



PUBLIC ENTERPRISE "ROADS OF SERBIA"

**REPUBLIC OF SERBIA**  
**ROAD REHABILITATION AND SAFETY PROJECT (RRSP)**  
IBRD Loan N° 8255-YF  
Project ID N° P127876

**PREPARATION OF MAIN DESIGN FOR HEAVY MAINTENANCE (ROAD  
REHABILITATION-UPGRADING) OF THE STATE ROAD IB14 AND IB33,  
SECTION: BORDER OF APV (KOVIN) - RALJA - POZAREVAC (ORLJEVO),  
L=32.680 KM**

Contract ID. RRSP/CS3- IB14APVRP/2016-01

ENVIRONMENTAL MANAGEMENT PLAN

-ENVIRONMENTAL CATEGORY B –

Draft

Belgrade, May 2018.

A project implemented by a consortium led by:  **NET**ENGINEERING

and its partner:  **I-P S**  
HIDROPROJEKAT SAOBRAĆAJ



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**Environmental Management Plan**

Draft  
Belgrade, May 2018.

## TABLE OF CONTENTS

ABBREVIATIONS AND ACRONYMS .....	4
INTRODUCTION .....	6
EXECUTIVE SUMMARY .....	7
1. PROJECT DESCRIPTION .....	27
2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK .....	35
3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY .....	36
4. SUMMARY OF ENVIRONMENTAL IMPACTS.....	44
5. ENVIRONMENTAL MANAGEMENT PLAN.....	47
A. MITIGATION PLAN .....	47
B. MONITORING PLAN.....	53
C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS.....	53
6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION .....	57
7. REFERENCES .....	58
APPENDICES.....	59
Appendix I - MITIGATION PLAN.....	60
Appendix 2 - MONITORING PLAN .....	70
Appendix 3 - LEGISLATION .....	85
Appendix IV- STAKEHOLDER ENGAGEMENT PLAN.....	91
Appendix V - CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS.....	105

## ABBREVIATIONS AND ACRONYMS

APV	Autonomous Province of Vojvodina
AADT	Annual Average Daily Traffic
CEP	Contractor's Environmental Plan
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EMP	Environmental Management Plan
HSE	Health, Safety and Environment
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
MoEP	Ministry of Environmental Protection (fmr. Ministry of Agriculture and Environmental Protection)
MoCTI	Ministry of Construction, Transport and Infrastructure (fmr. Ministry of Transport)
PAPs	Project Affected Persons
PERS	Public Enterprise "Roads of Serbia"
PSC	Project Supervision Consultant
RE	Resident Engineer
RRSP	Road Rehabilitation and Safety Project
SE	Site Engineer
SLMP	Safety Labour Management Plan
SSIP	Site Specific Implementation Plan
WB	The World Bank Group
WMP	Waste Management Plan
PCC	Public Communal Company

## INTRODUCTION

The Republic of Serbia has applied for financing towards the costs of the Road Rehabilitation and Safety Project (here in after RRSP). RRSP is a project of support of international financing institutions (World Bank, European Investment Bank and European Bank for Reconstruction and Development) to the Government of the Republic of Serbia in implementation of the National State Road Network Rehabilitation Program.

This Environmental Management Plan (EMP) has been prepared for heavy maintenance (road rehabilitation – upgrading) of the State Road of the IB 14 and IB 33 (old road mark M-24), section: border of APV (Kovin) - Ralja-Pozarevac (Orljevo), L= 32.680 km, IB-14: km 37+540 - km 50+884 and IB-33: km 00+647 - km 19+983, to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (here in after IFIs) which finance Serbian Road Rehabilitation and Safety Project.

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

The design is under preparation in accordance with Serbian legislation, procedures and policies, international conventions and IFIs safeguard policies.

This site specific EMP is focusing more on the heavy maintenance phase, as it will become part of the respective Contract for the implementation of civil works.

The Project Proponent is the Government of the Republic of Serbia, represented by the Ministry of Construction, Traffic and Infrastructure (here in after MoCTI) and the project is realized by Public Enterprise "Roads of Serbia" (here in after PERS).

