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Road Rehabilitation and Safety Project

Rehabilitation and maintenance of I and II category State
roads in the Republic of Serbia

ENVIRONMENTAL MANAGEMENT PLAN

for

Main Design for Heavy Maintenance
of State road of IB category no. 39 (old road mark M-9),
Section: LESKOVAC SOUTH (CONNECTION WITH A1)
- LESKOVAC (BRATMILOVCE)

- Environmental Category B -

Final
Belgrade, September 2017

CONTENTS

INTRODUCTION.....	4
EXECUTIVE SUMMARY.....	5
1. PROJECT DESCRIPTION	11
2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORKS.....	15
3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY	16
4. SUMMARY OF ENVIRONMENTAL IMPACTS	24
5. ENVIRONMENTAL MANAGEMENT PLAN.....	26
A.MITIGATION PLAN.....	27
B.MONITORING PLAN	34
C. INSTITUTIONAL IMPLEMENTATION AND REPORTING.....	34
6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATIONS, AND PARTICIPATION	38
7. REFERENCE	39
APPENDICES	40
APPENDIX I	41
MITIGATION PLAN	41
APPENDIX II	54
MONITORING PLAN.....	54
APPENDIX III	75
LEGISLATION.....	75
APPENDIX IV.....	78
STAKEHOLDER ENGAGEMENT AND REPORTING FROM PUBLIC CONSULTATIONS.....	78
APPENDIX V	92
CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS.....	92

ABBREVIATIONS AND ACRONYMS

BoQ	Bill of Quantities
CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EHS	Environment, Health and Safety
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EMP	Environmental Management Plan
IFIs	International Financing Institutions
INPoRS	Institute for Nature Protection of the Republic of Serbia
IPCM	Institute for Protection of Cultural Monuments
MEP	Ministry of Environmental Protection
MCTI	Ministry of Construction, Transport and Infrastructure (fmr. Ministry of Infrastructure and Energy – MoIE)
PAP	Project Affected Persons
PE	Public Enterprise
PERS	Public Enterprise "Roads of Serbia"
PPE	Personal Protective Equipment
PSC	Project Supervision Consultant
RE	Resident Engineer
RRSP	Road Rehabilitation and Safety Project
SE	Site Engineer
SLMP	Safety Labour Management Plan
SSIP	Site Specific Implementation Plan
WB	The World Bank Group
WMP	Waste Management Plan

INTRODUCTION

The Environmental Management Plan (EMP) has been prepared for the proposed Project of Heavy road maintenance of the State Road of IB Category No. 39, section Leskovac South (connection with A1) – Leskovac (Bratmilovce), in order to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (IFIs) which will finance this Project.

The road section is 6,319 km long, between chainages Leskovac South km 68+241 and Leskovac (Bratmilovce) km 74+740. The Project has been classified as Environmental Category B. i.e. a project requiring an EMP pursuant to IFIs Safeguard Policies.

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

The aim of the EMP is to highlight the negative environmental impacts and management problems during the construction works execution, as well as the necessary mitigation measures that the Contractor must apply. The key components of the EMP are: Plan for the mitigation of adverse impacts on the environment and Plan for monitoring the impact on the environment.

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

This site specific EMP is focusing more on heavy maintenance, as it will become part of the respective Contract for the implementation of civil works. The activities related to subsequent regular maintenance of this section are not the main focus of this EMP, but are presented here with for the purpose of completeness.

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 May 2017.

EXECUTIVE SUMMARY

Project description

Road Rehabilitation and Safety Project (RRSP) represents the implementation of the first phase of the Government's National Road Rehabilitation Program for the period from 2014 to 2019, from which it is expected to rehabilitate about 1 100 km of national roads across the country. The subject section is a part of the RRSP planned for heavy maintenance during the second year of the Project implementation.

The considered section belongs to the Jablanica administrative district located in the southern part of the Republic of Serbia, and passes through the territory of the municipality of Leskovac. The beginning of the section is at the chainage km 68+241 (Picture 1), and the end of the section at km 74+740 (Picture 2).

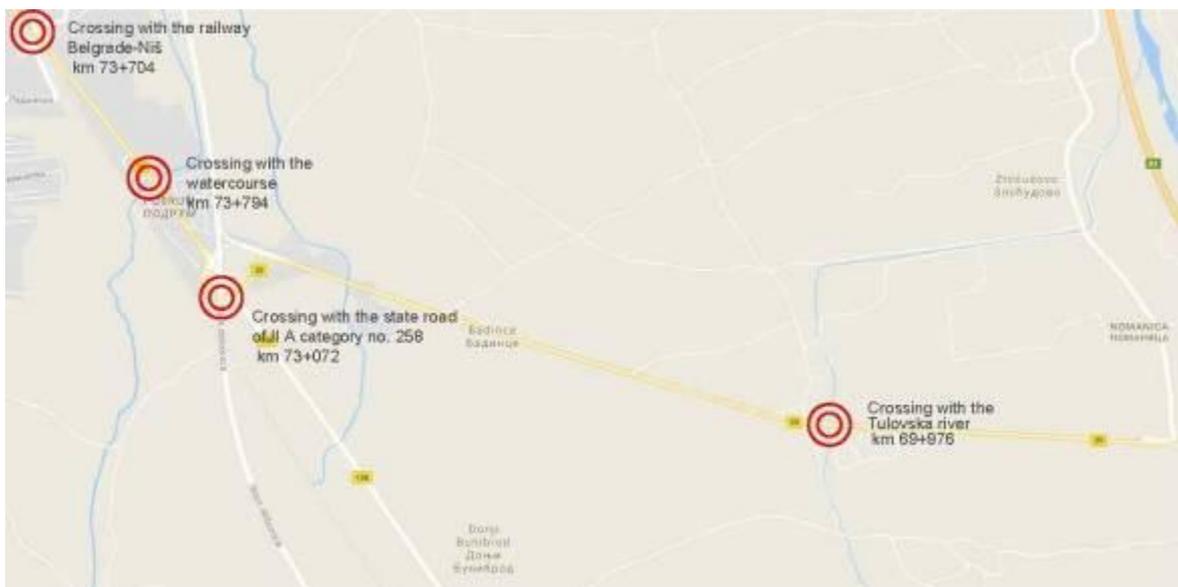


Picture 1. Beginning of the section



Picture 2. End of the section

The road passes through the settlement of Badince, industrial part and suburb of Leskovac. On the observed section, there is a crossing with the state road of II A category no. 258 at the chainage km 73+072, and the crossing with the railway Nis-Presevo at the chainage ~ km 74 + 704. The route crosses the Tulovska River (~km 69+976) and one smaller unnamed watercourse (~ km 73+794) (Picture 3).



Picture 3. Crossing of section with state road, railway and watercourses

The road works covered by the Project will be carried on the existing road, with no change of the alignments (and some additional works). The project entails no resettlement and land acquisition as defined by OP 4.12, nor long lasting disruptions to the natural environment and human settlements and activities. More details on the subject are available in Project's Resettlement Policy Framework.

Policy, legal and administrative framework

MoAEP 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 Environmental Impact Assessment (EIA) Directive - 85/337/EEC. PERS has submitted to the Ministry of Environmental Protection a request for an opinion on the assessment of the project's impact on the environment. Based on the decision obtained (no.953-13566 APPENDIX V) the Environmental Impact Assessment Study is not required.

Based on the decision (no. 020-748/3, APPENDIX V) issued by the Institute for Nature Conservation of Serbia, the subject section is not located within a protected area for which is implemented or initiated the process of protection, it is not in the coverage area of the ecological network nor within the registered natural good.

Based on the decision (no. 404/2) issued by the Institute for Protection of Cultural Monuments "Nis" (IPCM"Nis") (APPENDIX V), directly on the road alignment, there are no registered archaeological sites or cultural monuments.

Lender requirements will also apply to this project and include the following Environmental Policies:

- Operational Policy OP (4.01) Environmental Assessment;
- European Bank for Reconstruction and Development (EBRD) Environmental and Social Policy (2008).
- European Investment Bank (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.

Baseline conditions assessed during route survey

Road alignment Leskovac South (connection with A1) – Leskovac (Bratmilovce) does not pass through the protected natural good, nor it is in the coverage area of the ecological network, and neither within the area for which is implemented or initiated the process of protection. Based on the decision issued by the Institute for Nature Conservation of Serbia, works on heavy maintenance can be carried out in accordance with the issued conditions of nature protection.

On the subject section, there are no cultural goods of exceptional significance. Based on the decision issued by the IPCM"Nis", works on heavy maintenance can be carried out in accordance with the issued measurements of technical protection. During the Project implementation, there will be no land acquisition, as defined by OP 4.12.

There are no stations for the monitoring of surface water quality on the Tulovska river, as they are smaller watercourses.

For the studied area, there are no industrial facilities that would cause an increase in the level of concentration of pollutants in the atmosphere.

The subject section: Leskovac South (connection with A1) – Leskovac (Bratmilovce) represents an urban section, and for the traffic load (AADT) there are no data.

Linear source of noise are the existing State Road of IB category, no. 39 as well as the railway Nis-Presevo which crosses the route.

Summary of environmental impacts

The possible temporary adverse impacts as consequence of the construction activities would consist of: Disruption of current traffic flow, reduced roadway safety, damage to access roads, dust, and gaseous emissions, potential pollution of soils and water resources, brief disturbance to biota, and momentary interferences to neighboring settlements through various operation activities. Off-site activities include quarry, borrow pit and asphalt plant operations, which if not managed properly, may cause localized adverse impacts. The Contractor's yard and workers' camp can be potential sources of temporary adverse impacts on the environment.

No relocation and resettlement issues are anticipated by OP.

In respect to the future use, this section represents a part of the traffic link between the eastern and the southern part of Serbia, east Serbia and the province of Kosovo and Metohija and as a result of heavy maintenance, road traffic is not expected to increase. In respect to impact of the potential increase of the vehicle speed on subject section, this issue will be addressed through the project's road safety component, which will include implementation of the active and passive measures to control the vehicle speed on rehabilitated road sections.

Various cases of water contamination can occur during the rehabilitation of the road and future operation. Wastewater discharged during the construction works can jeopardize the quality of the surface and underground water. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on Water ("Official Gazette of RS", 30/10 and 93/12). As for the potential pollution during operation, 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.

On the subject section, there are no sources (structures) which significantly contribute to a cumulative impact on the environment.

The proper implementation of the EMP measures, as listed in Appendix I, would offset or minimize any impact on local human and biotic environment that might be related with any long-term cumulative negative effects.

Environmental management plan

Possible environmental impacts will be mitigated during the design, heavy maintenance, and road operation phases (as shown in Appendix I, and within the EMP).

A basic assessment of the proposed road rehabilitation project concluded that the negative impacts will be negligible if the mitigation measures are properly implemented. The EMP consist 3 parts: Mitigation Plan (Appendix I), Monitoring

Plan (Appendix II) and Stakeholder Engagement and reporting from public consultations (APPENDIX IV).

Before commencing the works, the Contractor will prepare a Contractor's Environmental Plan (CEP). During the rehabilitation, the Contractor will work according to the requirements of the CEP (based on the EMP). The CEP will amplify 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.

The findings and proposed mitigation measures have been compiled into the 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 implementation of environmental mitigation measures in his overall cost. The Contractor will be required to provide a short statement that confirms that:

- The EMP has 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 its sub-contractors will comply with Republic of Serbia national laws, EU standards and Borrower requirements.

PERS will build fines and penalties for any non-compliance into contracts, and enforce them.

A Monitoring Plan (Appendix II) has been prepared for the proposed Project. The main components of the monitoring plan are the following:

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

Stakeholder engagement - Information disclosure, consultations and public participation

As required by IFIs Safeguards Policies, public consultations are undertaken during the preparation of EMP. The EMP was disclosed to the Public in accordance with the World Bank OP 4.01 and was available locally to the communities at the PERS office and Community centres.

PERS took the views of stakeholders (affected groups, local NGOs see Appendix 4 for the project stakeholder list) fully into account in project design and implementation. This process is important in order to understand both the nature and extent of any social or environmental impact and the acceptability of proposed mitigation measures, particularly to affected groups. Consultations were a way to improve decision making, to obtain feedback on the EMP process and to increase community cooperation in implementing the project.

In order for meaningful consultations to take place between the PERS and affected groups and local NGOs, PERS provided information prior to consultations. The information was provided in a timely manner and in a form that was meaningful for, and accessible to, the groups being consulted.

Stakeholders will be consulted on the detailed design and in particular project affected people who live locally who may be affected by changes to access arrangements (permanently or temporarily).

PERS will maintain a grievance procedure for the project which will be publicly available (see Appendix 4).

Summary of public disclosure process

In accordance with the operational policy of the World Bank 4.01, the Highway Institute JSC Belgrade has prepared the document – Environmental Management Plan for heavy maintenance of the state road IB 39, section: Leskovac south (connection with A1) – Leskovac (Bratmilovce), in length of 6.319 km.

PE "Roads of Serbia" has issued on 28 September a call for public consultations to all stakeholders, institutions, organizations interested in Environmental Management Plan for the section: Leskovac south (connection with A1) – Leskovac (Bratmilovce). Prior to advertising in newspapers, the Environmental Management Plan (in paper and electronic form) was delivered to the City Administration of Leskovac. The City Administration representatives have informed the public via local media on exact time and place of the public debate. This call was also published on the website of PERS. This document is available at the following addresses:

- At the premises of PERS, Sector for Investments, Vljakoviceva 19a, Belgrade, on the first floor, every working day from 11:00 to 13:00, within 14 days from the date of this notice publication
- At the premises of the Leskovac City Administration, every working day from 08:00 to 15:00 within 14 days from the date of this notice publication.
- On the website of PERS www.putevi-srbije.rs

Public consultation and presentation of the Environmental Management Plan were held in the premises of the Leskovac City Administration on 13 October 2017. The meeting started at 12 am. The representatives of the Highway Institute presented in detail the Environmental Management Plan to the attendees. The public consultation was attended by 20 participants.

During the public consultations, there were no significant remarks in regards to environmental protection issues. There were no complains on prepared draft EMP document. Question raised and clarification provided are presented within the Report on Public Consultations (Appendix IV).

The meeting was ended at 13:20 (local time).

1. PROJECT DESCRIPTION

Road Rehabilitation and Safety Project (RRSP) represents the implementation of the first phase of the Government's National Road Rehabilitation Program for the period from 2014 to 2019, from which it is expected to rehabilitate about 1100 km of national roads across the country. The subject section is a part of the RRSP planned for heavy maintenance during the second year of the Project implementation.

The main objective of the Project (RRSP) is "providing support to the Government of the Republic of Serbia in improving the efficiency and safety of traffic within the network of arterial and regional roads through improvement of one part of this road network, proportional increase of implementation of efficient solutions in the management of the resources of the road economy, through the institutionalization of the principles of road safety design and control of traffic safety as well as by strengthening the institutional capacities of the PERS".

