



ROAD REHABILITATION AND SAFETY PROJECT (RRSP)

ENVIRONMENTAL MANAGEMENT PLAN

Heavy maintenance (road rehabilitation - upgrading)
of the State Road of the IB Category No. 10

Section: Pančevo - Kovin

PRE FINAL

Novi Sad, March 2018.

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ABBREVIATIONS AND ACRONYMS

AADT	Annual Average Daily Traffic
BD	Bidding Documents
BoQ	Bill of Quantities
CEP	Contractor’s Environmental Plan
EBRD	European Bank for Reconstruction and Development
EHS	Environmental, Health and Safety guidelines
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EMP	Environmental Management Plan
GoS	Government of Serbia
HSE	Health, Safety and Environment
IFC	International Finance Corporation
IFIs	International Financing Institutions
INP	Institute for Nature Protection of the Republic of Serbia
IPCM	Institute for Protection of Cultural Monuments of the Republic of Serbia
MEP	Ministry of Environmental Protection
MoT	Ministry of Transport (fmr. Ministry of Infrastructure and Energy – MoIE)
MS	Method Statement
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
ToR	Terms of Reference
WB	The World Bank Group
WMP	Waste Management Plan
PAP	Project affected persons
SEP	Stakeholder Engagement Plan
NTS	Non Technical Summary

INTRODUCTION

The Environmental Management Plan (EMP) has been prepared for the proposed heavy maintenance and rehabilitation (road rehabilitation - upgrading) of the State Road of the IB Category, No. 10, section Pančevo - Kovin to ensure the application of good environmental practice and document compliance with the requirements of the contract.

Lot 1 - IB 10 road belongs to the South Banat Administrative district, located in APV, Autonomous Region of Vojvodina.

The total length of the section is 5.520 km (both carriageways 2.766 km + 2.754 km) and represents a cross traffic connection through South Banat, i.e. the city of Belgrade and the border crossing with Romania (Vatin). The section passes through the city of Pančevo and is a part of the RRSP planned for heavy maintenance during the second year of the Project implementation.

The beginning of the section includes the overpass in node 1003 border APV (Pančevo), 2.172 km after the node 1003 border APV (Pančevo), observed in direction of chainage increase (app.chainage km 10+216). In this regard, the design shall include the overpass at the entrance to Pančevo (overpass above the road to Pančevo port). The end of the section is defined on 100 m before the intersection in node 1004 (Pančevo) Kovin, observed in direction of chainage increase (app. chainage km 13+016), i. e. up to the beginning of the rehabilitated carriageway before this intersection. The subject of the design are both carriageways of the state road section IB-10 in the defined length.

The Republic of Serbia has applied for a loan from the World Bank, European Investment Bank and European Bank for Reconstruction and Development for financing of the costs of Road Rehabilitation and Safety Project and intends to apply a part of loan proceeds for heavy maintenance on state road IB no.10 Pančevo - Kovin.

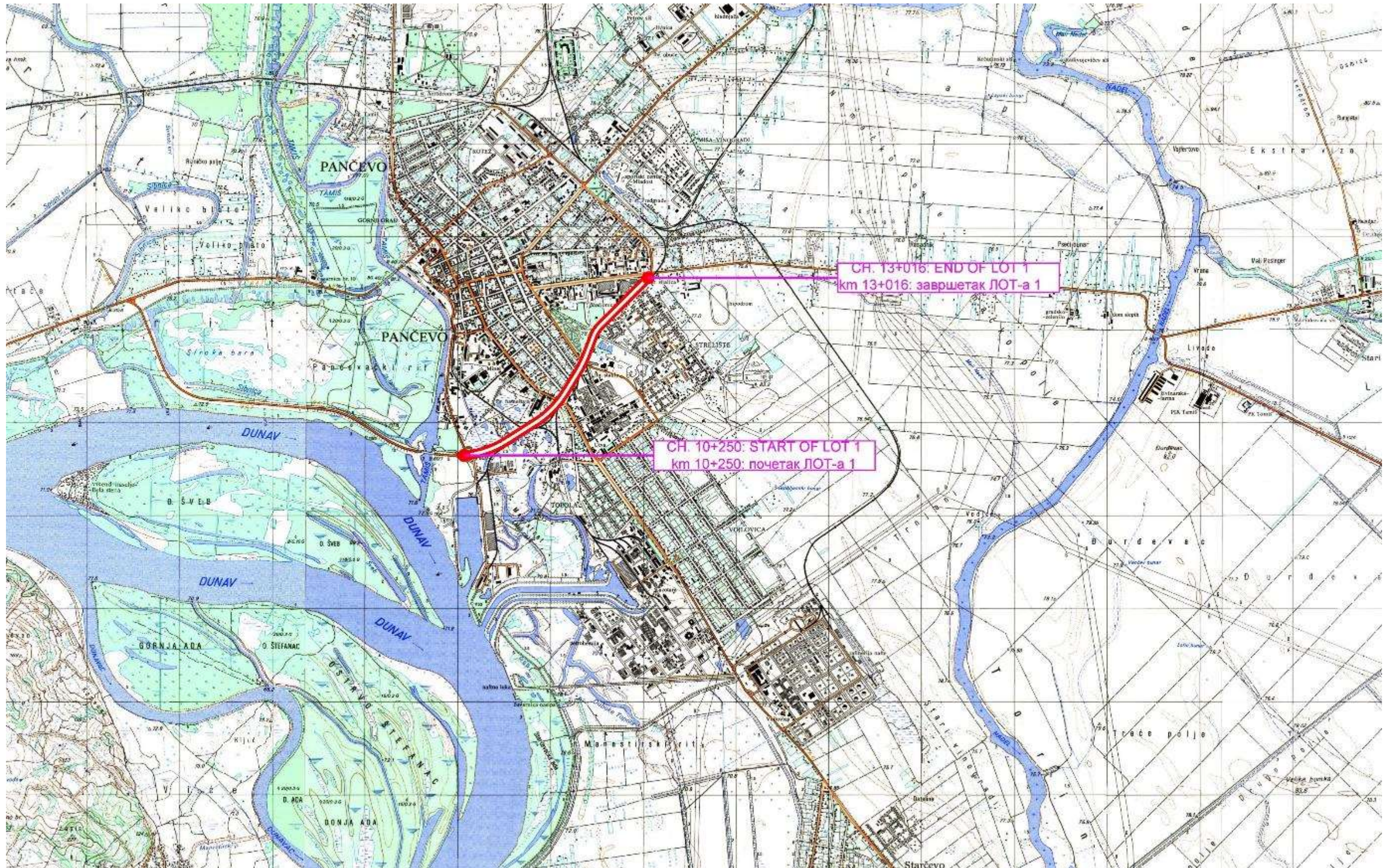
The Project has been classified as Environmental Category B, i. e. a project requiring an EMP pursuant to IFIs Safeguard Policies.

The EMP is analyzing the rehabilitation and implementation phase of the project. EMP defines measures and Contractor's obligation during rehabilitation phase that have to be implemented in order to protect environment.

The aim of the environmental management plan is to highlight the negative environmental impacts and management problems during the construction period, as well as the necessary mitigation measures that the Contractor must apply. The key components of the Environmental Management Plan are:

- Plan for the mitigation of adverse impacts on the environment and
- Plan for monitoring the impact on the environment.

They are prepared based on field investigations and contract requirements.



Picture 1. Part of road Pančevo – Kovin, from node 1003 to node 1004.

EXECUTIVE SUMMARY

Project description

Project of heavy maintenance and rehabilitation of state road IB Category, No. 10, section Pančevo - Kovin is part of the support project of the International Financial Institutions (World Bank, European Investment Bank and European Bank for Reconstruction and Development) to the Government of the Republic of Serbia for the Road Rehabilitation and Safety Project (RRSP). This project represents the first phase of the Government's National Road Rehabilitation Program and spans from 2014-2019:

- Improvement of the national road network through rehabilitation of about 1.100 km of existing road network spread over the entire country
- Increasing the safety level on designated roads by applying safety measures in all project phases
- Capacity building and coordination of traffic safety institutions through implementation of a number of different services

The beginning of the section includes the overpass in node 1003 border APV (Pančevo), 2.172 km after the node 1003 border APV (Pančevo), observed in direction of chainage increase (app. chainage km 10+216). In this regard, the design shall include the overpass at the entrance in Pančevo (overpass above the road to Pančevo port). The end of the section is defined on 100 m before the intersection in node 1004 (Pančevo) Kovin, observed in direction of chainage increase (app. chainage km 13+016), i. e. up to the beginning of the rehabilitated carriageway before this intersection. The subject of the design are both carriageways of the state road section IB-10 in the defined length.

Functionally, according to General regulations for parcellation, regulation and construction ("Official Gazette RS" No. 50/2011) this section is classified as a regional road.

43% of the section, according to its characteristics, is treated as road out of urban areas, while 57% runs through urban area of the city of Pančevo. (Prvomajska Street).

The road works covered by the Project will be carried out on the existing road with no change of the dimensions of the existing road, and as such no expropriation is necessary. The project entails no resettlement and land acquisition as defined by OP 4.12, nor long lasting disruptions to the natural environment, settlements and to the quality of life of the local population.

According to the implementation plan, the main objectives of the project are to increase the usage value and durability of the road, improve traffic safety, consider requirements of the local community (social aspect) and comply with the environmental requirements to the maximum extent possible in the circumstances of physical constraints and limitations arising from the nature of the permitted construction and traffic interventions.



Picture 2 - The section outside the town of Pančevo between bridges and intersections with the Zarko Zrenjanin Street.



Picture 3. Typical segments along the section in urban area (Prvomajska Street)

Special attention should be given to the sections passing through urban areas, close to schools, kindergartens, intersections and public buildings. On these locations it is necessary to construct or rehabilitate existing footpaths and improve traffic safety.

Policy, legal and administrative framework

The Ministry of Environmental Protection (MEP), is the key institution in the Republic of Serbia responsible for formulation and implementation of environmental policy matters

In the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment (“Official Gazette of RS” No. 135/04, 36/09), which is completely in line with European EIA Directive - 85/337/EEC. The Environmental Impact Assessment is not required when road rehabilitation and maintenance of regional or main roads is planned.

Based on the decision issued by the Institute for Nature Conservation of Vojvodina Province, state road IB Category, No. 10, section Pančevo - Kovin is not located within a protected area, for which the process of protection is implemented or initiated (Appendix 5 - Annex 2).

The closest protected area is located about 600 m from the beginning of the section, so in order to reduce the negative impact, during the road rehabilitation, the following is required:

- reducing noise and vibration levels, enabling efficient drainage of water from the road surface;
- ensure that the terrain is handled after completion of work to reduce the possibility of spreading weeds;
- for the disposal of solid waste, use containers that must be regularly emptied;
- lubricant and fuel must be transported, deposited and stored according to the measures prescribed by the legislation;
- in the event of accidents, the contaminated soil must be removed urgently and placed in a package that can be emptied only at specified locations;
- put a new unpolluted layer of land in the accident site;
- in case geological and paleontological artefacts are found, the finder is obliged to report to the competent authority and take the protection measures from destruction.

According to the conditions issued by the Institute for the Protection of Cultural Monuments Pančevo, there are no immovable cultural goods of exceptional importance for the Republic of Serbia. On the basis of data from the literature and archaeological excavations, there are following known localities along the state road IB-10:

- Glass factory in the former Pančevo glass industry;
- Sports bulletins 1813 - Pančevo Sports Club.

If archaeological sites are found during the works, the contractor is obliged to stop the works immediately, without delay, and inform the Institute for the Protection of Cultural Monuments Pančevo and take measures to ensure that the finding is not damaged nor destroyed and behave in accordance with the Law on Cultural Property, (Appendix 5 - Annex 1).

Request for opinion regarding the necessity of EIA procedure for this project was submitted to the Provincial Secretariat for Urban Planning and Environmental Protection.

According to received response ref. No. 140-501-826/2017-5 dated 08. 16. 2017. (attached to this document, Appendix 5 - Annex 3), *EIA procedures are not required.*

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

- Operational Policy OP 4.01 Environmental Assessment;
- EBRD Environmental and Social Policy 2008
- EIB Statement of Environmental and Social Principles and Standards (2008).

The World Bank, European Bank for Reconstruction and Development (EBRD) and European Investment Bank (EIB) will require that the project complies with the national laws of Republic of Serbia and EU standards. List of main laws and regulations currently in force in Republic of Serbia is attached in Appendix III.

