7TH SEMI ANNUAL **ENVIRONMENTAL MANAGEMENT REPORT** 01.07-31.12.2011

Environment Department OLYMPIA ODOS S.A.

OLYMPIA ODOS

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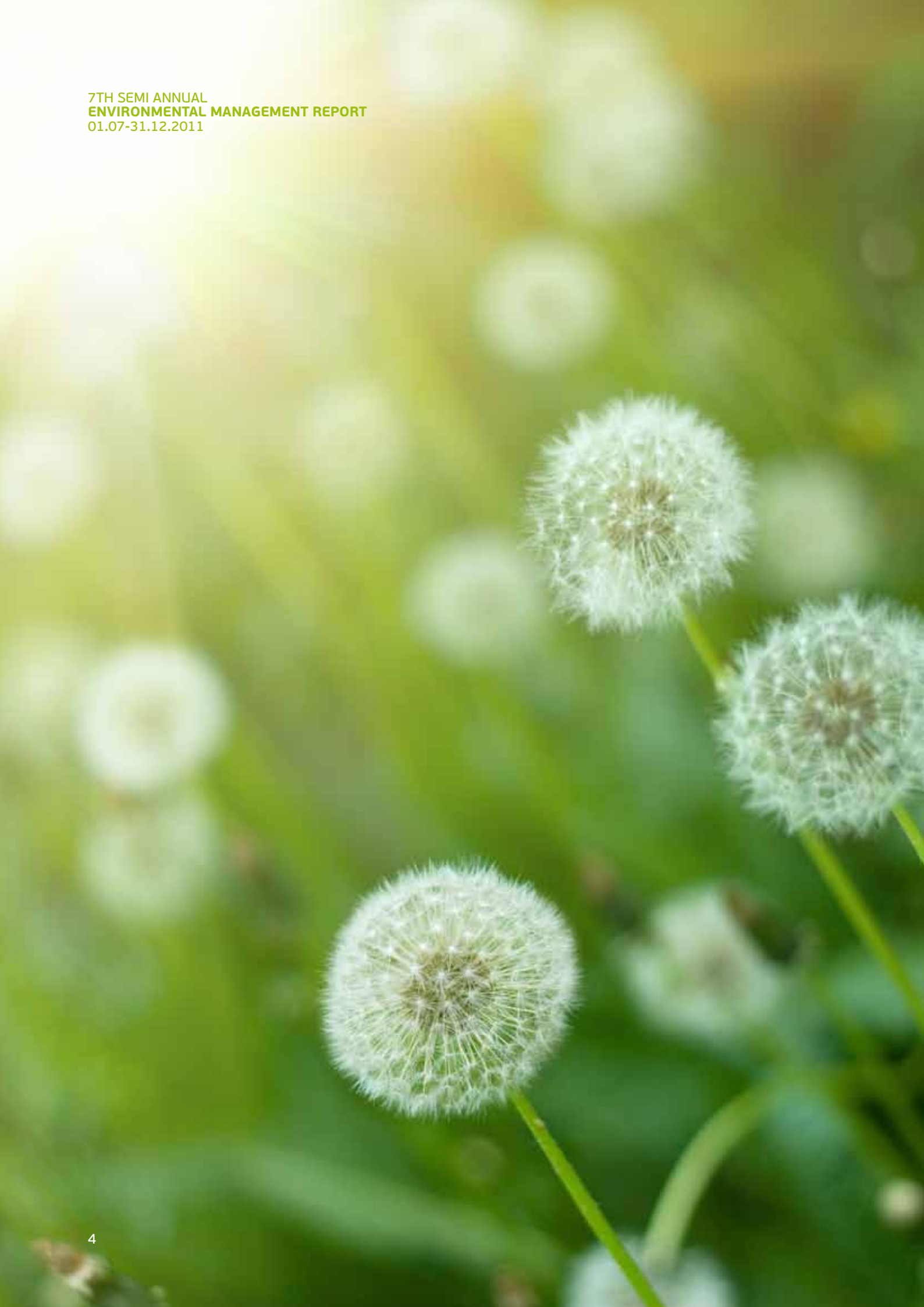


Introduction

Based on the Concession Agreement (article 11.2.2& 16.2), OLYMPIA ODOS S.A. is obliged, throughout the entire Concession Period to deliver to the Service, a semester environmental report, within a period of a month since the final documentation. This is the seventh semi - annual Environmental Management Report and covers the period 01.07.2011 to 31.12.2011.

