



**10TH SEMI ANNUAL
ENVIRONMENTAL
MANAGEMENT REPORT**
01.01-30.06.2013

Environment Department OLYMPIA ODOS S.A.



CONTENTS

A INTRODUCTION.....	4
B PROJECT'S PROGRESS.....	4
B.1 CONSTRUCTION OF THE MOTORWAY.....	4
B.2 OPERATION OF THE MOTORWAY.....	14
C PROGRESS OF THE ENVIRONMENTAL AGENDA.....	14
C.1 GENERAL.....	14
C.2 PERMITS - DESIGNS RELATED TO CONSTRUCTION.....	16
C.3 ENVIRONMENTAL MANAGEMENT, WASTE MANAGEMENT, HAZARDOUS AND NON HAZARDOUS MATERIALS.....	16
C.4 ENVIRONMENTAL PARAMETERS MONITORING PROGRAMME (NOISE MONITORING, TRAFFIC LOAD VIBRATIONS, AIR QUALITY, WATER).....	18
C.5 ENVIRONMENTAL IMPACT RESPONSE MEASURES DURING CONSTRUCTION.....	18
C.6 VEGETATION - PLANTING -ROAD CLEARING.....	19
C.7 MANAGEMENT OF EXTRAORDINARY INCIDENTS, ENVIRONMENTAL ACCIDENT, GREEN AREAS FIRE.....	20
C.8 ANTIQUITIES.....	25
C.9 TRAINING - AWARENESS RAISING.....	25

APPENDICES

APPENDIX 1 SECTION: ELEFSINA - KORINTHOS (EXCLUDING KAKIA SKALA)
(CDM 126393/16.02.2007)

APPENDIX 2 SECTION: ANCIENT KORINTHOS I/C - K1 PATRA BY-PASS I/C
(CDM104892/16.06.2006)

APPENDIX 3 SECTION : MIDILOGLI I/C - AMALIADA (CDM102696/30.05.2006)

APPENDIX 4 SECTION: AMALIADA - PYRGOS - TSAKONA (CDM 100163/30.05.2006)

APPENDIX 5 ARCHAEOLOGICAL INVESTIGATIONS FOR KORINTHOS - PATRAS - PYRGOS -
TSAKONA

APPENDIX 6 QUANTITY DATA PERTINENT TO THE ENVIRONMENTAL PROTECTION
MEASURES DURING CONSTRUCTION AND OPERATION

A INTRODUCTION

Based on the Concession Agreement (articles 11.2.2& 16.2), OLYMPIA ODOS S.A. is obliged, throughout the entire Concession Period to deliver to the Concessionaire, a semester environmental report, within a period of a month since the final documentation. This is the tenth semi - annual Environmental Management Report and covers the period 01.01.2013 to 30.06.2013.

In the internet site <http://www.olympiaodos.gr> which was created and run by the Concessionaire, in accordance with the Concession Agreement, shall become public the above six-month and annual report.

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.

B PROJECT'S PROGRESS

B.1 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 1st half of 2013.

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 31-7-2013. Hence the limited nature of the executed works.