Baseline conditions assessed during route survey

The beginning of the section includes the overpass in node 1003 border APV (Pančevo), 2.172 km after the node 1003 border APV (Pančevo), observed in direction of chainage increase (app. chainage km 10+216). In this regard, the design shall include the overpass at the entrance in Pančevo (overpass above the road to Pančevo port). The end of the section is defined on 100 m before the intersection in node 1004 (Pančevo) Kovin, observed in direction of chainage increase (app. chainage km 13+016), i. e. up to the beginning of the rehabilitated carriageway before this intersection. The subject of the design are both carriageways of the state road section IB-10 in the defined length.

There are two bridges on the road section, at chainage km 10+280.00, one in each traffic lane.



Picture 4. Bridge profile - right lane

The existing width of pavement will be kept, there is no need for expansion. The existing bridge alignment level is not changing.

Replacement of gully and formation of a closed drainage system is planned. In front of the overpass and behind it, the construction of gutter is planned.



Picture 5. Bridge profile - left lane

There will be no land acquisition as defined by OP 4.12 during the project implementation.

Within the corridor of road section Pančevo – Kovin, there are significant sources of noise and pollution in view of the heavy traffic load of the urbanized area.

Current traffic load (AADT) on section Pančevo - Kovin is 10619 vehicles/day.

Summary of environmental impacts

Road rehabilitation works on proposed sections will have only minor impacts on the environment (environment category B). Most impacts are temporary and they will disappear after the road rehabilitation works are completed.

The possible temporary impacts as a consequence of construction activities will consist of, among others, disruption of current traffic circulation, roadway safety, damage to access roads, dust nuisance, gaseous emissions, potential pollution of soils and water resources, brief disturbance to biota, and momentary interference to neighboring settlements through various construction activities. The contractor's base and workers camp can be potential sources of temporary adverse impacts.

No relocation and resettlement issues as defined by OP 4.12 are anticipated. Local residents will be affected with minor air and noise pollution during rehabilitation works on proposed road section.

In respect to future use of the rehabilitated road section – this section belongs to the inter-regional roads network, on which a significant increase of road traffic as a result of rehabilitation works is not expected.

Various cases of water contamination can occur during the rehabilitation of the road and future operation. Adequate mitigation measures (waste water collection from the road surface and bridges, installation of oil separators before discharging waste water) and monitoring activities are planned, in accordance with the Law on water ("Official Gazette of RS", 30/2010, 93/2012 i 101/2016). 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 Law on water, will apply.

In respect to impact of the potential increase of the vehicle speed on rehabilitated roads, 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.

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/pre-rehabilitation, rehabilitation, and operation Phases, are summarized and shown in Appendix I.*

The rehabilitation impacts will be minor, reversible and manageable if the mitigation measures, as given in the EMP, are properly implemented.

EMP has 2 main parts:

- Mitigation Plan (Appendix I),
- Monitoring Plan (Appendix II) .

EMP also contains Institutional arrangements and reporting procedures (Appendix IV). During the rehabilitation, the Contractor will work according *to the Contractor's Environmental Plan (CEP) which is based on the EMP.*

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, rehabilitation and operational phases. It makes reference to the laws and contract documents, approximate location, time-frame, and the responsibility for its implementation and supervision.

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

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

Public consultation

As required by the WB Safeguards Policies, public consultations will be organized during the preparation of EMP and before the works start. The EMP and other project information will be disclosed to the Public and available locally to the communities. All documents will be, delivered to the Municipalities, made publicly available on site, placed on PERS's web site and announced in the newspapers.

The public will be informed through local media about the time and place of public consultations.

Detailed Report on Public Consultation process will be presented within the Appendix VI of this EMP document.

Beneficiary consultations will be conducted during the construction phase, and records of environmental and social issues raised and complaints received during

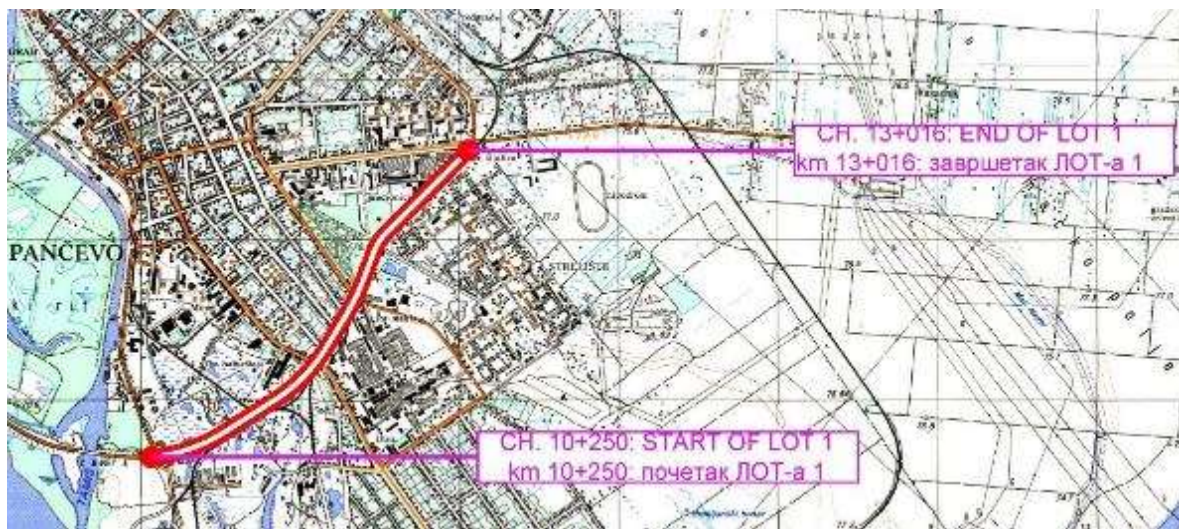
consultations, field visits, informal discussions, formal letters, etc. will be followed up and the records will be kept by the Contractor.

A Grievance Mechanism will be implemented to ensure that all complaints from local communities are dealt with appropriately, with corrective actions being taken 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 IV and hard copies will be made available at community centers.

PROJECT DESCRIPTION

Location description

The section APV (Pančevo) – Pančevo 1 belongs to the South Banat Administrative district, located in Vojvodina. The section in length of 5.52 km (both carriageways) belongs to the State Road of IB category no. 10 (old road mark M-1.9) („Official Gazette of RS“, No. 93/2015), and represents a cross traffic connection through South Banat, i. e. the city of Belgrade and the border crossing with Romania (Vatin). The section passes through the city of Pančevo.



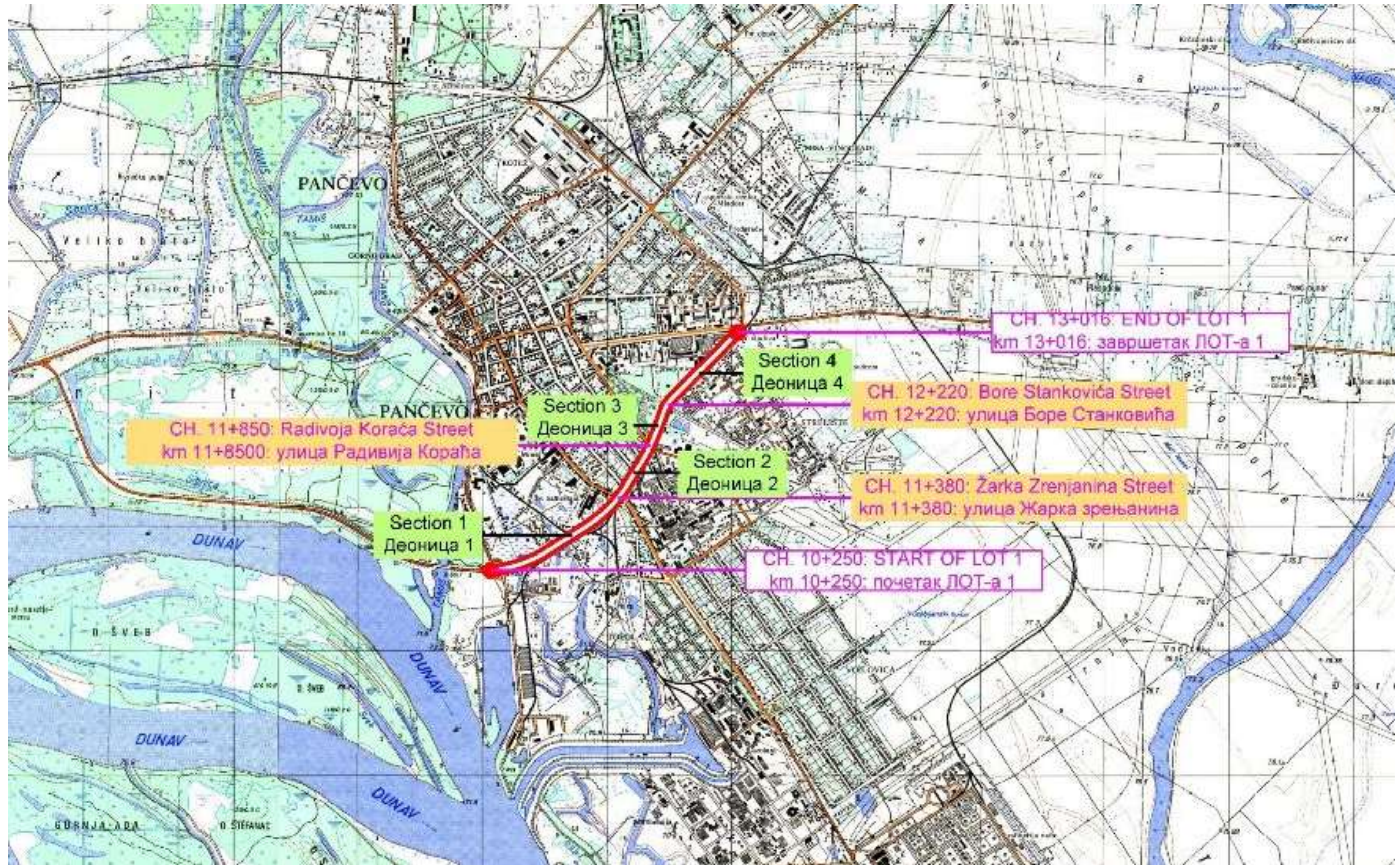
Picture 6. Location of the road section Pančevo - Kovin

The area is flat, with an altitude of 75m.

The section is typically urban and runs through the city of Pančevo.

The lot-1 is divided into four sections:

1. The section from the overpass to the four-way intersection with the Žarka Zrenjanina Street km 10+278.00 - km 11+390.00;
2. The section of Prvomajska Street between Žarka Zrenjanina and Radivoja Korača Street km 11 + 390 to km 11 + 850;
3. Section of Prvomajska between Radivoja Korača and Bora Stankovic Street from km 11 + 850 to km 12 + 220;
4. Part of Prvomajska between Bora Stanković and Miloš Obrenović - Bavanište road from km 12+220.00 to km 13+047.00.



Picture 7. Four sections in LOT-1.

The section from the bridge to the four-way intersection with the Žarka Zrenjanina Street, from km 10+278.00 to km 11+390.00.

The route includes the bridge on the main direction, within the interchange of the type "rhombus".

The secondary direction leads to the port of Pančevo to the south and the industrial zone along the river Tamiš towards the north.

Right side in the direction of growth of the station

On the right side in the direction of growth of the station is the factory of glass, with parking just next to the ramp of the interchange. Industrial facilities are at a distance of 100 m from the central axis of the main direction.

The port of Pančevo is about 270 m away.

In the continuation of the route, the railroad enters into a unique corridor with the road section.

Left side in the direction of growth of the station

To the left in the direction of the growth of the station is the settlement of Mali Rit. The local road of this settlement has an illegal connection to the main road, at km 10 + 990.00 which must be removed.

At km 11 + 180.00 there is "OMV" gas station, service for passenger vehicles is at km 11 + 260.00 and car wash "Rafaelo" at km 11 + 320.00.

All three objects are connected to the manipulative lane along the main road, which is the extension of the right-turns lane from Žarka Zrenjanin Street.

"Rafaelo" is very close to the intersection with Žarka Zrenjanin Street, which presents a threat to the traffic safety.

Pedestrians, cyclists and persons with special needs are not adequately provided for in the intersection zone. There are no ramps, curbs and other equipment.

The section of Prvomajska Street between Žarka Zrenjanina Street and Radivoja Koraća Street, from km 11 + 390.00 to km 11 + 850.00

Right side of the road

On the right side there are the following objects and infrastructure systems:

- In the zone of the intersection, a railway is connected to the unique corridor and parallel with the route to the end of the section;
- Railway station is at km 11 + 420.00.
- There is a green belt with high vegetation between the road and the railway that narrows near the intersection with Radivoja Koraća Street.
- Access from main road to Radivoja Koraća Street is closed.