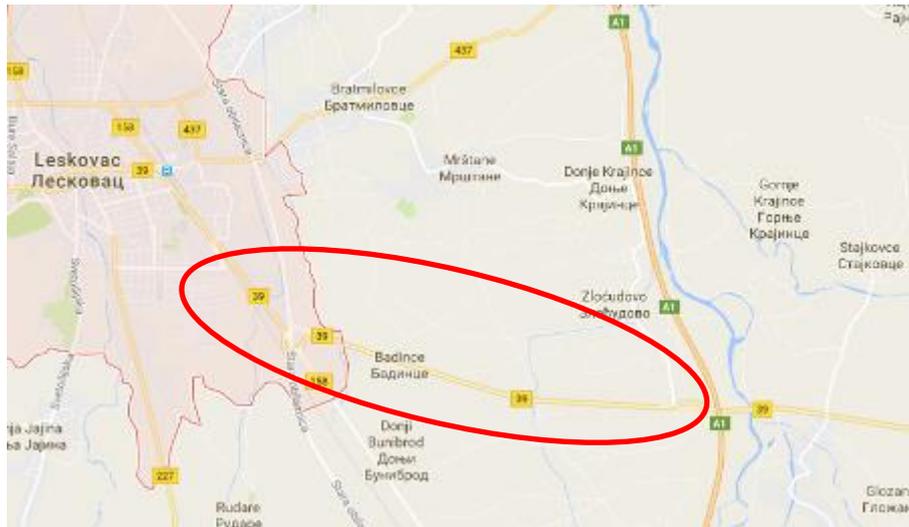
Location Description

Proposed road section is located in Southern Serbia, and belongs to the Jablanica Administrative District.

The section belongs to the state road of IB category no. 39. All chainages are provided in accordance with the Reference System from December 2015.

The beginning of the section is defined on 100 m after the node 3908 Leskovac South (connection with A1) observed in direction of chainage increase (~ km 68+241), while the end is defined on 80 m before the node 3910 Leskovac (Strojkovce), ~ 74+740 (Picture 4). The section 03910 in length of 1.094 km, from the node 3910 Leskovac (Strojkovce) until the node 3911 Leskovac (Bratmilovce) represents a city section which has been reconstructed in the previous period, therefore the same shall not be subject to intervention.

State road IB no. 39 (old road mark M-9), Section: Leskovac South (connection with A1) – Leskovac (Bratmilovce) 454-276, Environmental Management Plan – EMP, FINAL



Picture 4. Section location Leskovac South (connection with A1) – Leskovac (Bratmilovce)

The section passes through the settlement of Badince, industrial part and suburb of Leskovac. On the observed section, there is an intersection with state road II A category No. 258. The route crosses the Tulovska River and one smaller (unnamed) watercourse.

Transformer substation-transmission line "Leskovac 2" is located on the left side of the road in direction of chainage increase ~ km 72+245 (Picture 5 and Picture 6).



Picture 5. Location of transformer substation-transmission line in relation to the road



Picture 6. Transformer substation-transmission line "Leskovac 2"

On the right side of the road (~ km 74+548), there is a garbage collection company "PWW d.o.o. Leskovac" (Picture 7) whose landfill with the recycling center - "PWW Deponija dva d.o.o. Leskovac" (Picture 8) ~ 3,3 km away from the route (chainage ~ km 71+500) by airline (Picture 9).



Picture 7. "PWW d.o.o. Leskovac" - garbage collection



Picture 8. "PWW Deponija dva d.o.o. Leskovac" - recycling center



Picture 9. Position of the section "PWW Deponija dva d.o.o. Leskovac" in relation to the road

Given that the section passes through the industrial part of Leskovac along the route, there are facilities along the road such as: metal dumps within the "Vitko" foundry, which is located on the right side of the road in the direction of chainage increase ~ km 74+113 (Picture 10), the factory "Inter Lemind" (Picture 11), which is on the right side of the road in the direction of chainage increase ~ km 73+186 and deals with the processing and trade of ferrous and non-ferrous metals.



Picture 10. The "Vitko" foundry



Picture 11. The factory "Inter Lemind"

Drainage is controlled, without treatment. As for the potential pollution during operation, 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.

Description of rehabilitation works

The project entails no resettlement and land acquisition, nor long lasting disruptions to the natural environment and human settlements and activities.

2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORKS

Relevant Institutions

Ministry in charge of environmental protection (The Ministry 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 the Republic of Serbia (INPoRS) and the IPCM of the Republic of Serbia (IPCM), and the Public Enterprise "Roads of Serbia" (PERS).

Existing Serbian legislation

Environmental protection in the Republic of Serbia is regulated by several national laws and by-laws. The environmental legislation in force in Serbia is given 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 unless their alignment is placed within or in the vicinity of natural/cultural protected areas. The Designer, on behalf of and for the account of PERS, shall acquire the conditions of the Institute for Nature Conservation of the

Republic of Serbia and the competent Institute for the Protection of Cultural Monuments under which the project can be carried out. After that, the Designer prepares and delivers to the PERS the Request for issuing an opinion on the need for environmental impact assessment, together with the obtained conditions of the competent institutions, in order for the PERS to contact the competent ministry for the opinion. In the event that the competent ministry prescribes the obligation to implement the environmental impact assessment procedure, the Designer is obliged to prepare and submit to the PERS a Request for decision on the need for environmental impact assessment.

Based on the above mentioned criteria, the opinion of the Ministry was obtained that the project does not require the Study on EIA (APPENDIX V).

Relevant IFIs Policies and Statements

As the road rehabilitation will be funded by IFIs the following Borrower requirements will need to be applied to the any works:

- The World Bank Group (WB): Operational Policy OP 4.01, Environmental Assessment, which require partial EIA Study and development of site specific EMPs for projects belonging to Category B;
- EBRD: Environmental and Social Policy 2008;
- 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 Leskovac South – Leskovac (Bratmilovce), in the length of 6,319 km, is located in the municipality of Leskovac.

Along the route, there are no registered natural and cultural goods of exceptional significance.

Natural resources and cultural heritage

Based on the Conditions issued by the Institute for Nature Conservation of Serbia (decision no. 020-748/3 from 19/04/2017), the route is not located within a protected area for which is implemented or initiated the process of protection, it is not in the coverage area of the ecological network nor within the registered natural good.

According to the conditions issued by the IPCM Belgrade (decision no. 2/739), along the route, there are no registered cultural goods of exceptional significance.

Settlements

The road passes through the settlement of Badince, industrial part and suburb of Leskovac. Leskovac is a significant urban and large industrial center of Serbia, the center of the municipality of the same name and the seat of the Jablanica District (Picture 12). In 144 settlements and in the city of Leskovac municipality, according to the latest data, there are 162,000 inhabitants. According to the number of settlements, Leskovac municipality is the most dispersed in Serbia. After Nis, the city of Leskovac, with 60,288 inhabitants according to the 2011 census, is the largest in the south of Serbia.

The average annual temperature is 11.3 °C. Leskovac lies at an altitude of 228 m, it is located with other 300 settlements in fertile basin.

Although economically seriously weakened, Leskovac is still the economic and cultural center of the Jablanica District, where, in addition to a large number of elementary and secondary schools, there are two upper schools (Economy School and Textile School) and one Faculty of Technology, which educates students within the Nis University.

According to the Law on Territorial Organization of the Republic of Serbia of December 28, 2007, Leskovac was granted the status of a city. Leskovac is famous for its developed vegetable farming, especially for the production of peppers.



Picture 12. Entrance to Leskovac

Badince is a farming village of the compact type, on the banks of the Tulovska River, the left tributary of the South Morava, and on the intersection of the roads: regional road Leskovac-Vlasotince and local road Mrstane-Guberovac (Picture 13).

It is located in the municipality of Leskovac and according to the 2011 census, it has 530 inhabitants. This settlement is famous for the market production of vegetables (peppers, tomatoes, cabbage, cucumbers, etc.).

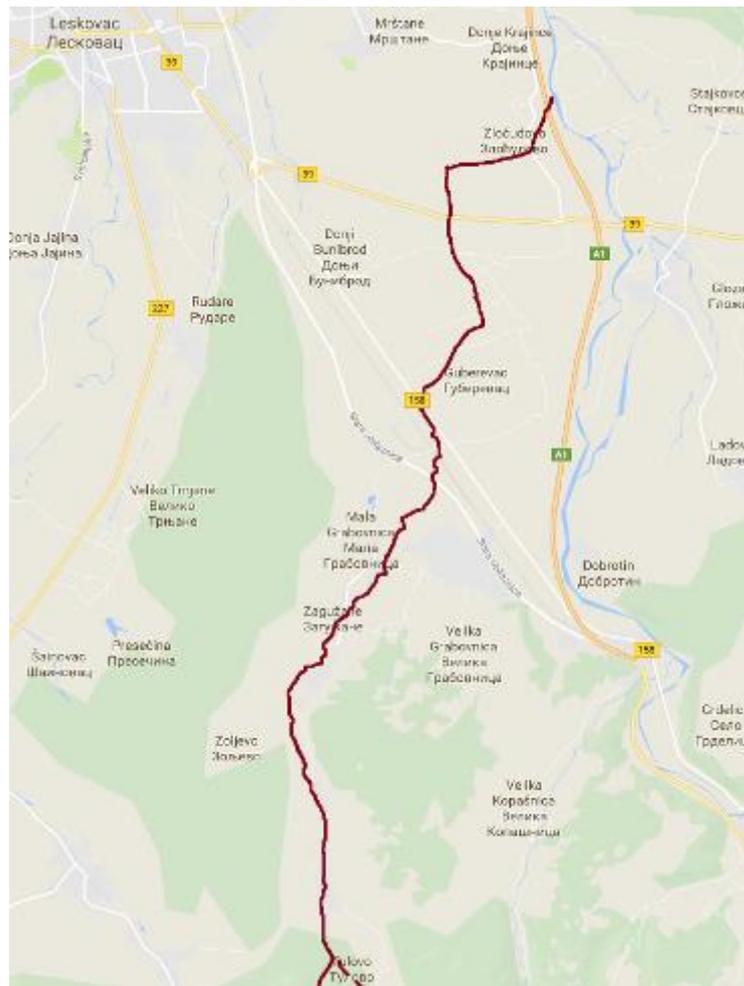


Picture 13. Entrance to Badince

Watercourses

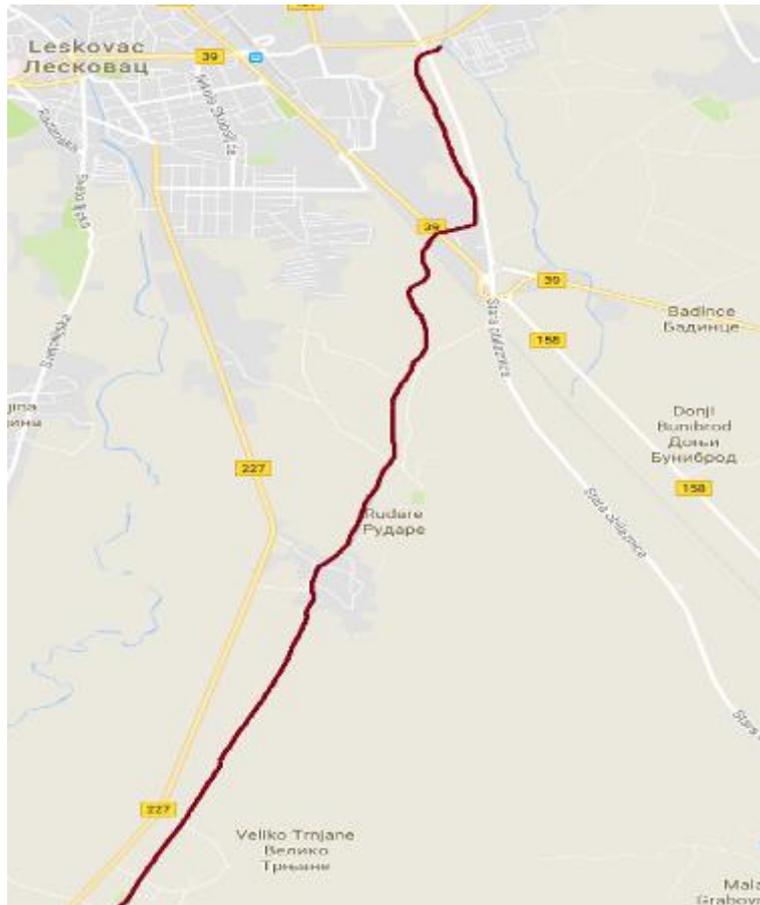
The Tulovska river (Picture 14) is the left tributary of the South Morava in which it discharges next to the village of Zlocudovo in the Leskovac basin. It springs on the slopes of Vrvikobila. In the spring part, it consists of two small watercourses called the Velika and Mala reka. It is a mountain-valley river. Not far from the village Velika Grabovnica it enters the plain. Its length from the source to the confluence into the S. Morava is 18 km. It is named after Tulovo, a village through which it first passes on its course towards the South Morava. On regular occasions it is small and during the dry summers it happens that it dries up in its lower part of the stream. However, during heavy rainfall and during snow melting, it floods the fields and villages on its bank on a regular basis, causing material damage to the inhabitants. For flood defense purposes, in its lower course, it is enclosed by an embankment all the way to the confluence with South Morava, but due to the negligence of the inhabitants and farmers from the village on its bank, and irregular cleaning of the riverbed, floods are still causing damage.

State road IB no. 39 (old road mark M-9), Section: Leskovac South (connection with A1) – Leskovac (Bratmilovce) 454-276, Environmental Management Plan – EMP, FINAL



Picture 14. Tulovska river

An unnamed watercourse that is also a tributary of the South Morava crosses the subject section (Picture 15).



Picture 15. Unnamed watercourse

There are two bridges on the route that are planned for rehabilitation.

Structure name	Chainage (km)	length (m)	watercourse
Bridge over Suvi stream (Picture 16)	69+971	9.2	Tulovska river
Bridge over stream (Picture 17)	73+801	10	stream



Picture 16. Bridge over Tulovska river



Picture 17. Bridge over stream

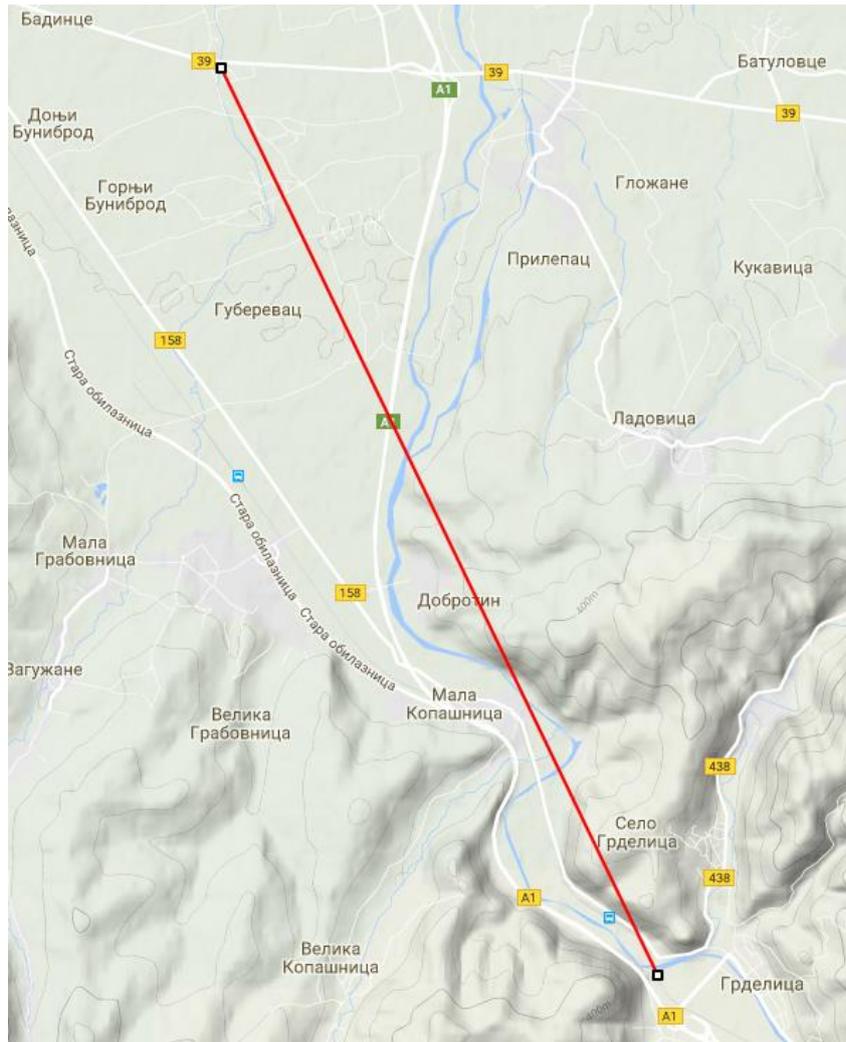
There is one box culvert on the route (Picture 18) at the chainage ~ km 72+361 for the occasional torrential watercourse.



