

Station	Suspended particles PM10 & PM2.5	CO	NO NO2 NOx	SO2	O3	BTEX
Korinthos	x	x	x	x	x	x
Glafkos	x	x	x	x	x	x

Environmental parameters, monitoring programme

(noise, traffic load vibrations, air quality, water)

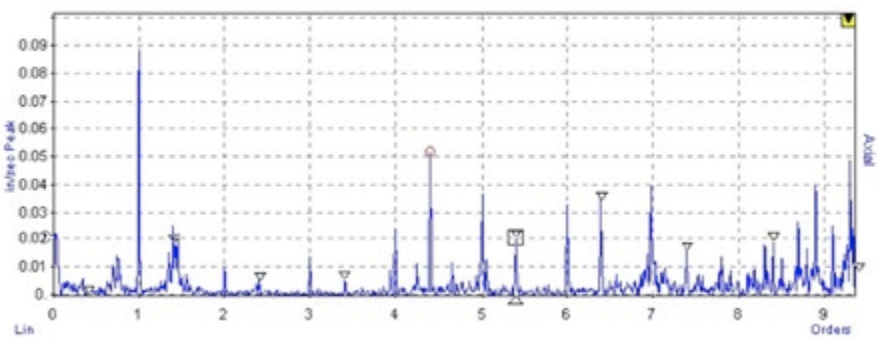
New Sections (KO-PA)

After KAPA Dir./ Dep. for Noise, Vibration & Radiation approved the Special Calculation & Implementation Acoustic Designs for "Korinthos-Patra Motorway", which cover the full update and detailed calculation for mapping the environmental traffic noise under EU Guideline 2002/49/ EK and CMD No 211773/2012, their construction/installation has already started in the following sections of "Korinthos-Patra":

s/n	From K.P.	To K.P.	Branch
1	53+702	53+880	Patra
2	96+955	97+017	Korinthos
3	97+104	97+254	Korinthos
4	107+843	107+990	Korinthos
5	115+676	115+839	Korinthos

The noise barriers proposed in the above Designs are of the same type as the ones already approved and constructed for "Elefsina-Korinthos" and "Patra By-Pass".

To that end, the installation is foreseen – at critical points – of measurement and recording systems of all significant variables of the phenomenon (soil movement, speed and acceleration). The local working sites will keep complete records of the recorded data.



In parallel, the Operator carries out traffic counts at the Project's toll plazas. More specifically, each month the company drafts an operation report, including precise traffic data, i.e. number of vehicles passing through all toll plazas and the traffic composition; said report is duly submitted to the competent supervising Services of the Ministry of Infrastructures, Transport and Networks. The company has at its disposal both the primary and the processed traffic data.

During the Project's execution aerial pollutants are released and especially dust from the working sites. Depending on the distances from the nearest buildings (e.g. residencies) they could have adverse implications. This dust release is dealt with (by the local Working Sites) with great success by use of the following measures.

Control of the dust release is affected through simple management methods and the impact level greatly depends on the control measures applied at the source as follows:

- Sprinkling and often – effective clearing of routes within the site and the excavation areas,
- Interventions at the work surface – front where necessary, focusing on the excavations,
- Rain-water run-off to prevent particles from re-entering the atmosphere,
- Maximum speed limits along all non-asphalt-paved surfaces,
- Along the routes of the road building vehicle, the usual control methods are applies in the case of non-asphalt-paved routes ie, asphalt paving where feasible, stabelised pavement infrastructure, water soaking and traffic regulations (aiming to reduce dust in the dry season and traffic-indiced erosion in the wet season),
- Sprinkling during transfer and deposit of sand, aggregates or/and excavation materials significantly reduces released dust,
- According to greek law, all trucks transfering loose materials (e.g. excavation products) are covered. The vehicles entering or leaving the working site are clean.
- It is forbidden for the trucks to pass through settlements during quiet hours,
- Liquid rather than dry concrete is used in the mixing and preparation,
- All machinery and equipment used in works are in good condition and fulfill the manufacturer's specifications, thus minimising dust release.

