PUBLIC ENTERPRISE
ROADS OF SERBIA

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ENVIRONMENTAL MANAGEMENT PLAN

for urgent maintenance and repair of damages on
State Road IIA number 170
Valjevo-Kremna

Section: Rogacica 2 – Bajina Basta 1 (Perucac)
km 0+060 do km 9+650
L= 9.590 km

- Environmental Category B -

Draft
Novi Sad, October 2015.

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ABBREVIATIONS AND ACRONYMS

AADT	Annual Average Daily Traffic	Prosečan godišnji dnevni saobraćaj
CEP	Contractor's Environmental Plan	Izvođačev Plan zaštite životne sredine
EBRD	European Bank for Reconstruction and Development	Evropska Banka za Obnovu i Razvoj
EFD	Environmental Management Framework Document	Upravljanje zaštitom životne sredine
EIA	Environmental Impact Assessment	Procena uticaja na životnu sredinu
EIB	European Investment Bank	Evropska Investiciona Banka
EMP	Environmental Management Plan	Plan upravljanja životnom sredinom
HSE	Health, Safety and Environment	Zdravlje, bezbednost i životna sredina
IFIs	International Financing Institutions	Međunarodne Finansijske Institucije
INP	Institute for Nature Protection of the Republic of Serbia	Zavod za zaštitu prirode Republike Srbije
IPCM	Institute for Protection of Cultural Monuments of the Republic of Serbia	Zavod za zaštitu spomenika kulture Republike Srbije
MoAEP	Ministry of Agriculture and Environmental Protection	Ministarstvo poljoprivrede i zaštite životne sredine
MoT	Ministry of Transport (fmr. Ministry of Infrastructure and Energy – MoIE)	Ministarstvo saobraćaja (bivše Ministarstvo za infrastrukturu i energetiku)
MS	Method Statement	Tehnologija izgradnje
PERS	Public Enterprise "Roads of Serbia"	Javno preduzeće „Putevi Srbije"
PINP	Provincial Institute for the Nature Protection	Zavod za zaštitu prirode
PSEP	Provincial Secretariat for Environmental Protection	Sekretarijat za zaštitu životne sredine
PSC	Project Supervision Consultant	Konsultant Nadzora na Projektu
RE	Resident Engineer	Šef nadzora
RRSP	Road Rehabilitation and Safety Project	Projekat rehabilitacije puta i unapređenja bezbednosti saobraćaja
SE	Site Engineer	Inženjer na gradilištu
SLMP	Safety Labour Management Plan	Plan upravljanja bezbednošću na radu
SSIP	Site Specific Implementation Plan	Izvođačev Plan upravljanja životnom sredinom
WB	The World Bank Group	Svetska Banka
WMP	Waste Management Plan	Plan Upravljanja Otpadom

INTRODUCTION

This Environmental Management Plan (EMP) has been prepared for urgent road maintenance and repair of damages of the State Road IIA Category No. 170, section Rogačica 2 - Bajina Bašta 1(Perućac), to ensure environmental protection and obtaining documents in compliance with the requirements of the International Financing Institutions (IFIs) which will finance this Project (RRSP). This road section, 9. 590 km long, is located between nodes 0350 Rogačica 2 i 0351 Bajina Bašta 1 (Perućac). The Project has been classified as Environmental Category B. and requires making an Environmental Management Plan.

Projects classified as Category B, where the potential future negative impacts on the environment and social issues are usually specific to a particular location and / or readily identified and resolved through measures to mitigate, the client will conduct an assessment of environmental and social issues that is proportional to the nature, size and location of the project, as well as the characteristics of the potential impacts and risks. The assessment will identify any potential future impacts associated with the proposed project, identify potential opportunities for improvements, and recommend any measures that are necessary to avoid, or where avoidance is not possible, minimize and mitigate negative impacts.

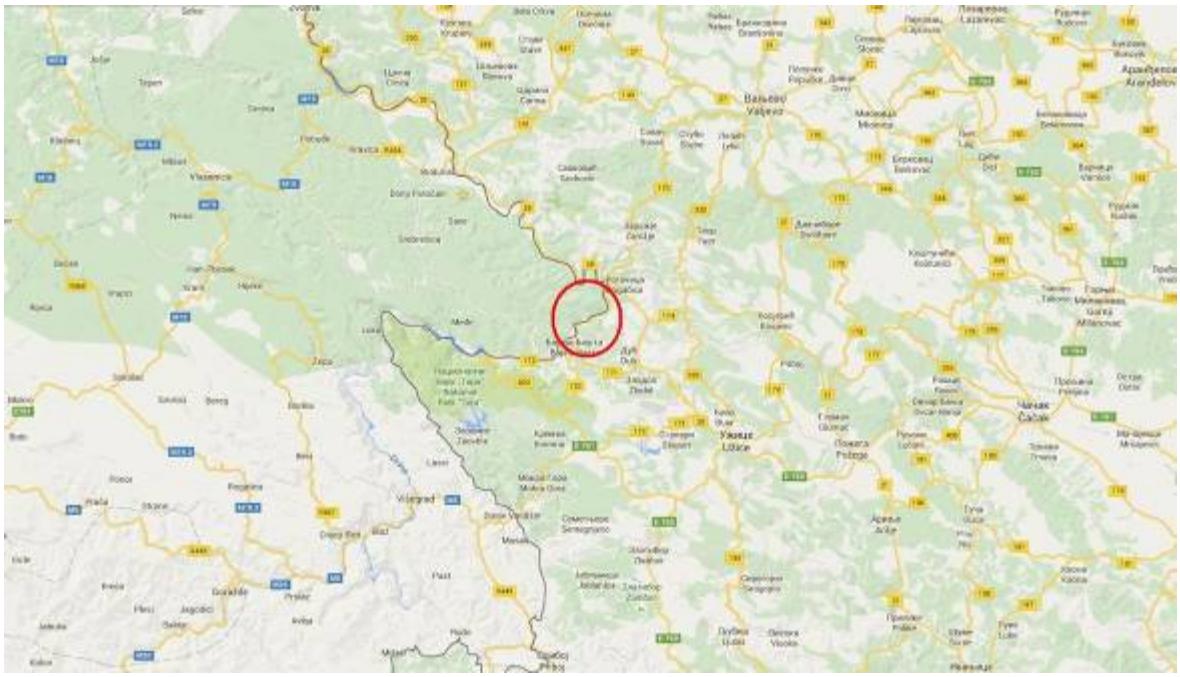
The Project Proponent is the Government of Serbia, acting through its Ministry of Transport. Project implementing entity is Public Enterprise “Roads of Serbia” (PERS).

The aim of the environmental management plan is to highlight the negative environmental impacts and management problems.

Project will comply with Serbian legislation, procedures and policies, international conventions and IFIs safeguard policies.

This EMP is focusing more on urgent road maintenance and repair of damages, and it is a part of the respective Contract for the implementation of civil works.

The preparation of this EMP was undertaken through a desk study and field investigations, including consultations with regional level representatives and local stakeholders. The EMP is based primarily on field investigations performed during August and September 2015.



Picture 1. Location of the road section

EXECUTIVE SUMMARY

Project description

Road Rehabilitation and Safety Project is the first phase of the Government Programme on the repair of damages at the national level which is expected to encompass around 1,370 km of national roads across the country that were damaged by floods in May, 2014.

The Republic of Serbia has applied at the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development to finance the cost of the Road Rehabilitation Project. Part of the funding is directed to urgent maintenance and repair of the damage to the state road Valjevo – Kremna, section: Rogačica 2 - Bajina Bašta 1(Perućac), from km 0 + 060 to km 9 + 650, length of 9.590 km.

The subject section Rogačica 2 - Bajina Bašta 1(Perućac), according to the reference system is defined as the distance between nodes 0350 Rogačica 2 i 0351 Bajina Bašta 1 (Perućac).The section starts 60 m after the junction Rogačica 2 in the settlement Rogačica. The section ends 1880 meters before the junction 0351 Bajina Bašta 1 (Perućac).

The section belongs to the Zlatibor district. Passing through the territory of the municipality Bajina Basta.

The resort located next to the observed section is Crvica.

Works described in this project, will be carried out on the existing road. The project does not anticipate displacement of population and occupation of land, as defined

by OP 4.01, as well as long-term disruption of the environment, residential areas and activities.

Policy, legal and administrative framework

The Ministry of Agriculture and Environmental Protection is the key institution in the Republic of Serbia responsible for formulation and implementation of environmental policy matters.

The environmental legislation currently in force in Republic of Serbia is summarized in Appendix III.

In the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment, which is completely in line with European EIA Directive - 85/337/EEC. Therefore Environmental Impact Assessment is not required for road rehabilitation projects unless their route is placed within or in the vicinity of natural/cultural protected areas. Based on the decision issued by the Institute for Nature Conservation of Serbia no. 020-1870/3 from September 24th, 2015. (Appendix V), section Rogačica 2 - Bajina Bašta 1(Perućac) is not located within a protected area which is implemented or initiated the process of protection for, nor is it in the ecologically important areas or ecological corridor of international importance of ecological network of the Republic of Serbia or recorded natural resources, therefore obtaining permits is not required.

Under the terms issued by the Institute for Protection of Cultural Monuments, no.1227/3 from September 8th, 2015. (Appendix), directly on the route, there are no registered archaeological sites or cultural monuments which are protected under the Law on Cultural Heritage, therefore it is not necessary to obtain permits.

U uslovima su navedena arheološka nalazišta, spomenici kulture i dobra koja su u bližoj okolini, ali nisu pod uticajem radova na urgentnom održavanju puta i otklanjanju oštećenja.

The archaeological sites, monuments and goods that are in the vicinity are listed within the conditions, but they are not under the influence of works on urgent maintenance of the road and the repair of the damage.

In the wider zone of the section the following sites with archaeological content were observed:

1. Gates (Kapije) locality (44°1'57.77“N,19°37'3.04“E)
2. Roman Cemetery locality (43°59'53.87“N,19°34'48.32“E)

Picture 2. The location of archeological site Gates (Kapije)

Picture 3. Location of archeological site Roman cemetery

Since the archaeological sites are specific from the protection point of view, because they are below ground and it is often impossible to know their existence, during any earthworks it is possible to come across the remains of material culture from the past, and in this case it is necessary to organize the monitoring of the implementation of protection measures by an archeologist from the Institute and the same require prior protection under the Law on Cultural Property.

Assessment of the impact on the environment is not necessary, as there are no protected nor cultural assets which can be endangered by the works on road rehabilitation on this road section.

There will be no expropriation of the land during the execution of the project.

On this project, the requirements of the creditors will also apply, and they include the following:

1. Operational Policy (4.01) of the impact assessment on the environment.

2. Social policy and environmental policy (2008), the European Bank for Reconstruction and Development.

3. Environmental and Social Principles and Standards (2008), the European Investment Bank.

The European Bank for Reconstruction and Development and the European Bank require that the project complies with the laws of the Republic of Serbia and the standards of European Union.

Baseline conditions assessed during route survey

In the wider zone of research, two facilities in the category of immovable cultural property are registered. Archaeological sites Gates and Roman Cemetery. On the subject section there is no natural heritage as well as protected areas.

Picture 4. Archeological site Roman cemetery

Picture 5. Archeological site Roman cemetery

Picture 6. Archeological site Roman cemetery

Picture 7. Archeological site Roman cemetery

During the realization of the project there will be no expropriation of land.

The existing traffic volume (AADT) on the section Rogačica 2 - Bajina Bašta 1(Perućac) is 2654 vehicles/day, according to data of the Republic Directorate for Roads on traffic in 2012.

The beginning of the section is in the village Rogačica and the end is in the settlement Bajina Basta. The settlement located along the section is Crvica.

Parallel with the road, for the most part, runs the river Drina, there is a greater number of smaller streams: Studenac, Duboki potok and 11 torrential, unclassified streams that occasionally occur due to heavy rainfall.

Drainage of the road is provided in both directions, transverse (to the gutters, through the shoulders to sewers or along the slopes of the embankment) and longitudinal (to the gutters and drainage channels and culverts). However, due to existing water classification in watercourses and the expected amount of drained water, impacts on water quality in rivers is expected to be minimal to negligible.

Regulation on water classification and categorization of watercourses, which classifies watercourses, or their parts and lakes according to normative definitions of ecological status of water quality and the admissible limit values of quality parameters, in the corresponding categories.

According to the Regulation on the classes of water surfaces ("Official Gazette of RS" no. 5/68) and Hydrological yearbook for 2013.- RHMZ, the river Drina belongs to the second quality class.

Drina - as the largest tributary of the Sava River, 346 km long, the Drina is the mountain watercourse with a great fall and great power of autopurfication, and as a result, its waters were II class during the observational period, rarely class III, or an average of slightly above class II of river water quality in the whole course from Bajina Basta to the mouth of the river Sava. Thus, Drina waters are still preserved, and with less purification, they can be used for water supply. According to ecological water quality which must be maintained or achieved by introducing preventive measures with the best available economic technologies all surface waters are classified into the first two categories.

According to the terms of use for different purposes, class II of watercourses corresponds to water that after a certain treatment (coagulation, flocculation, sedimentation, filtration and disinfection) can be used for drinking. Water in natural state can be used for bathing, water sports, for the growth and development of cyprinid fish species.

In the zone of the subject section sources of air pollution are not identified. The dominant source of noise in the observed area is the existing path as a linear source of noise.