Left side of the road

The main road tangles the urbanized area of densely populated township. The houses are located just 10 m from the edge of the road. A large number of houses are directly connected to the road by the entrances, which presents a threat to traffic safety. The possibility of building a service road, that would collect traffic from all of the entrance passes and distribute it to the main road, should be considered. There is a pedestrian walk along the entire course of the width from 1.80 to 3.00 m.

There are three three-way intersections with the following streets:

- Maksima Gorkog Street on km 11+490.00;
- Cara Lazara Street on km 11+550.00;
- Cara Dušana Street on km 11+750.00.

Only the right turns can be made from the Maksima Gorkog Street and Cara Lazara street.

From the Cara Dušana Street, left turns to the main direction are provided.

Section of Prvomajska Street between Radivoja Koraća Street and Bora Stanković Street, from km 11 + 850.00 to km 12 + 220.00

This part of the road runs through the most important park and green areas of Pančevo.

Left side of the road

35 m from the Radivoja Koraća Street, at km 11+885.00, there is a three-way intersection with the Miloš Trebinjac Street. Only right turns can be made from the Miloš Trebinjac Street.

Between the streets of Miloš Trebinjac and Bora Stanković there is the National Garden of Pančevo.

Along the whole garden there is a narrow green belt, a pedestrian trail and a walled fence. Drainage of the footpath is not solved. The gullies in the main road are positioned along the pedestrian side and the drainage of the pedestrian trail can be efficiently and economically solved.

Right side of the road

In the intersection with Radivoja Koraća Street, there is „Beokom“ – a production plant for glasses for motor vehicles.

Since access from the main road is not enabled, access to the factory is significantly impeded as well as the access to the sports and recreational complex. The surrounding street network does not allow for efficient traffic.

Part of Prvomajska Street between Bora Stanković Street and Miloš Obrenović Street, from km 12+220.00 to km 13+047.00

Left side of the road

In the zone of the intersection there is a park “Barutana”, a green area that is in symbiosis with the National Garden.

On the left side there is a shopping center AVIV park. The closest facilities to the main road are McDonald's and Makspetrol's gas station. There are a built-in service road, a pedestrian walkway and a green belt.

There are no possibilities for pedestrians and bicycles to cross the street.

Right side of the road

In the zone of the initial intersection there are three residential buildings at a distance of 15-30 m from the road alignment.

There is a railroad along the entire right side of the street and there are no pedestrian crossings to the other side. Local government tried to solve the problem by installing passageways, but the electrical installations of the railway did not allow their construction. The only adequate solution at this moment is the installation of a fence in the green belt of the main road that would prevent the transverse movements of pedestrians and cyclists, which are very problematic from the point of view of safety.

Behind the industrial track there is the Laza Lazarević Street.

At km 12 + 820.00, there are roads crossing the industrial track which is not in use and should be removed.

Intervention on the bridges

The existing width of pavement will be kept. The existing bridge alignment level is not changing.

Since the Designer did not have any new road profile at the time of the development of this report, the width of the pavement on the bridge can be subject to subsequent corrections and alignment in the next design phases.

Road profile and equipment

Due to good shape of existing guardrail, it is necessary that it is carefully disassembled, so that it could be returned into new traffic profile or be used in another profile.

Due to damage at road surface, pedestrian paths and bridge equipment, the replacement is planned of all the elements of traffic profile, except the guardrail.

The project envisages replacement of waterproofing on entire length of bridge. At the crossing from bridge to basin, replacement of existing dilatation joints is planned with new asphalt dilatations.

Drainage

Replacement of gully and formation of a closed drainage system is planned. In front of and behind the overpass, construction of gutter is planned.

Planned works include milling of the existing asphalt layer, construction of asphalt layers, base and sub-base layers, demolition and reconstruction of the curbs, repair or replacement of the bearing paths, repair of fences and guardrails.

The works will be done within the road alignment. The project entails no land acquisition.

The existing drainage system will be retained with possible repairs and bringing it to the original function. Water from the road and bridges will be collected into existing urban system.

Rehabilitation works description

According to the design, widening of the road is not planned, resolving the problems concerning frequent intersections and connections, construction of satisfactory approaches on to the state road, solving problems of pedestrians movement and improving traffic safety.

The road works covered by the Project will be carried on the existing road with no change of the alignments. The improvement of the road geometry shall be done, if necessary, with the goal of traffic safety in mind. The project therefore entails no resettlement and land acquisition as defined by OP 4.01, nor long lasting disruptions to the natural environment and human settlements and activities.

The major planned construction works include improvement and widening of the existing road construction with corresponding elements on transversal profile within existing road alignment, reconstruction and remediation of existing drainage system, construction of elements in order to prolong the durability of the construction and improvement of traffic safety.

Pedestrian and bicycle paths in the city of Pančevo will be designed, according to requirements of the locals and conditions on site.

From km 11 + 500.00 to km 11 + 860.00, on the left in the direction of the growth of the station, the existing pedestrian-biking trail will be expanded to establish a minimum width of 2.00m. The green belt between the road and the pedestrian-biking trail will be kept together with high greenery.

POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

Relevant institutions

Ministry in charge of environmental protection (The Ministry of Environmental Protection-MEP) 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 by several other institutions, among which are the Institute for the Protection of Cultural Monuments Pančevo, The Provincial Institute for the Protection of Cultural Monuments Petrovaradin, Institute for Nature Conservation of Vojvodina Province, Provincial Secretariat for Urban Planning and Environmental Protection and the Public Enterprise “Roads of Serbia” (PERS).

Existing Serbian legislation

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

EIA procedure in the Republic of Serbia

In the juridical system of the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment (“Official Gazette of RS” No. 135/04, 36/09), which is completely in line with European EIA Directive - 85/337/EEC. Therefore, Environmental Impact Assessment is not required for road rehabilitation projects unless the road is placed within or in the vicinity of natural/cultural protected areas. In that case Project proponent is obliged to submit Request for Decision-making on the necessity of preparation of the Environmental Impact Assessment to the MEP. Depending on the assessment of significance of potential environmental impacts of the project decision shall be made on whether it is necessary to implement full EIA procedure.

Based on the above criteria, EIA is not required for this project.

Relevant International Financing Institutions policies and statements

As the road rehabilitation will be funded by International Financing Institutions (IFIs) the following Lender requirements will need to be applied to any works:

- WB: Operational Policy OP 4.01 Environmental Assessment, which require partial EIA 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).

Government of Serbia (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.

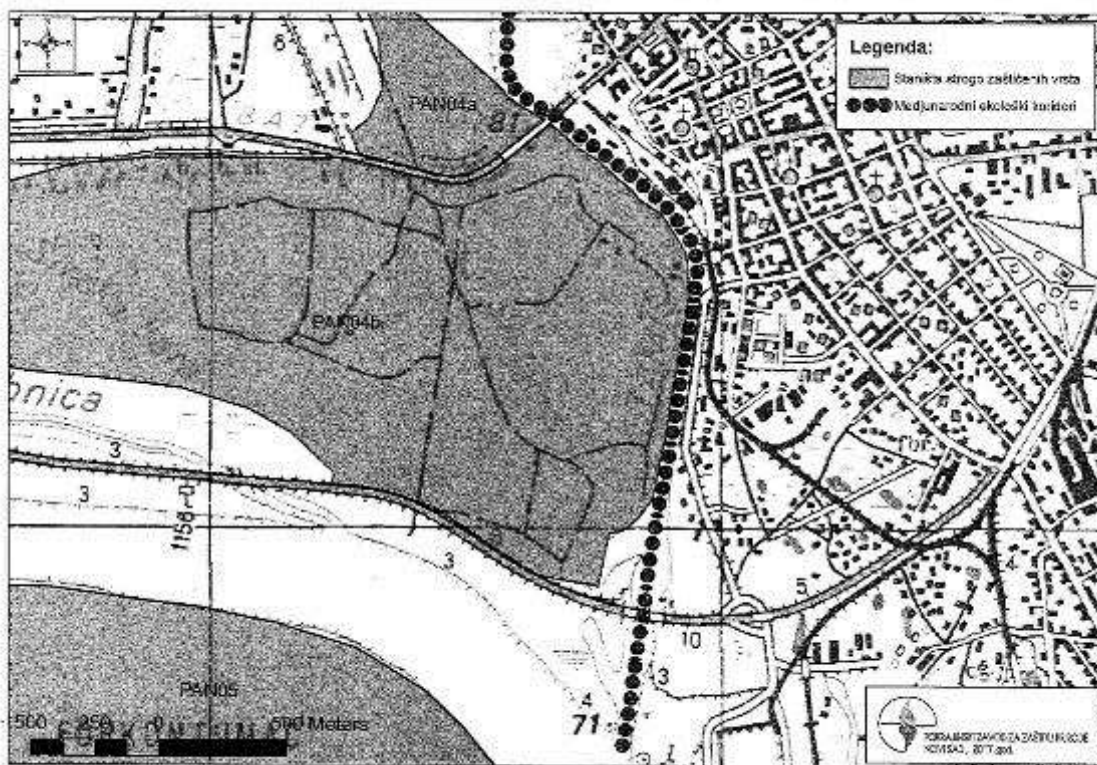
BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY

The section APV (Pančevo) – Pančevo 1 belongs to the South Banat Administrative district, located in Vojvodina. The section in length of 5.52 km (both carriageways) belongs to the State Road of IB category no. 10 (old road mark M-1.9) („Official Gazette of RS“, No. 93/2015), and represents a cross traffic connection through South Banat, i. e. the city of Belgrade and the border crossing with Romania (Vatin). The section passes through the city of Pančevo.

There will be no land acquisition as defined by OP 4.12 during the project implementation.

Natural resources and cultural heritage

Directly on the alignment of the State Road IB - 10, there are no protected natural or cultural resources, which could be compromised during the heavy maintenance and elimination of damages at the road.



Picture 8. The border of the protected area.

Protected area PAN04b under the name: "The confluence of the river Tamiš-city forest of Pančevo" is located about 600 m from the beginning of the section, so in order to reduce the negative impact, during the road rehabilitation, the following is required:

- reducing noise and vibration levels, enabling efficient drainage of water from the road surface;

- ensure that the terrain is handled after completion of work to reduce the possibility of spreading weeds;
- for the disposal of solid waste, use containers that must be regularly emptied;
- lubricant and fuel must be transported, deposited and stored according to the measures prescribed by the legislation;
- in the event of accidents, the contaminated soil must be removed urgently and placed in a package that can be emptied only for the intended places;
- put a new unpolluted layer of land in the accident site;
- In case geological and paleontological artifacts are found, the finder is obliged to report to the competent authority and take the protection measures from destruction.

According to the conditions issued by the Institute for the Protection of Cultural Monuments of Pančevo, there are no immovable cultural goods of exceptional importance for the Republic of Serbia. On the basis of data from the literature and archaeological excavations, there are following known localities along the state road IB-10:

- Glass factory in the former Pančevo glass industry;
- Sports bulletins 1813 - Pančevo Sports Club.

If archaeological sites are found during the works, the contractor is obliged to stop the works immediately, without delay, and inform the Institute for the Protection of Cultural Monuments in Pančevo and take measures to ensure that the finding is not damaged nor destroyed and behave in accordance with the Law on Cultural Property , Appendix 5 - Annex 1.

Settlements

Section Pančevo - Kovin goes through urban area of the City of Pančevo.

Watercourses

The section is not intersected by rivercourses.

Air pollution

The city of Pančevo is known for its pollution caused by the Refinery, the nitrogen factory and other industrial facilities.

Noise

Existing state road of the IB -10 on Pančevo - Kovin road direction as linear source is not the only dominant noise source. In the same corridor with the state road IB10 there is also the Vojlovica - Pančevo railroad, Vojlovica railway station, Port of Pančevo, glass industry, and other less significant contents in the corridor of the road.

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	There will be no land acquisition as defined by OP 4.01 during the project implementation.
Ground and surface water	low	Due to low amount of drainage water that can be drained the consequential impact is minimal to negligible
Air quality	low	Temporary impact
Flora and fauna (protected areas and species)	low	No specific issues
Noise	low	Temporary impact
Access/crossing points of the main road and local roads	low	The rehabilitation and widening works won't affect existing crossing points. No specific issues
Soil management	low	With application of waste management measures
Waste	low	waste and wastewater management will be prepared and implemented
Cumulative impacts etc.	Medium/ moderate	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations only during the works

Road rehabilitation works on Pančevo - Kovin section will have only minor impacts on the environment (environmental category B). Most of the impacts are of temporary character and they will disappear after the road rehabilitation works are completed.

The possible temporary impacts as consequence of the construction activities will consist of among others: disruption of current traffic circulation; roadway safety; damage to access roads; noise, waste and dust nuisance; and air emissions; potential impacts of soils and water resources; brief disturbance to biota, and momentary

interference to neighbouring settlements through various construction and operation activities.