The preparation of this EMP was undertaken through a desk study and field investigations, including consultations with regional level representatives and local stakeholders. The EMP is based primarily on field investigations performed during March and April 2018.

## EXECUTIVE SUMMARY

### Project description

The Republic of Serbia has applied for financing for the "Road Rehabilitation and Safety Project" by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed for heavy maintenance (road rehabilitation - upgrading) of the State Road IB category 14 and 33 (old road mark M - 24), section: the border of APV (Kovin) - Ralja - Pozarevac (Orljevo).

The subject section belongs to Podunavski and Branicevski Administrative District located in the central and eastern part of the Republic of Serbia. The section of border APV (Kovin) – Pozarevac (Orljevo) in length of 33.380 km, belongs to the State road of IB category 14/33 (old road mark M-24), ("Official Gazette of RS", No. 93/2015). It represents a traffic link between AP Vojvodina with the central and Eastern part of Serbia. The subject section borders the cities of Smederevo and Pozarevac, and passes through settlements Radinac, Ralja and Mala Krsna and it is a part of the RRSP planned for heavy maintenance during the second year of the Project Implementation.

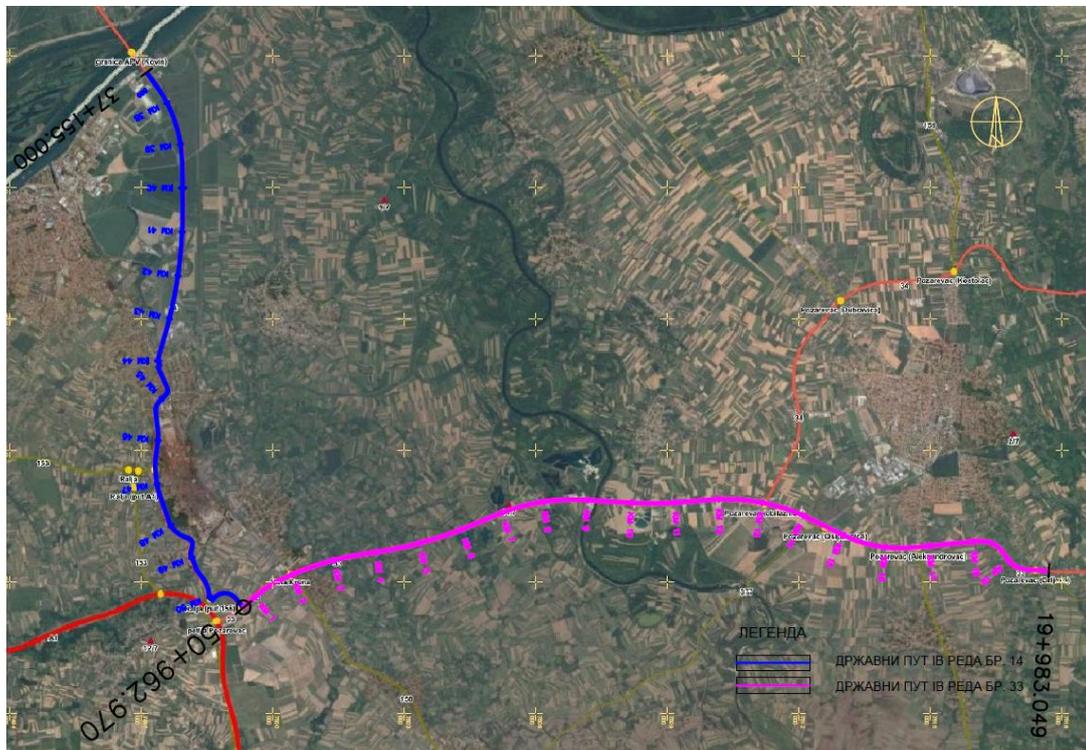
The beginning of the section is before the overpass interchange for Smederevo at app. chainage 37+540, i.e on 600 m from the node 1402 observed in direction of chainage increase. The end of the section envisaged for intervention is located at 300 m after the node 3305 Pozarevac (Orljevo), also observed in direction of chainage increase i.e up to the end of the intersection on this node (picture 1 and picture 2).