Environmental parameters, monitoring programme

(noise, traffic load vibrations, air quality, water)

Combined, the above measures comprise the so-called Best Management Practises.
Given that:

- it is a linear project with many construction activities being conducted in parallel and now fast-track under the extremely tight completion time-schedule,
- the water resources available along the Project during summer season are limited,
- any impact after the above measures are deemed slightly negative with a very short-term effect and can be dealt with.

The benefits from the project's timely completion will reach the residents of the areas temporarily "affected" as well as all other used (visitors, tourists etc) and will positively influence all financial parameters and activities in the areas (road safety, accessibility, faster transportation of people and goods, reduced transportation costs etc).

In any event, the local Working Units are conducting PM10 Dust Measurements under standardized ELOT EN 12341 method, with a certified sampler, by a certified firm.

During the measurements, the motorway's construction activities are conducted normally. Each measurement lasts 24 hours and runs through one calendar day so that the findings can be directly compared to the maximum rates / target aims set by the current legislation.

Atmospheric PM10 measurements are covered by the current Official Implementation Field of Certification (No 329-3).
The methodology to estimate suspended particles has a certified accuracy measurement and it provides a full depiction of the pollution's changes over time along with a good mapping of an area's pollution levels.

The measurements findings reports can be found at the local Working Units' offices while they have also been copied to the Project's Independent Engineer.

Water resources management

Towards enforcing article 5 law 3010/2002 (as amended via L. 4258/2014 and currently applies) and in accordance with the provisions of article 11.2.1 of the Project's Concession Agreement, the CJV proceeded in the elaboration of stream delineation designs (D. Sotiropoulos & Co) for the stream's section extended along the Projects construction zone or abutted to it and along Korinthos - Patras section for five hundred meters downstream. The designs are being submitted to the Technical Services of the local Prefectural Administrations for approval and any other administrative act necessary in order to be rendered fully effective.

In the 1st Semester of 2015 the following Gazette Sheet was issued ratifying the delineation determination along KO-PA section:

1. Meganitis "Chatzis" river Gov. Gazette 120/Δ/6-5-2015 (sand extraction).
2. Selinountas "K. Mavriki" river Gov. Gazette 132/Δ/28-5-2015 (sand extraction).

Please also note the Deemed Issuance of Krathis & Foinikas rivers partial Delimitation (sand extraction points) by EYDE/KESP/P&VE via documents No ΕΠΠ/Π1/Φ.4/8301/27-10-2014 and ΕΠΠ/Π1/Φ.4/8302/27-10-2014 respectively.

The delineation designs for the rest KO-PA section's streams are under way.

Hydro geological Designs have been submitted to the competent Water Public Service pertaining to the permit for the excavation/use of water drilling works, so as to cover the irrigation, fire fighting and other needs that shall arise in the Project's short-term parking areas along KO-PA section. (AQUATERRA – Ch. Kapopoulos - E. Psarropoulou & Co)

Environmental impact mitigation measures during construction

a. Geomorphology - Soil

In order to protect the soil from fuel leaks etc special areas with sealed floor and graded collection drain that ends in a sedimentation basin are provided in order to swill the machinery.

In the machinery maintenance or in other suitable and safe area, used oils from black oils change are temporarily stored. The management of the used oils is in accordance with the provisions of PD 82/2-3-2004. By the PD is given priority to collect and dispose used oils for regeneration treatment.

All necessary measures are taken in order to avoid erosion or filtration at the slopes during the tunnel construction and the water and clay supply to the final acceptor. The sediment before being disposed is being treated in apposite sedimentation tanks.

b. Geology

Special attention shall be paid during construction of sections passing by geologically sensitive zones, as in those areas stability problems might emerge at the formations. In those sections shall intervene as little as possible.

c. Ecosystems - Vegetation

In the areas where the technical structures are constructed, and mostly in the areas where bridges are constructed, all the necessary precaution are taken in order to avoid any impact on the riverside ecosystems. All possible efforts are made in order to use the fewer possible quantity of concrete. Where possible the use of gabions is preferred and the proper application/use of additives (e.g. betonite), which are used in order to add improved features to the boring effluents during the borings.

Especially during the dry period, in the construction phase, all the necessary measures are taken in order to avoid dust emissions (infusion of earth materials, trucks' load covered with nets).
In some case the cleared vegetation originated materials are cut and temporarily stored in mounds in order to create organic fertilizer for future use in planting technical activities.