The Contractor's base and workers' camp can be potential sources of temporary adverse impacts, too.

Air and noise pollution within the residential areas

It is expected that local residents living along the road section will be affected with minor air and noise pollution during rehabilitation works. Local Air quality may experience some low and temporary deterioration due to dust from construction traffic and elevated levels of nitrogen oxide (NO_x) and sulfur oxide (SO_x) are the primary pollutants. The dust may settle on vegetation, crops, structures and buildings, and may cause some degree of impact.

Noise caused by the rehabilitation works will only be a temporary impact.

Noise barriers should be constructed only if they are determined to be "reasonable" and "feasible".

Section Pančevo – Kovin belongs to the state road network. On this section increase in road traffic due to road rehabilitation is not expected. Potentially increasing the speed limits of vehicles on the reconstructed section, shall be defined in the design part dealing with road safety. It will propose the use of active and passive measures for control of vehicle speed.

Potential Water Contamination

Cases of water contamination may occur during the rehabilitation of the project road, mainly spills and water 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 Law on water, will apply.

Fuel and lubricant spills can, in most instances, occur at the Contractor's work camp and motor pool 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, 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 an approved facility, in accordance with the Law on water ("Official Gazette of RS", 30/10, 93/12, 101/2016).

Works over bridges will be done with special care in order to avoid water pollution. Prior to start of any activity, Method Statement for proposed works have to be submitted for approval to the Supervisor. Each Method Statement will have environmental protection section and proposed measures to be undertaken in order

to avoid incidents and accidents during construction works. Mitigation measures or monitoring activities related to possible river contamination are part of this EMP.

Potential Cumulative impacts

The works execution on the heavy maintenance of the state road IB-10, on the section Pančevo - Kovin could have some cumulative impacts.

Possible cumulative negative impacts, as a result of construction activities, are temporary and consist of:

- obstruction of traffic,
- road safety,
- damages on the access roads,
- noise, dust, waste and air pollution,
- potential impacts on soil and water resources,
- short term impact on flora and fauna and surrounding settlements.

The construction out of site activities involving work in the quarry, quarries and asphalt bases, which, if not managed properly, can cause local adverse impacts. Temporary offices and ancillary facilities can be potential sources of short-term negative impacts.

However, they, due to their intensity, origin and duration are assessed to be of Category B.

EMP focuses more on the stage of works involving heavy maintenance, because it is going to become a part of Contractor's obligations. Activities related to the regular maintenance of the section will not be in focus of the Environmental Management Plan, but will only be presented in order to create an overall view.

ENVIRONMENTAL MANAGEMENT PLAN

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

A basic assessment of the proposed road reconstruction and 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 entity) will guide 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, rehabilitation and operational phases. It makes reference to the preconditions obtained from the relevant institution (Institute for the Protection of Cultural Monuments Pančevo, The Provincial Institute for the Protection of Cultural Monuments Petrovaradin, Institute for Nature Conservation of Vojvodina Province, Provincial Secretariat for Urban Planning and Environmental Protection) law and contract documents, approximate location, time-frame, and the responsibility for its implementation and supervision.

Contractor Management

The recommendations and proposed mitigation measures, as shown in Appendix I are Contractors obligations. Mitigation measures will be incorporated in the design and rehabilitation practices and as such their costs will be included in the rehabilitation cost.

The EMP is part of the work program and will be carried out by the Contractor's qualified and experienced staff who will be responsible for the environmental compliance requirements of the EMP. The Contractor and its sub-contractors will fully comply with Republic of Serbia national laws, EU standards and Lender requirements.

The contractor will use this document to cost his compliance with the EMP. It is the Contractor's obligation to include the cost of 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 an 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 Lender requirements.

Design Phase

In the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment (“Official Gazette of RS” No. 135/04, 36/09). According to it, the Environmental Impact Assessment is not required for road rehabilitation projects if the route of the road is not within natural/cultural protected areas.

Since there are no protected natural or cultural areas which could be endangered by the road rehabilitation works on this road section, EIA is not required.

Mitigation measures are part of the design and rehabilitation practices and the costs will be included in the rehabilitation cost.

In addition to addressing the requirements of the Mitigation Plan the following additional activities will be carried out during the design phase in preparation for the implementation of the project:

The Site Organization Plan will be prepared as part of Detailed design. Design phase will take place just after the appraisal of the project. Site organization study incorporates environmental, health and safety protection measures that meet legal and Lender requirements (including the measures defined in the EMP and Safety Labour Management Plan).

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 Law on water, will apply.

The plan will contain basic requirements related to:

1. Provision of materials needed for construction works;
2. Material transport;
3. Material placement;
4. Site organization;
5. Waste management;
6. The right-of-way arrangement (cleaning).

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

1. Preliminary works;
2. Rehabilitation works on the existing pavement;
3. Earth works;
4. Drainage;
5. Traffic signage systems.

Supervisor and PERS are responsible for checking that the EMP requirements are incorporated into the site organization.

Site Organization Plan

The plan of construction site organization is the responsibility of the Contractor. He is obligated to prepare it and to comply with it during construction period.

Preparation of site and establishment of Contractors facilities: this applies to all of the Contractors facilities, storage areas, workshops, labour camps (when needed), concrete batching areas, asphalt plant, etc. The location and development of the Contractors facilities will be approved by the Resident Engineer (RE).

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

1. Temporary location for storing the necessary construction and other material and equipment is needed to be located outside the area with tall vegetation and river flooding zones, and limited only to the duration of the works execution;
2. Provide temporary or permanent locations (existing regulated utility facilities/landfills) for disposal of service rubble and other waste material in any state, and municipal waste generated during the construction. Restrict storage / disposal in coastal area of smaller watercourses of a temporary nature, as well as on agricultural land;
3. Provide after completion of the works that all areas which are in any way degraded by construction works should be as soon as possible remedied;
4. During the works execution, strictly observe the planned alignment and corridor around it, in such a way that the earthworks and the use of machines would not leave consequences on the environment;
5. When performing the construction works on sections of the road which is next to the river, it should be predicted to maximize preservation of the coastline and coastal vegetation, wild species and their habitats;
6. In the zone of transition of the road (bridge) over the watercourses, where the earthworks are necessary, the project/design should foresee the usage of stone and other natural materials and largely avoid concreting of coast and riverbeds surrounding the watercourses;
7. Prohibit the servicing of machinery and vehicles along the road. In case of accidental spills of fuel, oils / lubricants and other harmful substances, the surface must be repaired and remedied;
8. The respective construction works on the road section which pass through the settlements should be executed only during the day(07.00hrs - 19.00hrs) because of the potential impact of noise from construction equipment and vehicles;
9. Protective fences and pedestrian crossings and passages are to be located at designated places where it is most appropriate, especially near existing settlements;
10. During construction, along the whole road section maximum level of communal hygiene should be maintained, with predefined locations for containers to be used for temporary storage of waste;
11. The size of contractor's facilities are limited to absolute minimum to reduce unnecessary removal of vegetation;
12. The contractor's facilities are to be surrounded with an adequate security fence.

13. The sites are properly drained. Paved areas, including vehicle parking areas, workshops and fuel storage areas are to be drained to an oil and water separator;
14. Sanitary waste and grey waters are treated before release into surface water systems, in accordance with the Law on water (“Official Gazette of RS”, No. 30/10, 93/12).
15. Fuel storage areas are not located within 20m of a water course.
16. Where fuel in excess of 5,000 litres is stored on site, it will be stored in sealed tanks on a concrete base that is bunded to hold 110% of the tank capacity;
17. All workshops would be provided with oil and water separators;
18. The contractor must have trained personnel who are competent in fuel handling procedures and for cleaning up accidental spills;
19. All waste oil, oil and fuel filters will be collected and disposed of in secure landfill areas. At the closure of the site, all contaminated soil will be excavated, removed and replaced with fresh topsoil;
20. Cleared material is to be piled into manageable sized heaps according to disposal or re-use requirements.
21. 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.
22. Apply soil conservation protection methodology to susceptible areas to prevent / minimize storm water runoff carrying eroded materials off-site.
23. Avoid excavation and operating machinery in wet ground conditions.
24. 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;
25. After the completion of all works, it is required to cultivate the ground at all vulnerable areas by using the appropriate flora and species that are biologically stable under the given climatic conditions, resistant to adverse impacts (exhaust gases) and compatible with the surrounding area and purpose;

PERS is obliged to check through the engaged consultant for monitoring/supervision whether the requirements of the environmental management plan and management safety organization plan are implemented at the site.

Rehabilitation Phase Mobilization – 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 will be prepared by the Contractor and approved by PERS. Supervision and monitoring of the CEP activities will be undertaken as follows:

- I. The contractor has the initial responsibility for preparing and implementing the CEP as per the works contract.
- II. The Resident Engineer (RE) will direct the Contractor with regard to compliance with the CEP.
- III. PERS will carry out independent monitoring of the work and can issue Defect Notices to the RE who will transmit these to the Contractor.
- IV. 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.

Contractor prepares CEP before commencing the work. The Contractor will prepare a Contractor's Environmental Plan (CEP) that addresses the conditions of the rehabilitation in the EMP and include measures to comply with national legislation and Lender 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 PERS that the Contractor can now commence work.

Rehabilitation works

Preparation of site and establishment of contractor's facilities: This applies to all of the Contractor's facilities, storage areas, workshops, labour camps (when needed), concrete batching areas, asphalt plant, etc.

The location and development of the Contractor's facilities will be approved by the RE. Locations will be selected so that:

1. Do not interfere with the environment and social well-being of the surrounding communities regarding noise, dust, vibration, etc;
2. The size of contractor's facilities are limited to absolute minimum to reduce unnecessary removal of vegetation;
3. Sanitary waste and waste waters are treated before release into surface water systems, in accordance with the Law on water ("O Gazette of RS", 30/10, 93/12);
4. The sites are properly drained. Paved areas, including vehicle parking areas, workshops and fuel storage areas are to drain to an oil and water separator;
5. Fuel storage areas are not located within 20m of a water course. The contractor's facilities are to be contained within an adequate security fence.
6. Clearing of sites and removal and disposal of vegetation is minimized;
7. Wherever possible limit area to be cleared and avoid excessive machine disturbance of the topsoil;
8. Cleared material is to be piled into manageable sized heaps according to disposal or re-use requirements;
9. Prevention of soil erosion on construction site: The contractor will be responsible for ensuring that the erosion is contained by soil conservation protection methods.

The contractor will:

1. Limit the extent of excavation to reduce soil erosion potential.
2. Apply soil conservation protection methodology to susceptible areas to prevent / minimize storm water runoff carrying eroded materials off-site.
3. Avoid excavation and operating machinery in wet ground conditions.
4. Where fuel in excess of 5,000 litres is stored on site, it will be stored in sealed tanks on a concrete base that is bunded to hold 110% of the tank capacity.
5. All workshops would be provided with oil and water separators.

6. The contractor must have trained personnel who are competent in fuel handling procedures and for cleaning up accidental spills.
7. All waste oil, oil and fuel filters will be collected and disposed of in secure landfill areas. At the closure of the site, all contaminated soil will be excavated, removed and replaced with fresh topsoil.