The section of the state road class IIA no. 170 connects the settlement Rogačica and the settlement Bajina Basta. The length of the section that needs to be rehabilitated is 9,590 km.From the beginning of the section 0 + 060 to the end of section 9 + 650, along the entire route there are no industrial facilities. The area is hilly, the section extends through sparsely populated area and along river valleys. Along the direction is the settlement Crvica.Within the corridors of the road there are no important points of the noise source or air pollution. Current load traffic on this section of the road is 2654 vehicles per day.

Summary of environmental impacts

Works on the road rehabilitation will have little impact on the environment (environmental category B). The impacts are temporary and will disappear after the completion of the road rehabilitation.

As a result of construction works, temporary adverse effects are possible: disruption of traffic flow, reduced road safety, damage to the roads, dust, emissions, possible pollution of land and water resources, disturbance of flora and fauna, as well as temporary disruption in neighbouring settlements through a variety of operational activities. Local adverse impacts can also cause activities outside the construction site which include work in the quarry, borrow pits and asphalt bases. The construction site for workers and the administration building can be a potential source of temporary negative impacts on the environment.

Operational Policy (OP 4.01) does not provide the relocation and resettlement of the population.

During the works, local residents in settlements along the section will suffer less noise and air pollution.

This section belongs to the local and regional road network, which is not expected to increase in road traffic since the section is primarily a transport connection and is used for communication between settlements. Potentially increasing the speed of vehicles on the observed section will be resolved in the context of the analysis of traffic safety, which is an integral part of the project, which also includes the implementation of active and passive measures to control the speed of vehicles on the observed section.

In the course of works on urgent maintenance and repair of road damages, as well as during use, different cases of water pollution are possible. The quality of surface water and groundwater is possible to endanger by discharging wastewater during construction works. In accordance with the Law on Waters ("Official Gazette of RS" 54/96, 101/05), adequate mitigation measures and monitoring activities were planned. As for a possible water pollution during road exploitation, it is limited to possible accidents. In this case, the procedures will be applied as defined by the Ministry of Internal Affairs and the Law on Water.

The issue of a possible increase in vehicle speed on the rehabilitated roads will be discussed in the part of the project dealing with road safety, which will include the use of active and passive measures of control of vehicle speed on sections of rehabilitated roads.

The proper implementation of measures of the Environmental Management Plan, which are listed in Annex I, prevent or minimize impacts on life habitat and local population which may be associated with any long-term negative cumulative effects.

Environmental management plan

Possible environmental impacts will be mitigated during the design/pre-rehabilitation, the rehabilitation and exploitation of communication (as shown in Annex I, as part of the Environmental Management Plan).

By proper application of mitigation measures, the impact of rehabilitation will be negligible and will be able to be restored to a previous state or alleviated and controlled if measures are properly implemented in Environmental Management Plan for the proposed urgent road maintenance. Environmental Management Plan consists of three parts, Mitigation Plan (Annex I), Monitoring Plan (Annex II) and institutional arrangements and reporting procedures.

During the rehabilitation, the Contractor will work according to the requirements of the Contractor‘s Environmental Plan (based on the EMP).

Before starting work, the Contractor shall prepare a contractor plan of environmental protection. Contractor's environmental plan is a detailed explanation of how the contractor relates to the activities of the rehabilitation of the section of the Environmental Management Plan. The contractor shall submit Contractor's

Environmental Management Plan to the PE "Roads of Serbia", which will approve it.

The findings and proposed mitigation measures have been compiled into an Mitigation Plan (Appendix I). It summarizes all the anticipated environmental impacts and its associated mitigation measures during the design, rehabilitation and operational phases. It makes reference to the laws and contract documents, approximate location, timeframe, and the responsibility for its implementation and supervision.

It is the Contractor's obligation to include the cost of implementation of environmental mitigation measures in their overall cost. The Contractor will be required to provide a short statement that confirms that:

- the EMP is included into the bid price,
- the Contractor has a qualified and experienced person on the Contractor's team who will be responsible for the environmental compliance with the requirements of the EMP,
- the Contractor and their sub-contractors will comply with Republic of Serbia national laws, EU standards and Lender requirements.

PERS will build fines and penalties for any non-compliance into contracts, and enforce them.
A Monitoring Plan for the proposed Project (Appendix II) has been prepared. The main components of the monitoring plans are the following:

1. Environmental issues to be monitored and the means of verification,
2. Specific areas, locations and parameters to be monitored;
3. Applicable standards and criteria;
4. Duration and frequency and
5. Institutional responsibilities for monitoring and supervision.

Stakeholder engagement - information disclosure, consultations, and participation

In accordance with the requirements of the Security policies set by the International Financial Institution, during the preparation of the Environmental Management Plan and before the start, public hearings will be held. Environmental Management Plan and other information related to the project will be available at the local level. The entire documentation will be submitted to the Municipality of Bajina Basta, it will be available on the website, and will be posted on the PE "Roads of Serbia" website and published in the media.
The public will be informed through local media about the time and the place of public consultations.
A detailed report on holding public hearings will be provided in Annex V of the Environmental Management Plan.

Consultation with users will take place during the execution of construction works. The contractor will solve problems in the field of environmental protection, social problems and complaints which are recorded during the consultations, field visits, informal discussion, and formal letters and will keep records of everything.

The mechanism of appeal will be established in order to properly considere all the complaints of the local society, the corrective measures and the party who appealed will be informed of the results. This will be applied to all kinds of complaints. The form of complaints is attached and printed version will be available in local centers.

The summary of public consultations

Environmental Management Plan will be public record.

1. PROJECT DESCRIPTION

The Republic of Serbia has applied for financing the costs of road rehabilitation project by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed to urgent maintenance and repair of damage to the state road class IIA no. 170, Valjevo – Kremna, section: Rogačica 2 - Bajina Bašta 1(Perućac), from km 0 + 060 to km 9 + 650, length of 9.590 km. The subject project is a part of urgent unforeseen work within the project road rehabilitation which is necessary for the purpose of rehabilitation and repair of damage caused by severe flooding in May 2014.

Location description

The proposed section extends through the Zlatibor district. Passing through the territory of the municipality of Bajina Basta.

According to the old classification, this section belonged to the highway M -19.1, and according to the new classification it belongs to the state road category IIA no. 170. The beginning chainage is at km 0 + 060 (Rogačica 2), and the final chainage is at km 9 + 650 (Bajina Basta 1 (Perucac)).

Picture 8. Location of the section Rogačica 2- Bajina Bašta 1 (Perućac)

The subject section Rogačica 2 - Bajina Bašta 1(Perućac), according to the reference system consists of one section which is the ID of the 0431. It is defined as the distance between nodes 0350 Rogačica 2 i 0351 Bajina Bašta 1 (Perućac).
The settlement located near the observed section is Crvica.
Along the section there is Crvica settlement, which belongs to the municipality Bajina Basta. In
Crvica there is the primary school "Rajak Pavićević", a branch of the elementary school in Bajina Basta.

Picture 9. The location of the school „Rajak Pavićević“ in Crvica

Picture 10. The location of the school „Rajak Pavićević“ in Crvica

Crvica is crop - cattle rural village of broken (road) type on the left side of the section.

Picture 11. The road through Crvica

Picture 12. The road through Crvica

The corridor of the observed section is extremely rich in streams, by the river Drina, there is a growing number of watercourses and streams: Studenac, Duboki potok and 11 torrentials, unclassified watercourses, which occasionally occur due to heavy rainfall.

On the section there a bridge and 26 culverts.

The project envisages rehabilitation of the building, the bridge at km 1 + 800, length of 5.30 m, which passes over an unnamed creek.

It also foresees the rehabilitation of landslide

- from km 0 + 180 to km 0 + 230
- from km 6 + 000 to km 6 + 200
- from km 7 + 100 to km 7 + 200

The images below show some of the objects in streambeds.

Picture 13. A bridge over the unnamed streambed at 1+800 km

Picture 14. A bridge over the unnamed streambed at 1+800 km

Picture 15. Culvert at 0+180 km

Picture 16. Culvert at 0+446.82 km

Picture 17. Culvert at 1+838.76 km

Picture 18. Culvert at 2+038.94 km

Picture 19. Culvert at 2+231.53 km

Picture 20. Culvert at 2+268.67 km

Picture 21. Culvert at 2+394.71 km

Picture 22. Culvert at 2+670.75 km

Picture 23. Culvert at 3+002.76 km

Picture 24. Culvert at 3+137.41 km

Picture 25. Culvert at 3+299.35 km

Picture 26. Culvert at 3+356.57 km

Picture 27. Culvert at 3+669.38 km

Picture 28. Culvert at 3+847.45 km

Picture 29. Culvert at 4+074.07 km

Picture 30. Culvert at 4+375.40 km

Picture 31. Culvert at 4+488.72 km

Picture 32. Culvert at 6+041.08 km

Picture 33. Culvert at 6+597.71 km

Picture 34. Culvert at 6+765.64 km

Picture 35. Culvert at 6+885.36 km

Picture 36. Culvert at 9+369.67 km

Picture 37. Landslide from km 6+000 to km 6+200

Drainage of storm water is solved by the transverse swelling to the gutters, through embankments to ditches and longitudinally through gutters and ditches to culverts and watercourses. The current state of drainage system requires a thorough cleaning of

ditches and culverts of accumulated waste and vegetation. As for a possible pollution during the operation, they are limited only to accidents. In this case, as defined by the Ministry of Internal Affairs and the Law on Water, the procedures for operations in emergencies are applied.

A description of rehabilitation works

Works that are planned within the project will be done on the existing road without changing the shaft. The main works include: removal of the existing pavement, construction of new asphalt layers, construction of embankments using gabions, construction of gutters and channels, construction of new culverts, cleaning of the existing culverts and building junctions toward unclassified local roads and construction of individual household junctions. The works also include the renovation of the bridge in terms of removing excess layers and repair of concrete and reinforcement if necessary. The project does not require the relocation of the local population, new occupation of areas, as well as long-term disruption of the natural environment, settlements and activities of the local population.
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2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORKS

Relevant Institutions

The Ministry of Agriculture and Environmental Protection is the key institution in Republic of Serbia responsible for formulation and implementation of environmental policy matters.

The other aspects of environmental management related to road rehabilitation projects are dealt with several other institutions, among which are the Institute for Nature Protection of Serbia (INP) and the Institute for Protection of Cultural Monuments of the Republic of Serbia (IPCM), and the Public Enterprise “Roads of Serbia” (PERS).

The Existing Serbian legislation

Environmental protection in the Republic of Serbia is regulated by several national and municipal laws and by-laws. The environmental legislation in force in Serbia is summarized in Appendix III.

EIA procedure in the Republic of Serbia

In the juridical system of the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment, which is completely in line with European EIA Directive - 85/337/EEC. Therefore Environmental Impact Assessment is not required for road rehabilitation projects except those sections that are placed within or in the vicinity of natural/cultural protected areas.

As there are no protected natural and cultural assets which can be endangered by the works on road rehabilitation at this section, Environmental Impact Assessment Study is not required.

Relevant IFIs Policies and Statements

As the road rehabilitation will be funded by IFIs, the following Lender requirements will have to be applied to all works:

- World Bank: Operational Policy OP 4.01 Environmental Assessment, which requires partial EIA and development of site specific EMPs for projects belonging to Category B;

- EBRD: Environmental and Social Policy;

- EIB: Statement of Environmental and Social Principles and Standards (2008).

EBRD and EIB will require that the project complies with the Republic of Serbia national laws and EU standards.

As a conclusion, it could be stated that GoS regulations do not require separate section-specific EMP to be undertaken for this type of investments (road rehabilitation), while the WB policy requires partial EIA assessment and preparation of site-specific EMP for each section.

3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

The section belongs to Zlatibor district. The municipality which the section goes through is Bajina Basta. The section (homogeneous link) Rogačica 2-Bajina Basta 1 (Perucac) is on the direction of the road Valjevo - Poćuta - Debelo Brdo - Rogačića – Bajina Basta - Kačuđerske Bare - Kremna and consists of one section of the reference system ID 0,431.
It is defined as the distance between the nodes 0350 Rogačica 2 and 0351 Bajina Basta (Perucac). The section starts 60 m after the node Rogačica 2 in the settlement Rogačica.The section ends with 1880 meters before the junction 0351 Bajina Basta 1 (Perucac).

The subject road in the state road network represents a cross-connection between the state road class IB no. 21 and the state road class IB number 28. The subject section belongs to public road class IIA number 170. The section is 9,590 km.

At the proposed section there are no protected natural and cultural assets which could affect the project for urgent maintenance and repair of damages. As is defined in the Operational Guidelines OP 4.01. during the execution of the project, there will be no expropriation of land.

Settlements

The section extends through a sparsely populated area in the main agricultural area. Households are mainly found on the left side of the road, facing the direction of chainage growth. Along the section there is Crvica settlement, which belongs to the municipality Bajina Basta. In Crvica there is the primary school "Rajak Pavićević", a branch of the elementary school in Bajina Basta.

Watercourses

There are 13 watercourses at the corridor of the observed section, by the river Drina, also there is a growing number of small streams: Studenac, Duboki potok and 11 torrentials, unclassified watercourses, which occasionally occur due to heavy rainfall.

For the most part, the section is parallel to the river Drina, which belongs to the water area of the Sava River.

One bridge and 26 culverts will be reconstructed.