**Picture 1.** The beginning of the section - Smederevo, km 37+540



**Picture 2.** End of the section - Pozarevac (Orljevo - Toponica), km 19+983



**Picture 3.** The location of road section: border APV (Kovin) - Pozarevac (Orljevo)  
(Ref: <https://www.google.com/maps>)

### **Policy, legal and administrative framework**

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

Legislation in the field of environmental protection that is currently in force in the Republic of Serbia is summarized in Appendix III.

In the Republic of Serbia, the Environmental Impact Assessment procedure is regulated by the Law on Environmental Impact Assessment, which is completely in line with European EIA Directive - 85/337/EEC. Therefore, Environmental Impact Assessment is not required for road rehabilitation projects, except in the case when alignment is near or passes by through protected natural area, or it is near important cultural heritage area.

PERS submitted a request to the Institute for Nature Conservation of Serbia in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by PERS, the Institute Nature Conservation of Serbia issued a statement on conditions for nature protection no. 020-752/3 dated 27.04.2017. In accordance with the statement issued by the Institute for Nature Conservation of Serbia, the subject road section is not located within a protected area for which a procedure for protection was carried out or initiated (Appendix V – Conditions from Relevant Public Institutions).

Also, PERS submitted a request to the Regional Institute for the Protection of Cultural Monuments of Smederevo in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by PERS, the Regional Institute for the Protection of Cultural Monuments in Smederevo issued a statement on conditions for protection of cultural monuments No. 128/2-2017 dated 13.04.2017. (Appendix V – Conditions from Relevant Public Institutions).

In the conditions of the Regional Institute for the Protection of Cultural Monuments in Smederevo is written that along the subject road section there are no registered archaeological sites and objects under previous protection.

Since the subject road section is passing in the wider zone of registered archaeological localities and individual movable archaeological findings from different epochs, by the Conditions of the Regional Institute for the Protection of Cultural Monuments in Smederevo it is requested that the Investor has to notify the Institute 15 days before the beginning of the works if earthworks are planned at the wider zone of registered archaeological localities. Also, if in the case of excavation, archaeological remains are found, it is necessary to stop the works and notify the Institute.

A request for decision on the need for producing the Environmental Impact Assessment Study is submitted to the Ministry of Environmental Protection of Republic Serbia together with other relevant technical documentation, including the conditions of the Institute for

Nature Conservation of Serbia and the Regional Institute for the Protection of Cultural Monuments in Smederevo.

Final Environmental Approval has been obtained from the Ministry of Environmental Protection of Republic Serbia, No. 011-00-00192/2018-03 dated 12.03.2018., stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project (Appendix V – Conditions from Relevant Public Institutions).

Upon receiving mentioned documentation (the conditions of the Institute for Nature Conservation of Serbia and the Regional Institute for the Protection of Cultural Monuments in Smederevo and the decision of the Ministry of Environmental Protection), as well as based on the conditions set in the Environmental Management Plan, PERS will ensure full implementation of environmental protection measures defined by the design and thus reduce the impact on local population and natural environment.

IFIs request that the design is prepared in line with laws of the Republic of Serbia, but also with the EU standards. 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).

### **Baseline conditions assessed during route survey**

The subject road section belongs to Podunavski and Branicevski Administrative District located in the central and eastern part of the Republic of Serbia. The section of border APV (Kovin) – Pozarevac (Orljevo) in length of 32.680 km belongs to the State road of IB category 14/33 (old road mark M-24), ("Official Gazette of RS", No. 93/2015).

The subject section borders the cities of Smederevo and Pozarevac. In the area of the city of Smederevo the road passes through the settlements Smederevo, Lipe, Radinac, Rajla, Vranovo, Mala Krsna and Skobalj and, in the area of Pozarevac, the road passes through the settlements Dragovac, Pozarevac and Lucica.

The subject section crosses the river Velika Morava, the river Jezava, the river Rajla, as well as a number of melioration canals.

On the state road IB 14/33 there are 9 /nine/ bridges, of which 3 /three/ are over watercourses.