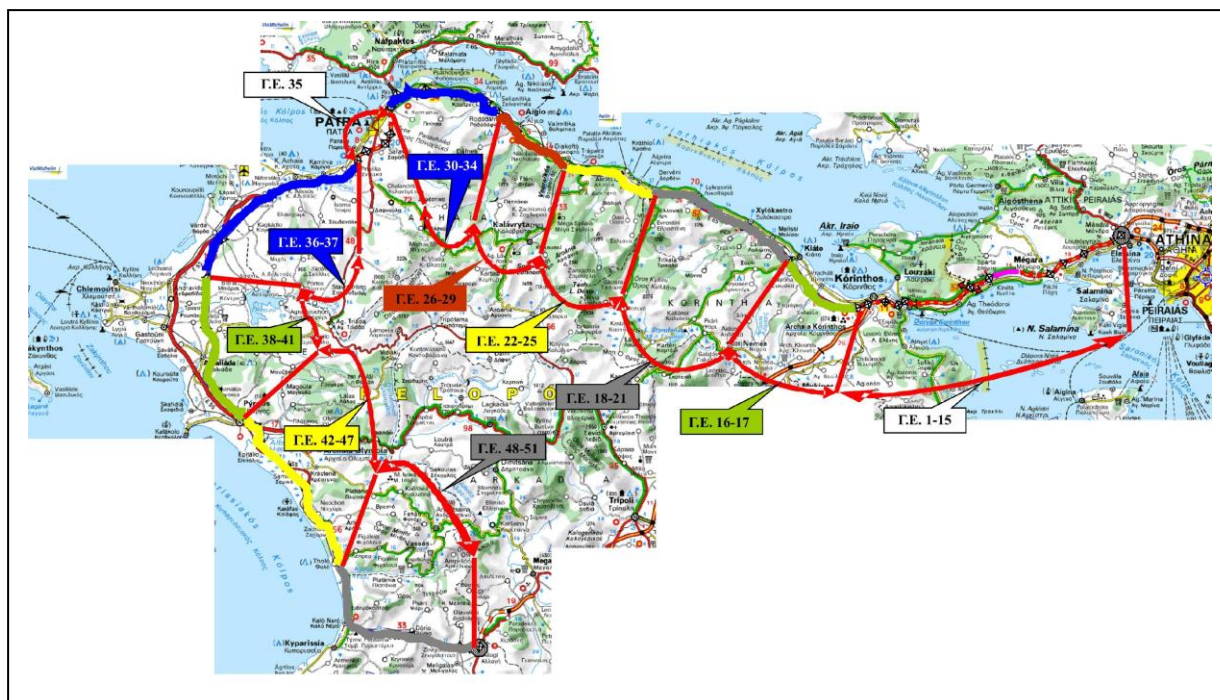


TABLE 2 - PROJECT'S WORKS PROGRESS IN THE 2nd HALF OF 2012

G.U.	SECTION	ACTIVITY	PROGRESS
1-3 & 35	EL-KO & PBP	Maintenance & small-scale works related to traffic safety (asphalt repairs, traffic arrangements, marking, E/M works, etc.).	In progress
4-15	EL-KO	Maintenance & small-scale works related to traffic safety (asphalt repairs, traffic arrangements, marking, E/M works, etc.).	In progress
16-17	KO-PA	Traffic arrangements.	In progress
		Construction of 25 th EBA Storage area – Workshop in Ancient Korinthos.	Completed and delivered to the State.

		Waste collection at N.N.R. K.P. 95+100, in G.U.16 and at K.P. 102+000 in G.U. 17.	Completed work
		Maintenance & small-scale works related to traffic safety, depending on the needs (e.g. marking etc.).	In progress
18-21	KO-PA	Traffic arrangements.	In progress
		Irrigation network restoration, repair.	In progress
		Clearing and repair of ditches/ culverts and other hydraulic structures.	In progress
		Restoration of damaged local roads.	In progress
		Storm protection works in rivers, banks and along the N.N.R.	In progress
		Maintenance of N.N.R. parking areas.	In progress
		Maintenance & small-scale works related to traffic safety, depending on the needs (e.g. marking etc.).	In progress
22-25	KO-PA	Traffic arrangements.	In progress
		Storm protection works.	In progress
		Daily monitoring of convergence by means of electronic survey equipment compared to the reference rates and the warning and alarm levels in Tunnels 11, 13A & 13B.	In progress