After clearance, excavation, collection and temporary disposal of the superficial fertile soil layer follows.

Vegetation, planting and road cleaning

The vegetation and planting pertain to the environmental integration and protection of the areas adjacent to the project.

Existing Sections

In order to facilitate the fulfillment of the above obligations, a Final Planting Design (S. Voutsinos & Co) for the surrounding areas, the respective I/Cs, slopes and median strips was elaborated for Elefsina – Korinthos section. This design was submitted for approval to the project's Independent Engineer. The planting process is foreseen to be completed according to the approved works time-schedule

The planting of Patra By-Pass is in very good shape due to the "recent" construction and maintenance for the last period of time.

New Sections

The Planting Design focuses on the aesthetic incorporation of the new Korinthos-Patra Motorway and the secondary Local Road Network works into the wider narutal environmental of the area they are passing through.

The Planting Design is prepared according to the Design Investigation Standards (DIS). It aims at describing the prevailing conditions on site and the nature of the problems which have arisen due to the road's construction. The proposed planting interventions aim to the best possible restoration of the damages caused to the landscape by the Motorway's construction.

The planting is designed with the main target of adjusting the new plants to the existing vegetation. Trees and bushed are planted taking into account the volume they will take at the final stage of their development.

The proposed planting takes into account the following fundamental principles:

- Traffic safety
- Planting – landscape relationship
- Road equipment

During the arrangement of the various greenery (medium, high) to be planted, the following is taken into account:

- ensuring the area's unobstructed function
- the area's general and specific ecological conditions
- the area's aesthetic requirements
- creating natural continuity of the area's flora.

The species to be planted are selected based on the following:

- Their properties (final dimensions, τάσεις, hardwood, evergreen, flowering season, flowers colour etc.)
- The area's ecological data
- The functional aim they are intended to fulfill (decoration, soil retention, groups, growth etc.)
- The local micro-climate
- Ensuring aesthetic harmony and biological equilibrium between the species comprising the groups, growths etc.
- The dimensions of the area and each separate location
- The species' market availability
- The species' locality and that they represent the surrounding area.

Vegetation, planting and road cleaning

Cut & embankment planting standards

The OLYMPIA ODOS OPERATION S.A. (Operator) personnel and the competent subcontractors carried out regular trimming, weeding and cleaning works for the most part of the project, and specifically of 97 km of central reserve, 402 km of shoulders and of the 28 interchanges and their branches, as well as of the 45 parking areas.

For green maintenance works the Operator has entered into contract with the following subcontractors:

- TOMI (District 1)
- J&P AVAX (District 2)

Cleaning

During 2015, the Operator's personnel in collaboration with external subcontractors carried out and still does regular cleaning works along the entire project (202 km), in the 28 interchanges, the toll stations (lanes, booths, pavement, surrounding area, buildings), in the tunnels and in the 45 parking areas (washing, sweeping, waste removal from bins and surrounding areas).

It is noted that cleaning pertains to the entire cross section until the expropriation limits.

Management of extraordinary incidents, environmental accident, green areas fires

During the operation of the working sites, all fire prevention measures are taken in order to prevent fire coming potentially from working machinery, working teams, transportation of explosives and to minimize the danger of fire being expanded to adjacent areas.

The way according which the fire belt is organised, was controlled and approved by the competent Fire Service before the beginning of the works.

More specifically, fire management measures are taken in order to protect forest areas on both sides of the road.

The Concessionaire, undertook a series of forest fire prevention measures along the Korinthos Patra NNR within the boundaries of the project.

This intervention has been decided in order to effectively deal with the results of the suspension of the construction activity on our Project and despite the fact that every year before the commencement of the fire period, the Operator of the Project sees to clean the shoulders and the boundaries of the road from greens that may be the cause of a fire.

Within the framework of elaborating the fire hoses designs along the EKPPT motorway, maps were prepared depicting the forest land for “Elefsina – Korinthos”, “Ancient Korinthos I/C – Patra By-Pass K1 I/C”.