Picture 18. Box culvert for the occasional torrential watercourse

Data on the quality of surface and groundwater are not available for this section, as there are no measuring stations on the Tulovska river. The Tulovska River flows into the South Morava, along whose flow is located the nearest measuring station - "Grdelica" (coordinates 7587244/4750257). The measuring station is located at ~ 10 km of distance by airline from the place where the Tulovska River crosses the route (Picture 19). The distance of the measuring stations, as well as a large number of other watercourses that discharge into South Morava, make them irrelevant sources of data on water quality on the considered section.

State road IB no. 39 (old road mark M-9), Section: Leskovac South (connection with A1) – Leskovac (Bratmilovce) 454-276, Environmental Management Plan – EMP, FINAL



Picture 19. Distance of the measuring stations (by airline) from the place where the Tulovska River crosses the route

Air

As there are no measuring points of the local environmental monitoring network on the observed section and its immediate vicinity, data on measured air pollution values are not available.

Based on experience and expected traffic load, during and after the foreseen heavy road maintenance works, an increase of existing levels of air pollutants is not expected.

Soil Management Plan

According to the letter from the Department of Environmental Protection, of the City of Leskovac (no. 116/17-09 Appendix V) available data on the condition of the environment were provided. The quality of the land was tested at the location of the former foundry (coordinates 42.9911 X, 21.96955 Y, 42.99081 X, 21.97062 Y). Of all analyzed parameters (pH value in H₂O and KCl, % CaCO₃; % topsoil; accessible content P₂O₅, K₂O, Hg, Ni, B, Cu, Mn, Pb, Zn, As, Cd, Cr; the quantity

of polycyclic aromatic hydrocarbons and polychlorinated biphenyls) slight exceeding in relation to the maximum permissible concentration - MPC (according to the Rulebook on allowed concentrations of hazardous and harmful substances in the soil – ("Official Gazette of RS" no. 23/94), shows lead (MPC(Pb) = 100 mg/kg), copper (MPC(Cu) = 100 mg/kg) and nickel (MPC(Ni) = 50 mg/kg).

Roads and Railways

On the observed section, there is a crossing with Nis-Presevo railway (Picture 20), crossing with the state road of II A category number 258 (Picture 21), as well as accesses from municipal roads and unclassified roads.



Picture 20. Crossing of railway and road



Picture 21. Crossing with the road of II A category

Noise

As there are no measuring points of the local environmental monitoring network on the observed section and its immediate vicinity, data on measured levels of municipal noise are not available.

Based on experience and expected traffic load, the planned heavy maintenance works, and operation of road after the maintenance, will not increase the levels of noise within the proposed road section.

4. SUMMARY OF ENVIRONMENTAL IMPACTS

The following table provides a summary of the Environmental Impacts that are predicted for the project impact.	significance	comment
impacts on land use/settlements	low	No land acquisition is planned within the project
ground and surface water	low	Due to low amount of drainage water that can be drained into the Tulovska River and stream, the consequential impact is minimal to negligible.
air quality	low	Temporary impact
flora and fauna (protected areas and species)	low	Temporary impact
noise	low	Temporary impact
access/crossing points of the main road and local roads	low	Heavy maintenance works won't affect existing crossing points.
land 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.	low	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations.

Project for heavy maintenance works on the proposed section Leskovac South (connection with A1) – Leskovac (Bratmilovce), will have only minor impacts on the environment (environmental category B). Most of the impacts are of temporary character and they disappear after the heavy maintenance works are completed.

In respect to future use of the rehabilitated road section - this section belongs to the local and regional road network, on which significant increase of road traffic as a result of heavy maintenance works is not expected. In respect to impact of the potential increase of the vehicle speed on the rehabilitated section, this issue will be addressed through the project's road safety component, which will include implementation of the active and passive measures to control the vehicle speed.

The possible temporary adverse 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; momentary disturbance to biota, and interference to neighboring settlements. Off-site activities include quarry, borrow pit and asphalt plant operations, which if not managed properly, may cause localized adverse impacts. 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 the selected investment, 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 bare 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. A larger group of residential buildings on the section (Picture 22) is located in the settlement of Badince from the chainage ~ km 69+730 to ~ km 70+409, then before crossing with the state road II A number 258 from the chainage ~ km 72+536 km to ~ km 72+755 and after the crossing from km 73+088 to ~ km 73+802.



Picture 22. Group of residential buildings along the section

Local air quality may experience some moderate and temporary deterioration due to dust from construction traffic and elevated levels of nitrogen oxide (NO_x) and sulphur oxide (SO_x) from construction equipment exhaust are the primary pollutants. The dust may settle on vegetation, crops, structures and buildings. Noise caused by the rehabilitation works will be only a temporary impact.

Potential water contamination

Cases of water contamination may occur during the rehabilitation of the road from site run off, spills of liquids from the equipment maintenance areas and sanitary wastewater effluent from the work camps.

As for the potential pollution during operation, 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 motorpool 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 it crosses watercourses or comes in line contact with them, to mitigate the problem the Contractor should use absorbing materials, such as absorbent mats/fabrics, or sand and scrape off the contaminated soils and dispose them in approved facility, in accordance with the Law on water ("Official Gazette of RS", no. 30/10 and 93/12).

Potential cumulative impacts

The execution of works on heavy maintenance on the section Leskovac South (connection with A1) – Leskovac (Bratmilovce) could have some cumulative impacts that are temporary (noise, air, water and soil pollution).

In the observed area potential sources of environmental pollution are the subject section of the road, the railway Nis-Presevo, the state road of II A category number 258. Proper application of the EMP would minimize any negative impact on people and the biotope, which could be associated with negative long-term cumulative effects. If the foreseen protection measures are conducted, the cumulative impact will be minimal.

5. ENVIRONMENTAL MANAGEMENT PLAN

Possible environmental impacts will be mitigated during the design, before and during the heavy maintenance and operation phase, as summarized in the EMP.

A basic assessment of the proposed road rehabilitation project 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 findings and 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, heavy maintenance and operational phases. It makes reference to 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 integral part of the design and works on heavy maintenance, and as such their costs will be included in the rehabilitation cost.

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 program and as such it must be addressed by the Contractor and carried out as required.

The Contractor will use this document to check his compliance with the EMP. It is the Contractor's obligation to calculate 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 its sub-contractors will comply with Republic of Serbia national laws, EU standards and Borrower requirements.

Design Phase

Mitigation measures will be incorporated as part of the standard design and heavy maintenance practices and, as such, their costs will be included in the heavy maintenance cost.

Site Organization Plan

The Plan of construction site organization is the responsibility of the Contractor and the obligation is to comply with it.

Preparation of site and establishment of facilities, applies to all of the Contractor's facilities such as: storage areas, workshops, concrete batching areas, asphalt plant, etc. The location and development of the Contractors facilities will be approved by the RE.

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

1. The design shall define solutions and measures that will provide conditions for the preservation of air, soil, underground and surface water;
2. The design shall define and provide the following:
 - Temporary or permanent locations (existing, regulated municipal facilities/landfills) for disposal and deposit of building rubbish and other waste, including municipal waste deriving from execution of works;
 - After the completion of subject works, provide that all areas, which were in any way degraded by construction and other works, are remedied as soon as possible;
 - Strictly adhere to the route and corridor of the road so that when handling vehicles and machines, no consequences are left to the wider area;
 - Use the existing road network without the construction of new roads, with the aim of preventing the fragmentation of space and the existing habitats;
3. During the execution of construction works, in the immediate vicinity of residential buildings, plan a dewatering in order to prevent dust lifting and negative impact on people;
4. Provide protection and preservation of high vegetation and valuable examples of dendroflora (individual trees, as well as groups of trees) along the section of the road that are significant from the ecological and landscape-architectural point of view;
5. Plan the landscape design of the road (edge of the road) in free spaces along the road that, in addition to the visual aesthetic, will contribute to the protection of the road (wind protection, snow protection belt);
6. Plan the works on the arrangement of the right of way from the aspect of environmental protection, the character of traffic and the possibility of maintaining the design greenery;
7. The form and character of the landscape installations on the route should be aligned with the technical requirements of the road. In this regard, define the application of greenery in order to fulfill the security, construction-technical, meliorative, landscape-aesthetic and biological-ecological tasks;
8. Plan the soft landscaping along the route in accordance with the Convention on Biological Diversity, according to which it is necessary to avoid invasive species;
9. If, during the works, geological-palaeontological documents or mineralogical-petrochemical objects are encountered, which are presumed to have a natural good property, the Contractor is obliged to inform the ministry in charge of environmental protection within eight days, as well as to take all measures of protection against destruction, damage or theft until the arrival of an authorized person;

10. Prohibit the servicing of machinery and vehicles along the road alignment and the corridor; In case of accidental spills of fuel, oils/lubricants and other harmful substances, the surface must be repaired and reset;
11. It is not allowed to perform work during the night hours in the inhabited area due to the possible impact of noise from construction machines and vehicles;
12. Envisage the setting up of the protective fences and pedestrian crossings and passages at the places where it is most appropriate, especially on the locations near settlements;
13. During the construction along the whole alignment it should be maintained the maximum level of communal hygiene; Define locations for containers for temporary storage of municipal waste;
14. The size of Contractor's facilities are limited to absolute minimum to reduce unnecessary clearing of vegetation;
15. The Contractor's facilities are to be contained within an adequate security fence;
16. Paved areas, including vehicle parking areas, workshops and fuel storage areas are to be drained properly, collected water should be treated through a separator separating oil and petroleum;
17. Sanitary waste and grey waters are to be treated before release into the recipient (surface water systems), in accordance with the Law on water ("Official Gazette of RS", 30/10 and 93/12);
18. Fuel storage areas are not located within 20m of a water course;
19. Where fuel in excess of 5000 liters is stored on site, it will be stored in sealed tanks on a concrete base that is bounded to hold 110% of the tank capacity;
20. All waste oil, oil and oil filters will be collected and disposed of in secure landfill areas; At the closure of the site, all contaminated soil will be excavated and replaced with fresh topsoil;
21. Cleared material is to be piled into manageable sized heaps, according to disposal or re-use requirements;
22. Limit the extent of excavation to reduce soil erosion potential; The Contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods;
23. Apply soil conservation protection methodology to susceptible areas in order to minimize storm water runoff carrying eroded materials off-site;
24. Avoid excavation and operating machinery in wet ground conditions;
25. Upon the completion of all works, it is necessary to remove the machinery, construction materials, containers, spare parts and other equipment, as soon as possible;
26. In the event that, during the earth works, an unrecorded site or its part is discovered, the Employer is obliged to immediately stop the works and inform the Institute for the Protection of Cultural Monuments of Nis without delay, to provide conditions for archaeological research, conservation and presentation;

27. The Employer is obliged to provide funds for research, protection, preservation, publication and presentation of the same;
28. If there has been a disturbance of the area along the route, it should be repaired (cultivate the terrain, or establish a plant cover with the application of appropriate species that are biologically stable under given climatic conditions);

PERS is obliged to check through the engaged consultant for monitoring/supervision whether the requirements of the EMP and Management Safety Organization Plan are implemented at the site.

Mobilisation – Contractor EMP

During the rehabilitation, 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 as agreed;
- The Resident Engineer (RE) 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 RE 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 complying with the CEP.

Before commencing the work, the Contractor will prepare a CEP. The CEP will address the conditions of the rehabilitation in the EMP that has been attached to Contract Documents including measures to comply with national legislation and Borrower requirements. The CEP will 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 then commence work.

Works on heavy maintenance

Technical specifications for work execution which address environmental, health and safety protection measures:

- Preliminary works
- Rehabilitation works on the existing pavement
- Earth works
- Drainage
- Traffic signage systems

Environmental Management during heavy maintenance works

Considering all the identified impacts, it becomes essential for the Contractor to prepare and later conscientiously implement the Contractor's EMP, in order to ensure compliance with legislative and Borrower requirements. The emphasis of the Contractor's 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 existence. Description and layout of equipment maintenance areas and lubricant and fuel storage facilities, including distance from water sources/bodies;
- Sewage and septage 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 dialogs, consultations, etc.) (see APPENDIX IV for the Project grievance mechanism);
- Soil Management Plan detailing measures to be undertaken to minimize effects of wind and water erosion on stockpiles, measures to minimize loss of fertility of topsoil, timeframes, haul routes and landfills;
- Dust management plan which shall include schedule for water spraying on access road and in nearby settlements along the project route, 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 this can not restore the old value of the area, these materials should be taken to an approved landfill sites for safe disposal. Hazardous waste will be stored and removed from the construction site in accordance with the Law on Waste management ("Official Gazette of RS" no. 36/09, 88/10 and 14/16). The Contractor's Site Specific Implementation Plan (SSIP) should cover all aspects of waste management, including implementation of practice and 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, from the Contractor 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, refuelling 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;
- 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" no. 36/09 and 88/10). The Contractor will limit all the works to 07:00 - 19:00h.
- Rehabilitation Plan. Clearance and rehabilitation of construction sites and removal of Contractor's facilities. It is 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" no. 36/09, 88/10 and 14/16). All construction sites and work areas will be rehabilitated so that these can be returned as close as possible to their previous state and uses. This includes the stabilization and landscaping of all construction sites. Law on environmental protection ("Official Gazette of RS" No. 135/04, 36/09, 36/09 - State Law and 72/09 - State Law, 43/2011-Decision of Constitutional Court and 14/16); after the end of the work, the waste will not remain on-site. 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 and 91/15);
- The Contractor will provide supplies of potable water, toilets and wash water to the workers;
- Safety and Labour Management Plan (SLMP), is necessary 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 the 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,
- safety and immediate removal of any drivers that ignore any of the community safety requirements,
- speed limits will be respected.

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 (1) measures to slow the traffic; e.g. decreasing of speed at selected places (e.g. settlements); (2) dust suppression by wetting; (3) improvements in road signage and pavement markings; and (4) attention to traffic accidents that are repeated in the same places by placing a "black spot" signs.

Road Maintenance: Routine maintenance (grass cutting, drain clearing, and pothole patching and various repairs, together with regular controls and maintenance of drainage structures) will be undertaken on regular basis. Seasonal maintenance, regular maintenance of safety features and road signs will be undertaken as necessary. Major maintenance, that include resurfacing and bigger 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 include:

- Environmental issue to be monitored and the means of verification,
- Specific areas, locations and parameters to be monitored,
- Applicable standards and criteria,
- Monitoring of noise levels near residential areas,
- Monitoring of the procurement of materials (checks that valid permits are in place),
- Duration, 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 includes: 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 of the Project and monitoring its compliance will be the task of PSC.