Environmental Management during Rehabilitation works

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

The emphasis of the EMP shall be on the following:

1. Layout of the work camp and details of the proposed measures to address environmental impacts resulting from its installation. Description and layout of equipment maintenance areas and lubricant and fuel storage facilities including distance from water sources/bodies;
2. Sewage and septage management plan for provision of sanitary latrines and proper sewage collection and disposal system to prevent pollution of watercourses;
3. A plan (grievances mechanism and organizational structure) detailing the means by which local people and other project affected persons (PAP) can raise grievances arising from the rehabilitation process and how these will be addressed (e. g. through dialogues, consultations, etc.) (see Appendix 4 for the Project grievance mechanism);
4. 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, time-frames, haul routes and disposal site;
5. Dust management plan which shall include schedule for water spraying on access roads and in nearby settlements along the project road, as well as list of equipment to be used; This applies to all of construction sites and haul roads. During rehabilitation, when dust may be generated, the Contractor will monitor the work-site conditions and apply dust control measures, which include reducing construction traffic movements and spraying water on exposed areas.
6. 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;
7. Waste and wastewater management plan. Disposal of waste materials: All construction waste materials including drums, lumber, sand and gravel, cement bags etc. are to be suitably disposed of. If these cannot be recovered for scrap value these materials should be taken to approved landfill sites for safe disposal. Hazardous waste will be stored and removed from the construction site on demobilization, in accordance with the Law on Waste management (“Official Gazette of RS”, 36/09, 88/10, 14/16) The CEP should cover all aspects of waste management, including implementation of practice standards such as reduce, re-use and recycle. It should specify final disposal alignments for all waste and demonstrate compliance to national legislation and best practice procedures on waste management. The Waste Management Plan will, as a minimum, include details of temporary waste storage, waste transfer and pre-treatment prior to final disposal or recycling. Licensed/approved facilities for

- solid and liquid waste disposal must be used and a duty of care and chain of custody for all waste leaving the site will be followed. As part of the plan Contractors will be expected to produce waste handling forms for chain of custody, which will be used to control waste leaving site. Thus the waste controller will keep a copy of the form and the driver will always carry a copy and will ensure that the load is signed for at the final disposal site. All records will be kept by the Contractor for audit purposes and to demonstrate that the project is complying with best practice and applicable legislation;
8. Oil and fuel storage management plan. The CEP should cover all procedures for storage, transportation and usage of oils and fuels, refueling of plant and machinery and procedures for minimizing the risk of ground and water contamination. All oils and fuels will be required to be stored within secondary containment of 110 % capacity and all spillages shall be cleaned up immediately. Refueling vehicles will carry Spill Kits to enable spillages to be cleaned up as soon as possible. All categories of spillage will be reported in accordance with the Plan to be developed by The Contractor. Toolbox Talks would be expected to be delivered on an ongoing basis as „continued training“ and following any significant incident;
 9. In-river works management plan. The CEP should cover procedures and plans for safeguarding aquatic habitats and fish during in-river work and will complement the Construction Method Statements;
 10. Camp management plan. The CEP should contain procedures for establishing and operating construction camps in order to safeguard nearby communities and environmental resources;
 11. Emergency response plan. The CEP 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;
 12. Noise – all equipment is licensed and approved in accordance with EU standards. This applies to all machinery, vehicles and construction sites where noise and vibration may affect susceptible receptors. The contractor will be responsible for ensuring that noise and vibration does not affect the adjacent communities, in accordance with the Law on noise protection (“Official Gazette of RS”, 36/09, 88/10). While it is unlikely that noise and vibration will be an issue due to the large distances between the activities and the communities the Contractor will confine all work to daylight hours (07.00hrs - 19.00hrs) should the community find that any night time operations become a nuisance;
 13. Rehabilitation Plan: Clearance and rehabilitation of construction sites and removal of contractor septage facilities: It is Contractor responsibility to address site cleanup. This includes the removal of all waste materials, machinery and any contaminated soil. The contractor will develop a plan for handover, sale or removal of all plant, vehicles and machinery to ensure that no unserviceable items are left on the construction site, in accordance with the Law on Waste management (“Official Gazette of RS”, 36/09, 88/10, 14/16). All construction sites and work areas will be rehabilitated so that these can be returned as close as possible to their previous uses. This includes the stabilization and landscaping of all of the construction sites. No waste will be left on site after the work is completed, in accordance with the Law on environmental protection (“Official Gazette of RS”, 135/04, 36/09, 72/09, 43/11, 14/16). 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 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.

1. The contractor will be required to keep the site free of drugs and alcohol;
2. The contractor 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;
3. 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, 91/15);
4. The contractor will provide supplies of potable water, toilets and wash water to the workers;
5. Safety and Labour Management Plan (SLMP) prepared by the PERS has to ensure H&S provisions during rehabilitation works;
6. Contractor is obliged to perform all project activities by respecting SLMP recommendations and all Serbian laws and sub-laws which are covering H&S issues.

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

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

The contractor is to ensure that:

1. All trucks and equipment is maintained in a safe operating condition;
2. All drivers and machinery operators are trained and act responsibly (to be stipulated in the Contractor site safety plan);
3. All loads are secured and all loads with potential dust generating materials (e.g. excavated soil and sand) will be covered with tarpaulins;
4. The Contractor will immediately remove any drivers that ignore any of the community safety requirements;
5. Speed limits will be observed.

Prior to commencement of construction activities/site works, all of the above plans will be submitted by the Contractor to the Sector for Investments within the PERS for approval.

Following the completion of works a Site restoration will take place. It's 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, schools, markets, etc.);
2. Dust suppression sealing;
3. Improvements in road signage and pavement markings, and
4. Attention to road accident black spots.

Road Maintenance:

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

B. MONITORING PLAN

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

- Environmental issue to be monitored and the means of verification,
- Specific areas, locations and parameters to be monitored;
- Applicable standards and criteria;
- Monitoring of noise levels near residential areas;
- Monitoring of the procurement of materials (checks that valid permits are in place);
- Duration and frequency and estimated monitoring costs; and
- Institutional responsibilities for monitoring and supervision.

A field monitoring checklist has been prepared based on the EMP and monitoring plan (Appendix II). The field monitoring checklist will be used by the supervising field engineers. The signed checklists will be provided to the PERS who will be responsible for the follow-up and compliance reporting.

The PERS will maintain a Complaints Database, which will contain all the information on complaints or grievances received from the communities or other stakeholders. This would include: the type of complaint, location, time, actions to address these complaints, and final outcome.

C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS

Project Implementation

PERS is the Implementing Agency for the Project and will be responsible for the implementation and compliance with the EMP and Monitoring Plan. Day-to-day implementation and compliance will be the task of PSC.

Prior to the commencement of works PERS will submit to the Bank for its approval this section specific Environmental Management Plan.

The Contractor will provide “Zero monitoring” results prior to commencement of earth works, during its own mobilization phase.

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

- I. Clearly set out in the tender and contract documents the Contractor’s obligation to prepare CEP and undertake environmental mitigation measures as specified in the Environmental Mitigation Plan in Appendix I (appended to Contract specifications);
- II. No compensation for the costs of the required environmental mitigation measures and monitoring activities in the form of the particular item in the Bill of Quantities (BoQ) shall be given to the Contractor, except for the water quality analysis and noise measurement. The Contractor had to include these costs in the other items of the BoQ. Real expenditures of water quality analysis and noise measurement in scope defined by the Bidding Documents(BD) and the Contract shall be compensated to the Contractor in the form of the particular item in the BoQ;

For noncompliance with requested environmental mitigation measures and monitoring activities the Contractor shall suffer specific liquidated damages in a form of demerit points. Demerit points are provided as a measure that should stimulate the Contractor to carry out his obligations in an organized and timely way and to perform his duty meeting high standards even though those tasks does not appear to be of a serious nature. Demerit points simultaneously have two meanings – numeric and monetary.

Each demerit point has associated monetary value which represents permanent payments reduction for determined noncompliance of the contracted obligations.

Number of received demerit points has a cumulative effect. If during the Contract the Contractor receives more than certain number of demerit points specified in the BDs and the Contract, the Contractor will for a period of 2 years not be allowed to compete for any other PERS works contract.

Also, if the Contractor is awarded over a specified number of demerit points, the Employer has a right to terminate the Contract. Monetary value of each demerit point as well as limits for other possible actions by the Employer is specified in the BDs and the Contract.

Application of explained two measures - compensation for specific costs and penalties for noncompliance – should assure implementation of all requested environmental mitigation measures and monitoring activities;

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

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

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

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

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 opinions in the process of decision making. In order to reach the best option during this process, PERS will disclose this EMP document to public, including local municipalities and to all relevant non-government organizations. (See Appendix V). Draft EMP document will be published on PERS web site too (www.putevi-srbije.rs). During the process of public consultations, all relevant information (recommendations, opinions etc.) will be collected from the public, including all environmental issues related to this project. Opinions and suggestions are incorporated within the final version of EMP document.

During rehabilitation works, a public liaison officer, named by the Contractor will establish communication with local residents affected by the project and will be responsible to inform them about all project activities, especially related to environmental impacts of the project and planned mitigation measures.

Reporting Arrangements

Public consultation and presentation of EMP will be held and a report will be accompanied by the EMP.

Contractor will provide quarterly reports to the PERS which will document the environmental mitigation and protection measures, together with prescribed monitoring activities carried out during the reporting period. Contractor will take care on environment quality according to the mitigation and monitoring plan and will report to the PERS.

If any kind of accident or endangerment of environment happens, reporting will be immediate. Contractor will inform the project manager and local authorities about accidents immediately after they happen. If the project manager is not responding to the call, the Contractor will inform PERS about the accident.

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 IV and hard copies will be made available at community centers.

Appendix I

MITIGATION PLAN

MITIGATION PLAN

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
PRE-CONSTRUCTION	Main Design phase				
	Design in conflict with EMP	Contractor is obliged to obtain preconditions from Institutions dealing with environmental issues in order to avoid environmental risks during rehabilitation works	Designer	Technical control / PERS	
	Selected location for contractor's site facilities not appropriate	It has to be approved by the PERS. Locations will be selected so that they do not interfere with the environment and social well-being of the surrounding communities (noise, dust, vibration, etc.), limited size of contractor's facilities, reduce unnecessary clearing of vegetation, production of waste. Waste waters will be treated before being released into surface water systems Paved areas, including vehicle parking areas, workshops and fuel storage areas to be equipped with oil and water separator, and fuel storage areas to be located more than 20m from a water course. Avoid excessive machine disturbance of the topsoil. Prevention of soil erosion on construction site. Limit the extent of excavation to reduce soil erosion potential. Avoid excavation and operating machinery in wet ground conditions.	Designer	Technical control / PERS	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
	Road safety issues associated with pedestrian crossing	Plan for safe and adequate pedestrian crossing facilities equipped with ramps and structures that allow the use of wheelchairs, pushcarts, bicycles and prams.	Designer	Technical Control / PERS	
CONSTRUCTION	Site Induction				
	Safety on the site	All workers and visitors to site shall pass Health& Safety and Environment training and be instructed in the need and use of Personal protective equipment (PPE).	Contractor H&S and environmental officer	Supervisor	
	Stakeholder engagement	Details of the proposed road works, 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.			
	MANAGEMENT PLANS Contractor to prepare the following plans as described in the EMP to ensure compliance with legislative and Lender requirements. <ul style="list-style-type: none"> • Site organization plan, • Sewage and septic management, • Project grievance mechanism), • Soil Management Plan, • Dust management plan, • 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, 		Contractor	Supervisor/ PERS	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
	<ul style="list-style-type: none"> Waste and wastewater management plan in accordance with the Law on Waste management (“Official Gazette of RS”, 36/09, 88/10, 14/16), Oil and fuel storage management plan, In-river works management plan, Camp management plan. Emergency response plan. Rehabilitation Plan Safety and Hazard Assessment Safety and Labour Management Plan (SLMP), 				
CONSTRUCTION	Material supply				
	<i>Asphalt base</i> dust, fumes, health effects and work safety, ecosystem disturbances	Utilization of existing asphalt bases, requirement of official approval or valid operation license	Asphalt plant	Asphalt plant	Supplier from the offer / approved supplier
	Stone quarry dust, fumes, health effects and work safety, ecosystem disturbances	Utilization of existing quarries, requirement of official approval or valid operation license	Contractor / Stone quarry	Supervisor	
	<i>Sand and gravel excavation sites</i> riverbed and water quality disturbances, ecosystem disturbances	Utilization of existing excavation sites or purchase of material from registered producers, requirement of official approval or valid operation license	Contractor / sand and gravel excavation management	Supervisor	
	<i>Concrete base</i>	Utilization of existing concrete base or purchase of concrete slabs from registered dealers, material should include appropriate quality attestation	Contractor / concrete	Supervisor	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
	dust, fumes, health effects and work safety, ecosystem disturbances		base management		
CONSTRUCTION	Transport of materials				
	Asphalt dust, fumes	All trucks are to be covered	Contractor	Supervisor	
	Stone / Dust	Wet / cover truck load	Contractor / truck driver	Supervisor	
	Sand, gravel, dust	Wet or cover truck load	Contractor / truck driver	Supervisor	
	Cement, concrete	Remove fresh concrete that has spilled from the in-transit mixers from transport roads within 6 hours	Contractor / truck driver	Supervisor	
	Traffic management noise, vehicle exhaust, road congestion	Respect working hours (preferably 8-16h); use alternative routes to minimize major traffic sites Adequate temporary road signalization	Contractor / Transport manager; Truck operator	Supervisor	
	Chance of Archaeological finds	In case of chance finds Contractor is obliged to stop the works immediately and inform institute for protection of Cultural Monuments and PERS about it	Contractor	Supervisor	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
CONSTRUCTION	Construction site				
	Noise effects to local residential blocks, fauna and workers	Limit activities to daily working hours (no works between 8 PM and 7 AM) or conduct them during the cited period, but with consent of the residents and management; Utilization of construction machinery with noise abatement equipment; ensure maximum functionality of machinery by regular (periodic) or extraordinary technical checkups of vehicles and equipment. Use materials that should provide a reduction in noise levels.	Contractor	Supervisor	
	Dust	Implement measures to avoid/minimize dust emissions, wetting /spraying the site, accesses, materials stockpiles and during loading/unloading activities; covering of vehicles carrying dusty materials; wheel washing/spraying of vehicles; speed limit of vehicles, site cleaning	Contractor	Supervisor	
	Vibrations	Limit activities to daily working hours (no works between 8 PM and 7 AM) or conduct them during the cited period, but with consent of the residents and management Use materials that should provide a reduction in vibration levels.	Contractor	Supervisor	
	Traffic disruption during construction activity	Traffic management plan with measures to redirect traffic that are easily seen or easy to follow; include traffic police assistance if needed	Contractor	Construction Contractor	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
		Construction Traffic Management Plan will establish speed limits for construction vehicles and organize traffic to avoid as much as possible populated areas. Local residents will be kept informed of planned works			
	Reduced access to roadside activities	Provide alternative access to roadside activities at all times	Construction Contractor	Construction Contractor	
	Vehicle and pedestrian safety when there is no construction activity	Lighting and welldefined safety signs and protection measures.	Construction Contractor	Construction 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 stormwater runoff, wastewater generated from facilities on site such as wheel washing facility).</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 (e. g. sediment fences, check dams, mulch</p>	Construction Contractor	Construction Contractor	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
		barriers, rock groynes, or geofabric barriers, sediment basins), contouring to optimize slope angle and steepness, Prevent wind erosion via fencing, covering, etc.			
	Water and soil pollution from improper disposal of waste materials	Dispose waste material at location protected from washing out, should be marked in the site plan; if not on site, then at authorized landfill / depot	Construction Contractor	Construction Contractor	
	Water and soil pollution from improper disposal of waste materials	Storage of wastes 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. Use and labeling of designated waste collection containers and storage areas for different kinds of wastes (hazardous and non-hazardous).	Construction Contractor	Construction Contractor	
	Potential contamination of soil and water from improper maintenance and fuelling of equipment	Apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose to permitted waste recovery facility	Construction Contractor	Construction Contractor	
	Water and soil pollution from improper disposal of waste materials	Transport of waste in marked vehicles designed to the type of waste to minimize the risk of release of materials (hazardous and non-hazardous materials) and windblown debris. Training of drivers in handling and disposal of their cargo and	Construction Contractor	Construction Contractor	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
		the documentation of the transport describing the nature of the waste and its degree of hazard.			
	Workers safety	Provide workers with safety instructions and protective equipment; safe organization of bypassing traffic	Construction Contractor	Construction Contractor	
	Landscaping	Undertaking of re-vegetation progressively with cover crop and native endemic species and monitor its effectiveness. Where initial plantings were not successful, replacement plantings will be carried out. Save on the shores of the river a bushy vegetation that directs the movement of animals towards the passage; Vegetation in front of the passage should be connected with the natural vegetation of the environment.			
OPERATION	Maintenance				
	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); equipment operating with noise mufflers	Road maintenance company	Road maintenance company	To be specified in maintenance contract documents- Technical Specifications for realization of maintenance works