The above six-month and annual reports are be publicised in 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 of the Ministry of Environment, Energy and Climate Change, responsible for the environmental supervision of the OLYMPIA ODOS project and are available upon request.

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 the EYDE/MK/EPP through a Monthly Progress Reports, which are elaborated by APION KLEOS Construction Joint Venture as required by the contractual document. In Table 2 below is briefly presented the Project's works progress in the 2nd half of 2011.

Please note that in the beginning of the 2nd half of 2011 and within the framework of the negotiations between all involved parties for the Concession Project's restructuring, the Concessionaire instructed the Construction Joint Venture to suspend all works until December 31st 2011. Hence the limited nature of the executed works.

PROJECT'S WORKS PROGRESS IN THE 2ND HALF OF 2011

G.U.	ACTIVITY	PROGRESS
1-3 & 35	Placing of horizontal and vertical signs.	Signs foundation & installation in G.U. 1-3.
	MSO-10 & MSO-13 safety barriers construction.	Demolition, concreting works in G.U. 1-3.
	Traffic Management System installation.	Traffic Management System construction in G.U. 1-3.
4-15	New Jersey safety barriers construction.	In progress.
	MSO-13 safety barriers construction.	Demolition, concreting works in G.U. 8, 9, 10, 11 & 14.
	Toll Stations.	Isthmos Toll Station extension works.
	Lateral signs installation.	Lateral signs foundation & installation
16-17	Bridge B131 (19+320)	Structure 2nd phase constrcution.
	Over-Pass A122 (14+379).	Construction of A0.
	Retaining wall G105 (13+396)	Wall construction.
	Under-Pass K129 (18+288)	Wall & top slab construction.
	New storage area for archaeology	New storage room construction in Vasiliko Korinthia (Ancient Sikyona) for LZ' EPKA Archaeological Service.
18-21	Safety works.	Road traffic arrangements and other workd related to safety measures implementation.
	Irrigation network restoration, rehabilitation.	In progress.
	Steel reinforcement anti-corrosion protection (starter bars).	In progress.

22-25	Akrata 13A Tunnel West Front.	Underground works phase 1, progress 85,9%
	Akrata 13A Tunnel East Front.	Underground works phase 1, progress 16,9%
	Akrata 13A Tunnel Escape Tunnel.	West Front completion. Underground works 31%
	Akrata 13A Tunnel.	Excavation completion: 100% Final lining: 94.8%
26-29	Platanos 15 Tunnel East Front (Right Branch)	Underground works phase 2 Temporary Support excavations. Final lining.
	Platanos 15 Tunnel East Front (Left Branch)	Underground works phase 2 Temporary Support excavations. Final lining.
	Platanos 15 Tunnel West Front (Right Branch)	Final lining.
	Platanos 15 Tunnel West Front (Left Branch)	Final lining.
	Retaining walls in G.U. 28.	Excavation, piles & pile caps, wall concreting.
	Earthworks.	G.U. 28 at K.P. 78+880 - 83+700 cut.
30-34	Tunnel 24	West Front Excavation Overall Progress: 94m. Completion of East Front Works.
	Tunnel 25	East Front Excavation Overall Progress: 95m.
	Tunnel 26	Crest excavation: Excavation completion. Completion of stabilization works at K.P. 103+570. Completion of mending works via gunite.
	Tunnel 26 East Fronts	North-East Front Overall Progress: 1247m. South-East Front Overall Progress: 1238m.
	Ventilation adit	North-East Front Overall Progress: 678m. South-West Front Overall Progress: 706m.
	Base excavation	North Tunnel Overall Progress: 1382m. (completion 44%). South Tunnel Overall Progress: 2132m. (completion 53%).
36-38	Earthworks.	Construction of embankment drainage layer commenced in G.U. 37 section from K.P. 28+500 to K.P. 31+080 and is in progress.
38-41	Over-Pass A846 (64+060).	Proceed with construction.
	Box Culverts.	Construction of box culverts L408, L413, L916, L915.
41-42	No works.	