According to the Regulation on the classes of water surfaces ("Official Gazette of RS" no. 5/68) and Hydrological yearbook for 2013- RHMZ, the river Drina belongs to the second quality class. Due to the nature of works on the road rehabilitation, watercourses will not be adversely affected, due to the use of good construction practice.

According to the terms of use for different purposes, class II of watercourses corresponds to water that after a certain treatment (coagulation, flocculation, sedimentation, filtration and disinfection) can be used for drinking. Water in natural state can be used for bathing, water sports, for the growth and development of cyprinid fish species.

Potential pollution during the exploitation phase is limited to accidents only. In that case, as defined by the Ministry of Internal Affairs and the Law on Water, only procedures for the operation will be applied in accidental situations.
Adequate measures to mitigate the environmental impact and the corresponding monitoring plan are also included in the Environmental Management Plan.

Air

In the corridor of the section Rogačica 2 - Bajina Bašta 1 (Perućac) there are no sources of noise and air pollution.

After the repair works on the proposed road section, there will be a significant increase in traffic intensity.

PE "Roads of Serbia" will supervise all the work of the Contractor, including verification of possession of adequate work permits and licenses of subcontractors.

Based on past experience and the expected traffic intensity, during and after the planned repair works of the section, it is not expected to increase the current level of air pollutants.

Noise

In the observed area the only the dominant source of noise is traffic on the section Rogačica 2 - Bajina Bašta 1 (Perućac).

Based on the experience and the expected traffic load, the planned rehabilitation works as well as the road exploitation after the rehabilitation on the subject section will not lead to the increase in noise level.

4. SUMMARY OF THE ENVIRONMENTAL IMPACTS

The following table provides a summary of the Environmental Impacts that are predicted during the project	significance	comment
impacts on land use/settlements	low	During the realisation o f the project, there will be no expropriation of land, in accordance with OP 4.01
ground and surface water	low	Due to low amount of water that can come to the recipient by drainage, the consequential impact is minimal to negligible
air quality	low	Temporary impact
flora and fauna (protected areas and species)	low	According to the recommendations presented in the framework of the conditions obtained by the Institute for Nature Protection.
noise	low	Temporary impact
access/crossing points of the main road and local roads	low	The rehabilitation and widening works will not affect existing crossing points. Without impact.
soil management	low	With the application of appropriate measures of waste management.
waste	low	Ensured through environmental management - waste and wastewater management plan will be prepared and implemented
cumulative impacts etc.	medium/ moderate	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

The following table provides a summary of the Environmental Impacts that are predicted during the project	significance	comment

Works on urgent maintenance and repair of road damages at the subject section Rogacica 2 – Bajina Basta 1 (Perućac) will have only minor impacts on the environment (environmental category B). Most of the impacts are of temporary character and they disappear after the road rehabilitation works are completed.

This section belongs to the local and regional road network, on which significant increase of road traffic as a result of rehabilitation works is not expected. Potential increase in vehicle speed on rehabilitated section will be regulated through the safety project which will include the application of active and passive measures for control of vehicle speed.

The possible temporary impacts as consequence of the construction activities will consist of: disruption of current traffic circulation; roadway safety; damage to access roads; noise, waste and dust nuisance; and air emissions; potential impacts of soils and water resources; brief disturbance to biota, and momentary interference to neighbouring settlements. The Contractor's yard and workers' camp can be potential sources of temporary adverse impacts.

This site specific EMP is focusing more on the rehabilitation phase of urgent maintenance and repair of damages, as it will become part of the respective Contract for the implementation of civil works, and as such, the future contractor's obligation. The activities related to subsequent regular maintenance of this section are not the main focus of this EMP, but will be presented herewith for the purpose of completeness.

Air and noise pollution within the residential areas

It is expected that local residents will be affected with air and noise pollution during rehabilitation works on proposed road section. Local Air quality may experience some moderate and temporary deterioration due to dust from construction traffic and elevated levels of nitrogen oxide (NOx) and sulphur oxide (SOx) from construction equipment whose exhaust are the primary pollutants. The dust may settle on vegetation, crops, structures and buildings.

Noise caused by the rehabilitation works will have only temporary impact. Relatively small traffic load on proposed road lead to the conclusion that noise barriers will not be implemented within this project.

Potential water contamination

During the conduct of the urgent maintenance and repair of road damages, contamination of water may happen due to runoff and liquid discharges in one part

of the site that is used for maintenance of machinery as well as from sanitary wastewater.

As for the potential pollution during the works, these are limited to accidents only. In such a case, procedures for action in incidental situations, as defined by the Ministry of Interior and in the Water Law, will apply.

Fuel and lubricant spills can, in most instances, occur at the Contractor's work camp and parking lot for machinery while maintaining and washing equipment and work vehicles. The oily wash-water should be passed through an adequately sized, gravity oil separator prior to discharge.

Should spills occur in any part of the road, especially where the rivers are closest to the road, in order to mitigate the problem the Contractor should use absorbing materials, such as absorbent mats/fabrics, or sand to scrape off the contaminated soils and dispose them in approved facility, in accordance with the Law on water ("Official Gazette of RS", 54/96, 101/05).

Works on bridges must be carried out with particular attention to avoid water pollution. Before starting any activity, building technology for the proposed work must be submitted to and approved by the Supervisor. Construction technology includes a section on the environment and proposes measures to be taken to avoid accidents during construction work. Measures to mitigate the impact on the environment or monitoring activities related to potentially polluted rivers are a part of this Environmental Management Plan.

Potential Cumulative impacts

The works execution on the urgent maintenance and repair of damages on the section Rogačica 2 – Bajina Bašta 1 could have some cumulative.

When taking into account the effects of road rehabilitation they could lead to a deterioration of the environmental impact. In such circumstances, it is possible that cumulative impacts exceed the permitted limit values.

Proper application of the Environmental Management Plan would minimize any negative impact on people and the biotope, which could be associated with negative long-term cumulative effects.

5. ENVIRONMENTAL MANAGEMENT PLAN

Possible environmental impacts will be mitigated during the design/pre-rehabilitation, rehabilitation, and operation phases, as summarized in the Environmental Management Plan.

A basic assessment of the proposed project for urgent maintenance and repair of damages concluded that the rehabilitation impacts will be minor, reversible and manageable if the mitigation measures as given in the EMP are properly implemented. The EMP (Appendix I and Appendix II) is based on the type, extent

and duration of the identified environmental impacts. PERS (the Implementing Agency) will monitor the design and supervision engineers and Contractors on the implementation of the EMP.

A. MITIGATION PLAN

The proposed mitigation measures have been compiled into an Environmental Mitigation Plan (Appendix I). It summarizes all the anticipated environmental impacts and its associated mitigation measures during the design, rehabilitation and operational phases. It makes reference to the conditions issued by the authorized institutions (Institute for Nature Protection of the Republic of Serbia and the Institute for Protection of Monuments, Telekom Serbia, the Directorate for Water), the law and contract documents, approximate location, timeframe, and the responsibility for its implementation and supervision.

Contractor Management

The recommendations and proposed mitigation measures are shown in Appendix I. Mitigation measures will be incorporated as part of the project process and execution of works on urgent maintenance and repair of damages and as such their costs will be included in the cost of works.

Experience shows that inadequate application of the EMP by the Contractor may occur due to weak linkages of the EMP with the contract documents. The EMP is a part of the work programme and as such it must be addressed by the Contractor and carried out as required.

The contractor will use this document to check its compliance with the EMP. It is the Contractor’s obligation to manage the implementation of environmental mitigation measures in his overall cost. The Contractor will be required to provide a short statement that confirms that:

• the EMP conditions have been included into the bid price,

• the Contractor has a qualified and experienced person on the Contractor‘s team who will be responsible for the environmental compliance requirements of the EMP,

• The Contractor and their sub-contractors will comply with the national laws of the Republic of Serbia, EU standards and Lender requirements.

Design Phase

In the Republic of Serbia, Assessment of environmental impact is regulated by the Law on the assessment of environmental impact. According to this law, Assessment of environmental impact is not necessary for road reconstruction projects if the route of these roads is not located within protected natural/cultural resources.

Assessment of the impact on the environment is not necessary, given that on this section there are no protected natural/cultural resources
Mere za ublažavanje uticaja na životnu sredinu su deo projekta i prakse sanacije i troškovi će biti uračunati u troškove sanacije.

Site Organization Plan

Site Organization Plan will be prepared as a part of the COntractor's Environmental Management Plan. Designing will begin after the assessment of the situation on the terrain. Site Organization Plan includes environmental protection measures, safety measures and health at work in accordance with legal requirements and the requirements of the Lender.

The production of Site Organization Plan is the responsibility of the Contractor and the obligation to comply with it.

The subject section is not located within the protected area that has been implemented or initiated in the process of protection, nor in the coverage area of the ecological network. Accordingly Institute for Nature Conservation has issued requirements relating to the organization of the site (Annex V) and which must be taken into account when making the Site Organization Plan.

Site preparation and placement of objects, applies to all objects of the Contractor, such as: warehouses, workshops, concrete base, asphalt, etc. Locations and development of Contractor’s facilities will be approved by the Chief Supervisor.

Taking into account the conditions of nature protection, legislation and environmental requirements, when choosing a location and organization of the construction site, as well as during the actual construction the following must be complied with:

1. Temporary locations for storing the necessary construction and other material and equipment is necessary to be located outside the space with tall vegetation as well as flooding river zones, and limited only to the duration of the works execution;
2. Define the location for disposal of grated asphalt i.e. asphalt which is removed from the existing pavement, in accordance with the local government.
3. The area under the Contractor’s facilities limit to minimum in order to reduce the unnecessary clearing of vegetation;

4. The Contractor’s facilities should be enclosed with adequate protective fence;

5. During the works execution, strictly observe the planned route and corridor around it, in order to the earthworks and the use of machines would not leave consequences on the environment; Also use the existing road network without constructing new roads in order to stop fragmentation of the existing habitat. 5. The site must be properly drained (draining). Surfaces paved, including zones for parking vehicles, workshops and storage tanks, draining toward the separator for water and oil;

6. The sanitary waste and polluted water treat before discharging into recipient (a system of surface waters), in accordance with the Law on Water (Official Gazette of RS, 101/05);

7. Fuel storage area should be at least 20 m away from watercourses.

8. If the on-site stores more than 5 000 liters of fuel, it should be stored in closed tanks on the concrete surface that can withstand 110% of the capacity of the reservoir;

9. All workshops should have oil separators and water;

10. The contractor must have trained staff that is competent to handle the fuel and remove the consequences of accidental spills;

11. Prohibit servicing vehicles and machinery along the road route. In case of accidental spills of fuel, oils / lubricants and other harmful substances surfaces must be repaired and restored to the original state.
12. All waste oil, oil filters and fuel will be collected and deposited in safe places. When closing the construction site, all contaminated soil must be excavated and replaced with a layer of soil;
13. Provide temporary or permanent locations (existing regulated utility facilities / landfills) for disposal and disposal of rubble and other waste material in any state, and municipal waste generated during the construction. Restrict storage / disposal in coastal rivers, as well as other smaller watercourses of temporary nature, as well as on agricultural land;
14. Removed material stack in heaps of appropriate size in accordance with requirements of management and their reuse;
15. Limit the extent of excavations in order to reduce the possibility of soil erosion. The Contractor should provide a measure of protection that will prevent soil erosion.
16. Apply the methodology of protection and conservation of land susceptible areas to reduce runoff that carries eroded material from the location;
17. Avoid excavation and use machines (machine work) in wet field conditions;
18. During the construction phase it is necessary to take into account the urban areas where, because of the potential impact of noise from construction equipment, it is allowed that the works are carried out only in the course of the day;
19. During the construction works along the whole route maintain the maximum level of communal hygiene. Define locations for placement of containers for temporary disposal of municipal waste;
20. Upon completion of the works it is necessary to remove machinery as soon as possible, as well as construction materials, containers, spare parts and other equipment;
21. Upon completion of the works it is necessary to cultivate the ground at all vulnerable areas using appropriate flora that are biologically stable under the given climatic conditions, resistant to harmful effects (emissions) and compatible with the surrounding area and purpose;

The plan will contain the basic requirements for:

1. Procurement of necessary materials for building materials
2. Transportation of materials
3. Placement of materials
4. Site Organization
5. Waste management
6. Agreement concerning the land

Technical specifications for works that include measures of environmental protection, safety and health at work:

1. Preliminary works
2. Repair works on existing pavement
3. Earthworks
4. Drainage
5. The system of traffic signals

PE "Roads of Serbia" is required to check, through the engaged consultant for supervision, whether the requirements of the Environmental Management Plan and Safety Management Plan are involved in the organization of the construction site.

The beginning of the rehabilitation phase – Contractor's EMP

During the works on urgent maintenance and repair of damages, the Contractor will work according to the requirements of the Contractor's Environmental Plan (CEP) (based on the EMP) which has been prepared by the Contractor and approved by PERS. Supervision and monitoring of the CEP activities will be undertaken as follows:

• The Contractor has the initial responsibility for preparing and implementing the CEP.
• The Chief Supervisor (CS) will direct the Contractor with regard to compliance with the CEP.
• The PERS will carry out independent monitoring of the work and can issue Defect Notices to the CS who will transmit these to the Contractor.
• The Contractor will have his own representative on site – the Site Engineer (SE) who will be responsible for implementing the contract and its compliance with the CEP.