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
	Possible air, water and soil pollution dust, vehicle exhaust, fuel and lubricants spills	Apply best engineering practice in safe storage and handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and dispose in line with the Law on waste management; organize and cover material storage areas; isolate asphalt from watercourse by using sealed formwork; selecting areas for washing that are not free draining directly or indirectly into watercourses; dispose waste material at location protected from washing out	Road maintenance company	Road maintenance company	
	Vibrations	Limit activities to daylight working hours (between 8 p. m. and 7 a. m. or as agreed with public and authorities)	Road maintenance company	Road maintenance company	
	Workers safety	Provide safety measures for the workers along with the appropriate equipment; safe organization through alternative roads and appropriate traffic signalization. All workers and visitors to site shall be given a Health, Safety and Environment Induction and instructed on the need to use of PPE.	Road maintenance company	Road maintenance company	
	Maintenance	Regularly maintain curbs; mow and maintain the grass and dispose of it in a landfill; regularly clean drainage structures (drains) and dispose of the waste material in a registered landfill; regular cleaning of road surface, filling of holes, binders and cracks; the remains of asphalt originating from works on hole filling should be transported and disposed of in an appropriate landfill for construction materials; conduct regular and timely	Road maintenance company	Road maintenance company	

Phase	Issue	Mitigating measure	Responsibility		Comments
			Contractor	Supervision	
		interventions of cleaning road surface and surrounding road structures in case of a traffic accident or tanker and other trucks overturning; conduct repairs			
	Increased vehicle speed	Install traffic signs for speed limit	Road maintenance company	Road maintenance company	To be specified in TS for maintenance works
	Possible air, water and soil pollution dust, vehicle exhaust, fuel and lubricants spills	Ensure proper handling of lubricants, fuel and solvents by secured storage; ensure proper loading of fuel and maintenance of equipment; collect all waste and properly dispose; properly organize and cover material storage areas; isolate asphalt from watercourse by using sealed formwork; selecting areas for washing that are not free draining directly or indirectly into watercourse; dispose waste material at appropriate location protected from washing out	Road maintenance company	Road maintenance company	
	Erosion, rock fall, hazardous conditions	install warning signs (rock fall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow moving vehicles, merge), reflective markers to indicate steep edge or convex mirrors to see oncoming traffic at blind curves; locate warnings at points considered necessary by good engineering practice, or as agreed in writing with public and authorities	Road maintenance company	Road maintenance company	

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
						Operate
CONSTRUCTION		Material supply				
<i>Asphalt plant</i>	Possession of official approval or valid operating license	Asphalt plant	Inspection / supervising engineer	Before work begins	Assure compliance with environment, health and safety requirements	Plant Operator
<i>Stone quarry</i>	Possession of official approval or valid operating license	Stone quarry	Inspection / supervising engineer	Before work begins		Quarry Operator
<i>Sand and gravel borrow pit</i>	Possession of official approval or valid operating license	Sand and gravel borrow pit or separation	Inspection / supervising engineer	Before work begins		Borrow pit or Separation Operator
CONSTRUCTION		Material transport				
<i>Asphalt</i>	Truck load covered	Job site	Supervising engineer	Unannounced inspections during work, at least once per week	Assure compliance of performance with environment, health	Supervision Contractor

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
Stone	Truck load covered or wetted	Job site	Supervising engineer	Unannounced inspections during work, at least once per week	and safety requirements and enable as	Supervision Contractor
Sand and gravel	Truck load covered or wetted	Job site	Supervision	Unannounced inspections during work, at least once per week	As little as possible disruption to traffic	Supervisor/ Contractor
Traffic management	Hours and routes selected	Job site	Supervision	Unannounced inspections during work, at least once per week		Supervisor / Contractor
CONSTRUCTION						
			Construction Site			
Noise disturbance to workers and neighboring population	Noise levels	Job site; nearest homes of settlements along the site	Equipment – hand-held analyser with application software	Once at the beginning of the project, on half basis, and on complaint. If the results of monitoring are not satisfactory, monitoring should be conducted on monthly basis	Assure compliance of performance with environment	Contractor
Water and soil pollution from improper material storage, management and usage	Water and soil quality (suspended solids, oils, pH value, conductivity)	Watercourses	Unannounced sampling; analysis at accredited laboratory with necessary equipment	Monitoring should be done prior construction (on a referent point upstream of construction site) and once during rehabilitation works. If the results of monitoring are not satisfactory, monitoring should be repeated on monthly basis till the completion of works on the location	Assure compliance of performance with environment	Contractor

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
<i>Dust</i>	Air pollution (solid particles)	At and near job site	Inspection and visual observation	Unannounced inspections during material delivery and construction	Health and safety requirements and enable as little disruption to traffic as it is possible	Supervision / Contractor
<i>Vibrations</i>	Limited time of activities	Job site	Supervision	Unannounced inspections during work and on complaint		Supervision Contractor
<i>Traffic disruption during construction activity</i>	Existence of traffic management plan; traffic patterns	At and near job site	Inspection; observation	Before works start; once per week at peak and non-peak periods		Supervision Contractor
<i>Reduced access to roadside activities</i>	Provided alternative access	Job site	Supervision	Random checks at least once per week during construction activities		Supervision Contractor
<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		Supervision Contractor
<i>Workers safety</i>	Protective equipment; organization of bypassing traffic	Job site	Inspection	Unannounced inspections during work.		Supervision Contractor

Phase	What is the parameter to be monitored?	Where the parameter should be monitored?	How the parameter should be monitored?/ type of monitoring equipment	When the parameter should be monitored? (frequency of measurement or continuous)	Why the parameter should be monitored? (optional)	Institutional responsibility
						Operate
OPERATION			Maintenance			
<i>Noise disturbance to human population and workers</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 performance with environment, health and safety requirements	PERS
<i>Vibrations</i>	Limited time of activities	Job site	Supervision	Unannounced inspections during maintenance activities and on complaint		PERS
<i>Workers safety</i>	Protective equipment; organization of bypassing traffic	Job site	Inspection	Unannounced inspections during maintenance activities and on complaint		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
<i>Erosion, rock fall, hazardous conditions</i>	Road section included in project	Condition of hazard signs	Visual observation	During maintenance activities		Maintenance Contractor

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

1. General		
Is the project materially compliant with all relevant Performance 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, brought about 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 health and safety 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 labour 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 action plans?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including status of implementing corrective actions to address any violations found:

<p>Has the Company engaged any contractors for project-related work in the reporting period?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please state for which types of work, and how the company has monitored the compliance of contractors with Performance Requirements and the Environmental and Social Action Plan:</p>
<p>Were any of the violations stated above the responsibility of contractors?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please provide details, including how the Company is ensuring that corrective actions are implemented by the Contractor?</p>
<p>Have any operations been reduced, temporarily suspended or closed down due to environmental, health, safety or labour reasons?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>If yes, please describe:</p>
<p>Please describe any environment or social programs, initiatives or sub-projects undertaking during the reporting period to improve the company's environmental or social performance and/or management systems:</p> <p>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:</p>		

Appendix III

LEGISLATION

REGULATION AND REQUIREMENTS

This section sets out the regulatory context regarding consultation and public disclosure in Serbia as it relates to this Project. Specific reference is made to relevant Serbian legislation, regional regulatory instruments, and relevant EBRD requirements, the World Bank Policy on Access to Information and WB OP 4.01 Environmental Assessment.

In the juridical system of the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment (“Official Gazette of RS” No. 135/04, 36/09), which is completely in line with European EIA Directive (85/337/EEC, 97/11/EC, 2003/35/EC and COM 2009/378).

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

1. Law on planning and construction (“Official Gazette of RS” No. 72/2009, 81/2009, 64/2010, 24/2011, 42/2013, 145/2014),
2. Law on nature protection (“Official Gazette of RS”, 36/09, 88/10, 91/10, 14/16),
3. Law on environmental protection (“Official Gazette of RS” No. 135/04, 36/09, 72/09, 43/11, 14/16),
4. Law on EIA (“Official Gazette of RS” No. 135/2004, 36/2009),
5. Law on Strategic EIA (“Official Gazette of RS” No. 135/2004),
6. Law on waste management (“Official Gazette of RS”, 36/09, 88/10, 14/16),
7. Law on noise protection (“Official Gazette of RS”, 36/09, 88/10),
8. Law on water (“Official Gazette of RS”, 30/10, 93/12),
9. Law on forest (“Official Gazette of RS”, 30/10, 93/12, 89/15),
10. Law on air protection (“Official Gazette of RS”, 36/09, 10/13),
11. Law on Safety and Health at Work (“Official Gazette of RS”, 101/05, 91/15),
12. Agricultural Land Law, (“Official Gazette of RS” No. 62/06, 65/08, 41/09, 112/2015).

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

1. 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),
2. 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).