Horizontal signs installation

Meganitis River bridge
construction works

Tunnel 13B – Final lining works

Bridge B131 (K.P. 19+320) –
Structure 2nd Phase construction

Tunnel 26 – excavation completion

Operation of the motorway

In the framework of the Concession Agreement for the Project of the Motorway Elefsina-Korinthos-Patra-Pyrgos-Tsakona (Act 3621/2007), the company "Olympia Odos Operation S.A." has undertaken since 6th August 2008 on behalf of the Concessionaire (Olympia Odos S.A.) in Phase A the Operation of the road section from Elefsina (Thiva I/C) until the end of Patras Bypass (Mintilogli), as it was received in its existing condition of total length 202 km.

This road section includes also the section of the (former) National Road from Korinthos to Patras, conventionally called in the Project "Korinthos-Patra NNR" of total length about 120 km.

More specifically, the Project during Operation Phase A includes:

28 interchanges
(7 of which semi-interchanges)

2 groups of tunnels
(Kakia Skala and Patras Wide Bypass)

4 mainline toll plazas
(Elefsina, Isthmos, Zevgolatio and Rio)

2 ramp toll stations
(one in Nea Peramos I/C and one in Agioi Theodoroi I/C)

Toll service/administration buildings

Tunnel service, control and power supply buildings

6 Motorist Service Stations (MSS):
Megara MSS (in both directions), Korinthos MSS (direction to Athens), Kiato MSS (in both directions), Akrata MSS (in both directions), Aigio MSS (in both directions), Rio MSS (direction to Athens)