In the framework of road safety, the Operator has Patrollers and Intervention Teams patrolling the Project with specially marked vehicles dealing with incidents (immobilized vehicles, accidents, traffic problems etc.) by implementing temporary signage to safely arrange traffic and assist the emergency services (Police, Fire Brigade and Paramedics). In this framework, during 2015:

- 3,825,855 km were travelled by Patrols and Interventions teams (about 10,482 per day) for supervising the road network, of which 1,864,948 during the second semester of 2015

- 25,245 incidents were managed with the Company’s assistance (of which 13,652 during the second semester 2015), as indicatively: 12,542 (of which 7,007 during the second semester 2015) immobilized vehicles (mechanical failure, flat tyre, out of fuel, abandoned), 10,408 (of which 5,442 during the second semester 2015) obstacles on the pavement, 1,310(of which 713 during the second semester 2015) accidents (46 with victims and 1,264 with material damages of which 31 and 682 respectively during the second semester 2015), 649 user problems (pedestrians, vehicles moving in the opposite direction, non authorized users, dangerous traffic violations) of which 333 during the second semester of 2015, 107 traffic congestions (of which 53 during the second semester of 2015) and 229 other emergency incidents (fire, adverse weather conditions, etc.) of which 104 during the second semester of 2015, out of which:

- 15,321 (of which 8,218 during the second semester 2015) were delt with immediately by the Company, as they were detected by company or subcontractors vehicles.

- 9,924 incidents (of which 5,434 during the second semester 2015) were handled within 12’ in average by the Company, since they were otherwise detected (phone, cameras etc.), while regarding the response of the subcontractors respectively: 19’ for light vehicles and 33’ for heavy vehicles.

Management of extraordinary incidents, environmental accident, green areas fires

The Operator's competent personnel (Intervention Teams) implement on a daily basis temporary signage for incidents and for the safe execution of works carried out on the road either by the Operation Company or the Construction Joint Venture. Regarding Korinthos-Patra NNR special attention is paid due to it features (no central reserve) and the sections with steep turns and limited visibility.

The Operator has action plans related to the protection of the environment either within routine maintenance or emergency and abnormal situations.

B.1 Congestion
B.2 Road Accident
B.3 Immobilized vehicle
B.4 Problem on the pavement
B.5 Problem on infrastructure or equipment
B.6 Problem with user
B.7 Other emergency incidents
B.8 Adverse weather conditions
B.9 Large scale incident in tunnel
B.10 Incident on Korinthos-Patra NNR

The Constructor shall work and cooperate closely with the Environmental Service and other departments of OLYMPIA ODOS S.A. in the application of the procedures – directives for the management of such issues.

Olympia Odos

Antiquities

Under he principle that cultural heritage and antiquities along the motorway shall be protected, a principle that constitutes prerequisite for the construction of the road, the Constructor has direct contact and collaboration with the competent archaeological services. According to the Concession Agreement and the Design – Construction Contract, Construction Joint Venture is responsible for the execution of archaeological investigations pursuing a recommendation by the pertinent archaeological service.

Works in the positions indicated in the Concession Agreement (article 13.1) and where there is a great potential of Antiquities being revealed have commenced.

Appendix 3 herein presents detailed information / actions taken to protect antiquities and photogaphs.

Aerial photograph of Archaeological Site of Goddess Dimitra (tunnel T13A)

Training - awareness raising

Environmental training aims to reinforce knowledge and raise awareness about the environment, to develop the necessary skills, to form the right behaviour, to activate and make informed decisions and responsible actions.

Audit/inspection is a tool of the environmental management system, including the systematic, substantiated, periodic and objective assessment of the performance of the working sites, the environmental protection management system and processes.

The Construction Joint Venture is organizing training and briefing seminars whereas all internal inspections are accompanied by the training and briefing of all competent persons at working sites regarding issues and developments pertaining to the environment.

Each working site's environmental engineers are regularly organising meetings with all parties involved in the Project's construction, providing them with the suitable training and briefing.

The Construction Joint Venture's Environmental Department in cooperation with the project engineers conduct regular inspections, give the necessary instructions or directions pursuant to the Project's EMP regarding any arising environmental issue. To fulfill that goal, special reports are developed documenting the test results, proposing measures to deal with any environmental issues identified and accompanied by a complete photographic survey.

Environmental training during the Project's construction is divided in 2 categories. The first one pertains to the specialized environmental training of the staff related to the Project's environmental management (environment engineers, foremen in sensitive areas) and the second one to the general environmental training of the whole staff. Table 3 describes the whole number of hours (persons x time) for environmental training during 01/01/2015 – 31/12/2015.