Before commencing the work, the Contractor will prepare a Contractor's Environmental Plan (CEP) that addresses the conditions of the rehabilitation in the EMP that has been attached to Contract Documents including measures to comply with national legalisation and Lender requirements.

The CEP will present in detail how the Contractor will address the activities in the rehabilitation section of the EMP. The Contractor will submit the CEP to the PERS for approval.

Following the approval of the CEP, the Contractor together with the person on the Contractor‘s staff who will be responsible for supervising the CEP will meet the Project Supervision Consultant PSC (Environment) on-site. If the Plan is appropriate and implementable, the PSC will advise the PE that the Contractor can now commence work.

Works on urgent maintenance and damage repair

Technical Specifications for the work performance, which are related to environment, health and safety at work:

1. Preliminary work,
2. Rehabilitation works on the existing pavement,
3. Earthworks,
4. Drainage,
5. The traffic signage system.

Site preparation and installation of Contractor’s facilities

This applies to buildings, warehouses, workshops, camps for workers, concrete plants, asphalt plant, etc. The location and construction of facilities will be approved by the Chief Supervisor. The locations are selected so that:

- They do not obstruct by noise, dust, vibration and other environmental impacts and the social peace of the surrounding communities.
- Size of Contractor’s rooms are limited to an irreducible minimum to avoid unnecessary clearing of vegetation.
- Sanitary waste and waste water are treated before discharge to surface water systems, in accordance with the Law on Water ("Official Gazette of the Republic of Serbia", 101/05)
- The site should be properly drained. Water on asphalt surfaces, including parking lots for vehicles, workshops and storage tanks must be drained in separators for water and oil.
- Storage of fuel should not be set at less than 20 m from watercourses. Contractor’s facilities should be fenced with adequate protective fence.
- Clean the site, clearing and vegetation removal.
- Whenever possible, limit the area that needs to be cleaned and to avoid excessive damage to the surface layer of machines.
- Cleaned material should be collected in bunches medium sized in accordance with the requirements to remove and reuse.
- Preventing soil erosion at the site. The Contractor shall be responsible for solving the problem of erosion of soil conservation methods.

The Contractor will:

- Limit the extent of excavations in order to reduce the possibility of soil erosion.
- Use protective methodology for preserving soil in sensitive areas in order to avoid/minimize leaching of atmospheric water and erosion of materials.
- Avoid digging in order to reduce the possibility of soil erosion.
- Avoid excavation and use of machinery on wet soil.
- In places where more than 5,000 liters of fuel is on site, store it in sealed tanks, on the concrete surface that is sized at 110% capacity of tanks.
- All workshops will have separators for oil and water.
- The contractor must have trained staff who will know the procedures of fuel handling and cleaning in case of casting.
- All waste oil, oil filters and fuel will be collected and deposited in protected dumps. During site closure, all the contaminated soil will be excavated, removed and replaced with fresh surface layer.

Environmental Management during urgent maintenance works and damage repair

Considering all the identified impacts, it becomes essential for the Contractor to prepare and later conscientiously implement the EMP throughout the duration of the project to ensure compliance with legislative and Lender requirements. The emphasis of the EMP shall be on the following:

- Layout of the work camp and details of the proposed measures to address adverse environmental impacts resulting from its installation. Description and layout of equipment maintenance areas and lubricant and fuel storage facilities including distance from water sources/watercourses;
- Sewage and waste water management plan for provision of sanitary latrines and proper sewage collection and disposal system to prevent pollution of watercourses
- A plan (mechanism and organizational structure) detailing the means by which local people and other project affected persons (PAP) can raise grievances arising from the rehabilitation process and how these will be addressed (e.g., through dialogues, consultations, etc.) (see Appendix 4 for the Project grievance mechanism) .
- Soil Management Plan detailing measures to be undertaken to minimize effects of wind and water erosion, measures to minimize loss of fertility of topsoil, timeframes, haul routes and disposal site;

- Dust management plan which shall include schedule for water spraying on access road and in nearby settlements along the project road, as well as list of equipment to be used; this applies to all of construction sites and haul roads. During rehabilitation, when dust may be generated, the Contractor will monitor the worksite conditions and apply dust control measures, which include reducing construction traffic movements and spraying water on exposed areas.
- A plan indicating the location of the proposed material extraction site as well as rehabilitation measures to be implemented for the borrow areas and access roads upon project completion;
- Waste and wastewater management plan. Disposal of waste materials: All construction waste materials including drums, lumber, sand and gravel, cement bags etc. are to be suitably disposed of. If these cannot be recovered for scrap value these materials should be taken to an approved landfill sites for safe disposal. Hazardous waste will be stored and removed from the construction site on demobilization, in accordance with the Law on Waste management ("Official Gazette of RS", 36/09) The Contractor's SSIP should cover all aspects of waste management, including implementation of practice standards such as reduce, re-use and recycle.
- The Waste Management Plan will, as a minimum, include details of temporary waste storage, waste transfer and pre-treatment prior to final disposal or recycling. Licensed/approved facilities for solid and liquid waste disposal must be used and a duty of care and chain of custody for all waste leaving the site will be followed. As part of the plan Contractors will be expected to produce waste handling forms for chain of custody, which will be used to control waste leaving site. Thus the waste controller will keep a copy of the form and the driver will always carry a copy and will ensure that the load is signed for at the final disposal site. All records will be kept by the Contractor for audit purposes and to demonstrate that the project is complying with best practice and applicable legislation.
- Oil and fuel storage management plan. The Contractor's SSIP should cover all procedures for storage, transportation and usage of oils and fuels, refueling of plant and machinery and procedures for minimizing the risk of ground and water contamination. All oils and fuels will be required to be stored within secondary containment of 110 % capacity and all spillages shall be cleaned up immediately. Re-fuelling vehicles will carry Spill Kits to enable spillages to be cleaned up as soon as possible. All categories of spillage will be reported in accordance with the Plan to be developed by The Contractor.
- In-river works management plan. The Contractor's SSIP should cover procedures and plans for safeguarding aquatic habitats and fish during watercourse works which are nearby and where facilities are located
- Camp management plan. The Contractor's SSIP should contain procedures for establishing and operating construction camps in order to safeguard nearby communities and environmental resources.
- Emergency response plan. The Contractor's SSIP should contain procedures for emergency response in the event of accidents or major incidents, in order to safeguard people, property and environmental resources. Details of the spill response equipment to be provided on site are to be specified.

- Noise – all equipment is licenced and approved in accordance with EU standards. This applies to all machinery, vehicles and construction sites where noise and vibration may affect susceptible receptors. The contractor will be responsible for ensuring that noise and vibration does not affect the adjacent communities, in accordance with the Law on noise protection ("Official Gazette of RS", 36/09). While it is unlikely that noise and vibration will be an issue due to the large distances between the activities and the communities the Contractor will confine all work to daylight hours (07:00hrs – 19:00hrs) should the community find that any night time operations become a nuisance.
- Rehabilitation Plan: Clearance and rehabilitation of construction sites and removal of contractor's facilities: It is the contractor the Contractor's responsibility to address site clean-up. This includes the removal of all waste materials, machinery and any contaminated soil. The contractor will develop a plan for handover, sale or removal of all plant, vehicles and machinery to ensure that no unserviceable items are left on the construction site, in accordance with the Law on Waste management ("Official Gazette of RS", 36/09). All construction sites and work areas will be rehabilitated so that these can be returned as close as possible to their previous uses. This includes the stabilization and landscaping of all of the construction sites. No waste will be left on site after the work is completed, in accordance with the Law on environmental protection ("Official Gazette of RS", 135/04, 36/09, 72/09). Should the Contractor fail to remove the waste, the PERS is entitled to withhold payment and arrange the clean-up and deduct the cost of the clean-up and administrative charges from the final payment.

Safety

Safety and Hazard Assessment: Before commencing work, the Contractor will be required to identify potential hazards. Provisions for emergency responses are to be included in the Contractor's site safety plan which is to include nomination of a person who will be immediately contacted should an accident occur. The site safety plan will be submitted to the PSC for approval one week prior to starting work.

• The contractor will be required to keep the site free of drugs and alcohol.
• The contractor's site safety plan will include provision for a safe work environment and provide safety measures and protective equipment to all workers including; hand, head, eye and ear protection and safety footwear.
• The site safety plan will include provision for first aid facilities on-site and employ a trained first aid person, in accordance with the Law on Safety and Health at work ("Official Gazette of RS", 101/05).
• The contractor will provide supplies of potable water, toilets and wash water to the workers.
• Safety and Labour Management Plan (SLMP), prepared by the PERS, will be consisting part of bidding documentation, in order to ensure H&S provisions during rehabilitation works.
• Contractor is obliged to perform all project activities by respecting SMP recommendations and all Serbian laws and sub-laws which are covering H&S issues.

The PERS and Contractor together have responsibility for reporting and investigating incidents.

Community safety from increased vehicle movements: This applies to all vehicles and particularly to haul trucks that pass through settlements. The contractor will ensure that all vehicles which pass through settlements are operated safely without endangering these communities. The contractor is to ensure that:

• all trucks and equipment is maintained in a safe operating condition,

• all drivers and machinery operators are trained and act responsibly (to be stipulated in the Contractor‘s site safety plan),

• all loads are secured and all loads with potential dust generating materials (e.g. excavated soil and sand) will be covered with tarpaulins,

• The Contractor will immediately remove any drivers that ignore any of the community safety requirements.

• Speed limits will be observed

Prior to commencement of construction activities/site works, all of the above plans will be submitted by the Contractor to the Sector for Investment within the PERS for approval.
Following the completion of works a Site restoration will take place. It is Contractor obligation to restore location of the project as it was at beginning of the project.

Operational Phase

People Safety: During operation, according to the assessment performed within the design phase, road safety features will include (i) measures to slow the traffic; e.g. decreasing of speed at selected places (e.g. settlements, schools, markets, etc.), (ii) dust suppression sealing, (iii) improvements in road signage and pavement markings, and (iv) paying attention to road accident black spots.

Road Maintenance: Routine maintenance (grass cutting, drain clearing, and pothole patching and different repairs, together with regular control and maintenance of drainage structures and retention) will be undertaken on regular basis. Seasonal maintenance such as flood repairs, emergency maintenance to reinstate roads after major failures, and the regular upkeep of safety features and road signs will be undertaken as necessary. Major maintenance that include resurfacing and repairs are typically scheduled over periods of several years.

B. MONITORING PLAN

A monitoring plan for the proposed Project (Appendix II) has been prepared. The main components of the monitoring plans include:

• Environmental issue to be monitored and the means of verification,

• Specific areas, locations and parameters to be monitored;

• Applicable standards and criteria;

• Monitoring noise levels near residential areas

• Monitoring the procurement of materials (checks that valid permits are in place)

• Duration and frequency and estimated monitoring costs; and

• Institutional responsibilities for monitoring and supervision.

A field monitoring checklist has been prepared based on the EMP and monitoring plan (Appendix II). The field monitoring checklist will be used by the supervising field engineer. The signed checklists will be provided to the PERS who will be responsible for the follow-up and compliance reporting.
The PERS will maintain a Complaints Database, which will contain all the information on complaints or grievances received from the communities or other stakeholders. This would include: the type of complaint, location, time, actions to address these complaints, and final outcome.

C. INSTITUTIONAL IMPLEMENTATION AND REPORTING

Project Implementation

PERS is the Implementing Agency for the Project and will be responsible for the implementation and compliance with the EMP and Monitoring Plan. Day-to-day implementation and compliance will be the task of PSC.
Prior to the commencement of works PERS will submit to the Bank for its approval this section specific Environmental Management Plan.
The Contractor will provide “Zero monitoring” results prior to commencement of earth works, during its own mobilization phase.

To ensure that the proposed mitigation measures will be carried out by the Contractor during the construction stage, the Project Proponent will undertake the following:

(I) Clearly set out in the tender and contract documents the Contractor’s obligation to prepare CEP and undertake environmental mitigation measures as specified in the Environmental Mitigation Plan in Appendix I (to be appended to Contract specifications);

(II) No compensation for the costs of the required environmental mitigation measures and monitoring activities in the form of the particular item in the BoQ shall be given to the Contractor, except for the water quality analysis and noise measurement. It shall be regarded as if the

Contractor has included these costs in the other items of the BoQ. Real expenditures of water quality analysis and noise measurement in scope defined by the BDs and the Contract shall be compensated to the Contractor in the form of the particular item in the BoQ. For noncompliance with requested environmental mitigation measures and monitoring activities the Contractor shall suffer specific liquidated damages in a form of demerit points. Demerit points are provided as a measure that should stimulate the Contractor to carry out his obligations in an organized and timely way and to perform his duty meeting high standards even though those tasks does not appear to be of a serious nature. Demerit points have in the same time two meanings numeric and monetary. Each demerit point has associated monetary value which represents permanent payments reduction for determined noncompliance of the contracted obligations. Number of received demerit points has cumulative effect. If during the Contract the Contractor receives more than certain number of demerit points specified in the BDs and the Contract, the Contractor will for a period of 2 years not be allowed to compete for any other PERS works contract. Also, if the Contractor is awarded over a specified number of demerit points, the Employer has a right to terminate the Contract. Monetary value of each demerit points as well as limits for other possible actions by the Employer shall be clearly specified in the BDs and the Contract.

Explanation for application of these two measures - compensation for specific costs and penalties for noncompliance – should Ensure implementation of all requested environmental mitigation measures and monitoring activities.