45 parking and rest areas

Progress of the environmental agenda

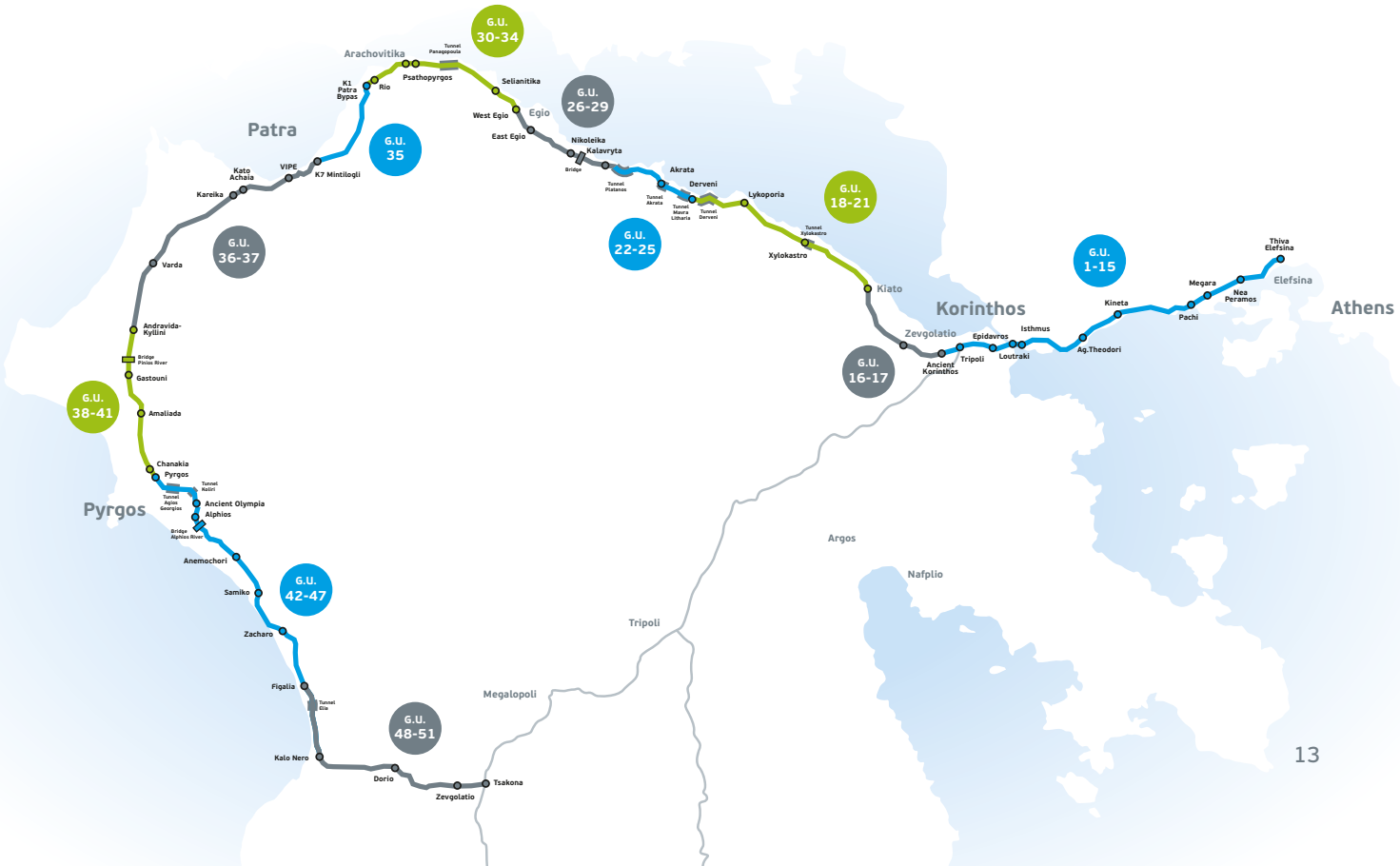
General

The course – progress of the Project's construction activities is submitted by APION KLEOS Construction Joint Venture to the Concessionaire via the design - construction monthly progress reports.

Appendix 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 Plaza**
2	CMD 126393/16.02.2007 **Elefsina – Korinthos (excluding Kakia Skala section)**
3	CMD 108569/18.10.2006 **Kakia Skala**
4	CMD 92073/16.05.1994 **Isthmos – Ancient Korinthos I/C**
5	CMD 104892/16.06.2006 **Ancient Korinthos I/C – Patra By-Pass K1 I/C**
6	CMD 106321/28.07.2006 **Patra By-Pass K1 I/C – Mydilogli Semi-I/C**
7	CMD 102696/30.05.2006 **Mydilogli I/C - Amaliada**
8	CMD 100163/30.05.2006 **Amaliada – Tsakona**



In the construction as well as in 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.