**Table 1.** Data on bridges on section road IB-14/33

Name of the structure	Chainage (km)	Length (m)	Type and name of the barrier	Note
Overpass over the road to Smederevo	37+740	40.4	Road to Smederevo	IB 14
Bridge over Ralja River	49+217	30.8	River Ralja, the watercourse is not regulated	IB 14 Picture 4.
Bridge over the railway Belgrade - Pozarevac	1+850	267,05	Railway and road	IB 33 Pictur 5.
Road overpass to Mala Krsna	2+128	29,30	Road	IB 33
Bridge over Jezava River	2+588	33,00	River Jezava/ the watercourse is not regulated	IB 33 Picture 6
Bridge over Velika Morava River	9+100	353,10	Velika Morava River	IB 33 Picture 8 and 9
Road Overpass to Pozarevac - Ljubicevo	14+575	66,00	Road	IB 33
Road Overpass Pozarevac - Aleksandrovac	16+771	33,70	Road	IB 33
Road overpass, diversion to Topionica and Orljevo	19+683	67,00	Road	IB 33



**Picture 4.** Bridge over Ralja River - km 49+217



**Picture 5.** Bridge over the railway Belgrade - Pozarevac – km 1+850



**Picture 6.** Bridge over Jezava River – km 2+588



**Picture 7.** Jezava River



**Picture 8.** Bridge over Velika Morava River – km 9+100



**Picture 9.** Velika Morava River – km 9+100

In the beginning part of the road section, on the territory of the City of Smederevo, there are self absorbing open canals and melioration canals that gravitate to the River Danube which will be used as recipient of storm water from the roadway. The designed solution of the road drainage regarding the position (layout plan) and height (profile) will be embedded in the existing melioration canal system. The designer will use the available data relating to the existing storm sewer system.

**Table 2.** Channel box culverts for drainage on section road IB-14

<b>Culvert No.</b>	<b>Chainage</b>	<b>Opening (m)</b>	<b>Length (m)</b>	<b>Note</b>
1	38+060	4.00	11.80	Picture 10
2	38+489	-	-	Picture 11
3	39+958	2.70	11.90	
4	43+543	1.20	25.50	



**Picture 10.** Channel box culvert at km 38 + 060



**Picture 11.** Channel box culvert at km 38 + 489 – Balava bara

**Table 3.** Box culverts for drainage on section road IB-33

Culvert No.	Chainage	Opening (m)	Length (m)	Note
1	5+567	3.80	9.60	
2	6+358	Ø 1000	10.70	Picture 12
3	7+318	3.70	10.00	
4	10+337	Ø 1400	9.50	Picture 13
5	12+013	3.75	9.40	Picture 14
6	18+130	5.00	17.70	
7	18+680	5.00	17.30	



**Picture 12.** Tubular culvert  $\varnothing$  1000 at km 6+358



**Picture 13.** Tubular culvert  $\varnothing$  1400 at km 10+337 – no function/ out of order



**Picture 14.** Box culvert at km 12+013 – no function/ out of order

At the subject road section IB 33, there is a built network of self-absorbing open canals (Picture 15), which are the recipients of the designed drainage elements. The existing canal and pipe network is not subject to purification treatment of storm water from the roadway and the future solution will be based on this observation.



**Picture 15.** Self-absorbing open canals - IB 33

On the subject road section IB14, there are two intersections with meliorating channels:

- at km 38 + 065 (Picture 16)
- at km 39 + 972

Also, on the subject road section IB14, there is a crossing with the old river bed of the Jezava River (that channel does not have the connection with existing watercourses) at km 43 + 565 (Picture 17).



**Picture 16.** The melioration channel on km 38+065



**Picture 17.** The old riverbed of the River Jezava on km 43+565

In accordance with the legislation of the Republic of Serbia, storm water that drains from the roadway into the melioration canals (drains, manholes and pipelines) will be treated prior to the outlets through adequate filtering systems (installation of grease and oil separator in order to suit the quality of the effluents by the class II regulation concerning Regulation on Water Classification ("Official Gazette of SRS", no. 5/68) and in accordance with Regulation on limit values for emissions of pollutants in water and deadlines for their achievement ("Official Gazette RS", no. 67/11, 48/12 and 1/16). Details will be discussed in Chapter "Rehabilitation works description".