		Maintenance & small-scale works related to traffic safety, depending on the needs (e.g. marking etc.).	In progress
26-29	KO-PA	Traffic arrangements.	In progress
		Platanos 15 Tunnel (South & North Portal) – Water pumping where required.	In progress
		Daily monitoring of convergence by means of electronic survey equipment compared to the reference rates and the warning and alarm levels in Platanos 15 Tunnels 15 (South & North Portal).	In progress
		Geo-mechanical and structural monitoring of Platanos settlement.	In progress
30-34	KO-PA	Traffic arrangements.	In progress
		Storm protection works in Tunnel 26.	In progress
		Daily monitoring of convergence by means of electronic survey equipment compared to the reference rates and the warning and alarm levels in Tunnel 26.	In progress
		Maintenance & small-scale works related to traffic safety, depending on the needs (e.g. marking etc.).	In progress
36-38	PA-PY	Traffic arrangements.	In progress
		Maintenance & small-scale works related to traffic safety, depending on the needs (e.g. marking etc.).	In progress

38-41	PA-PY	Traffic arrangements.	In progress
		Maintenance & small-scale works related to traffic safety, depending on the needs (e.g. marking etc.).	In progress
41-42	PA-PY	Traffic arrangements.	In progress



Isthmos toll station–transportation of disposed materials



Isthmos toll station–placement of the new stormwater pipe



Tunnel T15 CH 68+000



(Image courtesy of the contractor)

Preliminary works CH 81+232- CH 81+348



Excavation works for the construction of Rozena bridge (B245)



Construction of piles at east portal of Tunnel T11



Earthworks for the construction of Platanos Lane Cover C007



Filling of archaeological sections C.H. 18+500, New toll station



Filling of archaeological sections C.H. 17+000, at Ancient Sykiona



Filling of archaeological sections C.H. 1+700 – 1+972, at Ancient Korinthos



General excavations at Zevgolatio New toll station

B.2 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 6 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, Zevgolatia 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) and
- 45 parking and rest areas.

C PROGRESS OF THE ENVIRONMENTAL AGENDA

C.1 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 Station
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

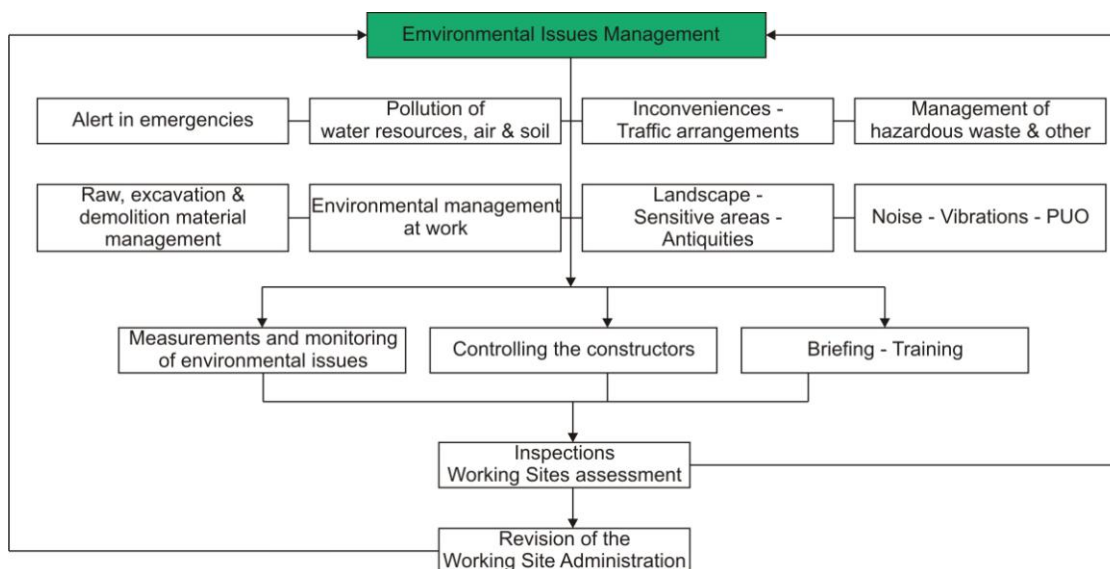
Both in the construction as well as in operation phase, the procedures and directives for the works' environmental management are implemented by the Constructor, aiming at the in compliance with the terms and constraints of the above decisions.