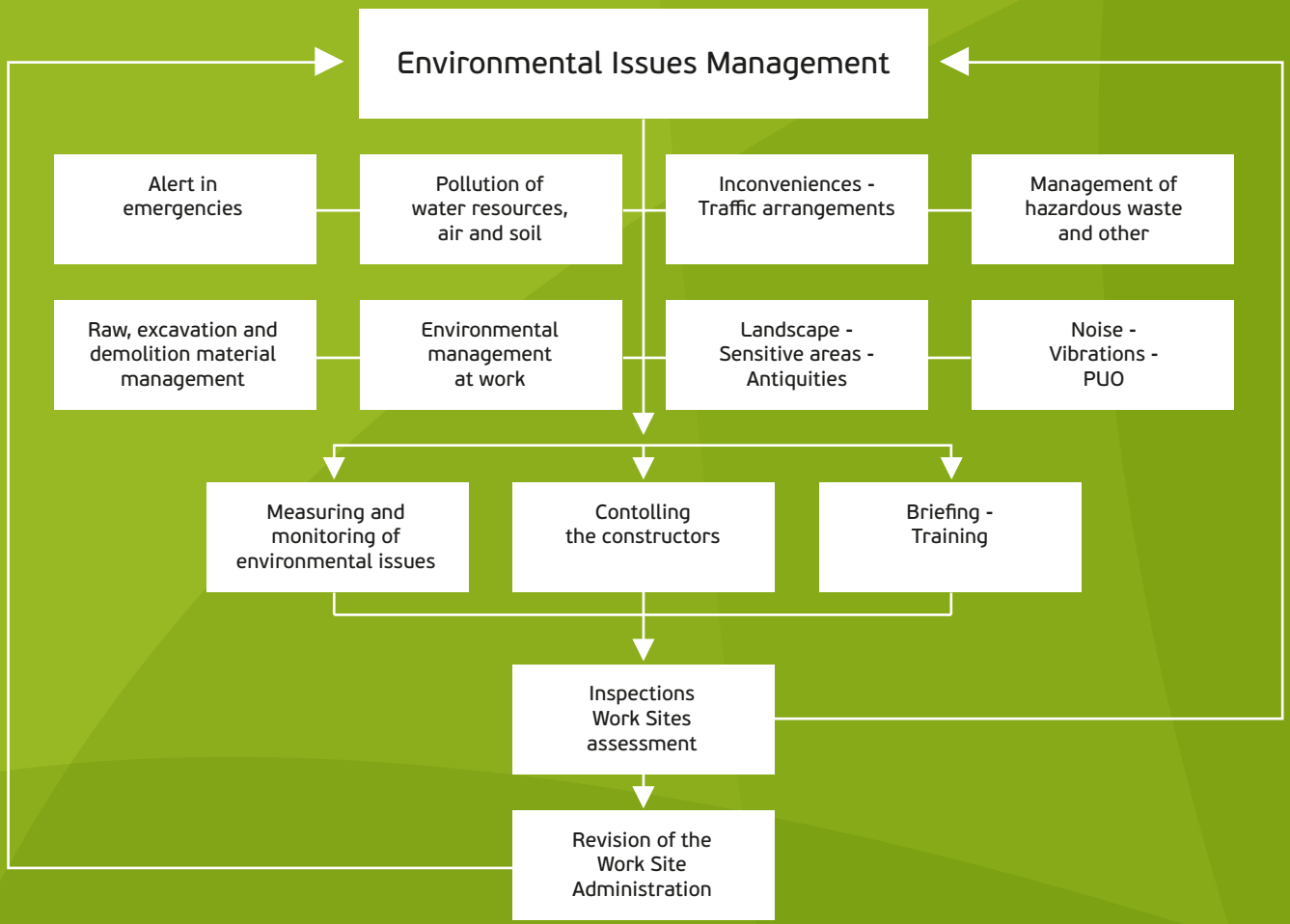
In the frame of its contractual obligations, the Construction Joint Venture has developed an Environmental Management System (EMS) in accordance with ISO 14001:2014

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 general framework for the management of environmental issues, whereas the procedures and directives refer to the rational means and handling/ management of each environmental issue, taking into account the pertinent legislation and the decisions applicable to each case.

This EMS is available to all institutional parties related to the project.

Along with the 2rd Annual Report the competent Services (EYDE/MK/EPP & EYPE/MEECC) were provide with a digital copy of the Project's EMP as well as the environmental management procedures.



The Operator in order to comply with the Project's environmental terms and the implementation of an Environmental Policy has developed and implements a **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 optimum 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 forest and archaeology related permits and official opinions to be issued.

b Special Technical Implementation Designs (STID) and when required, Technical Exploitation Designs for related works are compiled and submitted to EYPE/MEECC in order to obtain approval and permit. In herein 1, 2, 3 & 4 Appendices are presented in detail all the submitted/ approved studies in first semester of 2011.