Other relevant Serbian legislation

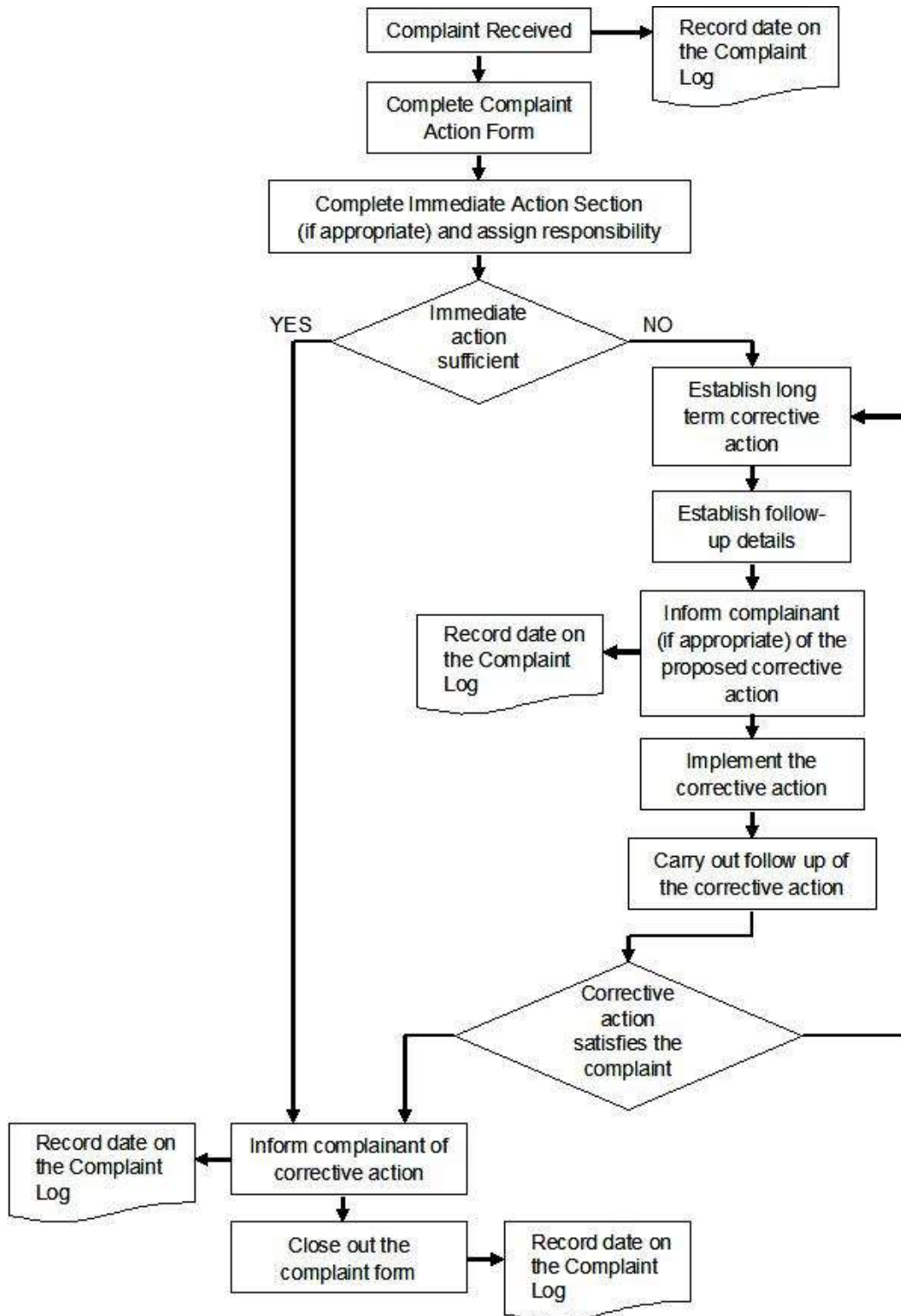
1. Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area (“Official Gazette of RS”, 38/09),
2. Law on public roads (“Official Gazette of RS” No. 101/2005, 123/07).

Appendix IV

GRIEVANCE MECHANISM

Grievance mechanism and form

Flowchart of Complaints/Grievance Procedure

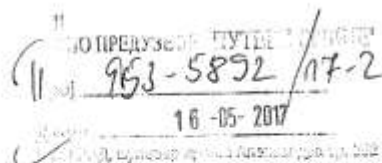


Grievance Reference Number (to be filled with number):			
Contact Details	Name:		
	Address:		
	Tel:		
	e-mail:		
How would you prefer to be contacted? Please tick box	By post	By phone	By e-mail
Name and the identification information (from identity card).			
Details of your grievance. Please describe 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: [tbc]		
	By hand: please drop this form at [tbc]		
	By e-mail: Please email your grievance, suggested resolution and preferred contact details to: [tbc]		
Signature		Date	

Appendix V

DECISIONS OF THE COMPETENT INSTITUTION

Appendix 5 - Annex 1



ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ У ПАНЧЕВУ
INSTITUTE FOR THE PROTECTION OF CULTURAL MONUMENTS PANCEVO
ЖАРКА ЗРЕЊАНИНА 17, 26000 ПАНЧЕВО, ТЕЛ: 013/ 351-472, 348-487, ТЕЛФАКС: 013/351-851

Број: 468/2
Дана: 11.05.2017.
П а н ч е в о
Ј/ВП/ЈС

Завод за заштиту споменика културе у Панчеву, на основу члана 27. став 1, члана 36. тачка 4, члана 99. став 2. тачка 1. и став 3, члана 100. став 1, члана 104. и члана 109. Закона о културним добрима ("Сл. гласник РС" бр. 71/94) као и члана 131. Закона о општем управном поступку ("Сл. лист СРЈ" бр. 33/97, 31/01 и "Сл. гласник РС" бр. 30/10), у предмету утврђивања услова за израду техничке документације пројекта Појачаног одржавања деонице државног пута IV реда бр. 10 (стара ознака: магистрални пут -1.9), деоница обилазнице Панчева, на захтев бр. 953-5892 од 23.03.2017. године, дел. бр. Завода 468 од 18.04.2017. године, странке Јавно предузеће "Путеви Србије", Булевар краља Александра бр.282, Београд, доноси

Р Е Ш Е Њ Е

I Са становишта заштите добара која уживају претходну заштиту, техничку документацију пројекта Појачаног одржавања деонице државног пута IV реда бр. 10 (стара ознака: магистрални пут -1.9), деоница обилазнице Панчева, приложеној карти региона са маркираном деоницом приложеној уз захтев странке, израдити на основу следећих услова:

- Инвеститор је дужан да обезбеди средства за вршење периодичног археолошког надзора Завода за заштиту споменика културе у Панчеву током извођења земљаних радова на делу трасе пута код локалитета "Спортеко стрелиште";
- Инвеститор и извођач су обавезни да благовремено, пре подношења пријаве почетка радова код надлежног органа, обавесте Завод за заштиту споменика културе у Панчеву о почетку земљаних радова, ради регулисања обавеза Инвеститора везаних за послове из тачке I;
- Ако се у току извођења грађевинских и других радова наиђе на археолошка налазишта или археолошке предмете, извођач радова је дужан да одмах, без одлагања прекине радове и о томе обавести Завод за заштиту споменика културе у Панчеву као и да предузме мере да се налаз не уништи и не оштети и да се сачува на месту и у положају у коме је откривен, а све у складу са чланом 109. став 1. Закона о културним добрима

II Пројектна документација мора бити израђена у свему у складу са издатим условима из тачке I овог решења.

III По изради пројектне документације у складу са овим условима, подносилац захтева је дужан да на исте прибави сагласност Завода за заштиту споменика културе у Панчеву.

IV Подносилац захтева је обавезан да један примерак пројектне документације преда документацији Завода за заштиту споменика културе у Панчеву.

VI Жалба не одлаже извршење овог решења.

О б р а з л о ж е њ е

Странка Јавно предузеће "Путеви Србије" из Београда, Булевар краља Александра бр.282 поднела је дана 28.03.2017. године Покрајинском заводу за заштиту споменика културе Нови Сад захтев бр. 953-5892 од 23.03.2017. године за издавање услова за израду техничке документације пројекта Појачаног одржавања деонице државног пута IV реда бр. 10 (стара ознака: магистрални пут -1.9), деоница обилазнице Панчева. Покрајински завод за заштиту споменика културе Нови Сад је својим дописом бр. 02-125/2-2017 од 11.04.2017. године обавестио странку да није територијално надлежан за решавање предметног захтева, те да је захтев прослеђен територијално надлежном Заводу за заштиту споменика културе у Панчеву. Захтев странке са дописом Покрајинског завода за заштиту споменика културе достављени су овом Заводу дана 18.04.2017.године.

Увидом у документацију Завода констатовано је да на траси деонице државног пута IV реда бр. 10 (стара ознака: магистрални пут -1.9), деоница обилазнице Панчева нема утврђених непокретних културних добара ни градитељских објеката са архитектонским или историјским вредностима која уживају претходну заштиту.

Међутим, на основу документације Завода, података из литературе и извршених археолошких ископавања, на траси предметне деонице државног пута IV реда бр. 10 (стара ознака: магистрални пут -1.9), деоница обилазнице Панчева, познати су локалитети са археолошким садржајем (добра која уживају претходну заштиту на основу члана 27. Закона о културним добрима):

- локалитет Стаклара, у кругу бивше Индустије стакла Панчево, где је откривено више површинских налаза уломака словенске керамике из периода VIII-IX века;
- локалитет Спортско стрелиште 1813 – Стрелиште спортског клуба "Панчево 1813" се налази источно од круга фабрике стакла, односно јужно од Народне баште. Приликом земљаних радова на сређивању Стрелишта 1949. године (израда заштитног рова на јужном делу плавца) клуба у профилу рова се појавила керамичка посуда, која припада ватинској култури.

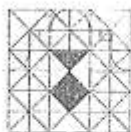
У складу са горе наведеним, претпоставка Завода је да се приликом извођења земљаних радова може оштетити или трајно уништити покретни или непокретни археолошки материјал (добра која уживају претходну заштиту на основу члана 27. Закона о културним добрима), те су утврђеним услови из диспозитива овог решења, а у складу са члановима 27. став 1 тачка 4, 36. став 1, 99. став 2. у вези става 3, 100. и 104. и 109. Закона о културним добрима, као и чланом 131. Закона о општем управном поступку, решено је као у диспозитиву. У складу са чланом 104. став 3. Закона о културним добрима, жалба на решење не задржава извршење овог решења.

ПРАВНА ПОУКА: Против овог решења дозвољена је жалба Републичком заводу за заштиту споменика културе у Београду у року од 15 дана од дана његовог достављања. Жалба се подноси преко доносиоца овог решења.

24 Вршилац дужности директора

М. Јасмина Вујовић
Јасмина Вујовић





Република Србија
Аутономна покрајина Војводина
Покрајински завод за заштиту
споменика културе, Петроварадин
Штросмајерова 22, 21131 Петроварадин
Т: 021 431 211 факс: 021 64 31 198
office@pzazsk.rs, www.pzazsk.rs

Republic of Serbia
Autonomous Province of Vojvodina
The Provincial Institute for the Protection
of Cultural Monuments, Petrovaradin
Štrosmajerova 22, 21131 Petrovaradin
Т: +381 21 431211 Fax: +381 21 64 31 198
office@pzazsk.rs, www.pzazsk.rs

Број / Number: 02-125/2-2017

Датум / Date: 11.04.2017.

В
ЈАВНО ПРЕДУЗЕЊЕ "ПУТЕВИ СРБИЈЕ"
Број: 953-5892 / Д-1
18-04-2017
Београд, Београдски Авионски бр. 282

ЈП „ПУТЕВИ СРБИЈЕ“
Булевар краља Александра 282
11 050 Београд

ПРЕДМЕТ: Одговор на захтев за издавање услова

Поштовани,

у вези са вашим захтевом (ваш број: 953-5892) у којем сте од Покрајинског завода за заштиту споменика културе Петроварадин затражили услове за израду техничке документације пројекта Појачаног одржавања деонице државног пута ИБ реда бр. 10 (стара ознака: магистрални пут М-1.9), деонице обилазнице Панчева, обавештавамо Вас да је захтев прослеђен поштом Заводу за заштиту споменика културе Панчево, зато што је поменути Завод територијално надлежан за давање услова за ваш пројекат. За све даље информације у вези вашег предмета можете се обратити горе поменутом Заводу на горе на број телефона 013-351-472.

С поштовањем

Доставити:

1. ЈП „ПУТЕВИ СРБИЈЕ“
Булевар краља Александра 282,
11 050 Београд
2. Заводу за заштиту
споменика културе Панчево,
Жарка Зрењанина 17, Панчево
3. Архиви Завода



ПИБ 102126979
извор рачун: 840-115668-93, 840-115664-08
матични број: 8054860; шифра делатности: 9103

TIN-102126979
transfer account: 840-115668-93, 840-115664-08
registration No.: 8054860; business activity code: 9103

Appendix 5 - Annex 2

ПОКРАЈИНСКИ ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ
Србија • 21000 Нови Сад • Република СРЈ
Тел: 021/4896301 • Факс: 021/66-16-959
е-пошта: novisad@pzps.rs • www.pzps.rs



INSTITUTE FOR NATURE CONSERVATION OF VOJVODINA PROVINCE
Serbia • 21000 Novi Sad • Republic of Serbia
Phone: +381214896301 • Fax: +381216616959
e-mail: novisad@pzps.rs • www.pzps.rs

953 - 5894 / 17
10-04-2017

Број: 03-687/2
Датум: 04.04.2017.