TRAINING TYPE	TIME (HRS)
SPECIALISED TRAINING	**70**
GENERAL TRAINING	**40**

Corporate Social Responsibility Actions 2015

Olympia Odos invests in people. The service needs of each individual and every society are the focus of our interest. Our message is condensed in a single phrase: "A project with many leading players."

For us Olympia Odos is the road on which personal and collective perspectives are built, it is a large infrastructure project connecting and transporting people, goods, ideas, people, needs and cultural projects.

Within this context, in 2015 we continued the strategic partnerships launched in 2014 in three key areas of human activity: environment, culture and sports.

Culture and Environment

Olympia Odos Route
Olympia Odos, as a member of "DIAZOMA" Association, that deals with the restoration and enhancement of the ancient theaters along the country, actively participate in the creation of the Cultural Route to archaeological sites and their environmental significance areas along the motorway.

Our ambition is the Cultural Route of Olympia Odos to become a branded tourism product, to attract Greek and foreign visitors. The main role of our connection with DIAZOMA is to create an eponymous sustainable cultural product for all areas along the road.

In 2015 Olympia Odos had contacts with all the stakeholders (ministries, Regions, Local Authorities etc.), while in 2016 the first informative and promotional actions of the Route are programmed.

Corporate Social Responsibility Actions 2015

Supporting the "Observatory of Western Greece and Peloponnesus Road Axes"
Olympia Odos supports the newly-established "Observatory of Western Greece and Peloponnesus Road Axes", that deals with research and studies on the socioeconomic effects of large infrastructure projects in the region's economy.

The Observatory is a strategic tool which documents scientific methods and modern infrastructure of informative systems (GIS, geodatabase etc.) It collects and processes data, and provides a systematic and reliable information service for the areas affected by the operation of major projects infrastructure.

It is interesting the research study of the phenomenon of social exclusion, poverty and inequality, along with the development of accessibility in the region, business mobility, the impact on the land, the tourism / rural development etc.

Kids and Sports

Hellenic Paralympic Committee
OLYMPIA ODOS S.A. will support the Paralympic movement as official supporter of the Hellenic Paralympic Committee, thus participating in the preparation of our athletes for the Olympic Games of 2016. Olympia Odos carries the Paralympic Idea in every town and village along the axis with the slogan "Together with the stars!".

In this context, Olympia Odos supports the institution of the 'Paralympic Day' in schools. During these events the children have the opportunity to learn about the Paralympic sports from the Paralympians athletes and understand experientially what is the Paralympic sports, playing Goalball, Sitting Volleyball, shot sitting, or escort practicing for blind athlete running.

i STOS
Olympia Odos supported the Kiato Sailing Team by purchasing a laser sailing boat, with which 16 year old Sotiris Karapiperis received the gold in the national championship in his category.

Poseidon Loutrakiou
Poseidon Loutrakiou is the local Handball team sponsored by Olympia Odos. Last year they came in 4th in Europe.

TRIATHLON
Olympia Odos sponsored the Loutraki Triathlon once again by providing manpower and materials (traffic cones,
vans, etc).

Support of sport club Akrata

Road Safety

Vinci Awareness campaign on the effects of drowsiness in driving
Olympia Odos, along with volunteers from the IOAS Road Safety Association, took part in the VINCI AUTOROUTE campaign against drowsiness and driving. During the two days of the campaign, more than 10,000 flyers were distributed at the Megara MSS and the toll stations, during the Easter Holiday exit. The campaign spot with famous actor, Spyros Papadopoulos, played at the MSS flat screens.

3rd UN International Road Safety Week
On the occasion of the UN International Road Safety Week, Olympia Odos took part in a three day event, organized by the Kouros Megara Volunteer group, called "The struggle for Road Safety".

R.S.I. - IOAS: Supporting the operation of Road Safety Institute (R.S.I. - IOAS), which is placed in the University of Patras. The Centre is a hub of education and awareness for citizens of Western Greece.

Corporate Social Responsibility Actions 2015

Open Road to Education

Imperial college: Students from the Imperial College of London visited Olympia Odos and learned about the geological aspects of this large construction project.