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 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 EMP is available to all institutional parties related to the project.



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

C.2 PERMITS- DESIGNS RELATED TO CONSTRUCTION

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

- a. Requests are submitted, when required, in order forest and archaeological permits and 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. For the above lands and where required, the development of the Technical Exploitation Designs is under way.
- 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.

C.3 ENVIRONMENTAL MANAGEMENT, WASTE MANAGEMENT, HAZARDOUS AND NON HAZARDOUS MATERIALS

During the motorway's construction and operation, both the constructor and the cooperating contractors and sub-contractors shall comply with all pertinent provisions, as they are recorded in 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.

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.



Nea Peramos OMC



Nea Peramos OMC



Kiato TB



Akrata TB

The quantitative results and environmental performance for both construction and operation, regarding materials recycling, mineral oil, batteries, vehicle tyres,

hazardous materials management, pollution incidents, area restoration, excavation and demolition products for the 1st half of 2013 are briefly presented in appendice 6 .

C.4 ENVIRONMENTAL PARAMETERS MONITORING PROGRAMME (NOISE MONITORING, TRAFFIC LOAD VIBRATIONS, AIR QUALITY, WATER)

The Constructor, based on the relevant study, 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

The CJV 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*) 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.

Due to the following:

1. 32-34 months have passed idle after the 60-day deadline from the submission of the above designs to the competent State services,
 2. The requested delimitations designs are - under C.A. art. 14 - "Permits" and therefore C.A. art. 14.3 on the deemed issuance applies
- and in view of the sought-after Project's resume, the Constructor asked EYDE/MK/EPP to certify the deemed issuance of the above designs' Permit and publish it in the Government Gazette. The process is in progress.

The respective process for Patra - Pyrgos section is temporarily suspended.

C.5 ENVIRONMENTAL IMPACT RESPONSE MEASURES DURING CONSTRUCTION

a. Geomorphology - Soil

In order to protect the soil from fuel leaks etc special areas with sealed floor and graded collection culvert ending in a sedimentation basin are provided for rinsing the machinery.

In the maintenance areas for the machinery 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. The PD gives priority to collection and disposal 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 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 structures are constructed, and mostly in the areas where bridges are constructed, shall be taken all the necessary precautions in order to avoid any impact on the riverside ecosystems. All possible efforts shall be 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.

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.

C.6 VEGETATION - PLANTING - ROAD CLEARING

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 (agriculturalist, landscape architect) for the elaboration of Planting-Technical Design for Korinthos - Patra section.

Based on the tender's results the designer (*Klea Volovini*) was determined, the relevant agreement was concluded and the data collection commenced towards the elaboration 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 shall not be included in the motorway. The process is temporarily suspended.

Cleaning

During the 1st semester of 2013, 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 32 parking areas (washing, sweeping, waste removal from bins and surrounding areas).

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

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 32 parking areas.

C.7 MANAGEMENT OF EXTRAORDINARY INCIDENTS, ENVIRONMENTAL ACCIDENT, GREEN AREAS FIRE

During the period covered by the present report, the Concessionaire, undertook a series of forest fire prevention measures along the Korinthos Patra NNR within the boundaries of the project.

We must highlight that in this section, no regular or heavy maintenance has been performed on this section for a long period of time. The boundaries of the NNR are hard to discern or even non-existent. The road does not have any organized areas (green areas, shoulders, slopes, trenches and curbs) with regulated planted vegetation, but only occasional wild forest vegetation, big bushes, while at other spots it is adjacent with third party properties.

Furthermore, the suspension of the construction activity on our Project brought the Concessionaire to this unexpected and unprecedented situation, i.e. the existence of such a wild and irregular vegetation in the Project site which generated the need to take measures to prevent the risk of fire. This interim stage would have not existed if the progress of the construction works on the Project has not been suspended.

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.