Prior to the commencement of works, the PERS will submit to the Bank for its approval this section specific EMP.

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 Contractors during the construction stage, the Project Proponent will undertake the following:

- The obligation of the Contractor is to prepare CEP and undertake environmental mitigation measures as specified in the Environmental Mitigation Plan (Appendix I);
- 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. The actual costs of analyzing water quality and noise measurement within the defined contract will be reimbursed to the Contractor in the form of a specific item in the total price.

For non-compliance with the requested measures for mitigating the environmental impact and monitoring activities, the Contractor will receive a specific penalty in the 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 in a quality manner. 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.

The number of demerit points received will have a cumulative effect. If during the Contract the Contractor receives more than certain number of demerit points specified in the Contract, the Contractor will not be allowed, for a period of 2 years, 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. The monetary value of each demerit point, as well as the deadlines for other possible actions by the employer must be clearly stated in the Contract.

The explanation for the application of these two measures - compensation for specific costs and penalties for non-compliance, should ensure the implementation of all required measures to mitigation of environmental impact and monitoring activities.

- 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. He will coordinate between the Contractor, PERS and the competent ministry, and 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 PSC

employs 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 road project. Routine and random monitoring will be undertaken as scheduled in the Monitoring Plan.

The Public Enterprise PERS is also responsible for:

- Implementation of requests for environmental protection given by: Government environmental authorities, IFIs and and other institutions, Law on environmental protection (“Official Gazette of RS”, 36/09, 72/09),
- Implementation of requests for environmental protection through Contractors specifications;
- Supervision of the project through the consulting services for supervision and implementation of the project,
- Supervision of environmental monitoring through the consulting services for environmental monitoring,
- Preparation of the final environmental reports.

The Contractor, during a pre-construction period, will make a proposal for environmental protection, including safety of persons associated with the works and the public, within the EMP. This proposal will be reviewed by PERS in order to obtain the its acceptance. 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,
- 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.

The Ministry for 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 implementation of this Project, the public has the right to participate either directly or indirectly, which introduces the possibility to present its interests and opinion in the process of decision making. In order to reach the best option during this process, PERS was disclosed this EMP document to stakeholders (See Appendix 4) such as interested public, including local municipalities and NGOs. Draft EMP document was placed in PERS web site too (www.putevi-srbije.rs). During process of public consultations interested public collected all project information, including all environmental issues related to this project. Opinions and suggestions are incorporated within the final version of EMP document which will be an integral part of project bidding documentation.

Reporting Arrangements

A) Contractor – PERS

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 version.

The Contractor will provide quarterly reports to the PERS which document the environmental mitigation and protection measures, together with prescribed monitoring activities carried out during that reporting period. The 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 some 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 the 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 quarterly PSC progress reports.

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

C) PERS – MCTI (former Ministry of Infrastructure and Energy – MoIE), WB, EBRD and EIB

Annual Environmental Health and Safety (EHS) report, including monitoring indicators and reporting on the implementation of the requirements set forth in the EMP, will be prepared by the 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 required by the IFIs Safeguards Policies, public consultations will be undertaken during the preparation of EMP. The EMP and other project information were disclosed to the Public and will be available locally to the communities.

PERS office	Investment sector, Vlajkoviće St. no. 19a, Belgrade, on the first floor, on working days from 11:00 AM to 01:00 PM (local time), within 10 days of publication of notification
Community centres	Municipality of Leskovac, Pana Djukica 9-11, 16000 Leskovac, on working days, within 10 days of publication of notification
PE “Roads of Serbia“ - web site	www.putevi-srbije.rs

Interested parties who may have an interest in the Project have been identified and listed in APPENDIX IV and may be consulted and informed on issues related to the project.

Detailed Report on Public Consultation process is presented within the APPENDIX IV of this EMP and includes a list of identified stakeholders, which shall be updated as necessary.

Beneficiary consultations will be conducted during the construction phase, and records of environmental and social issues raised and complaints received during consultations, field visits, informal discussions, formal letters, etc., will be followed up and the records will be kept in the project office at PERS.

Before the commencement of work, the PERS will provide information through:

- Newspaper articles in one national and also in one local media,
- Posters on main notice board at all community centers of potential affected Communities,
- Radio announcement of road diversions,
- Provide contact details of community liaison officer who is appointed to work with local communities.

A Grievance Mechanism will be implemented to ensure that all complaints from local communities are dealt with appropriately, with corrective actions being implemented, and the complainant being informed of the outcome. It will be applied to all complaints from affected parties. A grievance form is attached in Appendix and hard copies will be made available at community centers.

7. REFERENCE

- 1 Environmental Assessment Sourcebook No. 25, Environmental Management Plans, The World Bank Environment Department, January 1999.
- 2 Roads and the environment: Handbook, The World Bank Environment Department
- 3 EIB, Environmental and Social Practices Handbook, Environment and Social Office Projects Directorate Version 2 of 24/02/2010.
- 4 EBRD Environmental and Social Policy 2008
- 5 EIB, Statement of Environmental 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, Republic of Srpska Road Directorate, Banja Luka, 2001.
- 7 Environmental Assessment REPORT & Environmental Management Plan for Serbian Transport Rehabilitation Project, Report No: E866, project name/ID: YF-Transport Rehabilitation Project – no. P075207, document date 30/11/2003.

APPENDICES

APPENDIX I

MITIGATION PLAN

MITIGATION PLAN

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
PRE-CONSTRUCTION	Main Design				
	The respect for the procedures related to the protection of the environment	The Highway Institute JSC Belgrade, based on the authorization by the PE "Roads of Serbia", obtained the Conditions of the INPoRS and the IPCM"Nis", in order to avoid the risks to the environment in the period of heavy maintenance.	PERS The Highway institute, JSC Belgrade	PERS	
	The location and organization of construction site must be approved by the PE and chosen to fulfill the following:	<ul style="list-style-type: none"> - Outside the boundaries of riparian zone (of Tulovska river, stream); - They do not interfere with the environment and social well-being of the surrounding communities (e.g. noise, dust, vibration, etc.); - It is located outside of the area with tall vegetation; - The size of Contractor's facilities is limited to absolute minimum to reduce unnecessary clearing of vegetation; - Sanitary waste and grey waters are treated before release into surface water systems, and in accordance with the Law on water ("Official Gazette of RS" no. 30/10 and 93/12) these locations are properly drained; Paved areas, including vehicle parking areas, workshops and fuel storage areas are to be drained properly, collected water should be treated through a separator separating oil and petroleum; 			

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
		<ul style="list-style-type: none"> - Whenever possible, limit the area to be cleared and avoid excessive machine disturbance of the topsoil; - Cleared material is to be collected, removed and/or reused as needed; Prevention of soil erosion on construction site: <ul style="list-style-type: none"> - The Contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods; - The Contractor is obliged to limit the extent of excavation to reduce soil erosion; - The Contractor is obliged to apply soil conservation protection methodology to susceptible areas to prevent/minimize storm water runoff carrying eroded materials off-site; - The Contractor should avoid excavation and operating machinery in wet ground conditions. 			
	Site selection for construction camps, near or within existing settlements. Impact on public health and sociological setting.	Proper site selection, observing criteria, which primarily protect the public interest. Observe a minimum distance (buffer zone) between campsite and nearest residential area. Observe local wind conditions to reduce nuisances. Work safety and environmental protection measures to be specified by the Contractor in his Site Management Plan. Planning for independent water and electric supply network and a medical service station at the site.	Main Design Consultant and RC	Technical Control of Main Design PERS	
	Road safety issues	Plan for safe and adequate pedestrian crossing	Main Design	Technical	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
	associated with pedestrian crossing	facilities that will be equipped with ramps and structures that allow the use of wheelchairs, pushcarts, bicycles and prams.	Consultant and RC	Control of Main Design PERS	
	Stakeholder engagement	Details of the proposed road alignment, access points and safety features will be disclosed in the locality of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered in the final design will be recorded.	PERS Main Design Consultant and RC	PERS Technical Control of Main Design	
CONSTRUCTION	Management Plans				
	<p>Contractor provides the implementation the following Plans as described in the EMP in order to ensure compliance with legislative and Borrower requirements.</p> <ul style="list-style-type: none"> • Site organization plan • Sewage and septage management • Project grievance mechanism • Soil Management Plan • Dust management plan • 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 in accordance with the Law on Waste management (“Official Gazette of RS”, 36/09) • Oil, fuel and lubricants storage management plan • In-river works management plan • Emergency response plan 				

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
	<ul style="list-style-type: none"> • Rehabilitation Plan • Safety and Hazard Assessment • Safety and Labour Management Plan (SLMP) 				
CONSTRUCTION	Site Induction				
	All workers and visitors to site referred to the Safety and Labour Management Plan and instructed in the need and use of PPE.				
CONSTRUCTION	Material supply				
a)	Asphalt plant: dust, fumes, workers health and safety, ecosystem disturbance	use existing asphalt plants; requirement for official approval or valid operating license	Asphalt plant	Asphalt plant	
b)	Stone quarry: dust, workers health and safety, ecosystem disturbance	use existing stone quarries, requirement for official approval or valid operating license	Stone quarry	Stone quarry	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
c)	Sand and gravel borrow pit: disturbance of river bed, water quality, ecosystem disturbance	use the existing borrow pits or buy material at licensed separations; requirement for official approval or valid operating license.	Contractor or sand and gravel separation	Contractor or sand and gravel separation	
CONSTRUCTION					
Material transport					
a)	Asphalt: Dust, fumes	All trucks are to be covered. (this is a problem area through-out the region and it will be solved by proper selection of contractors operating trucks).	Truck operator	Truck operator	
b)	Stone: Dust	Wet the truck load	Truck operator	Truck operator	
c)	Sand and gravel: Dust	Wet the truck load	Truck operator	Truck operator	
d)	Traffic noise, vehicle exhaust, and road congestion management	Haul material at off-peak traffic hours (preferably between 9-14h); use alternative routes to minimize major traffic routs; it is necessary to ensure adequate signs of construction sites, in order to minimize 'wrong turn' chances causing even more congestion;	Wet the truck load	Transport manager; Truck operator	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
e)	Archaeological chance finds	In case of chance finds, the Contractor is obliged to stop the works immediately and inform the IPCMand PERS about it.	Contractor	Contractor's Supervision	
f)	Natural good chance finds	In case of natural good chance finds, the Contractor is obliged to stop the works immediately and inform the IPCMand PERS about it.	Contractor	Contractor's Supervision	
CONSTRUCTION Construction Site					
	Noise disturbance to workers and neighbouring population	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities); equipment operating with noise mufflers and licenced and approved in accordance with EU standards; noise barriers for noisy works for those longer than one day in the same location/area. Noisy equipment will be located as far as possible from residential or other sensitive receptors.	Contractor	Contractor	
	Dust	Water the construction site and cover material storage areas and limit the speed of vehicles. Implementation of Dust Management Plan: measures to avoid/minimize dust emissions, including use of hoardings; wetting down/spraying of construction areas, accesses, materials stockpiles and during loading/unloading activities,	Contractor	Contractor	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
		covering of vehicles carrying dusty materials; wheel washing/spraying of vehicles, etc.			
	Vibrations	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities); If any material damage proved to have been caused to local houses, buildings and other infrastructure (including access roads) by the works will be compensated for and subject to repair on a timely basis. Earthmoving equipment will be located as far away as possible from vibration-sensitive receptors.	Contractor	Contractor	
	Traffic disruption during construction activity	Traffic management plan with measures to redirect traffic, that are easily seen or easy to follow, including traffic police assistance if needed. Preparation of Traffic Management Plan that establishes a speed limit for construction vehicles and organizes traffic so that it is mostly performed outside the populated areas. During work execution, maximize the existing network of roads and avoid the construction of new roads for temporary use, which would further increase the fragmentation of space and existing habitats. Local residents will be kept informed about planned works.	Contractor	Contractor	
	Reduced access to	Provide alternative access to roadside activities at	Contractor	Contractor	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
	roadside activities	all times.			
	Vehicle and pedestrian safety when/where there is no construction activity	Lighting and well defined safety signs and protection measures.	Contractor	Contractor	
	Water and soil pollution from improper material storage, management and usage	<p>Organize and cover material storage areas; isolate concrete, asphalt and other works from watercourse by using sealed formwork or covers; isolate wash down areas of concrete and asphalt trucks and other equipment from watercourse by selecting areas for washing that are not free draining directly into watercourse.</p> <p>Operate construction site in a way to reduce the risk of generating sediments and wastewater that may pollute local soils or receiving water bodies (considering situations such as including storm water runoff, wastewater generated from facilities on site).</p> <p>Soil Management Plan shall be prepared for the controlled removal of top soil, storage and reuse. Prevent sediments flowing into surface waters and drainage channels by localized control measures. Some of the measures are the placement of physical obstacles (e.g. fences, mulch barriers, geofabric, overflow cascades, sediment basins and rock barriers) in order to mitigate the waves.</p> <p>In order to prevent leaching of sediments is also necessary to take into account the slope of the terrain and protection from wind erosion by fencing, covers installation, etc.</p>	Contractor	Contractor	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
		Depositing of surplus of earth, stone and similar may only be temporary and limited in time to the completion of the planned works. After the completion of works, all excesses of soil, stones and other waste materials should be removed and the full rehabilitation of degraded areas all over the degraded surfaces should be executed.			
	Water and soil pollution from improper disposal of waste materials	Disposal of waste material at location protected from washing out, should be marked in the site plan; if not on site, then at authorized landfill. Storage of waste according to international best practice (IFC, EHS - General Guidelines). Apply additional measures for storage of hazardous wastes (such as use of secondary containment, access restriction, provision of PPE etc.) as necessary to prevent harm to construction staff, environment and public. Appoint responsible persons for waste collection and its storage (hazardous and non-hazardous).	Contractor	Contractor	
	Potential contamination of soil and water from improper maintenance and fuelling of equipment	Apply best engineering practice in handling and safe storage of lubricants, fuels and solvents, ensure proper loading of fuel and maintenance of equipment, collect all waste and dispose to permitted waste recovery facilities.	Contractor	Contractor	
	Water and soil pollution from improper disposal of	Transport of waste in marked vehicles designed to the type of waste, in order to minimize the risk	Contractor	Contractor	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
	waste materials	of release of materials, hazardous and non. Training of drivers in handling and disposal of their cargo and the following documentation describing the nature of the load (waste) and its degree of hazard.			
	Water and soil protection due to works on bridges and box culvert	Protection of water quality, garbage removal, extension of abutment walls (where necessary) for soil erosion prevention, drainage.	Contractor	Contractor	
	Worker safety	Provide workers with safety instructions and protective equipment; provide safe organization of bypassing traffic.	Contractor	Contractor	
	Temporarily occupied areas	Undertaking of re-vegetation with native endemic species and monitor its effectiveness. Where initial plantings were not successful, replacement plantings will be carried out.	Contractor	Contractor	
OPERATION	Maintenance				
a)	Noise disturbance to human and animal population and workers	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public); Use of equipment operating with noise mufflers.	Maintenance Contractor	Maintenance Contractor	
b)	Possible air, water and soil pollution:	Apply best engineering practice in handling and safe storage of lubricants, fuels and oils; ensure	Maintenance Contractor	Maintenance Contractor	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
	Dust, vehicle exhaust, fuel, oil and lubricants spills.	proper loading of fuel and maintenance of equipment; collect all waste and dispose in accordance with the Law on Waste Management; Organize and cover material storage areas properly; isolate concrete, asphalt and other works from watercourse by using sealed formwork or covers; isolate wash down areas of concrete and asphalt trucks as well as the other equipment from watercourse by selecting areas for washing from which the water does not wash freely, directly or indirectly, in the watercourses (Tulovska river, stream); dispose waste material at location protected from washing out.			
c)	Vibrations	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities).	Maintenance Contractor	Maintenance Contractor	
d)	Worker safety	Limit activities to daylight working hours (not between 8 p.m. and 7 a.m. or as agreed with public and authorities).	Maintenance Contractor	Maintenance Contractor	
e)	Increased vehicle speed	Place traffic signs for speed limit.	Maintenance Contractor	Maintenance Contractor	
f)	Erosion, rockfall, hazardous conditions	Install warning signs (rock fall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, slow moving vehicles), reflective markers to indicate steep edge or	Maintenance Contractor	Maintenance Contractor	

Phase	Issue	Mitigating measures	Institutional responsibility		Comments
			Implementation	Supervision	
		convex mirrors to see oncoming traffic at blind curves; place warning signs at points considered necessary by good engineering practice, or as agreed in writing with public and authorities.			