Cypriot students: Engineering students from the University of Cyprus visited Olympia Odos and experienced firsthand the challenges of large scale construction projects.

Schools' hospitality at the Traffic Management Center - Perimeter Patras and student lectures for road safety issues.

In addition, Olympia Odos, in the context of corporate social responsibility in 2015 supported initiatives and activities organized by local authorities or public organizations and associations through sponsorships and donations:

- ARCHELON
- SOPSY Patras
- ALMA ZOIS
- GREEK CANCER SOCIETY (Annex Aigio)
- SOS Children's Villages
- Monastery of Agia Paraskevi Megara
- Efthimio Corinth Rehabilitation Center
- Social Municipality Grocery of Patras
- FLOGA
- MAXHTES
- KIVOTOS AGAPIS

The Concession company in conjunction with the Operation company, also supported a series of actions related to the provision of materials, equipment and work of their staff:

- Tire donation to Fire Department vehicles in Megara
- Prefabricated cubicles (container) donation to the 4th Lyceum of Corinth
- Electric pylons donation to Football Club PAS Mars Ancient Corinth
- Cycling Race "Spartakiada 2015" support, during their passage from Section Elefsina - Corinth

Expenses of the project related to environmental protection measures and actions

According to the certified construction expenses of the project for 2015, the expenses related to environmental protection for the year 2015 are up to the amount of 2,350,000 euros (value without VAT).

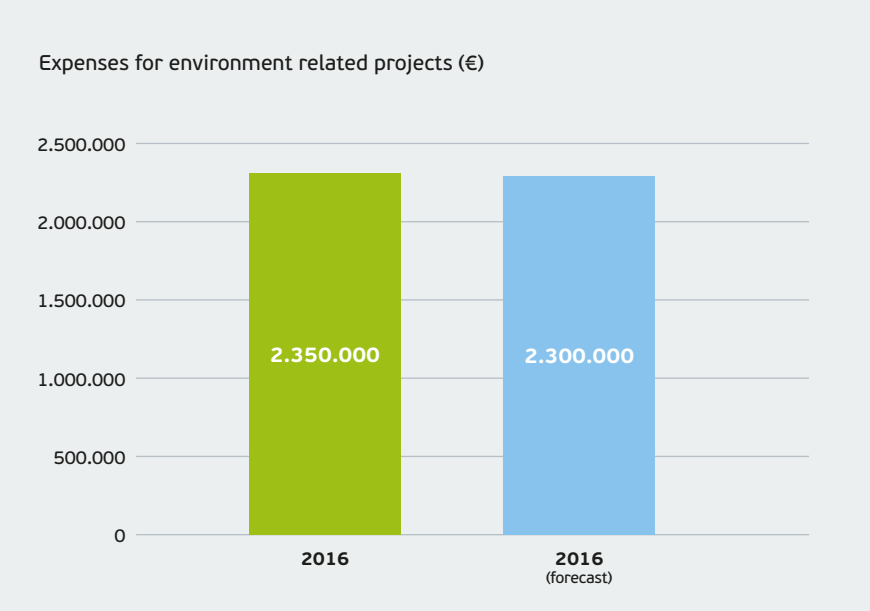
This amount corresponds to the 1.6% of the total certified expenses for the construction of the project.

The afore mentioned expenses are related to

1. Work site studies
2. Sedimentation tanks construction
3. Bag filters used in asphalt and cement production sites
4. Oil traps/oil separators
5. Anti dust measures
6. Volatile emissions/dust measurements
7. Water quality measurements, vibrations measurements
8. Slopes planting
9. Personnel related costs from the Allottees

The expenses related to the management of waste of the construction activities are not presented in this report.

The total of the construction related expenses as well as the type of construction activities and the progress of the project, are incorporated in the reports that the Concessionaire and the Construction J.V. are dully submitting to the competent authorities and the Independent Engineer.



Along with the environmental expenses related to the construction of the project, we must add another 350,000 euros that are related to the waste management of the operation of the motorway and the fees to environmental consultants.

According to the 2016 planning and forecast, the environmental protection expenses is up to 2,300,000 euros.

These expenses include the expense categories as of 2015 as well as sound protection measures, environmental monitoring activities.

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OLYMPIA ODOS

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