Despite the above and regardless of the fact that the Project is suspended, the Concessionaire acknowledging the need to protect the environment and the fact that the condition of the vegetation on both sides of the road is a potential risk of fire, took the initiative to ask a specialized forestry expert to develop an expert report on the nature of the vegetation and on the fire protection measures that such nature requires. The said report recorded in detail the condition of the vegetation along the c. 240 kilometers (120 kilometers on each direction of the road) of Korinthos - Patras section and concluded by proposing a series of measures depending on the level of risk associated with the type of vegetation and the areas adjacent to it.

More specifically, the measures proposed were the following

- a. trimming of bushes and clearing for a zone of 2 m wide and high on each side of the edge of the road for a stretch of 110 km
- b. trimming of branches and clearing of tree trunks for a zone of 2 m wide and high on each side of the edge of the road, about 750 trees
- c. clearing of forest floor for an average width of 5 m and average height of 2 m on each side of the edge of the road for a length of about 14 km.

It is pointed out that at no stage tree cutting was suggested.

The implementation of this one-off fire protection program is not a contractual obligation of the Concessionaire, neither of the Operator nor the Constructor, as we have made clear to the State Services overseeing the project as well as to the Forestry and Fire Brigade services that have been informed about the execution of the project.

The execution of the works was assigned after tender to VIOLIAP ATEVE and have been completed and carried out according to the terms specified in the scope of work of the tender. More specifically:

- works in District 1 (i.e. from k.p. 87+000) started on 20/03/2013 and were completed for this section up to k.p. 120+000) on 16/04/2013, while
- for District 2 (i.e. from k.p. 120+000 to 208+000) works started on 27/03/2013 and were completed until 31/05/2013.

In the following pages indicative photos of the works carried out along the project, before and after the works, are presented.

Before

T-88.00 ΠΡΙΝ



After

T-88.00 ΜΕΤΑ



Before

E-130,00 ΠΡΙΝ



After

E-130,00 ΜΕΤΑ



Before

T-115,6 ΠΡΙΝ



After

T-115,6 ΜΕΤΑ



Before

E-111,70 ΠΡΙΝ



After

E-111,70 ΜΕΤΑ



Before

E-147,50 ΠΡΙΝ



After

E-147,50 ΜΕΤΑ



Before

E-168,00 ΠΡΙΝ



After

E-168,00 ΜΕΤΑ



Furthermore, there is a continuous provision based on the “Emergency Procedure”, 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.

When working sites operate, all fire prevention measures are taken in order to prevent fire from working machinery, working teams, transportation of explosives and to minimize the danger of convection to the 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.

Specifically, fire management measures are taken in order to protect forest vegetation on road ‘s either side.

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 first semester of 2013:
 - 1,786,130 (about 9,870 per day) kilometers of Patrols and Interventions were covered to supervise the road network
 - 10,339 incidents were handled with the Company’s assistance, such as: 5,798 immobilized vehicles (mechanical failure, flat tire, lack of fuel, abandonment), 3,397 obstacles on the pavement, 487 road accidents (15 with injured and 472 with material damage), 415 user problems (pedestrians, vehicles moving in the opposite direction, non authorized users, dangerous traffic violations), 60 traffic congestions and 182 other emergency incidents (fire, adverse weather conditions, etc.) out of which:
 - 5,939 were handled immediately by the Company, since they were detected (located) by its own vehicles, or by its subcontractors’ vehicles
 - 4,400 incidents were handled within 11’ in average by the Company, since they were otherwise detected (phone, cameras etc.), while regarding the response of the subcontractors respectively: 17’ for light vehicles and 31’’ 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.

C.8 ANTIQUITIES

Towards protecting cultural heritage and antiquities along the motorway, a principle which constitutes a prerequisite for the construction of the road, the Constructor is in 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 have commenced.



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

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

C.9 TRAINING - AWARENESS RAISING

Environmental Awareness 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 01/01/2013 - 30/06/2013.

TABLE	
TRAINING TYPE	TRAINING TIME (HOURS)
SPECIALISED TRAINING	20
GENERAL TRAINING	10