(III) Explicitly require the Contractor to recruit an environmental specialist. The contractor will be responsible for the implementation of environmental mitigation measures during construction and shall employ an environmental specialist who will supervise implementation of the Contractor's environmental responsibilities and coordinate with the PERS and MoT. The contractor, in coordination with PERS, shall set-up a grievance redress committee that will address any complaints during project implementation. During project implementation, the PERS shall monitor the compliance of the Contractor with the EMP provisions. It is proposed that the project supervision consultants (PSC) employ an environment specialist (with civil engineering/environmental management background) to assist the environmental supervision.

Upon Project completion, the PERS will be in charge of the operation and maintenance of the Project Road. Routine and random monitoring will be undertaken as scheduled in the monitoring plan.

The Public Enterprise "Roads of Serbia" (PERS) is also responsible for:

1. Implementation of requests for environmental protection given by:
   Government environmental authorities
   IFIs and other institutions,

Law on environmental protection (“Official Gazette of RS”, 36/09, 72/09),

2. Implementation of requests for environmental protection through Contractor’s specifications,
3. Supervision of the project through the consulting services for supervision and implementation of the project,
4. Supervision of environmental monitoring through the consulting services for environmental monitoring,
5. Preparation of the final environmental reports.

Construction Contractor will make proposal for environmental protection, including safety of persons associated with the works and the public, during a pre-construction period within the Environmental Management Plan. This proposal will be reviewed by PERS in order to obtain the “no objection” to the proposal’s recommendations. In this regard, attention will be given to:

- taking all reasonable steps to protect the environment on and off site and avoid damage or nuisance to persons or property arising from its operations,
- maintaining conditions of safety for all persons entitled to be on site and
- provision of all lights, guards, fencing, warning signs, traffic control and watching for protection of the works and other property and for the safety and convenience of the public.

Authorised Ministry for the environmental protection will have the authority for immediate suspension of works if performance is not in accordance with environmental standards and regulations. Inspection will then inform the PERS about suspension and order to proceed according to its directive.

During the project implementation, the public has the right to participate, directly or indirectly, introducing the possibility to present their interests and opinions in the decision making process. In order to reach the best option during this process, PE "Roads of Serbia" presented this Environmental Management Plan (see Annex IV) to the interested public, including local municipalities and NGOs. The draft of the Plan is placed on the website PE "Roads of Serbia" (www.putevi-srbije.rs). During the public consultation process the public concerned collects all information about the project, including any environmental issues related to this project. Opinions and suggestions were incorporated in the final version of the Environmental Management Plan, which is an integral part of the tender documentation. Grievance Mechanism will maintain PE "Roads of Serbia", on their website.

During rehabilitation works, public official for communication, shall be appointed by the Contractor to establish communication with local residents affected by the project and who will be responsible to inform them of all project activities, especially regarding the impact of the project on the environment and planned mitigation measures.

The Contractor Reporting Arrangements

A) Contractor – PE “Roads of Serbia”

The Contractor will prepare his compliance reports in respect to this EMP and his SSIP as a Quarterly Progress Reports and submit them to PERS, in both Serbian and English language, in hard copy and electronic versions.

Construction Contractor will provide quarterly reports to the PERS as document environmental mitigation and protection measures, together with prescribed monitoring activities carried out during that quarter's reporting period. Construction Contractor will take care on environment quality according to the mitigation and monitoring plan which are a consisting part of EMP (Appendix I and Appendix II) through those phases and will report quarterly to the PERS.

If any kind of accident or endangerment of environment happens, reporting will be immediate. Contractor is obliged to inform the project manager and local authorities about accidents immediately after it happened. In case that project manager is not responding on a call, the Contractor is obliged to inform PERS about accident (phone number +381113040701 or via E-mail on following address: office@putevi-srbije.rs).

The Contractor will monitor quality of environmental conditions according to the monitoring plan which is a consisting part of EMP (Annex II) through those phases and will report quarterly to the PERS. These reports will encompass a list and explanation of all undertaken activities at the site and results of the field research, as well as recommendations for future field activities and protection measures.

B) Project Supervision Consultant - PERS

The findings of the regular monitoring activities, including activities specified in the Monitoring Plan (Appendix II) carried by the Contractor will be included in the tree-month progress reports.

If some kind of accident or endangerment of environment happens, reporting will be immediate.

C) PERS – Ministry of Transport, World Bank, European Bank for Restoration and Development and European Investment Bank

Annual Environmental Health and Safety (EHS) reports, including monitoring indicators and reporting on the implementation of the requirements set forth in the EMP will be prepared by PERS and submitted for IFIs review. IFIs will review the reports and verify their contents through periodic site visits. The PERS shall provide Annual reports to MoT and IFIs regarding the status of implementation of mitigation measures by the Contractors, additional mitigation measures that may need to be implemented, incidents of non-compliance with applicable environmental permits, complaints received from local residents, NGOs, etc. and how these were addressed.

In case of fatalities or major incidents on site the PERS will immediately report to the Bank which is financing the road section.

6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATIONS, AND PARTICIPATION

As policy of protective measures of International financial institutions requires, during the preparation of the Environmental Management Plan, public consultation will be held in future.

7. REFERENCE

1. Environmental Assessment Sourcebook No 25, Environmental Management Plans, The World Bank Environment Department, January 1999

2. Roads and the environment: A Handbook, The World Bank Environment Department

3. European Investment Bank, Environmental and social practices handbook, Environment and Social Office Projects Directorate Version 2 2010/02/24

4. European Bank for Restoration and Development, Environmental and Social Policy 2008

5. European Investment Bank, Ecological and Social Principles and Standards (2008).

6. Environmental Management Plan for rehabilitation of roads, bridges and tunnels under the World Bank road management and safety project, the Republic of Srpska, Road Directorate, Banja Luka, 2001.

7. Environmental Assessment REPORT and Environmental Management Plan for Serbian Transport Rehabilitation Project, report No: E866, project name/ID: YF-Transport Rehabilitation Project – no. P075207, document date 2003/11/30

APPENDICES

Appendix I

MITIGATION PLAN

MITIGATION PLAN

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
BEFORE CONSTRUCTION	**The Main Design**				
	Regard for the procedures related to the protection of the environment	The Contractor is required by the authority of PE "Roads of Serbia" to obtain the Requirements of the Institute for the Protection of Nature and the Institute for the Protection of Cultural Monuments, in order to avoid risks to the environment in the course of increased maintenance.	Designer	PE "Roads of Serbia"/technical control	
	The chosen location for the facilities of the Contractor is not appropriate	The location must be selected by PERS. The location must be selected: -not to affect the environment and social goods of the surrounding communities. e. g. noise, dust, vibration, etc.). -to be located outside the room with tall vegetation -to limit the object size to a minimum in order to reduce the unnecessary removal of vegetation; - so that sanitary wastewaters are treated prior to discharge into the surface water, in accordance with the Law on Water ("Official Gazette", 101/05) -these places are properly drained, surfaces paved, including surfaces for parking vehicles, workshops and storage tanks, areas for the evacuation of oil and water separators, fuel storage -when possible to limit the occupation of certain areas and avoid degradation of the upper soil	Designer – Consultant on the Main Design, Contractor	PE "Roads of Serbia"/technical control	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
		layer. -removed material to be collected, and disposed of or re-used as needed Prevention of soil erosion on the site: - The Contractor is responsible for the implementation of measures to protect against erosion - The Contractor is required to limit the scope of the excavation in order to mitigate soil erosion; - The Contractor is obliged to apply the methodology of conservation land in the sensitive areas to prevent / minimize storm water runoff that causes erosion of material; - Contractor should avoid digging up and operate machinery in wet field conditions.			
	The choice of location for the construction of temporary settlements, near or within the existing settlements. The impact on public health and sociological circumstances	The correct choice of location, respecting the criteria that primarily protect the public interest. Keep a minimum distance (buffer zone) between the site and the nearest settlement. Take into account the impact of local conditions such as wind to avoid/minimize adverse impacts. Performing management plan determined the safety measures and environmental protection. Plan an independent water and power supply as well as an ambulance on site.	Designer – Consultant on the Main Design, Contractor	Technical control of the Main design PE “Roads of Serbia“	
	The safety of pedestrians and proper crossing	The plan for safe and adequate pedestrian crossing which will be equipped with ramps and structures that enable the use of wheelchairs,	Designer – Consultant on the Main Design	Technical control of the Main design	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
		hand carts, bicycles and baby strollers.		PE “Roads of Serbia“	
	Informing stakeholders	Details of the proposed route, access points, and security features, will be released on the location of the planned work. The feedback from the local community will be required and recorded. Evidence of consideration of these information will be submitted in the Main project.	Designer – Consultant on the Main Design	Technical control of the Main design PE “Roads of Serbia“	
CONSTRUCTION	**Management plans**				

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
	Contractor prepares the implementation of the accompanying Plans described in the Environmental Management Plan, in order to ensure compliance with legal regulations and requirements of the lender. • site organization • sewage and wastewater • appeal procedure • land • dust • location of borrow pits, as well as measures for the re-cultivation of quarries and access roads after project completion • waste and wastewater in accordance with the Law on Waste Management ("Official Gazette RS", 36/09) • oils, fuels and lubricants • works in watercourses • emergency responses • rehabilitation • safety and risks • safety on work		Contractor	Supervision/ PE "Roads of Serbia"	
CONSTRUCTION	**Entry to the site**				
	Safety on the site	All workers and visitors of the site must undergo training related to environmental protection and safety and health at work and explain to them the need and use of personal protective equipment	Contractor's expert in protection and safety and environmental issues	Supervision	
	Stakeholder participation	Details of the proposal the route, access points			

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
		and security issues will be discussed at the location of the planned works. Feedback from local shareholders will be requested and recorded. Evidence on the method of applying adopted suggestions in the final project will be recorded.			
CONSTRUCTION	**Procurement of materials**				
	Asphalt base: dust, vehicle exhaust fumes, health and worker safety, ecosystem disturbance	How to use existing asphalt plants; official approval or valid operating licenses is required	Asphalt base	Asphalt base	Approved supplier
	Quarry: dust, health and worker safety, ecosystem disturbance	The use of existing quarry, official approval or valid operating licenses is required	Quarry	Supervision	
	Borrow pits of sand and gravel: disturbance of river bed, water quality, ecosystem disturbance	Use the existing borrow pit or purchase material at licensed separations; official approval or valid operating licenses is required.	Contractor or supervisor for the excavation of sand and gravel	Supervision	
	Concrete base: dust, exhaust gases, impacts on health and safety of work, ecosystem	Use the existing concrete base or purchase concrete from registered suppliers, the material should have the appropriate certificates of quality	Contractor or management of concrete base	Supervision	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
	disturbance				
CONSTRUCTION	**Transport of material**				
	Asphalt: dust, smoke	All trucks should be covered. (regional problem which is solved by choosing the contractor's machinery)	Contractor	Supervision	
	Stone: dust	Dump truck loading	Contractor/truck driver	Supervision	
	Concrete,cement	Remove the fresh concrete that has been emptied from the mixer off the transport routes within 6 hours	Contractor/truck driver	Supervision	
	Sand and gravel: Dust	Dump truck loading	Contractor/truck driver	Supervision	
	Managing traffic noise, exhaust fumes and congestion on the road	Material delivery in time with the lowest traffic load (preferably between 8 - 16 hours); use alternative routes to avoid the main roads; it is necessary to provide the proper signaling on the construction sites, in order to reduce the possibility of wrong turns of vehicles and thereby reduce even greater congestion	Contractor/Chief of transport; truckman	Supervision	
	The chance of encountering an archaeological site	In case of encountering an archaeological site, the Contractor is obliged to immediately stop works and notify the competent Institute for the Protection of Cultural Monuments and the Public	Contractor	Supervision	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
		Enterprise "Roads of Serbia".			
CONSTRUCTION	**The site**				
	The adverse impact of noise on workers and the surrounding population	Restrict activities to daily work (not between 20 pm to 7 am or in agreement with public authorities); Work of equipment with built-in noise-damping and licensed and approved in accordance with European Union standards; sound barriers at work that make noise longer than one day at the same location. Noisy machinery locate as far away as possible from residential buildings and other sensitive receptors.	Contractor	Supervision	
	Dust	Wetting of problematic areas on the site, covering stored material and limiting vehicle speed. Implementation of the management plan: measures to avoid/minimize dust emissions, including the use of temporary fences; wetting problematic areas, entrances, materials and storage facilities during loading and unloading, cover vehicles which carry dusty materials; washing vehicles, etc.	Contractor	Supervision	
	Vibration	Restrict activities to daily work (not between 20 pm to 7 am or in an agreement with public authorities);	Contractor	Supervision	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
		If there is damage to local homes, buildings and infrastructure (including access roads) caused by the works, the damage will be compensated through the project with the obligation to be timely repaired. Equipment for earthmoving should be located away from the receptors sensitive to vibration.			
	Disruption of traffic during construction activities	Traffic management plan with appropriate measures to redirect traffic, that are easily observed and monitored, including assistance of the traffic police. Creating a Traffic management plan that establishes speed limits for commercial vehicles and organizes the traffic that is largely performed outside populated areas. During construction works, maximum use of the existing network of roads and avoid building new roads for temporary use, which would further increase the fragmentation of space and existing habitats. Construction of access roads on the protected natural resource area is not allowed. Inform local residents about the planned works.	Contractor	Contractor	
	Reduced access to activities in the road belt	Ensure constant alternative access to activities in the road belt	Contractor	Contractor	
	Safety of vehicles and pedestrians when/where there is no construction activity	The lighting and well defined safety signs and protection measures	Contractor	Contractor	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
	Water and soil pollution by improper storage of waste materials, management and use	Organize and cover material storage areas; isolate concrete, asphalt and other works from water impacts using a sealing shell or masks; isolated spaces for washing trucks for transportation of concrete and asphalt and other equipment from water impacts by choosing an area for washing from which water does not wash off freely, directly or indirectly into watercourses. Organize the site so as to reduce the risk of creating sludge and wastewater that can contaminate surrounding soil and water (with regard to a situation such as swelling, including atmospheric wastewater generated from the buildings on the site). Land management plan should provide a controlled removal of topsoil, disposal and reuse. Using local controlled measures to prevent leaching of sediments in surface watercourses and drains. Some of the measures are setting physical obstacles, such as fences, mulch, geotextiles, overflow cascade, sedimentary basins and rock barriers to mitigate the waves. In order to prevent leaching of sediments it is also necessary to take into account the slope of the terrain and protection from wind erosion by placing fences, covers, etc .. After completion of work, remove all excess soil, stones and other waste materials and carry out a complete rehabilitation of all areas that were degraded during the works.	Contractor	Contractor	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
	Land and water pollution by improper disposal of waste materials	Disposal of waste material in a place that is protected from washing out at the marked location; if not on the spot, then at the authorized landfill. Storage of waste in accordance with best international practices (IFC EHS - General guidelines). Implement additional measures for the storage of hazardous wastes (secondary containment, restricting access, provision of personal protective equipment, etc.) as necessary to prevent adverse impact on workers, the local population and the environment. Appoint persons responsible for waste collection and storage (hazardous and non-hazardous).	Contractor	Contractor	
	Potential land and water pollution by improper maintenance of equipment and fuel charge	Apply best engineering practice in handling and safe storage of lubricants, fuels and solvents, ensure proper refueling and maintenance, collect all waste and dispose it at approved places (facilities) for recycling.	Contractor	Contractor	
	Land and water pollution by improper disposal of waste materials	Transportation of waste in marked vehicles intended for the transport of waste, in order to reduce the risk of release of hazardous and non-hazardous substances. Driver training for the handling and disposal of cargo which they are carrying and supporting documentation that	Contractor	Contractor	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
		describes the nature of the cargo (waste) and its level of risk.			
	Safety of workers	Provide safety instructions and protective equipment to workers; provide safe alternative traffic flow.	Contractor	Contractor	
	Greening	Restoring vegetation plantings with primary endemic species and monitor its effects. Where crops have not been successful, implemented replacement.	Contractor	Contractor	
WORK	**Maintenance**				
	The adverse impact of noise on the surrounding population, animals and workers	Restrict activities to daily work (not between 20 pm and 7 am or as agreed with public authorities); Using equipment with built-in damping noise.	Company for Road Maintenance	Company for Road Maintenance	It should be specified in the contract documentation relating to maintenance - Technical Specifications for performing maintenance work
	Potential pollution of air, water and land:	Apply the best engineering practice in use and safe storage of lubricants, fuel and oil, ensure	Company for Road	Company for Road	