ЈП „ПУТЕВИ СРБИЈЕ“
Булевар краља Александра 282
11050 Београд

Решавајући по Захтеву ЈП „ПУТЕВИ СРБИЈЕ“, бр. 953-5894 од 23.03.2017, Покрајински завод за заштиту природе на основу члана 192. Закона о општем управном поступку („Службени гласник РС“, бр. 30/2010) и чланова 9. и 102. став 1. тачка 10. Закона о заштити природе („Сл. гласник Републике Србије“ бр. 36/2009, 88/2010, 91/2010 – исправка и 14/2016), доноси

РЕШЕЊЕ

о условима заштите природе за потребе израде техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр.10 (стара ознака: магистрални пут М-1.9), деоница обилазнице Панчева

1. Заштићена подручја:

Уз трасу предметног државног пута се простира станиште заштићених и строго заштићених дивљих врста од националног значаја са ознаком: ПАН046, под називом: „Ушће Тамиша - Градска шума Панчево“, категорије станишта: плантаже, реке и потоци, мочваре и ритови, хигрофилне шуме и жбуње.

Траса пута пресеца међународни еколошки коридор реке Тамиш, утврђен Уредбом о еколошкој мрежи („Службени гласник РС“, бр.102/2010)

2. Пројекат Појачаног одржавања деонице државног пута IB реда бр.10 може се извршити поштујући следеће услове заштите природе:

1. За Пројекат реконструкције дела пута који се граничи са стаништем строго заштићених и заштићених врста (Карта у прилогу) који је део еколошке мреже, ради смањења негативног утицаја на станиште и строго заштићене врсте користити материјал који са аспекта заштите треба да обезбеди следеће захтеве: смањење нивоа буке и вибрација, омогућавање ефикасног дренажа воде са површине коловоза, и сл.;
2. На обалама водотока, где је путни правац са мостом који служи и као прелаз за ситне животиње, потребно је сачувати ниску жбунасту вегетацију која усмерава кретање животиња према прелазу;
3. Вегетација испред прелаза треба да буде физички повезана са природном вегетацијом околине и отвореног типа (травнатог или нискожбунастог) у централном делу простора, са обе стране моста или пропуста;
4. Обавити равнање терена после завршетка радова ради смањења могућности ширења корова;
5. За одлагање чврстог отпада користити контејнере који обезбеђују изолацију отпадних материја од околног простора. Контејнери се морају редовно празнити од стране одговарајуће комуналне службе;

6. Мазиво и гориво потребно за снабдевање механизације неопходно је транспортовати, депоновати (чувати) и њима руковати поштујући при том мере заштите прописане законском регулативом која се односи на опасне материје;

7. У случају акцидентног изливања загађујућих материја на простору станишта заштићених и строго заштићених дивљих врста биљака, животиња и гљива или у зони утицаја, загађени слој земљишта мора се хитно отклонити и исти ставити у амбалажу која се може празнити само на, за ту сврху, предвиђеној депонији, изван природних станишта. На место акцидента нанети нови, незагађени слој земљишта. Условне за ревитализацију терестичних и акватичних станишта тражити од овог Завода.

3. Пронађена геолошка и палеонтолошка документа (фосили, минерали, кристали и др.) која би могла представљати заштићену природну вредност, налазач је дужан да пријави надлежном Министарству у року од осам дана од дана проналаска, и предузме мере заштите од уништења, оштећивања или крађе.

Образложење

Јавно предузеће „ПУТЕВИ СРБИЈЕ“ обратило се Покрајинском заводу за заштиту природе Захтевом бр. бр. 953-5894 од 23.03.2017, за издавање услова заштите природе за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр.10 (стара ознака: магистрални пут М-1.9), деоница обилазнице Панчева. На основу увида у Регистар заштићених природних добара који води овај Завод, предметна траса пута пролази поред станишта строго заштићених врста ПАН04Б („Ушће Тамиша - Градска шума Панчево“) и пресеца међународни еколошки коридор реку Тамиш.

Чланом 38. Закона о заштити природе предвиђено је да је успостављањем еколошке мреже омогућено очување станишта дивље флоре и фауне. На основу прилога 3. Уредбе о еколошкој мрежи, на еколошким коридорима који се налазе унутар еколошке мреже, забрањено је, између осталог, промена морфолошких и хидролошких особина подручја од којих зависи функционалност коридора. Према члану 14. наведене Уредбе станишта еколошки значајна подручја су потенцијална НАТУРА 2000 станишта у складу са Директивама ЕУ (Директиве Савета Европе 79/409/ЕЕС о очувању дивљих птица и Директиве Савета Европе 92/43/ЕЕС о очувању природних станишта дивље флоре и фауне)

Чланом 5., став 7 Закона заштити природе изражено је начело непосредне примене међународних закона којим „државни органи и органи аутономне покрајине и органи јединице локалне самоуправе, организације и институције, као и друга правна лица, предузетници и физичка лица, при вршењу својих послова и задатака непосредно примењују општеприхваћена правила међународног права и потврђене међународне уговоре као саставни део правног система.“

Чланом 23. Закона, „Заштита геолошке разноврсности при коришћењу и уређењу простора остварује се спровођењем мера очувања природе, геолошких и палеонтолошких докумената, као и објеката генаслеђа ...“, а на основу члана 37. Закона, забрањено је „...сакупљање и/или уништавање покретних природних докумената као и уништавање или оштећивање њихових налазишта.“

Поука о правном леку:

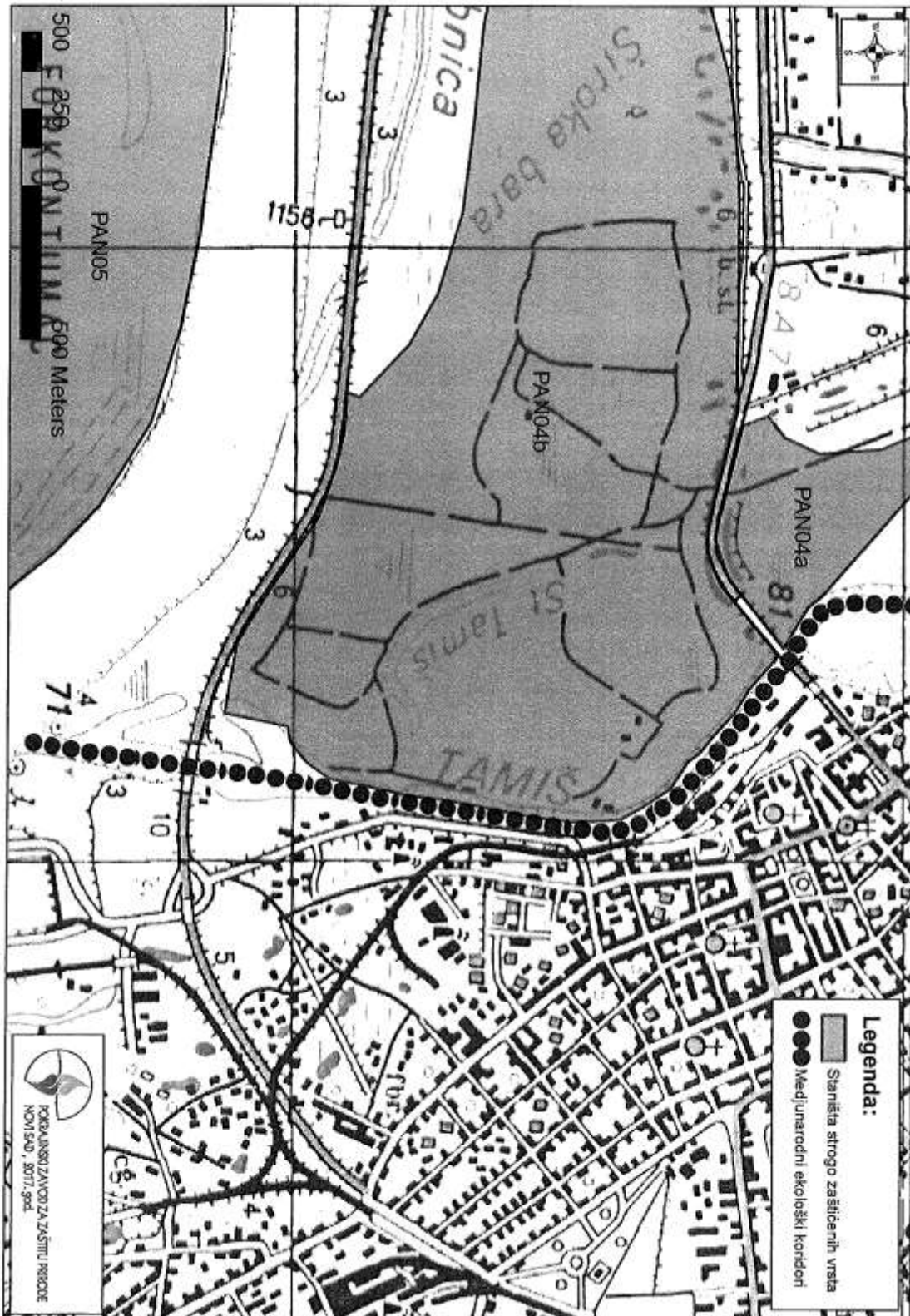
Против Решења се може изјавити жалба Покрајинском секретаријату за урбанизам, градитељство и заштиту животне средине у року од 15 дана од дана достављања Решења преко Покрајинског завода за заштиту природе.

Решено у Покрајинском заводу за заштиту природе под бројем 03-687/2 од 04.04.2017. године.

Достављено:


- Наслову,
- архиви,
- документацији





Appendix 5 - Annex 3

SAPUTNIK-M DOO BOMBOR	
MERIDIJANPROJEKT	
Broj:	07/17
Datum:	16.08.2017
OŠTRANAK NOVI SAD	



Република Србија
Аутономна покрајина Војводина
**Покрајински секретаријат за
урбанизам и заштиту животне средине**

Булевар Михаила Пупина 16, 21000 Нови Сад
Т: +381 21 487 4719 Ф: +381 21 456 238
ekourb@vojvodina.gov.rs | www.ekourb.vojvodina.gov.rs
БРОЈ: 140-501-826/2017-05 ДАТУМ: 16. 08. 2017. година

Меридијанпројект д.о.о.
Јована Ђорђевића бр. 2
21000 Н О В И С А Д

Предмет: Захтев за давање мишљења у вези подношења захтева за одлучивање о потреби процене утицаја на животну средину

Покрајинском секретаријату за урбанизам и заштиту животне средине достављен је захтев за давање мишљења да ли је за Пројекат појачаног одржавања државног пута ИБ-10, (стара ознака пута М-1,9) деоница АПВ (Панчево) – Панчево (Ковин) $l=2,766$ km, Панчево (Ковин) – АПВ (Панчево), $l=2,754$ km, неопходна процедура процене утицаја на животну средину, односно подношење захтева за одлучивање о потреби процене утицаја предметног пројекта на животну средину. На основу достављеног захтева може се закључити да предметни пројекат подразумева грађевинско – путарске радове у оквиру трасе постојећег пута.

У вези са достављеним захтевом обавештавамо вас да се процена утицаја врши, на основу члана 4. Закона о процени утицаја на животну средину („Службени гласник РС”, број 135/2004 и 36/2009), за пројекте који су наведени 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”, број 114/2008). У Листи I, која садржи пројекте за које је обавезна студија о процени утицаја на животну средину, под тачком 7. подтачка 2) наводи се изградња магистралних аутопутева и путева са четири или више трака, или реконструкција и/или проширење постојећег пута са две траке или мање, са циљем добијања пута са четири или више трака, у случају да такав нови пут или реконструисана и/или проширена деоница имају непрекидну дужину од преко 10km или више, укључујући припадајуће објекте, осим пратећих садржаја магистралног пута, док се у Листи II, која садржи пројекте за које се може захтевати процена утицаја на животну средину, под тачком 12. Подтачка 5) наводе регионални путеви укључујући припадајуће објекте, осим пратећих садржаја пута – сви објекти.

1

Како ЈП „Путеви Србије“ планира извођење грађевинско – путарских радова у оквиру трасе постојећег пута, односно појачано одржавање државног пута IB-10, (стара ознака пута М-1,9) деоница АПВ (Панчево) – Панчево (Ковин) $L=2,756$ km, Панчево (Ковин) – АПВ (Панчево), $L=2,754$ km, према критеријумима наведеним у Уредби, **не постоји обавеза вршења процене утицаја на животну средину.**

ВРШИЛАЦ ДУЖНОСТИ ПОМОЋНИКА
ПОКРАЈИНСКОГ СЕКРЕТАРА



Немања Ерџег

Доставити:

1. Наслову
2. Архиви