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

d Hydro geological Design (AQUATERRA – Ch. Kapopoulos - E. Psarropoulou & Co) has been submitted to the competent Public Service. The above pertains to the excavation of eleven (11) new water collection works, so as to cover the irrigation, fire fighting and other needs that shall arise in the Project's short-term parking areas.

e Hydraulic Designs have been developed (D. Sotiropoulos & Co, Hydro-Rationalising «L.S. Lazaridis & Co») with the aim to ensure the uninterrupted flow of surface water (e.g. rivers, streams etc) by constructing all necessary structures and taking into account a flood recurrence interval of at least 50 years.

f In the cases that new roads opening was considered necessary in order to have access the rock drills at the test boring areas, so as to verify the stratum quality in the tunneling area, the consent and the supervision of the local Fire Service and Forest Inspection was asked. On this purpose, «Forest Road Designs» were developed (NERCO - N. Chlykas & Co), which was submitted to the local Forest Services for approval.

These earthen roads shall be up to four meters (4m) wide and designed in such way, so as to be employed in the future as fire belt.

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.

Within this framework the "Environmental Legislation Monitoring Procedure" has been drafted, incorporating all existing pertinent legislation and updated in case the latter is amended or updated. The specific procedure shall be copied to all parties who are obliged to then copy it to all cooperating sub-contractors.

During the construction and the operation of the project, 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 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.

In appendice 6 of the herein are presented briefly the Project management's results and environmental performance, such as material recycling, mineral oil, batteries, vehicle tyres, hazardous materials, polluting incidences, area restoration, excavation and demolition products etc management regarding the 2nd half of 2011, related to the constrruction and operation of the project.

Nea Peramos OMC

Nea Peramos OMC

Kiato TB

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, designs, elaborates and implements a programme for the Project's environmental monitoring and audit(ΣΣΕ & Περιβάλλον Α.Ε.) , 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, antural wealth, sensitive areas etc. are monitored

As for the construction phase the following apply:

Existing Sections

The Project's monitoring and control programme carried out during construction at the existing sections of «Elefsina - Korinthos» and «K1 Patra By-Pass I/C - Midilogli Semi-I/C» has already begun.

In these sections and in the framework of «Special Acoustic Design for sound barriers installation» was carried out a Complete Recording Programme of the daily hourly variation rate of the appropriate Road Traffic Noise rates. Moreover, a 24-hour acoustic measurement assessment of the exceeded rates was carried out in selected rates, located in proximity to the existing road sections, which are in a distance equivalent or smaller than 200m from the nearest edge of the approved land-use plan. The above distance is calculated taking pavement's or structure's edge as starting point.

Besides the above, extra rates, which are considered acoustically sensitive, were explored, even though no complete monitoring record is held for the current acoustical environment conditions, as the those rates were not included in an approved urban design of a city or settlement.

Special self-propelled, appropriate modulated, noise stations, equipped with special static noise analysers and all-weather microphone were developed in order to satisfy the requirements of the relevant European directive regarding the environmental noise (measurement high of 4.0 m).

Hourly rate analysis of traffic noise to the overall acoustical measurements, in combination with the geometric and town planning features of the area, which is in direct proximity to the motorway, and traffic features were the calculation basis for the final detailed structural design pertaining to length - height - sort - density and materials for the sound barriers.

Installation of sound barriers, in the Project's existing sections
(Zoodochos Pigi Abbey, Patra By-Pass)

The “Noise-Barriers Implementation Special Acoustic Design” has been approved via the Prot. No 122052/8.3.2010 Document by EYPE/MEPPW where – among others – the noise-barrier type is determined.

The construction/installation of the noise-barriers commenced and shall be completed according to the approved works time-schedule.