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
	Dust, exhaust fumes, spilled fuel, oil and lubricants.	proper refueling and maintenance of equipment, collect all waste and dispose it in accordance with the Law on Waste Management; Organize and cover material storage areas as prescribed; isolate concrete, asphalt works from water impact using the sealing shell; isolate spaces for washing trucks for transportation of concrete and asphalt and other equipment from water impact by choosing an area for washing which the water does not wash off freely, directly or indirectly into watercourses; Dispose waste at appropriate locations protected from washing.	Maintenance	Maintenance	
	Vibration	Restrict activities to daily work (not between 20 pm and 7 am or as agreed with public authorities); Using equipment with built-in damping noise.	Company for Road Maintenance	Contractor on maintenance	
	Safety of workers	Provide safety instructions and protective equipment to workers; Organize safe bypass traffic flow. These measures can be extended.	Company for Road Maintenance	Company for Road Maintenance	
	Increased vehicle speed	Set traffic signs for speed limit.	Company for Road Maintenance	Company for Road Maintenance	It should be specified in the contract documentation relating to

Phase	Monitoring subject	Mitigation measures	Responsibility		Comments
			Contractor	Supervision	
					maintenance - Technical Specifications for performing maintenance work
	Maintenance	Regular maintenance of curbs; maintain mow grass and transporte to the landfill; regular cleaning of drainage structures (drains) and deposit the waste material to landfill appointed for it; regularly clean road surface, fill holes, cracks and joints; residues of asphalt should be transported after work and deposited in an appropriate landfill designated for construction materials; regularly and on time clean the road surface and the surrounding road facilities in the event of a rollover or inconvenient tankers and other trucks; perform repairs	Company for Road Maintenance	Company for Road Maintenance	
	Erosion, landslides and dangerous situations	Set the appropriate warning signs (slump, landslide, wet or slippery roads, dangerous curves, crossing for pedestrians or animals on the road, school, slow moving vehicles in the traffic flow), fluorescent (reflective) marks indicating a steep slope or convex mirrors in order to monitor the traffic from the opposite direction in endless curves, display warning signs in places that good engineering practice considers appropriate or as agreed with public authorities.	Company for Road Maintenance	Company for Road Maintenance	

Appendix II

MONITORING PLAN

MONITORING PLAN

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
CONSTRUCTION	**Material supply**					
Asphalt base	possession of official approval or valid operating license	asphalt base	Inspection / supervising engineer	before work begins	Ensure that the works are in compliance with environment, health and safety requirements	Base operator
Quarry	possession of official approval or valid operating license	quarry	Inspection / supervising engineer	before work begins	Ensure that the works are in compliance with environment, health and safety requirements	Quarry operator
Sand and gravel borrow pit	possession of official approval or valid operating license	sand or gravel borrow pit or separation	Inspection / supervising engineer	before work begins	Ensure that the works are in compliance with environment, health and safety requirements	Borrow pit or separation operator

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
CONSTRUCTION	**Material transport**					
Asphalt	covered truck load	site	Supervising engineer	unannounced inspections during work, at least once per week	Ensure that the works are in compliance with environment, health and safety requirements	Contractor's supervision
Stone	truck load covered or dump	site	Supervising engineer	unannounced inspections during work, at least once per week	Ensure that the works are in compliance with environment, health and safety requirements	Contractor's supervision
Sand and gravel	truck load covered or dump	site	Supervision	unannounced inspections during work, at least once per week	Ensure that the works are in compliance with environment, health and safety requirements	Contractor's supervision

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
Traffic management	hours and routes selected	site	supervision	unannounced inspections during work, at least once per week	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision
CONSTRUCTION	**Site**					
Noise disturbance to workers and neighbouring population	levels of noise	site; the closest houses to the settlement Crvica,elementary school ''Rajak Pavićević" in Crvica	detector of noise levels with appropriate software	Once at the beginning of the project and later on quarterly basis, and on complaint. If the results of monitoring are not satisfactory, monitoring should be conducted on monthly basis	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
Dust	air pollution (solid particles)	at and near the site	inspection and observation	unannounced inspection during delivery of material and construction	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision
Vibration	limited time of activities	site	supervision	unannounced inspection during work and on complaint	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision
Traffic disruption during construction activity	existence of traffic management plan; traffic patterns	at and near the site	inspection and observation	before works start; once per week at peak and non-peak periods	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
Reduced access to roadside activities	provided alternative access	site	supervision	random checks at least once per week during construction activities	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision
Vehicle and pedestrian safety when there is no construction activity	visibility and appropriateness	at and near the site	observation	random checks at least once per week in the evening	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision
Water and soil pollution from improper material storage, management and usage	water and soil quality (suspended solids, oils, pH value, conductivity)	watercourses near storage space (the river Drina and streams)	unannounced sampling; analysis at accredited laboratory with necessary equipment	At least 3 times during project period. Monitoring should be done prior to construction (or on a referent point upstream of construction site) and during and after rehabilitation works	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's supervision

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
Safety of workers	protective equipment; organization of bypassing traffic	site	inspection	Unannounced inspections during work.	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	Contrator's supervision
WORK	**Maintenance**					
Noise disturbance to human population and workers	levels of noise	site; the closest houses to the settlement Crvica,elementary school ''Rajak Pavićević" in Crvica	detector of noise levels with appropriate software	unannounced inspections during maintenance activities and on complaint	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	PE "Roads of Serbia"

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
Vibration	limited time of activity	site	supervision	unannounced inspections during maintenance activities and on complaint	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	PE "Roads of Serbia"
Safety of workers	protective equipment; organization of bypassing traffic	site	inspection	unannounced inspections during maintenance activities and on complaint	Ensure that the works are in compliance with environment, health and safety requirements and enable as little disruption to traffic as possible	PE "Roads of Serbia"
WORK	**Road safety**					
Increased vehicle speed	condition of traffic signs; vehicle speed	road section included in design	visual observation; speed detectors	during maintenance activities; unannounced	Enable safe and economical traffic flow	Maintenance Contractor; Traffic Police

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored? Type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	*Why the parameter should be monitored? (optional)*	Institutional responsibility Implementation
Erosion, rock fall, hazardous conditions	condition of hazard signs	road section included in project	visual observation	during maintenance activities	Enable safe and economical traffic flow	Maintenance Contractor, monitoring impacts

EBRD Template - additional data required that should be incorporated into monitoring plans:

1. General		
Is the project materially compliant with all relevant EBRDPerformance Requirements (taking accountof agreed actionplans, exemptions or derogations)?	Yes ❑ No ❑	If No, please provide details of any material non-compliances:
Is the project materially compliant with all applicable environmental and social laws and regulations?	Yes ❑ No ❑	If No, please provide details of any material non-compliances:
Have there been any accidents or incidents that have caused damage to the environment, brought about injuries or fatalities, affected project labour or local communities, affected cultural property, or created liabilities for the company?	Yes ❑ No ❑	If yes, please describe, including details of actions to repair and prevent reoccurrence:
Have there been any changes to environment, social, labouror, health and safety laws or regulations that have materially affected the company?	Yes ❑ No ❑	If yes, please describe:

How many inspections did you receive from the environmental authorities during the reporting period?	Number:	Please provide details of these visits, including number and nature of any found violations:
How many inspections did you receive from the health and safety authorities during the reporting period?	Number:	Please provide details of these visits, including number and nature of any found violations:
How many inspections did you receive from the labour authorities during the reporting period?	Number:	Please provide details of these visits, including number and nature of any found violations:
Have these visits resulted in any penalties, fines and/or corrective action plans?	Yes ❑ No ❑	If yes, please describe, including status of implementing corrective actions to address any found violations:
Has the Company engaged any sub-contractors for design-related work in the reporting period?	Yes ❑ No ❑	If yes, please state for which types of work, and how the company has monitored the compliance of contractors with EBRD Performance Requirements and the Environmental and Social Action Plan:
Were any of the violations stated above the responsibility of contractors?	Yes ❑ No ❑	If yes, please provide details, including how the Company is ensuring that corrective actions are implemented by the Contractor?
Have any operations been reduced, temporarily suspended or closed down due to environmental, health, safety or labour reasons?	Yes ❑ No ❑	If yes, please describe:
Please describe any environment or social programmes, initiatives or sub-projects undertaking during the reporting period to improve the company's environmental or social performance and/or management systems: Please indicate the level of associated expenditure (capital expenditure and operating expenditure), and whether this relates to the requirements of the Environmental and Social Action Plan, or to any other initiative:		

2. Status of Environmental and Social Action Plan

Please provide information on the status of each item in the Environmental and Social Action Plan (ESAP) agreed with EBRD. If the ESAP has been updated during the reporting period, please attach a copy of the new plan.

3. Environmental Monitoring Data[1]

Please provide the name and contact details for your environmental manager:				
Parameter[2]	**Value[3]**	**Unit**	**Compliance Status[4]**	**Comments[5]**
Waste water				
Total amount of waste water				
Biochemcal oxygen demand (BOD)				
Chemcal oxygen demand (COD)				
Suspended solids				
Phosphorus				
Nitrates				
Heavy metal				
(Other)				
Air emissions				
SO_2				
NO_X				
Particules				
CO_2				

[1] Please provide the results of any environmental monitoring carried out by the Company or its consultants. If you already have all the data requested available in another format, then this can used instead.

[2] Not all parameters will necessarily apply. Please complete those rows that are most relevant to the industry sector. Additional parameters can be added as necessary.