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					
<i>Asphalt plant</i>	possession of official approval or valid operating license	asphalt plant	inspection / supervising engineer	before work begins	assure plant compliance with environment, health and safety requirements	Plant Operator
<i>Stone quarry</i>	possession of official approval or valid operating license	the Contractor shall chose the quarry	inspection / supervising engineer	before work begins	assure quarry compliance with environment, health and safety requirements	Quarry 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
<i>Sand and gravel borrow pits</i>	possession of official approval or valid operating license	sand and gravel borrow pit or separation	inspection / supervising engineer	before work begins	assure borrow compliance with environment, health and safety requirements	Borrow pit or Separation Operator
CONSTRUCTION	Material transport					
<i>Asphalt</i>	truck load covered	job site	supervision	unannounced inspections during work, at least once per week	assure 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
<i>Stone</i>	truck load covered or wet	job site	supervision	unannounced inspections during work, at least once per week	assure compliance with environment, health and safety requirements	Contractor's Supervision
<i>Sand and gravel:</i>	truck load covered or wet	job site	supervision	unannounced inspections during work, at least once per week	assure 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
<i>Traffic management</i>	Hours and routes selected	job site	supervision	unannounced inspections during work, at least once per week	assure compliance with environment, health and safety requirements and enable as little disruption to traffic as possible.	Contractor's Supervision
CONSTRUCTION	Construction Site					

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
<i>Noise disturbance to workers and neighbouring population</i>	noise levels	construction site; the closest houses of Badince settlement	equipment – hand-held analyzer with application 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.	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible.	Construction Contractor (monitoring)

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
<i>Dust</i>	air pollution (solid particles)	at and near job site	inspection and visual observation	unannounced inspections during material delivery and construction	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible.	Contractor's Supervision (monitoring)
<i>Vibrations</i>	limited time of activities	job site	supervision	unannounced inspections during work and on complaint	assure compliance of works 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
<i>Traffic disruption during construction activity</i>	existence of traffic management plan; traffic patterns	at and near job site	inspection; observation	before works commencement; once per week at peak and non-peak periods	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's Supervision
<i>Reduced access to roadside activities</i>	provided alternative access	job site	supervision	random checks at least once per week during construction activities	assure compliance of works 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
<i>Vehicle and pedestrian safety when there is no construction activity</i>	visibility and appropriateness	at and near job site	observation	random checks at least once per week in the evening	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's Supervision
<i>Water and soil pollution from improper material storage, management and usage</i>	water and soil quality (suspended solids, oils, pH value, conductivity)	on Tulovska river	unannounced sampling; analysis at accredited laboratory with necessary equipment	At least 3 times during project period, monitoring should be done prior construction (or on a referent point upstream of construction site) and during and after rehabilitation works.	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	Construction Contractor (monitoring)

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
<i>Worker safety</i>	protective equipment; organization of bypassing traffic	job site	inspection	unannounced inspections during work	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	Contractor's Supervision
OPERATION	Maintenance					
<i>Noise disturbance to workers neighboring population</i>	noise levels	job site; nearest homes	equipment – hand-held analyzer with application software	unannounced inspections during maintenance activities and on complaint	Assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	PERS

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
<i>Vibrations</i>	limited time of activities	job site	supervision	unannounced inspections during maintenance activities and on complaint	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	PERS
<i>Worker safety</i>	protective equipment; organization of bypassing traffic	job site	inspection	unannounced inspections during maintenance activities and on complaint	assure compliance of works with environment, health and safety requirements and enable as little disruption to traffic as possible	PERS
OPERATION	Road Safety					
<i>Increased vehicle speed</i>	condition of traffic signs; vehicle speed	road section included in project	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
<i>Erosion, rockfall, hazardous conditions</i>	condition of hazard signs	road section included in project	visual observation	during maintenance activities	enable safe and economical traffic flow	Maintenance Contractor, impact monitoring

Proposed template - additional data required that should be incorporated into monitoring plans:

1 General		
Is the project compliant with all relevant requirements (taking account of agreed action plans, exemptions or derogations)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	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 <input type="checkbox"/> No <input type="checkbox"/>	If No, please provide details of any material non-compliances:
Have there been any accidents or incidents that have caused damage to the environment, lead to injuries or fatalities, affected project labour or local communities, affected cultural property, or created liabilities for the company?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including details of actions to repair and prevent reoccurrence:
Have there been any changes to environment, social, labour or health and safety laws or regulations that have materially affected the company?	Yes <input type="checkbox"/> No <input type="checkbox"/>	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 violations found:
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 violations found:
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 violations found:
Have these visits resulted in any penalties, fines and/or corrective measures?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including status of implementing corrective measures:
Has the Company engaged any sub-contractors for project-related work?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state for which types of work, and how the company has monitored the compliance of contractor's work with the Environmental and Social Action Plan:
Were any of the violations stated above the responsibility of sub-contractor?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, including how the Company is ensuring that corrective actions are implemented by the Sub-contractor?
Have any operations been reduced, temporarily suspended or closed down due to environmental, health, safety or legislation reasons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe:

Please describe any environment or social program, initiatives or sub-projects undertaken by the Company in order to improve 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 the Environmental and Social Action Plan

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

3 3. Environmental Monitoring Data¹

Please provide the name and contact details of your environmental manager:				
Parameter ²	Value ³	Unit	Compliance Status ⁴	Comments ⁵
Waste Water				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
(Other)				
Air Emissions				
Sulfur Dioxide SO ₂				
Nitrogen Oxides NO _x				
particulates				
Carbon dioxide 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 (form), then this can be used instead.
² Not all parameters is necessarily to 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 for this project (typically local, EU and/or World Bank).
⁵ In addition to any other comments, please indicate whether the measurements reported apply to all or only some process.

Please provide the name and contact details of your environmental manager:				
Parameter ²	Value ³	Unit	Compliance Status ⁴	Comments ⁵
Methane CH ₄				
Nitrous oxide N ₂ O				
HFCs				
PFCs				
Sulfur hexafluoride SF ₆				
(Other)				
Other Parameters				
Noise				
(Other)				
Solid Waste				
Please provide details of the type 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	Measurement Unit	Comments ⁶	
Fuels used				
Oil				
Gas				
Coal				
Lignite				
Grid Electricity				
Heat Purchased				

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

Please provide the name and contact details of your environmental manager:				
Parameter²	Value³	Unit	Compliance Status⁴	Comments⁵
Raw materials consumed				
Raw material 1				
Raw material 2				
Product output				
Product 1				
Product 2				

5 Human Resources Management				
Please provide the name and contact details of 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 <input type="checkbox"/> No <input type="checkbox"/>	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 <input type="checkbox"/> No <input type="checkbox"/>	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 union representation at Company facilities during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, and summarise engagement with trade unions:		
Were there any other worker representatives (e.g. in the absence of a trade union)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details and summarise engagement with them during reporting period:		
Were there any changes in the	Yes <input type="checkbox"/>	If yes, please provide details:		

status of Collective Agreements?	No <input type="checkbox"/>	
Have employees raised any grievances with the project during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised in grievances and explain how the Company has addressed them:
Have employees raised any complaints about harassment or bullying during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised in grievances 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 <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise nature of, and reasons for disputes and explain how they were resolved by the Company:
Have there been any court cases related to labour issues during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise the issues contested and their outcome:
<p>Have there been any changes during the reporting period in any of the following areas:</p> <ul style="list-style-type: none"> • Representative union, • Collective Agreement, • Non-discrimination and equal opportunity for everybody, • 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 work), • Overtime, • Working hours, • Flexible working / work-life balance, • Grievance mechanism for workers 	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please give details, including any new initiatives, if they exist:

<ul style="list-style-type: none"> • Health and safety. 		
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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 that the average worker does in the reporting period in an hour:			Number of Fatalities ⁷ :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
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:		
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 Banks, 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 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.

7 Stakeholder Engagement	
Please provide the name and contact details for your external relations or community engagement manager:	
<p>Please provide information on the implementation of the stakeholder engagement plan and summarise interaction with stakeholders during the reporting period, including:</p> <ul style="list-style-type: none"> - 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 reporting period, relating to environmental, social or safety issues; - coverage in media; - interaction with any environmental or other community groups. <p>Please describe any changes to the Stakeholder Engagement Plan:</p>	
<p>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:</p>	

8 Status and Reporting on Resettlement Action Plan		
<p>Existing Land Acquisitions</p> <p>Please report any further progress made during this reporting period in the implementation of the Resettlement Action Plan (RAP), using the monitoring indicators as detailed in the RAP, and complete the table below. Please provide the results of any other related monitoring and attach any additional information you think would be useful.</p>		
Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project?	Yes <input type="checkbox"/>	No <input type="checkbox"/> 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 <input type="checkbox"/>	No <input type="checkbox"/> 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 <input type="checkbox"/> No <input type="checkbox"/>	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 <input type="checkbox"/> No <input type="checkbox"/>	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 <input type="checkbox"/> No <input type="checkbox"/>	If yes, specify how many persons effectively made use of the legal support.
Have all outstanding land and/or resource claims been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	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 <input type="checkbox"/> No <input type="checkbox"/>	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 <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many meetings were held and how many participants attended.
<p>New Land Acquisitions If the company acquired any new land for the project during the reporting period, 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.</p>		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, how many?

Have any persons been economically endangered?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	If yes, how many?
Was it a government assisted resettlement?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
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:

- Law on Planning and Construction (Official Gazette RS No.72/09, 81/09, 64/10, - Decision of Constitutional Court, 24/11, 121/12, 42/13-decision of Constitutional Court, 50/13-decision of Constitutional court, 98/13-decision of Constitutional court, 132/14 and 145/14);
- Law on nature protection ("Official Gazette of RS", no. 36/09, 88/10, 91/10 and 14/16);
- Law on environmental protection ("Official Gazette of RS" No. 135/04, 36/09, 36/09 - State Law and 72/09 - State Law, 43/2011-Decision of Constitutional Court and 14/16);
- Law on EIA ("Official Gazette of RS" No. 135/04 and 36/09);
- Law on Strategic EIA("Official Gazette of RS" No. 135/04 and 88/10);
- Law on Waste Management (Official Gazette RS No. 36/09, 88/10 and 14/16);
- Law on Environmental Noise ("Official Gazette of the RS", Nos. 36/09 and 88/10);
- Law on Waters ("Official Gazette of the RS", No. 30/10 and 93/12);
- Law on Forests ("Official Gazette of the RS", No. 30/10, 93/12 and 89/15);
- Law on Air Protection ("Official Gazette of RS", 36/09, 10/13);
- Law on Occupational Safety and Health ("Official Gazette of the RS", No. 101/05 and 91/15);
- Law on Public Roads ("Official Gazette of RS" No. 101/05, 123/07, 101/11, 93/12 and 104/2013).

Regulations formed on the basis of the aforementioned Laws:

- 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)
- 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);
- Rulebook on the contents of the EIA Study ("Official Gazette of RS" No. 69/05);
- Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study ("Official Gazette of RS" No. 69/05);
- Rulebook on the work of the Technical Committee for the EIA Study ("Official Gazette of RS" No. 69/05)
- Decree on noise indicators, limit values, method for assessment of noise indicators, disturbance and harmful environmental impact of noise ("Official Gazette of the RS", No. 75/10);
- Regulation on watercourses categorization ("Official Gazette of SRS" No. 5/68);
- Decree on limit values for priority and priority hazardous substances which pollute surface water and deadlines for their achievement ("Official Gazette of RS" No. 24/14);
- Decree on limit values of pollutants in groundwater, surface water and sediment and limits for their achieving ("Official Gazette of RS" No. 50/12);
- Rulebook on allowable quantities of dangerous and hazardous matters in soil ("Official Gazette of the RS", no. 23/94).

Other relevant Serbian legislation:

- Strategy for the Implementation of the Convention on Access to Information, Public Participation in Decision-Making and the Right to Legal Protection in Environmental Matters - the Aarhus Convention ("Official Gazette of the RS" No. 103/11);

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 Project, the stakeholders range according to the following main groups:

Potential affected parties:

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

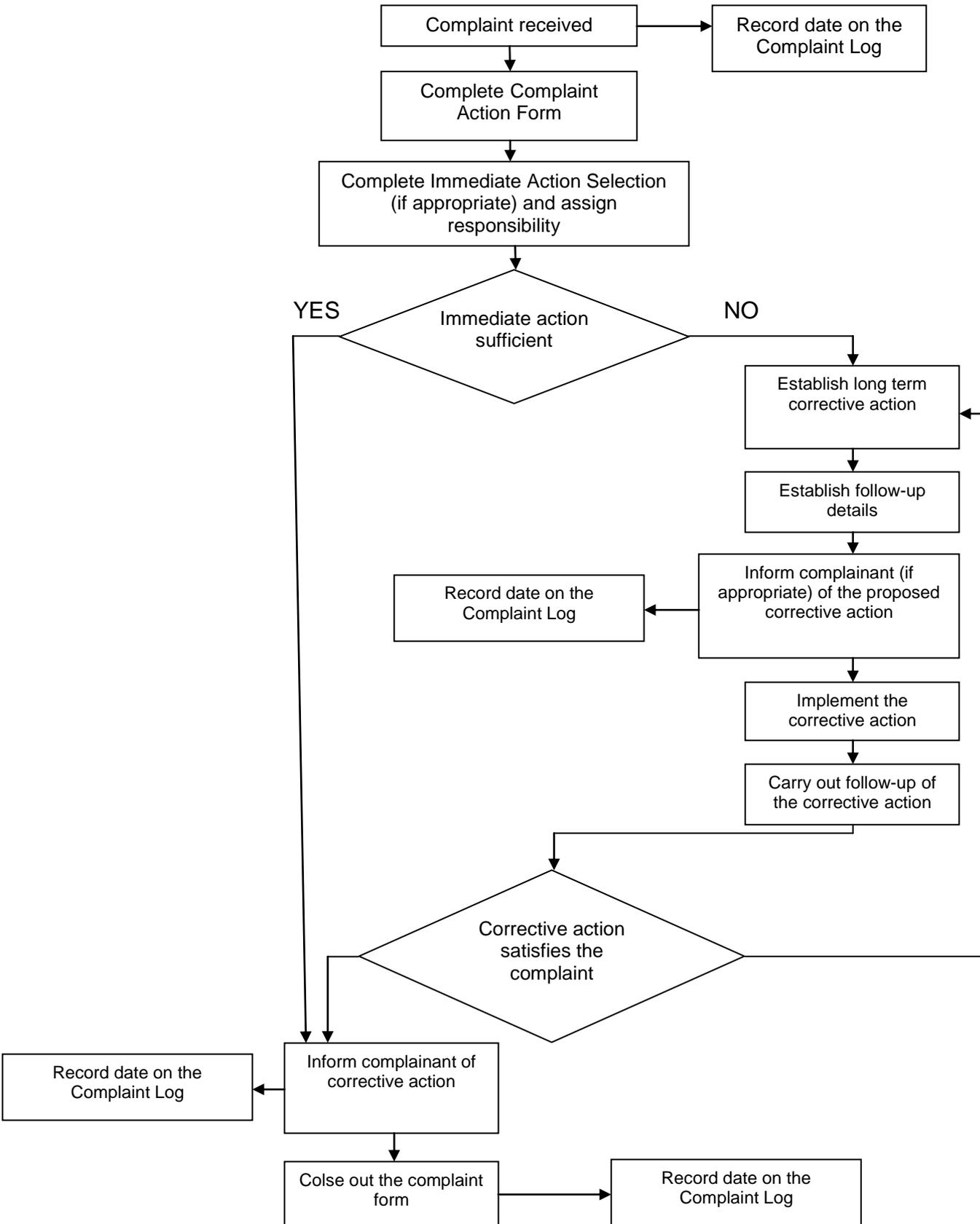
Other interested parties:

- General public;
- Other companies operating on the National Grid;
- Non-Governmental Organisations (NGO).