In accordance with the legislation, it is defined that conditionally clean atmospheric waters, which correspond to class II water, can be used without purification, through arranged discharge released into the drainage canals, ameliorative canals streams and other water courses, whereas the quality of the water is defined by the Regulation on limit values for emissions of pollutants in water and deadlines for their achievement ("Official Gazette RS", no. 67/11, 48/12 and 1/16).

Also, the legislation states that for atmospheric water flowing from dirty and oily areas (traffic areas, handling areas, parking space, etc.) appropriate controlled reception and treatment at the facility for primary treatment before discharge to the recipient shall be provided, the quality of effluent (purified water) complies with class II according to the Regulation on Water Classification ("Official Gazette of SRS", no. 5/68) and in accordance with the limit values for the emission of pollutants in water and deadlines for their achievement ("Official Gazette RS", no. 67/11, 48/12 and 1/16). Surfaces from which oiled atmospheric water are collected must be waterproof.

In addition to the aforementioned regulations, it is important to note that in the Republic of Serbia, a Regulation on limit values of pollutants in surface and ground waters and sediments and deadlines for their achievement is in effect ("Official Gazette of RS", no. 50/2012).

The water of class II is the water which is suitable for swimming, recreation and water sports, the cultivation of less noble species of fish (cyprinids) and waters which after normal processing methods (coagulation, filtration and disinfection) may be used to supply the village with drinking water and in the food industry.

On parts of the subject road section that passes through the area where there is no existing canal network, open canals will be designed. Since for them recipients do not exist, they will have a function of self absorbing open canals.

It is important to note, the section of the state road IB 14/33 that is the subject of this design is nowhere in contact with the water source protection zones for the settlements Smederevo and Pozarevac, it means that in this respect there are no special restrictions for the definition of design solutions.

## Roads and Railways

The subject section of the state road IB 14/33 is crossed by railway lines on four places. The two crossings are at the same level, in the areas of the settlement of Radinac at km 44 + 115 and km 49 + 510 (Picture 18). Two crossings are at different levels in the areas of the settlement of Mala Krsna at km 1 + 850 and Pozarevac at km 14 + 589 (node 3303 state road Pozarevac Osipaonica).



**Picture 18.** Railway and road level crossing, km 49+510

On the subject road section there are 7 /seven/ crossroads intersection with state roads. The next table shows connections chainage on the state roads.

**Table 4.** Connectors of state roads

No.	Chainage	Section State road	Connection type (state road)	Settlement (yes/not)
1	46 +591	IB - 14	state road IIa no-153	Not
2	50+011	IB - 14	state road IIa no. 156	Not
3	2+004	IB - 33	state road IIa no. 158	Not (picture 19)
4	13+079	IB - 33	state road IIb no. 44	Not
5	14+574	IB - 33	state road IIb no. 337	Not
6	16+771	IB - 33	state road IIb no. 160	Not (picture 20)
7	19+928	IB - 33	state road IIb no. 378	Not



**Picture 19.** State road IB - 14 crossing with the state road IIa no. 158



**Picture 20.** State road IB - 33 crossing with the state road IIb no.160

### Deposit area

On the subject section of the state road IB 14, (km 37+700 to km 43+220) on the left and right sides are registered temporary illegal landfills of mixed different kinds of waste (construction and municipal waste), as well as the official landfill for industrial waste, the owner is Iron Works "HBIS Serbia" (Picture 21, 22. 23 and 24). All landfills are outside of the road land or directly next to the subject road. All these temporary landfills, except

landfill of industrial waste, are in the jurisdiction of PCC Smederevo and the City of Smederevo. Mentioned waste cannot be consider as part of Rehabilitation Design.



**Picture 21.** Landfill of mixed waste (construction and municipal) on the left side from km 37 + 700 to km 37 + 850



**Picture 22.** Landfill of construction waste (unofficial) from km 37+700 to km 37+850



**Picture 23.** Landfill of mixed waste along the local road, km 40+550



**Picture 24.** The official landfill for industrial waste, outside of the road land, owner: "HBIS Serbia" on the right side from km 43 + 000 to km 43 + 220.

During the execution of the works of rehabilitation of road in the dumping zone, transport of waste is not required, but only "pushing away" from the working area up to 5.0m. After the completion of rehabilitation work, in the dumping zone, will be placed protective fences along with the landfills.