[3] Please ensure that the units of measurement are clearly stated

[4] Please report on compliance against the standards agreed with EBRD for this project (typically local, EU and/or World Bank Group)

[5] In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility

Please provide the name and contact details for your environmental manager:				
Parameter[2]	**Value[3]**	**Unit**	**Compliance Status[4]**	**Comments[5]**
CH_4				
N_2O				
HFCs				
PFCs				
SF_6				
(Other)				
Other parameters				
Noise				
(Other)				
Solid waste				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output

Parameter	**Value**	**Measurment unit**	**Comments[6]**
Fuels used			
Oil			
Gas			

[6]In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility Please include any fuel quality parameters (e.g. calorific value)

Please provide the name and contact details for your environmental manager:				
Parameter[2]	**Value[3]**	**Unit**	**Compliance Status[4]**	**Comments[5]**
Petrol				
Coal				
Lignit				
Electroenergetic system				
Thermal energy				
Consumed raw materials				
Raw material 1				
Raw material 2				
Product output				
Product 1				
Product 2				

5. Human Resources Management

Please provide the name and contact details for your Human Resources manager:			
	Total	**Recruited in this reporting period**	**Dismissed in this reporting period**
Number of direct employees:			
Number of contracted workers:			

Were there any collective redundancies during the reporting period?	Yes ❑ No ❑	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were selected, consultation undertaken, and measures to mitigate the effects of redundancy:
Are there any planned redundancies to the workforce in the next year?	Yes ❑ No ❑	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, and selection and consultation process:
Were there any changes in trade	Yes ❑	If yes, please provide details, and summarise engagement with trade unions during reporting period:

union representation at Company facilities during the reporting period?	No ❑	
Were there any other worker representatives (e.g. in the absence of a trade union)?	Yes ❑ No ❑	If yes, please provide details and summarise engagement with them during reporting period:
Were there any changes in the status of Collective Agreements?	Yes ❑ No ❑	If yes, please provide details:
Have employees raised any grievances with the project during the reporting period?	Yes ❑ No ❑	If yes, please state how many, split by gender, summarise the issues raised in grievances by male and female staff and explain how the Company has addressed them:
Have employees raised any complaints about harassment or bullying during the reporting period?	Yes ❑ No ❑	If yes, please state how many, split by gender, summarise the issues raised by male and female staff and explain how the Company has addressed them:
Have there been any strikes or other collective disputes related to labour and working conditions at the Company in the reporting period?	Yes ❑ No ❑	If yes, please summarise nature of, and reasons for, disputes and explain how they were resolved
Have there been any court cases related to labour issues during the reporting period?	Yes ❑ No ❑	If yes, please summarise the issues contested and outcome:
Have there been any changes to the following policies or terms and conditions during the reporting period in any of the following areas: • Union recognition • Collective Agreement • Non-discrimination and equal opportunity • Equal pay for equal work • Gender Equality • Bullying and harassment, including sexual harassment • Employment of young persons under age 18 • Wages (wage level, normal and overtime)	Yes ❑ No ❑	If yes, please give details, including of any new initiatives:

• Overtime • Working hours • Flexible working / work-life balance • Grievance mechanism for workers • Health & safety		

6. Occupational Health and Safety Data

Please provide the name and contact details for your Health and Safety manager:					
	Direct employees	**Contracted workers**		**Direct employees**	**Contracted workers**
The amount of work, which in this reporting period, an average worker can do in an hour:			Number of Fatalities[7]:		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries which cause absence from work:		
OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular)[8]:		
Number of lost workdays[9] resulting from incidents:			Number of cases of occupational disease:		

[7] If you have not already done so, please provide a separate report detailing the circumstances of each fatality.

[8] Incapacity to work for at least one full workday beyond the day on which the accident or illness occurred.

[9] Lost workdays are the number of workdays (consecutive or not) beyond the date of injury or onset of illness that the employee was away from work or limited to restricted work activity because of an occupational injury or illness.

Number of sick days:					
Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):					
Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency):					
Please summarise any emergency prevention and response training that has been provided for company personnel during the report period:					
Please summarise any emergency response exercises or drills that have been carried out during the report period:					

7. Stakeholder Engagement

Please provide the name and contact details for your external relations or community engagement manager:	

Please provide information on the implementation of the stakeholder engagement plan agreed with EBRD and summarise interaction with stakeholders during the reporting period, including:
- Meeting or other initiatives to engage with members of the public or public organisations during the report period,
- information provided to members of the public and other stakeholders during the report period relating to environmental, social or safety issues
- coverage in media,
- and interaction with any environmental or other community groups.

Please describe any changes to the Stakeholder Engagement Plan agreed with EBRD:

How many complaints or grievances did the project receive from members of the public or civil society organisations during the reporting period? Please split by stakeholder group. Summarise any issues raised in the complaints or grievances and explain how they were resolved:

8. Status and Reporting on Resettlement Action Plan

Existing Land Acquisitions

Please report any further progress made during this reporting period in the implementation of the Resettlement Action Plan, using the monitoring indicators as detailed in the Plan and complete the table below. Please provide the results of any other related monitoring carried out by the Company or its consultants and attach any additional information you think would be useful.

Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project?	Yes ❑ No ❑	If no, specify how many compensation payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payment will be made:
Has the land acquisition had any additional, unforeseen impacts on affected persons' standard of living or access to livelihoods that were not previously covered in the RAP?	Yes ❑ No ❑	If yes, quantify these impacts and specify what measures have been undertaken to minimize and mitigate these impacts. If no, specify how potential impacts on livelihoods have been monitored.
Have any vulnerable groups been identified?	Yes ❑ No ❑	If yes, list the groups that were identified and describe any additional measures undertaken in order to mitigate impacts specific to these groups.
If applicable, have all transit allowances been paid?	Yes ❑ No ❑	If no, specify how many payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made.
Has legal support been provided to all the affected persons?	Yes ❑ No ❑	If yes, specify how many persons effectively made use of the legal support.
Have all outstanding land and/or resource claims been settled?	Yes ❑ No ❑ Not applicable	If no, specify how many claims are still outstanding and state what the expected timing is for settling them.
Have there been any new land acquisition-related complaints or grievances?	Yes ❑ No ❑	If yes, please state how many and summarize their content.

Has the company regularly reported to the affected communities on progress made in implementing the RAP?	Yes ❑ No ❑	If yes, please state how many meetings were held and how many participants attended.
New Land Acquisitions If the company acquired any new land for the project during the reporting year, please provide documents to show closure of land acquisition transactions. Please attach new/revised RAP covering the new land acquisition and describe mitigation measures, compensation, agreements reached, etc., and provide in tabular form a list of affected people and status of compensation.		
Have any persons been physically displaced?	Yes ❑ No ❑	If yes, how many?
Have any persons been economically displaced?	Yes ❑ No ❑	If yes, how many?
Was it a government assisted resettlement?	Yes ❑ No ❑	

9. Community Interaction and Development

Please summarise any social or community development initiatives undertaken by the company during the reporting period, and any associated expenditure:

Appendix III

LEGISLATION

MAIN SERBIAN LEGISLATION:

The main laws and regulations currently in force in Republic of Serbia which are relevant to the environmental protection during planning, design, construction and operating of this Project are listed below:

1. Law on planning and construction ("Official Gazette of RS" No. 72/2009, 81/2009)
2. Law on nature protection ("Official Gazette of RS", 36/09)
3. Law on environmental protection ("Official Gazette of RS" No. 135/04, 36/09, 72/09)
4. Law on EIA ("Official Gazette of RS" No. 135/2004, 36/2009)
5. Law on Strategic EIA ("Official Gazette of RS" No. 135/2004)
6. Law on waste management ("Official Gazette of RS", 36/09)
7. Law on noise protection ("Official Gazette of RS", 36/09)
8. Law on water ("Official Gazette of RS", 46/91, 53/93, 67/93, 48/94, 54/96, 101/05)
9. Law on forest ("Official Gazette of RS", 46/91, 83/92, 54/93, 60/93, 53/93, 67/93, 48/94, 54/96, 101/05)
10. Law on air protection ("Official Gazette of RS", 36/09)
11. Law on Safety and Health at Work ("Official Gazette of RS", 101/05)

Regulations established on the basis of the Law on EIA include the following:

12. Decree on establishing the List of Projects for which the Impact Assessment is mandatory and the List of projects for which the EIA can be requested ("Official Gazette of RS" No. 114/08)
13. Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study ("Official Gazette of RS" No. 69/05)
14. Rulebook on the contents of the EIA Study ("Official Gazette of RS" No. 69/05)
15. Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study ("Official Gazette of RS" No. 69/05)
16. Rulebook on the work of the Technical Committee for the EIA Study ("Official Gazette of RS" No. 69/05)
17. Regulations on permitted noise level in the environment ("Official Gazette of RS" No. 54/92)
18. Decree on establishing class of water bodies ("Official Gazette of SRS" No. 50/2012)
19. Regulations on dangers pollutants in waters ("Official Gazette of SRS" No. 31/82)

Other relevant Serbian legislation

21. Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area ("Official Gazette of RS", 38/09)

22. Law on public roads ("Official Gazette of RS" No. 101/2005, 123/07)

Appendix IV

STAKEHOLDER ENGAGEMENT AND REPORTING FROM PUBLIC CONSULTATIONS

Identified Stakeholders

Stakeholders can be defined as those people and organisations who may affect, be affected by, or perceive themselves to be affected by, a decision or activity. For the Design, the stakeholders range according to the following main groups:

Potentially affected parties:

- Employees of PERS and Contractors;
- Representatives of companies operating the area immediately adjacent to the Design;
- Residents from settlements within the zone of influence of the Design
- Statutory regulatory authorities, on local or regional level, such as:
  Local landowners and leaseholders within Design easements; and
  Potentially affected industries/businesses.

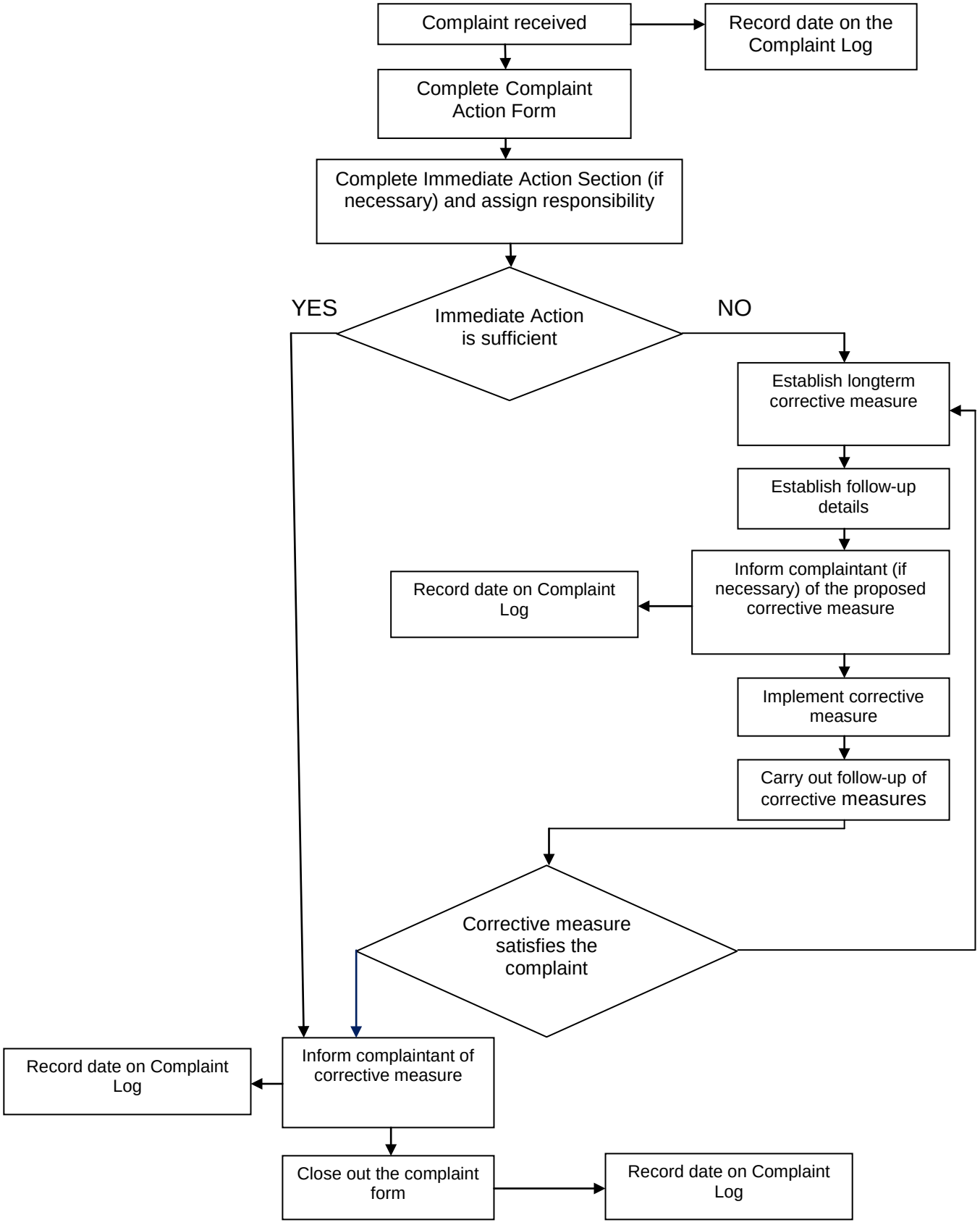
Other interested parties:

- Public;
- Other companies operating in the National Network;
- Non-Governmental Organisations (NGO).

It is acknowledged that, as the Design develops, more stakeholders may be identified and engaged. In this regard, once identified, each stakeholder will be characterized in terms of their interests, concerns and requirements and will be included within this list.

Complaints mechanism and form

Flowchart of Complaints Procedure



Complaints should be resolved within 15 working days.