It is acknowledged that, as the Project 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.

Grievance mechanism and form

Flowchart of Complaints/Grievance Procedure



Grievances to be resolved within 15 working days.

Grievance Reference Number:			
Contact Details	Name:		
	Address:		
	Tel:		
	e-mail:		
How would you prefer to be contacted? Please tick box	By post	By phone	By e-mail
Name and the identification information (from identity card).			
Details of your grievance. Please describe the problems, who it happened to, when, where and how many times, as relevant			
What is your suggested resolution for the grievance?			
How to submit this form to /[name of concessionaire]	By Post to:		
	By hand: please drop this form at:		
	By e-mail: Please email your grievance, suggested resolution and preferred contact details to e-mail:		
Signature		Date	

Feedback from public consultation on EMP

1. BACKGROUND

The Government of the Republic of Serbia received a financial support from the World Bank, European Investment Bank and European Bank for Reconstruction and Development, in the implementation of Road Road Rehabilitation and Safety Project.

The design of the section Leskovac south (connection with A1) – Leskovac (Bratmilovce) is classified as environmental category “B” i.e. the design that requires the preparation of Environmental Management Plan, harmonized with the policy of international financial institutions in the area of environmental protection. According to the applicable Serbian legislation, especially after the adoption of the Law on Environmental Impact Assessment (Official Gazette of RS, No. 135/04, 36/09), and the Decree establishing the List of projects which may require the preparation of environmental impact assessment (Official Gazette of RS, No. 114/08) – preparation of Environmental Impact Assessment Study is not necessary for development of road rehabilitation designs.

Highway Institute JSC Belgrade – Department for Environmental Protection has prepared the draft document – Environmental Management Plan for heavy maintenance of the state road IB 39, Section: Leskovac south (connection with A1) – Leskovac (Bratmilovce), submitted to Technical Control for review on 25/08/2017. The Environmental Management Plan was prepared in accordance with the requirements of international financial institutions which finance the Road Road Rehabilitation and Safety Project. The development of Environmental Management Plan was supported by study research and field investigations, including consultations with representatives of regional and local stakeholders. The Environmental Management Plan is primarily based on field testing carried out in May 2017.

On 20 September 2017, the World Bank representatives submitted to the PE Roads of Serbia documents which contain comments and notices on approval of the draft Environmental Management Plan. On 22 September, the Public Enterprise “Roads of Serbia” has forwarded the received comments and undertook and initiated the procedure of public consultations scheduled for 13 October 2017 and presentation of the document.

PE "Roads of Serbia" has issued on 28 September a call for public consultations to all stakeholders, institutions, organizations interested in Environmental Management Plan for the section: Leskovac south (connection with A1) – Leskovac (Bratmilovce). Prior to advertising in newspapers, the Environmental Management Plan (in paper and electronic form) was delivered to the City Administration of Leskovac. The City Administration representatives have informed the public via local media on exact time and place of the public debate. This call was also published on the website of PERS. This document is available at the following addresses:

- At the premises of PERS, Sector for Investments, Vojkovićeve 19a, Belgrade, on the first floor, every working day from 11:00 to 13:00, within 14 days from the date of this notice publication
- At the premises of the Leskovac City Administration, every working day from 08:00 to 15:00 within 14 days from the date of this notice publication.
- On the website of PERS www.putevi-srbije.rs

Public consultation and presentation of the Environmental Management Plan were held in the premises of the Leskovac City Administration on 13 October 2017. Questions raised and clarifications of the document are presented in the Report on public consultation.

2. REPORT ON PUBLIC CONSULTATION

In accordance with the operational policy of the World Bank 4.01, the Highway Institute JSC Belgrade has prepared the document – Environmental Management Plan for heavy maintenance of the state road IB 39, section: Leskovac south (connection with A1) – Leskovac (Bratmilovce), in length of 6.319 km. Presentation of the document has started on 28 September 2017, by making a public invitation in the daily newspaper "Politika" to all stakeholders, competent authorities and relevant institutions to learn about the proposed works related to heavy maintenance of the road as well as the environmental impacts of the Design, proposed mitigation and monitoring measures. Prior to advertising in the newspapers, the Environmental Management Plan was submitted in paper form to the City Administration of Leskovac and to the Sector for Investments at the PERS and it was made available in electronic form on the website of the PERS.

The representatives of the local self-government have informed the public via local media on the time and place of public consultations. The presentation of Environmental Management Plan was completed on 13 October 2017, with public consultations held in the Leskovac City Administration (Figures 23 and 24).



Figure 23: Public consultations in Leskovac on 13 October 2017



Figure 24: Public consultations in Leskovac on 13 October 2017

The public consultation was attended by 20 participants.

The meeting was attended by the following representatives of the Leskovac City Administration: Assistant Mayor Slobodan Glisic and Chief of Cabinet Lidija Sinadinovic, Slobodan Tasic of the Environmental Protection Department, Miodrag Bogdanovic and Sasa Djordjevic of the Inspection Department, Dejan Stankovic of the Communal Police Department, Dragan Nikolic - Head of Department for Communal and Housing Affairs, Transport and Infrastructure and the following employees from this department Sasa Bukumiric, Jova Pljevaljic, Dragana Stosic, Vladimir Jankovic and Danijel Stojkovic. The meeting was also attended by Ljiljana Mihajlovic, Zivojin Ivanovic and Stanisa Stojkovic of the PE "Urban planning and Construction" Leskovac, Vladimir Sinadinovic of PE "Komunalac" Leskovac and Dragan Stankovic of the P.W.W. Leskovac Ltd. Leskovac.

On behalf of the Highway Institute JSC Belgrade, Department for Environmental Protection, the meeting was attended by the Head of Department Snezana Radulovic Jevremovic, Vladan Tasic and Iva Kaplenec.

The meeting started at 12 am. The representatives of the Highway Institute presented in detail the Environmental Management Plan to the attendees. After completion of the public debate, two questions were raised.

Slobodan Tasic from the Department of Environmental Protection of the city of Leskovac asked the following question:

1. „Will there be a change in drainage process and how will water pollution by oil and other harmful substances be regulated?“

Answer: The Design does not envisage the change of drainage system on this section.

Zivojin Ivanovic from PE "Urban planning and Construction" Leskovac asked the following question:

2. „Where will the material from construction site be deposited, as well as the used oil from machinery and asphalt from the section on which the works will be carried out?“

Answer: Environmental Management Plan defines the recommendations related to disposal of such material, while the specific locations and method of disposal will be defined in the Contractor's Environmental Management Plan that must be harmonized with this document.

The meeting was ended at 13:20 (local time).

3. PARTICIPANTS LIST

ЛИСТА УЧЕСНИКА

Предмет ЈАВНИХ КОНСУЛТАЦИЈА: ПЛАН УПРАВЉАЊА ЖИВОТНОМ СРЕДИНОМ (Environmental Management Plan – EMP)			Место одржавања ЈАВНИХ КОНСУЛТАЦИЈА: Лесковац, просторије зграде Града Лесковца Пана Тркуића 11		
Пут: IB реда бр. 39 Деоница: Лесковац Југ (веза са А1) – Лесковац (Братмиловце)			Датум јавних консултација: 13. октобар 2017.		
Редни број	Име и презиме	Организација - адреса	Телефон, факс, е-маил		
1	Ваши Бучешић	оревне Закоп. бр. 1, насељ. м. Штрпач	064/3455489		
2	Зоран Радичевић	— / —	064/8973617		
3	Др. Милош Стојић	— / —	060/5200425		
4	Тасић Стевољак	Устемље на локалитету Штрпач околу Лесковца	066/338-147		
5	Владимир Јаковић	Одељење за локал. самоуправу Саврска 41, 127.	065/8817000		
6	Јанко Беговић	— / —	060/5151555		
7	Зоран Биљковић	Р.М.Ш.-Лесковац доо Лесковац	016/245-302		
8	Љиљана Милошевић	ЈП "Универзитет и изградња Лесковца" Трг Радолуковић 95	069/855-96-13		
9	Жељко Штратић	ЈП "Универзитет и изградња" Лесковац, трг Радолуковић 95	062-884-96-07		
10	Љиљана Стамболић	ЈП "Универзитет и изградња" Лесковац	069 855 96 10		
11	Владимир Штратић	ЈП "Универзитет и изградња" Лесковац, трг Радолуковић 95	062/885 6767		

Предмет ЈАВНИХ КОНСУЛТАЦИЈА: ПЛАН УПРАВЉАЊА ЖИВОТНОМ СРЕДИНОМ (Environmental Management Plan – EMP)			Место одржавања ЈАВНИХ КОНСУЛТАЦИЈА: Лесковац, просторије зграде Града Лесковца Пана Ђукића 11	
Пут: IB реда бр. 39 Деоница: Лесковац Југ (веза са А1) – Лесковац (Братмиловце)			Датум јавних консултација: 13. октобар 2017.	
Редни број	Име и презиме	Организација - адреса	Телефон, факс, е-маил	
12	Милорад Богдановић	ОДЕЉЕЊЕ ЗА ИНСПЕКЦИЈУ ПОСРЕДСТВОМ	064 899 4080	
13	Саша Форбевит	ОДЕЉЕЊЕ ЗА ИСПИТ. ПОСРЕДСТВОМ	063 405 341	
14	Дезан Станковић	ОДЕЉЕЊЕ ЗА КОМУНАЛНЕ ПОЛИЦИЈЕ	064 897 3965	
15	Јулија Сингвановић	ШЕФ КОМУНАЛА	064 13893247	
16	Стефан Шимић	ОПШТИНСКИ ПРОЈЕКЦИОНСКИ СЕРВИС ЗА ПУТНИКЕ И ПОСРЕДСТВОМ ЗА ПУТНИКЕ	064/6574094 064 / 897 4092	
17	Драгана Николић	ПУТНИЦИ НА ПУТЕВИМА	062/8011192	
18	Милан Тасић			
19	Снежана Јовановић Јовановић		062/8011192	
20	Ива Караме		0601444938	
21				
22				
23				

4. DOCUMENTATION

Четвртак 28. септембар 2017. 29
oglasil@politika.rs



Сагласно оперативној политици Светске банке (ОП 4.01)
Јавно предузеће „Путеви Србије“
позива на
ЈАВНЕ КОНСУЛТАЦИЈЕ
јавност, органе и организације заинтересоване за
**ПЛАН УПРАВЉАЊА
ЗАШТИТОМ ЖИВОТНЕ СРЕДИНЕ**
за пројекат појачаног одржавања државног
пута IB реда бр. 39 деоница:
**ЛЕСКОВАЦ (ЈУГ) –
ЛЕСКОВАЦ (БРАТМИЛОВЦЕ)**

Увид у предметни План управљања заштитом животне средине може се извршити:

- у просторијама ЈП „Путеви Србије“, сектор за инвестиције, Влајковићева 19а, Београд, први спрат, сваког радног дана од 11 до 13 часова у року од 14 дана од дана објављивања овог обавештења;
- у просторијама Општине Лесковац, Улица Пана Ђукића бр. 11, 16000 Лесковац, сваког радног дана од 8 до 15 часова у року од 14 дана од дана објављивања овог обавештења;
- на интернет страници ЈП „Путеви Србије“:
www.putevi-srbije.rs

Примедбе и мишљења у вези са Планом управљања заштитом животне средине се подносе у писаном облику и достављају на адресу ЈП „Путеви Србије“, Сектор за инвестиције, Влајковићева 19а, Београд. Примедбе се могу доставити и електронском поштом на адресу office@putevi-srbije.rs

Дана 13. 10. 2017. године, са почетком у 12 часова биће одржане јавне консултације и презентација предметног Плана у сали Градског већа, зграда Града Лесковца, у Улици Пана Ђукића бр. 11, 16000 Лесковац.

За додатне информације обратити се на следећу адресу:

ЈП „Путеви Србије“
Сектор за инвестиције
Влајковићева 19а,
11000 Београд, Република Србија,
тел./факс +381 11 / 32 06 813
e-mail: igor.radovic@putevi-srbije.rs



In accordance with the WB Operational Policies (OP 4.01)
Public Enterprise “Roads of Serbia”
issues an invitation for
PUBLIC CONSULTATIONS
for the public, bodies and organizations interested in
ENVIRONMENTAL MANAGEMENT PLAN (EMP)
for heavy maintenance of State Road
IB Class No. 39
section:
**LESKOVAC (JUG) – LESKOVAC
(BRATMILOVCE)**

Interested parties can get an insight into the EMP document on following addresses:

- the premises of the PE “Roads of Serbia”, investment sector, 19a Vojkovičeva St., Belgrade, on the first floor, on working days from 11:00 AM to 1:00 PM (local time), within 14 days in regards to the date of public announcement of this invitation;
- within the premises of the Leskovac Municipality, Pana Đukića br. 11, 16000 Leskovac, on working days from 8:00 AM to 3:00 PM (local time), within 14 days from the date of publication of this invitation;
- on PE “Roads of Serbia” web site: www.putevi-srbije.rs

Remarks and suggestions in regards to the EMP document shall be submitted in written form to the PE “Roads of Serbia”, Sector for investments, 19a Vojkovičeva St., Belgrade. Remarks can be also provided on following internet address:
office@putevi-srbije.rs

On October 13, 2017, at 12:00 PM (local time), public consultations and presentation of the subject EMP document will be organized within the City Hall of Leskovac Municipality, Pana Đukića br. 11, 16000 Leskovac.