### **Summary of Environmental Impacts**

The possible temporary impacts as a consequence of the construction works will consist of, among others, disruption of current traffic circulation, roadway safety, damage to access roads, dust nuisance, and gaseous emissions, potential pollution of soils and water resources, brief disturbance to biota, and momentary interference to neighbouring settlements through various operation activities (due to air pollution and increased noise levels). Off-site activities include quarry, borrow pit and asphalt plant operations, which if not managed properly, may cause localized adverse impacts. Also, the Contractor's yard and workers' camp can be potential sources of temporary adverse impacts on the environment.

Local residents (the settlements Lipe, Radinac, Ralja Mala Krsna and Dragovac) will be potentially and temporarily affected with air and noise pollution during heavy maintenance and construction works on the subject road section.

The existing road section belongs to a network of state roads and represents significant road with large traffic load, and after road rehabilitation, in accordance with the declared traffic analyses and forecasts, increase of road traffic is not expected. The vehicle speed after the upgrading will not increase.

The road on which the rehabilitation works will be performed is entirely on public land, without any collision with private properties. In respect with the provisions of WB OP 4.12 (Involuntary Resettlement), Design does not require any land acquisition, resettlement or long-term disturbance of human activities.

Impact on the quality of water in the melioration canals is expected to be minimal or negligible, since the expected amount of water drained from the carriageway is small. Various cases of water contamination can occur during the rehabilitation of the road and its future operation. Wastewater discharged during the works can jeopardize the quality of the surface and underground water. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on Water ("Official Gazette of RS", no. 30/10, 93/12 and 101/05), as shown in the Appendices I and II. As for the potential pollution during operation, these are limited to accidents only. In such case, procedures for action in accidental situations, as defined by the Ministry of interior affairs and in the Law on Water, will apply.

At the observed area, there is one industrial facility that can cause an increase in the level of concentration of pollutants in the atmosphere: the ironworks "HBIS Serbia" - Company for steel production and processing (former: SARTID a.d., and U. S. Steel Serbia, d.o.o.) (Picture 25 and 26).



**Picture 25.** The ironworks "HBIS Serbia" - is located parallel to the road on the left side, for a length of 3,420 km, i.e. from km 44 + 800 to km 48 + 220



Picture 26. The ironworks "HBIS Serbia"

The Company was founded in 1913, and this Plant at the current location was built in years 1971-1979. Production facilities in Smederevo plant are: inter plant, two blast furnaces and PCI facility, steel shop, hot strip mill, hold rolling mill, two industrial river ports at the Danube river, industrial water supplying channel and industrial land – 165,9 ha.

The ironworks "HBIS Serbia" in Radinac has a surface 293.5ha, within the fence - 283ha and under facilities 726.340m<sup>2</sup> and outside the fence - 10.5ha and under facilities 18.767m<sup>2</sup>.

According to applicable regulations, the requirements for environment protection are fulfilled and certified by ISO Standard: ISO 14001:2004 and ISO 9001:2008. According to the available data, in the factory is carried out monitoring of following environmental parameters:

**Air Quality** - there are 48 stacks/emitters at the location, for controlled air quality on regular basis in accordance with valid regulation, and four stacks/emitters, they are equipped with the continuous device for emission measurement.

**Water quality** - process, storm and sanitary waters are discharged through two collectors; there are five facilities for waste water treatment, one after each production unit including sanitary waste water. Internal control of discharged water quality is made by sampling at the key locations every working day, and external controlling of discharged water quality is made by licensed company in accordance to the law regulation.

During the realization of this document, no data on the quality of the environment in the zone IB14/IB 33 were available.

Due to the existence of "HBIS Serbia", as well as the potential construction and operation of new facilities near the road, there is a possibility of the resulting cumulative impacts that can significantly affect the environment. Potentially the most important cumulative impacts are noise and air pollution.

The proper implementation of the EMP measures, as listed in Appendix I (Mitigation plan) would offset or minimize any impact on local social 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 phase, as summarized in the Environmental Management Plan (shown in Appendix I).