Moreover, an “Additional Special Acoustic Design for sound barriers installation & Noise-Barriers Implementation Special Acoustic Design” for “Elefsina –Korinthos section» has been submitted, pertaining to the protection of “Gefyra Isthmou” settlement in the Mun. of Loutraki-Perachora, in Korinthia Region.
It has to be stressed that even though in the frameworks of the approved Acoustic Design the above residential area had been controlled regarding the RTN, it wasn’t included in the immediate area of sound protection implementation, since it was included in the Project’s related EIS and the Service of Korinthia Region was not informed thereof during the Designer’s research for establishing the city’s and settlements’ limits.

In conclusion, during the motorway’s operation test sound measurements shall be conducted while at the same time monitoring the traffic load per six months or less.

Air-pollution & basic meteorological data monitoring

The installation of self-propelled air pollution stations and basic meteorological data measurement stations is provided, in locations to be approved both by EYPE/MEECC and by the Project’s Independent Engineer, in compliance with the Concession Agreement and the approved environmental terms.

Technical Design (TT & Environment S.A.) describing the technical requirements and the position of the required monitoring stations at the Project’s existing sections has been approved by EYPE/MEECC. The positioning of the stations, which has been approved by the Project’s Independent Engineer as well, was carried out by taking into account the results of the «Measurements Programme for vibrations and suspended particles assessment design» which was elaborated for the sections in issue.

The collection and assessment procedure for the technical and financial tenders, related to the supply/installation of the self-propelled air pollution station and meteorological data measurement station is provided to be concluded within 2012.

New Sections

Along Motorway’s new sections and within the framework of the «Special Final noise protection Design & Special Design for sound barrier application» were elaborated acoustical measurements in order to register the current traffic noise conditions (TT & Environment S.A.) for «Ancient Korinthos I/C - K1 Patra By-Pass I/C», «Midiligli I/C - Kato Achaia» and Rion - Antirion bridge access roads.

Measurements Programme for vibrations and suspended particles AS 2,5 & 10 is assigned (TT & Environment S.A.) not only for the motorways sections, which presented exceeded T.N.R. (during the recent acoustical measurements programme), but also for the locations of operative working sites.

During Project’s construction are taken measures in order to minimize vibrations produced by construction activities in buildings and in sensitive rates within the Project’s zone of influence. For this purpose, apposite systems (EXORIXI S.A. or working sites privately owned equipment) were installed in critical locations, in order to measure and monitor all important variants of the phenomenon. A complete record of the collected data is kept in the local working sites.

Environmental parameters, monitoring programme

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

Water resources management

Water resources are being managed according to the pertinent legislation and the restrictions/ limitations imposed by the approved environmental terms both for the Project's existing and the new sections.

In order to facilitate the efficient management of both surface and underground water resources, the respective "Water Resources Management Procedure" has been developed, documenting the existing legislative framework and the means/ instructions of their management.

Taking into account both the protection of surface and underground water during the construction period, the local working sites elaborate, when required, a water quality monitoring and assessment programme, maintaining at the same time a complete record of the reports/collected data.

The areas and the specific locations where the measurements are carried out, they are established by the Environmental Terms and by how sensitive each ecosystem is.

The Construction Joint Venture by the enforcement of article 5 law 3010/2002 and in accordance with the provisions of article 11.2.1 of the Project's Concession Agreement proceeded in the elaboration of stream delineation designs (D. Sotiropoulos & Co & L.S. Lazaridis & 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 Regional Units Administrations for approval and any other administrative act necessary in order to be rendered fully effective.

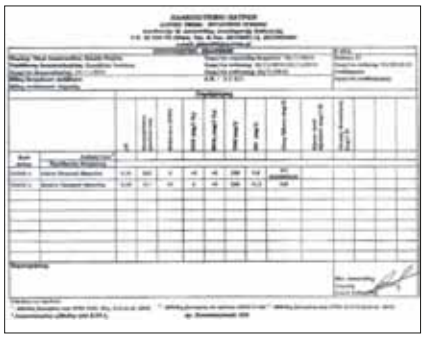
The respective process for Patra – Pyrgos section is also temporarily suspended.