If you need any additional information, please contact:
PE “Roads of Serbia”
Sector for investments

Figure 25: Public consultations announcement in daily newspaper "Politika"



Сагласно оперативној политици Светске Банке (ОП 4.01)

Јавно предузеће „Путеви Србије“ позива на

ЈАВНЕ КОНСУЛТАЦИЈЕ

јавност, органе и организације заинтересоване за

ПЛАН УПРАВЉАЊА ЗАШТИТОМ ЖИВОТНЕ СРЕДИНЕ
за пројекат појачаног одржавања државног пута IB реда бр. 39
деоница:
ЛЕСКОВАЦ (ЈУТ) – ЛЕСКОВАЦ (БРАТМИЛОВЦЕ)

Увид у предметни План управљања заштитом животне средине може се извршити:

- у просторијама ЈП „Путеви Србије“, сектор за инвестиције, Влајковићева 19а, Београд, први спрат, сваког радног дана од 11 до 13 часова у року од 14 дана од дана објављивања овог обавештења.
- у просторијама Општине Лесковац, улица Пана Ђукића бр. 11, 16000 Лесковац, сваког радног дана од 08 до 15 часова у року од 14 дана од дана објављивања овог обавештења.
- на интернет страници ЈП „Путеви Србије“: www.putevi-srbije.rs

Примедбе и мишљења у вези са Планом управљања заштитом животне средине се подnose у писаном облику и достављају на адресу ЈП „Путеви Србије“, Сектор за инвестиције, Влајковићева 19а, Београд. Примедбе се могу доставити и електронском поштом на адресу office@putevi-srbije.rs

Дана 13.10.2017. године, са почетком у 12:00 часова биће одржане јавне консултације и презентација предметног Плана у сали Градског већа, зграда Града Лесковца, у улици Пана Ђукића бр. 11, 16000 Лесковац.

За додатне информације обратити се на следећу адресу:

ЈП „Путеви Србије“
Сектор за инвестиције
Влајковићева 19а,
11000 Београд, Република Србија,
тел./факс +381 11 / 32 06 813
e-mail: igor.radovic@putevi-srbije.rs

Figure 26: Public consultations announcement on the website of the PE "Roads of Serbia"

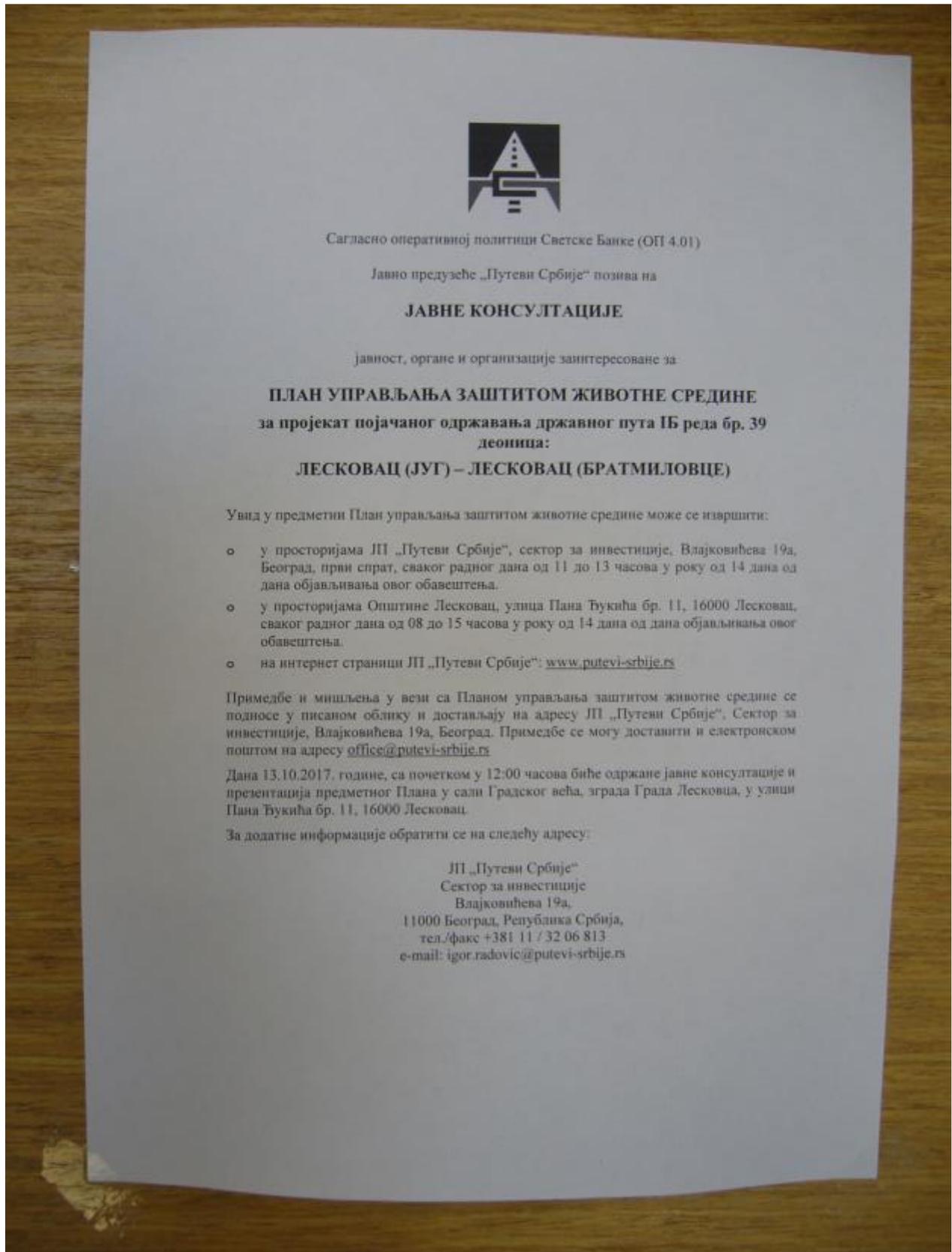


Figure 27: Public consultations announcement on the notice board at the City Administration of Leskovac

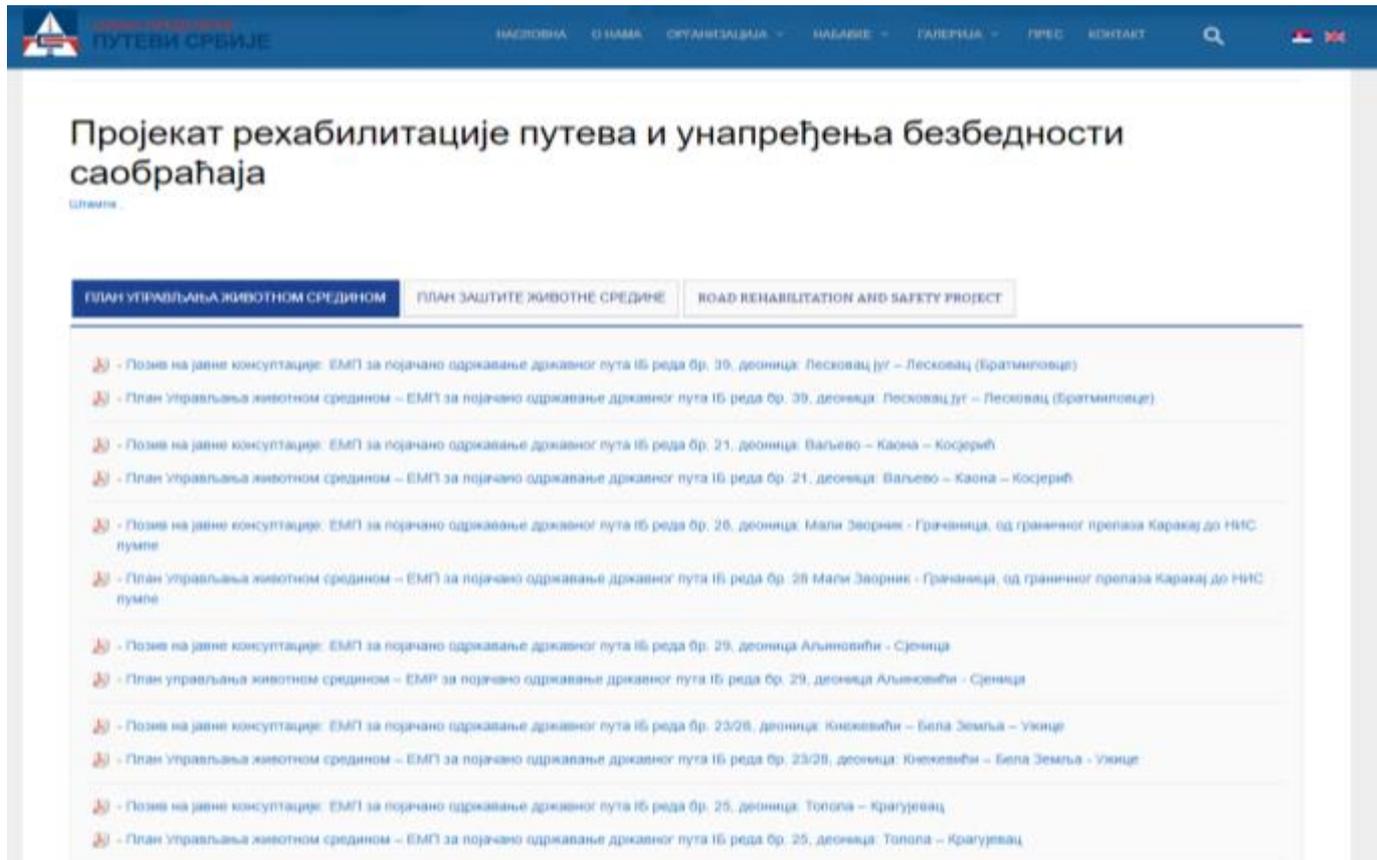


Figure 28: Electronic version of Environmental Management Plan available on the website of the PE "Roads of Serbia"

APPENDIX V

CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS

РЕПУБЛИКА СРБИЈА
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ
03 Број: 020-748/B
Датум: 19-04-2017.
НОВИ БЕОГРАД, Др Ивана Рибара бр. 91
Тел: +381 11/2093-802; 2093-803
Факс: + 381 11/2093-867

19-04-2017
19-04-2017
21-04-2017

Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016) 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 Јавног предузећа „Путеви Србије“ за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 39 (стара ознака: магистрални пут М-9), деоница Лесковац југ – Лесковац (Братмиловце), доноси

РЕШЕЊЕ

1. Предметно подручје (траса пута) не налази се у оквиру заштићеног подручја за које је спроведен или покренут поступак заштите, не налази се у просторном обухвату еколошке мреже нити у простору евидентираног природног добра. Сходно томе, издају се следећи услови заштите природе:
 - 1) Пројектом дефинисати решења и мере која ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода;
 - 2) Пројектом дефинисати и обезбедити следеће:
 - привремене или трајне локације (постојеће уређене комуналне објекте/депоније) за одлагање и депоновање шута и другог отпада укључујући и комунални настао у току извођења радова,
 - након завршетка предметних радова све површине које су на било који начин деградирале грађевинским и другим радовима, што пре санирати,
 - строго се придржавати трасе и коридора пута како се при манипулацији возилима и машинама не би оставиле последице на шири простор,
 - користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта;
 - 3) Предвидети заштиту и очување високог зеленила и вреднијих примерака дендрофлоре (појединачна стабла, као и групе стабала) дуж деонице пута, који су значајни са еколошког и пејзажно-архитектонског становишта;
 - 4) Предузети мере заштите становништва од удеса применом заштитних ограда и пешачких прелаза и пролаза на местима где је то најцелесходније, нарочито на локацијама у близини постојећих насеља;
 - 5) Планирати пејзажно обликовање путног предела (ивица пута) на слободним просторима дуж пута, који ће поред визуелно естетског допринети заштити пута (ветрозаштита, снегозаштитни појас);
 - 6) Предвидети да се током извођења радова дуж целе трасе одржава максимални ниво комуналне хигијене;
 - 7) Забрањено је сервисирање возила и машина дуж трасе и коридора пута. Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање;

- 8) По изведеним радовима неопходно је што пре уклонити сву механизацију, грађевински материјал и друго;
 - 9) Планирати радове на уређењу путног појаса са аспекта заштите животне средине, карактера саобраћаја и могућности одржавања пројектованог зеленила;
 - 10) Облик и карактер пејзажних интервенција на траси пута ускладити са техничким захтевима пута. У том сликсу дефинисати примсну зеленила у циљу испуњавања безбедносних, грађевинско-техничких, мелиоративних, пејзажно – естетских и биолошко – сколошких задатака;
 - 11) Планирање озелењавања дуж трасе пута планирати у складу са Конвенцијом о биолошкој разноврсности, према којој је неопходно избегавати инвазивне врсте;
 - 12) Уколико се током радова наиђе на геолошко-палеонтолошка документа или минералношко-петролошке објекте, за које се предпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести министарство надлежно за послове заштите животне средине, као и да предузме све мере заштите од уништења, оштећења или крађе до доласка овлашћеног лица.
2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
 3. За све измене Пројекта, потребно је Заводу за заштиту природе Србије 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 о условима заштите природе издато, дужан је да Заводу поднесе нови захтев за издавање услова заштите природе.
 5. Такса за издавање овог Решења у износу од 30.000,00 динара одређена је 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).

Образложење

Јавно предузеће „Путеви Србије“, Сектор за инвестиције, 11000 Београд, Влајковићева бр. 19а, обратио се дописом II бр. 953-6003 од 24.03.2017. године, са захтевом за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 39 (стара ознака: магистрални пут М-9), деоница Лесковац југ – Лесковац (Братмиловце).

На основу достављеног захтева и пратеће документације, утврђено је да је планирана израда техничке документације у виду Главног пројекта појачаног одржавања којим се обезбеђује повећање употребне вредности и трајности пута, унапређење безбедности саобраћаја, укључење захтева локалне заједнице (социјални аспект) и поштовање захтева заштите животне средине у максималној могућој мери. Предметни Пројекат је саставни део Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева Републике Србије, и подразумева грађевинске – путарске радове у оквиру трасе од петље са аутопутем Е75 до раскрснице улица Краља Петра I и Симе Погарчевића (код надвожњака). Врсте радова, технички услови и начин извођења радова регулисани су одредбама Закона о јавним путевима („Службени гласник РС“, бр. 101/05, 123/07, 93/12 и 104/13).

Увидом у Централни регистар заштићених природних добара и документацију Завода за заштиту природе Србије, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог Решења. При томе се имало у виду да се предметно подручје (траса пута) не налази у оквиру заштићеног подручја за које је спроведен или покренут поступак заштите, не налази се у просторном обухвату еколошке мреже нити у простору евидентираног природног добра.

Према Конвенцији о биолошкој разноврсности („Службени лист СРЈ“ - Међународни уговори“, бр. 11/2001), неопходно је спречити ширење, а по потреби предузети мере за уништавање инвазивних врста. Њихово спонтано ширење не само да угрожава природну вегетацију, него знатно повећава и трошкове одржавања зелених површина. На нашим подручјима, инвазивним се сматрају следеће врсте: јасенолики јавор (*Acer negundo*), кисело дрво (*Ailanthus altissima*), багремац (*Amorpha fruticosa*), западни копривић (*Celtis occidentalis*), пенсилвански длакави јасен (*Fraxinus pennsylvanica*), гледичија (*Gleditsia triacanthos*), жива ограда (*Lycium halimifolium*), петолисни бршљан (*Parthenocissus inserta*), касна сремза (*Prunus serotina*), јапанска фалоп (*Faloppa japonica*), багрем (*Robinia pseudoacacia*).

Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016); чл. 20., Закон о потврђивању Конвенције о биолошкој разноврсности („Сл. лист СРЈ - Међународни уговори“, бр. 11/2001).

Предметни радови могу се реализовати под условима дефинисаним овим Решењем, јер је процењено да неће угрозити природне вредности предметног подручја.

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

Подносилац захтева је ослобођен од плаћања таксе у складу са чланом 18. Закона о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 57/2014 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.

ДИРЕКТОР

Александар Драгишић

Достављено:
- Подносиоцу захтева
- Архива х 2



11
213 - 684A
03-04-2017

Републички завод за заштиту споменика културе - Београд
Institute for the Protection of Cultural Monuments of Serbia - Belgrade

Радослава Грујића 11 Radoslava Grujića 11
11118 Београд 11118 Belgrade
Србија Serbia
Тел. (011) 24 54 786 Phone +381 11 24 54 786
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Датум / Date: 30 03-2017

Број / Ref. 2/759
мј/мј

432

ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“

Сектор за инвестиције

Госпођа Гордана Суботички Ђорђевић, извршни директор за инвестиције

БЕОГРАД
Влајковићева 19а

Предмет: Деонице државног пута IB реда бр. 35 и 39

Поштована госпођо Ђорђевић,

Вашим дописима бр. 953-6002 и 953-6110 од 24. марта 2017. доставили сте захтеве за издавање услова за израду техничке документације пројеката Појачаног одржавања деоница државног пута IB реда бр. 35 Меровина-Прокупље и бр. 39 Лесковац југ-Лесковац (Братмиловце).

Обавештавамо вас да се на наведеним деоницама не налазе културна добра од изузетног значаја и тиме овај захтев није у надлежности Републичког завода за заштиту споменика културе – Београд, а допис прослеђујемо Заводу за заштиту споменика културе Ниш на даљи поступак.

С поштовањем,

Обрађивач
Маја Ђорђевић, археолог

44-07-011

Директор
Мирјана Андрић
Мира Рандић

Доставити:

- Наслову,

- Завод за заштиту споменика културе Ниш



AA

Република Србија

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ НИШ

Ниш, Добричка 2, тел. 018/523-414, факс 018/523-412

E-mail: kontakt@zzsknis.rs

Број: 404/2

Датум: 20.04.2017. год.

11-05-2017

Завод за заштиту споменика културе Ниш, на основу члана 104 Закона о културним добрима (Службени гласник РС бр. 71/94) и чл. 125, 131, 196, 197, 198, 199, 200 и 201 Закона о општем управном поступку (Сл. лист СРЈ бр.33/97, 31/01 и Сл. гласник 30/10) а у вези са чланом 99 и 27 Закона о културним добрима, решавајући по захтеву Јавног предузећа "Путеви Србије", са седиштем у Београду у Булевару краља Александра 282, доноси :

РЕШЕЊЕ

О утврђивању услова за предузимање мера техничке заштите

I Мере техничке заштите: за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 39 (стара ознака: магистрални пут М-9), деоница Лесковац југ – Лесковац (Братмиловце), могу се предузети под следећим условима:

- Уколико пројекат обухвата и земљане радове на ископу на самој траси пута или његовом проширењу, Инвеститор је у обавези да обезбеди стални археолошки надзор у току извођења земљаних радова;
- У случају да приликом земљаних радова открије до сада неевидентирани локалитет или његов део, инвеститор је дужан да одмах заустави радове и о томе без одлагања обавести Завода за заштиту споменика културе Ниш, обезбеди услове за археолошка истраживања, конзервацију и презентацију;
- Инвеститор је дужан да обезбеди средства за истраживање, заштиту, чување, публиковање и презентацију истог.

II Подносилац захтева дужан је да изради пројекат у свему у складу са издатим условима из тачке I овог решења.

III Инвеститор је у обавези да по изради пројектне документације исту достави Заводу ради добијања сагласности да је урађена према прописаним условима. Један примерак пројектне документације се доставља за потребе Завода.

IV Ово решење важи годину дана.

V Жалба на решење не задржава извршење.

Образложење

Јавно предузеће "Путеви Србије", са седиштем у Београду у Булевару краља Александра 282, поднело је захтев 953-6002 од 24.03.2017. године Републичком заводу за заштиту споменика културе Београд за утврђивање услова за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 39 (стара ознака: магистрални пут М-9), деоница Лесковац југ – Лесковац (Братмиловце). Републички завод за заштиту споменика културе Београд је овај захтев проследио дописом бр. 2/739 од 30.03.2017. и у Заводу за заштиту споменика културе овај допис је заведен под бр. 404/1 од 03.04.2017. године.

У циљу заштите н.к.д. и археолошких налазишта Јавно предузеће "Путеви Србије" дужно је да поступи по мерама прописаним овим решењем.

Имајући у виду наведено као и одредбе Закона о културним добрима које прописују обавезу предузимања мера техничке заштите у циљу очувања непокретног културног добра, донето је решење као у диспозитиву.

Чланом 104 став 3 "Закона о културним добрима" је прописано да жалба не задржава извршење решења.

ПРАВНИ ЛЕК: Против овог решења може се изјавити жалба Републичком заводу за заштиту споменика културе Београд у року од 15 дана од дана пријема решења.

Жалба се непосредно предаје или шаље поштом доносиоцу овог решења.

В.Д. ДИРЕКТОР ЗАВОДА

Елена Васић Истровић

Доставити:

- Подносиоцу захтева
- Документацији Завода

Република Србија
Град Лесковац
Градска управа
Одељење за заштиту
животне средине
Број: 116/17-09
Датум: 18.05.2017. година
Л е с к о в а ц



ИНСТИТУТ ЗА ПУТЕВЕ АД, БЕОГРАД

Булевар Пека Дагчевића 45
11010 Београд

Предмет : Обавештење

У вези вашег дописа број 20-2799 од 09.05.2017. године, у коме тражите доставу расположивих података о стању животне средине, обавештавамо Вас о следећем.

На локацији и непосредној околини наведене деонице пута нема мерних места локалне мреже за праћење стања животне средине. Одељење за заштиту животне средине града Лесковца нема податке о мерним местима републичке мреже мерних места за праћење квалитета животне средине на локацији описаној у захтеву.

У циљу сарадње на реализацији Вашег пројекта достављамо Вам расположиве податке са мерних места најближих локацији пута наведеној у захтеву.

ВАЗДУХ

На територији града Лесковца испитују се концентрације сумпордиоксида, чађи и азотдиоксида у 24 – сатним узорцима током године и укупне таложне материје са анализом концентрације тешких метала кадмијума, олова и цинка, у месечном узорку. Најближе мерно место локацији описаној у Вашем захтеву на коме се одређују концентрације сумпордиоксида, чађи и азотних оксида је „Технолошки факултет“.

Измерене вредности сумпордиоксида у току 2016. године су знатно мање од граничне вредности, средња годишња вредност износи $2,5 \mu\text{g}/\text{m}^3$, максимална $5 \mu\text{g}/\text{m}^3$ а минимална $2,5 \mu\text{g}/\text{m}^3$. У току године није било дана са прекорачењем граничних вредности.

У 2016 години било је 34 дана са концентрацијама чађи изнад максимално дозвољене вредности. Концентрација чађи је већа у грејној сезони, максимална измерена вредност износи $151,4 \mu\text{g}/\text{m}^3$ - гранична вредност износи $50 \mu\text{g}/\text{m}^3$.

Максимална измерена вредност азотних оксида у 2016 години износи $96,3 \mu\text{g}/\text{m}^3$ (дозвољена $85 \mu\text{g}/\text{m}^3$). У току године било је 4 дана са концентрацијама азотних оксида преко граничне вредности, у грејној сезони мерене су веће вредности азотних оксида.

Најближе мерно место на коме су испитиване таложне материје у ваздуху је код раскрснице улица Булевар ослобођења и 28. марта. У току године није било прекорачења дозвољених вредности, максимална измерена концентрација износи 281mg/m³/дан – дозвољена 450 mg/m³/дан. У зимском периоду мерене су веће концентрације укупних таложних материја.

Просечне вредности олова, кадмијума и цинка су веће у зимском периоду, максимална измерена вредност кадмијума износи 3,47 µg /m³/дан, олова 83,04 µg /m³/дан, цинка 449,6 µg /m³/дан.

ЗЕМЉИШТЕ

Градска управа за заштиту животне средине града Лесковца је у сарадњи са Агенцијом за заштиту животне средине извршила одабир потенцијално контаминираних локација на којима је требало извршити узорковање земљишта. Узето је у обзир неколико локација у околини индустријске зоне, као и локације са „историјским загађењем“. Представници Агенције за заштиту животне средине су извршили узорковање земљишта октобра 2016. године, на предложеним локацијама, а анализе је извршила лабораторија „Анахем“ из Београда.

ПОДАЦИ О УЗОРЦИМА И МЕСТУ УЗОРКОВАЊА:		
Врста узорка:	земљиште	
Место узорковања:	Лесковац	
ИБ-идентификациони број узорка	Ознака мерног места	Датум узорковања
Z112- Z113/2016.	WGS84: 42.9911 X; 21.96955 Y (У кругу некадашње Ливнице)	14.10.2016. у 13.00
Z114- Z115/2016.	WGS84: 42.99081 X; 21.97062 Y (Ливада иза дворишта Ливнице у близини канала)	14.10.2016. у 13.30
Листа параметара обухваћених анализом : <ul style="list-style-type: none"> - рН вредност у H₂O и KCl-у, - CaCO₃ у %, - хумус у %* , - приступачан P₂O₅ mg/kg и K₂O mg/kg - основни физички параметри: процентуални удео крупног и ситног песка, праха и глине - укупан садржај Hg, Ni, В - приступачан садржај Hg, Ni, В, Cu, Mn, Pb, Mn, Zn, As , Cd, Cr - Органски параметри <ul style="list-style-type: none"> Полициклични ароматични угљоводоници: антрацен,бензо(а)антрацен,бензо(к)флуорантен, бензо(а)пирен, кризен, фенанатрен, индено (1,2,3-цд)перилен, нафтален, бензо(г, х, и)перилен, ПАХс (укупни), - Полихлоровани бифенили: PCB 28, PCB 52, PCB 101, PCB 138, PCB 153, PCB 180, PCBs укупни 		

Резултати анализе свих параметара са листе показују, **незнатна прекорачења** и то:

- на локацији код некадашње ливнице - олово (Pb), бакар (Cu) и никал (Ni)
- на локацији иза ливнице (ливада, поред канала) - никал Ni

КОМУНАЛНА БУКА

У Лесковцу су вршена иницијална мерења нивоа комуналне буке на више мерних места у граду, у различитим периодима дана. Најближе мерно место локацији наведеној у Вашем захтеву је раскрсница улица Булевар ослобођења и 28. марта .

Измерене вредности на овом мерном месту:

- просечни(еквивалентни) ниво комуналне буке: 64,6 dB,
- максимални измерени ниво буке : 83,2 dB,
- минимални измерени ниво буке : 60,4 dB.

Гранична вредност за период дан и вече дуж градских саобраћајница износи 65 dB.

ВОДА

Град Лесковац још увек не врши мониторинг квалитета површинских вода преко локалне мреже мерних места. Мониторинг статуса вода на територији града Лесковца врши се на основу Уредбе о утврђивању годишњег програма статуса вода коју доноси Влада Републике Србије. Резултате објављује Агенција за заштиту животне средине Републике Србије. Најближи водоток наведеном делу пута је река Јужна Морава.



Шеф Одељења
Бикић, дипл. инж. з.ж.с.



Република Србија
МИНИСТАРСТВО ПОЉОПРИВРЕДЕ
И ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ
Број: 011-00-840/2017-16
Датум: 23.06.2017.
Београд

VI
ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"
Број: 953-13566
04-07-2017
Датум
БЕОГРАД, Булевар краља Александра бр. 282

ЈП ПУТЕВИ СРБИЈЕ
Сектор за инвестиције

ул. Булевар краља Александра 282
БЕОГРАД

Предмет: Допис у вези са захтевом за давање мишљења

Министарству пољопривреде и заштите животне средине обратили сте се Захтевом за давање мишљења о потреби покретања процедуре у складу са Законом о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) за пројекат појачаног одржавања државног пута IB реда бр. 39 (стара ознака пута М-9) Лесковац, Деоница: Лесковац југ (веза са А1) – Лесковац (Братмиловце), дужине L= 19 км (км 68+241 - км 74+740), заведен под бројем 011-00-0840/2017-16 од 12.06.2017. године.

У допису наводите да је предметни пројекат обухваћен и интегралним „Пројектом Рехабилитације путева и безбедности саобраћаја („Road Rehabilitation and Safety Project – RRSP“), који се финансира из међународног кредита. Пројекат подразумева грађевинско – путарске радове у оквиру трасе већ постојећег пута.

Планирано је да се Главним пројектом за хитно одржавање путева обезбеди: повећање употребне вредности пута, трајност пута, побољшање безбедности саобраћаја, укључивање захтева локалне заједнице и усаглашеност са захтевима заштите животне средине у највећој могућој мери под датим условима просторног ограничења и ограничења који произилазе из типа дозвољених грађевинских и саобраћајних интервенција.

Сва решења приликом израде пројектне документације – Главни пројекат за хитно одржавање пута, морају бити у оквиру постојећег путног појаса (укупна ширина коловоза је 6.50 м), без експропријације нових површина земљишта. За рехабилитацију предметне саобраћајнице употребљени би се уобичајени грађевински материјали за ову врсту радова - земљани материјал, бетон, челик и асфалтни материјали.

Уз Захтев је приложена и додатна документација:

- Правилник о ургентном одржавању државног пута („Сл. гласник РС“ 74/2014 и 87/2014), којим су дефинисане врсте радова, технички услови и начин извођења радова;
- Кратак опис пројекта;
- Решење бр. 020-748/3 од 19.04.2017. које је издао Завод за заштиту природе Србије;
- Решење бр. 404/2 од 20.04.2017. које је издао Завод за заштиту споменика културе у Нишу;
- Графички прилог - прегледне карте;

На основу увида у захтев обавештавамо вас о следећем:

- У складу са члановима 3. и 4. Закона о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) предмет процене утицаја на животну средину су пројекти који се планирају и изводе, промене технологије, реконструкције, проширење капацитета који могу имати значајан утицај на животну средину, а притом су садржани у Уредби о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину («Службени гласник РС», бр.114/08).
- Пројекат појачаног одржавања пута, у складу са горе поменутих члановима Закона о процени утицаја на животну средину, не представља предмет процене утицаја на животну средину и није сврстан у Листама пројеката из поменуте Уредбе, па сагласно томе *носилац пројекта није у обавези да отпочне процедуру процене утицаја на животну средину у складу са чланом 8. Закона о процени утицаја на животну средину.*
- Носилац пројекта је обавези да се приликом извођења радова на рехабилитацији предметне саобраћајнице у потпуности придржава услова и мера заштите животне средине из 1) Решења о условима заштите природе и заштите животне средине бр. 020-748/3 од 19.04.2017 које је издао Завод за заштиту природе Србије, 2) Решења са условима и мерама заштите непокретних културних добара бр. 404/2 од 20.04.2017 године које је издао Завод за заштиту споменика културе у Нишу.

ДРЖАВНИ СЕКРЕТАР
по овлашћењу министра
Бр. 119-01-51/26/2016-09
од 25.10.2015
др Стана Божовић

Доставити:
-Наслову
-Архиви