Basic assessment of the proposed road rehabilitation project concluded that the rehabilitation impacts will be minor, reversible and manageable if the mitigation measures as given in the EMP are properly implemented. The EMP consists of 3 parts: Mitigation Plan (Appendix I), Monitoring Plan (Appendix II) and Institutional arrangements and reporting procedures (Appendix IV).

Before commencing the work, the Contractor will prepare a Contractor's Environmental Plan (CEP). During the rehabilitation, the Contractor will work according to the requirements of the Contractor's Environmental Plan (based on the EMP). The CEP will amplify how the Contractor will address the activities in the rehabilitation section of the EMP. The Contractor will submit the CEP to the PERS for approval.

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

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

- All costs of the implementation of environmental mitigation measures are included in the total costs.
- There is a qualified and experienced person on the Contractor's team who will be responsible for coordinating the Environmental Protection Plan and EMP.
- The Contractor and its subcontractors will comply with Republic of Serbia national laws, EU standards and Lender requirements.

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

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

### **Stakeholder engagement - Information disclosure, consultations and public participation**

In accordance with IFIs safeguard policy, public consultations will be organized and performed during the EMP preparation. In accordance with the World Bank Operational Policy OP 4.01 draft EMP document will be available to local communities within the premises of the local Municipalities, at the PERS office and on the PERS website.

Participation of stakeholders is significant in order to understand the nature and intensity of social and environmental impacts, as well as proposed measures for their mitigation. Public consultation is one of the ways to get feedback from stakeholders and enhance the involvement of the local community in design implementation. The stakeholders may use a grievance mechanism that is publicly available (see Appendix IV).

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## Summary of the public disclosure process

EMP will be presented to the public and all the comments will be noted, and the conclusions presented in the report from public presentation, which will be included in the final version of this document.

## 1. PROJECT DESCRIPTION

The Republic of Serbia has applied for financing for the "Road Rehabilitation and Safety Project" by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. A part of the funding is directed for heavy maintenance (road rehabilitation - upgrading) of the State Road IB category 14 and 33 (old road mark M - 24), section: the border of APV (Kovin) - Ralja - Pozarevac (Orljevo). The length of the subject section road of the IB 14 is  $L = 13.344\text{m}$ . The second part of the subject road section of the IB 33, from Male Krsna, over the bridge on the Morava to intersection Pozarevac (Orljevo), is  $L = 19.336\text{m}$ .

Design of the new road alignment was developed taking into account the Terms of Reference, all obtained requirements and approvals of the responsible institutions, and rulebooks and standards in road design. Given that the existing roadway width and geometric elements generally correspond to the category of the road, in the framework of the design proposal, the biggest changes will relate to the correction and new design solutions for the following intersection: intersection Radinac centre, intersection with the local road to Vranovo, intersections in the Ralja (centre), the construction of pedestrian and bicycle paths (where is possible) in the settlements Radinac and Ralja.

In areas where there is a real need for pedestrian traffic, pedestrian communications are designed to ensure unhindered and secure connection of pedestrians with existing contents, taking into account the length and position of communications, so that pedestrians can use them freely and safely.

New designed geometrical profile consists of:

1. State road IB 14 – from km 37+540 - 43+500 and State road IB 14 – from km 0+647 - 19+983

- two traffic lanes  $tv = 3,25\text{ m}$
- two marginal strips  $ti = 0,35\text{ m}$
- shoulders  $b = \text{min } 1,25\text{ m}$

2. Outside of the settlement, state road IB 14 from km 46+420 - 48+120 and from km 49+900 – 50+884

- two traffic lanes  $tv = 3,00\text{ m}$
- two marginal strips  $ti = 0,25\text{ m}$

3. In the settlements Radinac from km 43+500 - 46+420 and Ralja from km 48+120 – 49+900, the minimum pavement width is 6.0 m.

On the state road IB 14 section outside of the settlements, existing pavement is more than 7.8m -8.0, with shoulders on both sides. Newly designed road section is conditioned by the position of the existing road, boundaries of the existing road and terrain configuration.

On the state road IB 33 section outside of the settlements, existing pavement width 9.75m, with shoulders on both sides. On the subject road section, in accordance with the existing state, bus stops are planned out of the existing carriageway. The width of one bus stop is 3.0 m.