Given that the two-month period (60 days) provided both by the Concession Agreement (art. 14.3) and the Memorandum of Understanding and Cooperation regarding the "implemented design" of Korinthos-Patra section, for the issuance of the related approvals for ratifying the established guide lines, the Constructor requested and received a certificate for "issuance of delineation deemed approval" by the EYPE/ML/EPP, which pertains to five (5) water streams.

In the 2nd half of 2011, the competent Services of Korinthia Regional Units asked and received by the Construction Joint Venture additional information in order to publish the ratified delineations in the Gov. Gaz.

Meganitis River
Sampling locations

Samples



Analysis Certificate

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 is provided in order to swill the machinery in each of the construction sites.

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 black oils shall be in accordance with the provisions of PD 82/2-3-2004. By the PD is given priority to collect and dispose black 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 is 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 the least possible interventions are made.

c. Ecosystems - Vegetation

In the areas where the technical structures are constructed, and mostly in the areas where bridges are constructed, all the necessary precautions are taken in order to avoid any impact on the riverside and other 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. bentonite), which are used in order to add improved features to the boring effluents during the borings.

Especially during the dry period, in the 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 vegetable materials are cut and temporary 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 approved by the project's Independent Engineer.

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

New Sections

In order to facilitate the fulfillment of the above mentioned obligations the Construction Joint Venture conducted a relevant tender in order to find the suitable designer (agronomist, landscape architect) for the development of Planting-Technical Design for Korinthos – Patra section.

The designer (Klea Volovini) undertook the project, the relevant agreement was made and the data collection commenced towards the development of the Planting-Technical Design for the surrounding area, the respective I/Cs, embankment/cut slopes as well as the sections of the existing national road which will not be included in the motorway. The process is temporarily suspended.

Cleaning

During 2nd semester of 2011, the OLYMPIA ODOS OPERATION S.A. (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).

The motorway is cleaned within the boundaries of the concession.

The Operator's 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.

View of Elefsina-Korinthos section

Management of extraordinary incidents, environmental accident, green areas fires

Based on the "Emergency Procedure" that the Construction Joint Venture has established, there is a provision for the management and handling of "green areas fire" incidents, as well as for environmental accidents, such as substance leakage on the carriageway etc.

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.

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" and "Patra By-Pass K1 I/C – Midilogli Semi-I/C" sections.

In the framework of road safety, Olympia Odos Operation S.A. 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 the second semester of 2011:

- 2.079.510 (about 11.300 per day) kilometers of Patrols and Interventions were covered to supervise the road network

- 13.732 incidents were handled with the Company's assistance, such as: 8.046 immobilized vehicles (mechanical failure, flat tire, lack of fuel, abandonment), 4.071 obstacles on the pavement, 663 road accidents (28 with injured and 635 with material damage), 618 user problems (pedestrians, vehicles moving in the opposite direction, non authorized users, dangerous traffic violations), 83 traffic congestions and 251 other emergency incidents (fire, adverse weather conditions, etc.) out of which:
  - 7.883 were handled immediately by the Company, since they were detected (located) by its own vehicles, or by its subcontractors' vehicles
  - 5.849 incidents 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: 16' for light vehicles and 30'' for heavy vehicles

The company'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 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.

Patrol vehicles

Olympia Odos

Antiquities

Under the 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, the 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 are in progress.

Antiquities detailed data/ activities are reported in the herein Appendix 5.

SIKYONA (MOULKI) K.P. 17+100 KO-PA section
Architectonical ruins excavation

Training – awareness raising and inspection

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.

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 elaborated 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. The following table describes the whole number of hours (persons x time) for environmental training during 01/07/2011 – 31/12/2011.

TRAINING TYPE	TIME (HRS)
SPECIALISED TRAINING	20
GENERAL TRAINING	10

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OLYMPIA ODOS

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