<table>
<tr><td colspan="5">Complaint Reference Number:</td></tr>
<tr><td>Contact Details</td><td colspan="4">Name and surname:</td></tr>
<tr><td rowspan="3"></td><td colspan="4">Address:</td></tr>
<tr><td colspan="4">Telephone:</td></tr>
<tr><td colspan="4">e - mail:</td></tr>
<tr><td>How would you prefer to be contacted? Please tick box</td><td>By post</td><td>Telephone</td><td colspan="2">e - mail</td></tr>
<tr><td colspan="5">Name and the identification information (from identity card).</td></tr>
<tr><td colspan="5">Details of your complaint. Please describe the problems, who it happened to, when, where and how many times, as relevant</td></tr>
<tr><td colspan="5">What is your suggested resolution for the complaint?</td></tr>
<tr><td rowspan="3">How to submit this form to a responsible person?</td><td colspan="4">By post:</td></tr>
<tr><td colspan="4">By hand: please drop this form at</td></tr>
<tr><td colspan="4">By e-mail: Please email your grievance, suggested resolution and preferred contact details to:</td></tr>
<tr><td>Signature</td><td colspan="2"></td><td>Date</td><td></td></tr>
</table>

Feedback from public consultation on EMP

1. BACKGROUND

The Republic of Serbia has applied for financing the “Road rehabilitation project” by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed to urgent maintenance and repair of damage of the state road IIA, no. 170, Valjevo -Kremna, deonica: Rogačica 2 – Bajina Bašta 1 (Perućac), from km 0+060 to km 9+650, lenght 9.590 km.

The stated design is a part of urgent unpredicted works within the project of road rehabilitation which is necessary for the purpose of rehabilitation and repair of damage caused by severe floods in May 2014.

The Design has been classified as Environmental Category B. i.e. a design requiring an EMP pursuant to IFIs Safeguard Policies. According to the current Serbian legislative, particularly following Serbian Law on EIA (Official Gazette of RS, No. 135/04, 36/09) – EIA is not required for road rehabilitation projects.

Public consultations will be held in the future.

2. REPORT ON PUBLIC CONSULTATION

Public consultations will be held in the future.

Appendix V

CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ К Р А Љ Е В О
Установа културе
од националног значаја
Краљево, Цара Лазара бр. 24
Број: 1227/3
08.09.2015. год.

мач/кгб/ља

Завод за заштиту споменика културе Краљево, Краљево, Улица Цара Лазара бр. 24, на основу члана 36 став 1, тачка 4, чл. 99 став 2. тачка 1 и 3, члана 100 став 1 и члана 104.109. и 110. Закона о културним добрима („ Службени гласник РС “, бр.71/94, 52/2011-др.закон, 99/2011-др.закон), као и члана 131 Закона о општем управном поступку („Службени лист СРЈ“, бр.33/97 и 31/01), поступајући по захтеву привредног друштва „GPM GRAMONT-NS“, број 184/15 од 25.08.2015.године, за потребе израде Пројекта рехабилитације и безбедности путева: деоница 0350 Рогачица 2-0351 Бајина Башта 1 (Перућац), запримљеног у овом Заводу под бројем 995/1 од 10.07.2015.године, доноси

Р Е Ш Е Њ Е

I – Подносиоцу захтева издају се мере техничке заштите за потребе израде Пројекта рехабилитације и безбедности путева: деоница 0350 Рогачица 2-0351, Бајина Башта 1 (Перућац), општина Бајина Башта, и могу се извршити под следећим условима:

- У широј зони деонице уочени су следећи локалитети са археолошким садржајем:
  - локалитет Капије (44° 1'57.77"N, 19°37'3.04"E)
  - локалитет Римско гробље (43°59'53.87"N, 19°34'48.32"E)
- На наведеним локалитетима, у радијусу од 50 м не смеју се изводити радови без посебних услова службе заштите.
- Уколико се током радова на одржавању и отклањању оштећења наиђе на непокретне или покретне остатке археолошког порекла, инвеститор или извођач дужни су да одмах обуставе даље радове и обавесте надлежни Завод.
- Стручно лице Завода има права да након увида у откривени материјал пропише праћење радова или археолошка ископавања.
- Забрањује се неовлашћено прикупљање археолошког материјала.
- Извођач/Инвеститор је у обавези да преузме мере заштите како налаз не би био уништен и оштећен, и да се сачува на месту и положају у коме је откривен.
- Трошкове истраживања, конзервације, чувања, публиковања и излагања добра које ужива претходну заштиту, све до предаје добра на чување овлашћеној установи заштите, сноси Инвеститор.
- За промене у Пројекту неопходно је прибавити нове услове Завода.

II – Инвеститор је дужан да сачини пројектну документацију у свему према издатим условима (са уграђеним мерама техничке заштите) и на исту прибави сагласност овог Завода. Један примерак пројектне документације задржава овај Завод.

III – Ово решење не ослобађа подносиоца захтева обавезе прибављања и других услова, дозвола и сагласности предвиђених прописима о планирању и уређењу простора и насеља, изградњи објеката и осталих важећих законских прописа.

IV - Ово решење важи две године од дана издавања.

V – Жалба на решење не задржава извршење овог решења.

О б р а з л о ж е њ е

Овом Заводу обратило се привредно друштво „GPM GRAMONT-NS“, захтевом за издавање услова за предузимање мера техничке заштите и других радова за потребе израде Пројекта рехабилитације и безбедности путева: деоница 0350 Рогачица 2-0351, Бајина Башта 1 (Перућац), општина Бајина Башта.

Увидом у документацију овог Завода, као и на лицу места дана, од стране стручних сарадника Завода и Извештаја бр. 1227/2 од 07.09.2015. године, на самој траси деоница пута из тачке 1. диспозитива Решења, није

утврђено постојање културних добара, нити евидентираних добара која уживају заштиту на основу Закона о културним добрима („Службени гласник РС“, бр. 71/94, 52/2011-др.закона, 99/2011-др.закон).

Међутим, у широј зони деонице уочени су следећи локалитети са археолошким садржајем:

- локалитет Капије (44° 1'57.77"N, 19°37'3.04"E)
- локалитет Римско гробље (43°59'53.87"N, 19°34'48.32"E)

Обзиром да су археолошки локалитети специфични са становишта заштите јер се налазе испод површине земље и често није могуће знати за њихово постојање, приликом било каквих земљаних радова могуће је наићи на остатке материјалне културе из прошлости, те је у том случају неопходно организовати праћење спровођења мера заштите од стране археолога Завода и исти уживају претходну заштиту на основу самог Закона о културним добрима („ Службени гласник РС “, бр.71/94, 52/2011-др.закон, 99/2011-др.закон), према чл. 4. 7. и 27. Закона о културним добрима.

На основу чл. 36. став 21 тачка 4. Закона о културним добрима прописано је да је сопственик дужан да прибави услове за предузимање мера техничке заштите и прибави сагласност надлежне установе за предузимање мера и радова на добру којима се могу проузроковати промене изгледа, облика или намене добра или повредити његова својства.

На основу чл. 99. став 2. тачка 3. Закона о културним добрима прописано је да се мере техничке заштите и други радови којима се могу проузроковати промене облика или изгледа непокретног културног добра или повредити његова својства, могу предузимати ако се прибаве потребни услови и одобрења на основу прописа о планирању и уређењу простора и изградњи објеката..

Чланом 109. Закона о културним добрима прописано је да уколико се у току извођења земљаних и других радова наиђе на археолошко налазиште или археолошке предмете, извођач радова дужан је да одмах, без одлагања, прекине радове и о томе обавести надлежни Завод за заштиту споменика културе, као и да обезбеди средства за заштитна археолошка истраживања и конзервацију налаза.

Чланом 110. Закона о културним добрима прописано је да је Инвеститор дужан да обезбеди средства за истраживања, заштиту, чување, публиковање и излагање добра које ужива претходну заштиту, све до предаје добра на чување овлашћеној установи заштите.

Са изложеног, одлучено је као у диспозитиву овог решења.

На основу члана 104. став 3. Закона о културним добрима, жалба не одлаже извршење решења.

ПРАВНА ПОУКА: Против овог решења дозвољена је жалба Републичком заводу за заштиту споменика културе у Београду у року од 15 дана од дана достављања решења. Жалба се подноси преко доносиоца овог решења, а на основу члана 16. Закона о културним добрима ослобођена је плаћања републичке административне таксе.

Доставити:
- Подносиоцу захтева
- Републичком Заводу за заштиту споменика културе у Београду
- Архиви Завода

В.Д. ДИРЕКТОРА ЗАВОДА,
Весна Маринковић

Р е п у б л и к а С р б и ј а
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ
03 Број: 020-1870/3
Датум: 24.09.2015.
Нови Београд, Др Ивана Рибара бр. 91
Тел: +381 11/2093-802; 2093-803
Факс: + 381 11/2093-867

Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010 и 91/2010- исправка) и члана 192. став 1. Закона о општем управном поступку („Службени лист СРЈ“, бр. 33/1997 и 31/2001 и „Службени гласник РС“, бр. 30/2010), поступајући по захтеву „Грамонт-НС“ д.о.о. за издавање услова заштите природе за израду пројектне документације за хитно одржавање пута Рогачица-Бајина Башта, доноси

Р Е Ш Е Њ Е

1. На траси пута Рогачица-Бајина Башта нема заштићених подручја за које је спроведен или покренут поступак заштите, утврђених еколошки значајних подручја и еколошких коридора од међународног значаја еколошке мреже Републике Србије као ни евидентираних природних добара. У складу са тим издају се следећи услови заштите природе за израду пројектне документације за хитно одржавање пута Рогачица-Бајина Башта:

   1) Пројектном документацијом, на предметној траси предвидети површинско одводњавање, стабилизацију подтла збијањем, као и биогену заштиту косина.
   2) Градилиште организовати на минималној површини потребној за његово функционисање, а манипулативне површине просторно ограничити.
   3) Предвиђене радове изводити у простору градилишта, а све етапе радова правовремено пријавити надлежним службама, органима локалне самоуправе и организацијама које условљавају надзор.
   4) Ископани слој земљишта депоновати засебно како би био искоришћен за санацију терена након завршетка радова.
   5) Предузети све мере заштите земљишта како не би дошло до евентуалног изливања горива и уља из транспортних средстава и грађевинских машина.
   6) У случају акцидента, одмах почистити запрљану површину и уклонити загађени слој земљишта како загађујуће материје не би доспеле до подземних вода и омогућити његово одношење на депонију.
   7) Систематски прикупити и депоновати чврст отпад који се јавља у процесу градње и боравка радника у зони градилишта (амбалажа од хране, други чврсти отпаци) и уклонити сав преостали грађевински материјал, отпад и опрему са локације по завршетку грађења.
   8) Користити атестирану опрему која је прописно заштићена, обележена и са свим упутствима за безбедан рад.
   9) Спровести мере предвиђене прописима заштите на раду, интерним правилницима извођача радова и упутствима инвеститора, испоручиоца опреме и надзорног органа.
   10) Прекинути радове и обавестити Министарство пољопривреде и заштите животне средине ако се у току радова наиђе на природно добро које је геолошко-палеонтолошког типа и минералошко-петрографског порекла.

2. Ово решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
3. За све друге радове/активности на предметном подручју или промене пројектне документације, потребно је поднети нови захтев.
4. Уколико подносилац захтева у року од две године од дана достављања овог решења не отпочне радове и активности за које је ово решење издато, дужан је да поднесе захтев за издавање новог решења.
5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС", бр. 73/2011, 106/2013). Подносилац захтева је дужан да наведену таксу уплати у корист рачуна Завода у року од 5 дана од дана достављања предрачуна.

О б р а з л о ж е њ е

„Грамонт-НС" д.о.о. обратио се захтевом бр. 183/15 од 25.8.2015. године, који је заведен у Заводу 2.9.2015. године, за издавање услова заштите природе за израду пројектне документације за хитно одржавање пута Рогачица-Бајина Башта.

На основу достављеног захтева и пратеће документације подносиоца захтева, утврђено је да се предметна деоница пута налази на траси пута Ваљево-Бајина Башта и да представља унакрсну везу државног пута IB броја 21 са државним путем IB броја 28. Циљ израде пројектне документације је текуће одржавање трасе предметног пута, што подразумева:

- хитну санацију оштећења узрокованих поплавом уз отклањање узрока који су довели до оштећења;
- повећање употребне вредности пута;
- побољшање безбедности саобраћаја и др.

Увидом у Централни регистар заштићених добара и документацију Завода, установљено је да у обухвату Плана нема заштићених подручја за које је спроведен или покренут поступак заштите, утврђених еколошки значајних подручја и еколошких коридора од међународног значаја еколошке мреже Републике Србије као ни евидентираних природних добара.

Услови заштите природе из диспозитива овог решења утврђени су у складу са прописима који регулишу област заштите природе. Законски основ за доношење решења:

- чланови 7-9, 99. и 102. Закона о заштити природе.

Израда пројектне документације може се реализовати под условима дефинисаним овим решењем, јер је процењено да неће угрозити основне природне вредности подручја.

На основу свега наведеног, одлучено је као у диспозитиву овог решења.

Такса на захтев и такса за решење, по Тар. бр. 1. и Тар. бр. 9 су наплаћене у складу са Законом о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012 и 45/2015).

Упутство о правном средству: Против овог решења може се изјавити жалба министарству надлежном за послове заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје Заводу за заштиту природе Србије уз доказ о уплати Републичке административне таксе у износу од 440,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.

ДИРЕКТОР

Александар Драгишић

Достављено:
- Подносиоцу захтева
- Архиви

Chief designer:
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