### **Location Description**

The subject section belongs to Podunavski and Branicevski Administrative District located in the central and eastern part of the Republic of Serbia. The section of border APV (Kovin) – Pozarevac (Orljevo) with length of 32.680 km, belongs to the State road IB category 14/33 (old road mark M-24), ("Official Gazette of RS", no. 93/2015). It represents a traffic link between APV Vojvodina with the central and Eastern part of Serbia. The subject section borders the cities of Smederevo and Pozarevac and passes through municipality Radinac, Ralja and Mala Krsna.

The beginning of the section is before the overpass interchange to Smederevo at app. chainage 37+540, i.e on 600 m from the node 1402 observed in direction of chainage increase. The end of the section envisaged for intervention is located at 300 m after the node 3305 Pozarevac (Orljevo), also observed in direction of chainage increase.



design solution for the intersection "Radinac". The current situation is shown in the pictures below (Picture 28 and 29).



**Picture 28.** The intersection "Radinac"



**Picture 29.** The intersection "Radinac"

Also, the new sidewalks will be constructed in the immediate neighbourhood of the schools zone in the settlements Radinac and Ralja. The area of school will be marked with the adequate horizontal signalization (tamper strip and marks on the carriageway) and vertical signalization (speed limit, notifications about school area and the piers which will prevent the running of children into the carriageway).



**Picture 30.** The settlement Radinac – pedestrian, bicycle and vehicle traffic in the same lane



**Picture 31.** The zone of the intersection Radinac – The children cross railway and road without a pedestrian crossing daily



**Picture 32.** The zone of the intersection Radinac – The children every day cross the railway and road without a pedestrian crossing



**Picture 33.** The settlement Ralja - the immediate neighbourhood of the school

Also, as a part of the subject, documentation is predicted to organize lateral connections. In addition to this, in order to increase traffic safety, it is predicted to set up the corresponding horizontal traffic signs with checking whether the existing traffic signs are in accordance with the applicable standards, as well as amendment of vertical traffic signs.

Along the road section IB 14 pavement has not been completely rehabilitated, repairs on the pavement are performed on minor sections. Mesh, longitudinal and transverse cracks, ruts, local pavement depressions, edge fractures and frequent potholes are noted on the entire section. For the road section, it is necessary to remove the damages caused by the erosive action of water, as much as possible, and to remove the causes which led to the damages, to increase utility value, the durability of the road, and traffic safety (Picture 34, 35, 36 and 37).



**Picture 34.** The example of damage to the section



**Picture 35.** The example of damage to the section



**Picture 36.** The example of damage to the section



**Picture 37.** The example of damage to the section

Repairs of road were done along the section of the state road IB 33. On first sight, the impression is that there is no need for additional interventions on this section, but on many locations/parts along the subject section, the problem of rusty and neglected shoulders is observed.

All tubular culverts, located on the section which belongs to the road IB 33, have been reconstructed. Five culverts are still in operation, and two have no drainage function, as shown in Table 3.

On the subject section state road IB 14/33 there are 9 /nine/ bridges, of which 3 /three/ over watercourses (the rivers Velika Morava, Ralja and Jezava), shown in Table 1.

The subject documentation foresees the rehabilitation of existing structures, culverts, bridges, and the rehabilitation of the protective pedestrian and the safety barrier, depending on the damage.

The general aim of preparation of the subject technical documentation is the rehabilitation of all damages by removal of the causes that led to damage, such as drainage, cross-fall of carriageway, etc., thereby increasing the durability and use-value and improving traffic safety.

The designed drainage system is caused by the terrain characteristics, spatial and urban constraints, and other requirements dictated by the local government. Quality of atmospheric water that is discharged into the existing watercourses or sewage must be in accordance with Law on Water and Decree on the categorization of watercourses and water classification ("Official Gazette of RS", no. 67/11, 48/12 and 1/16). Along the subject state road there are three typical solutions of drainage systems, as follows:

- newly designed closed drainage system in urban settlements Radinac - also with draining rainwater from the roadway by longitudinal and transverse inclination towards the drains and manholes and collectors. Newly designed separate systems for discharging runoff collected rainwater whereby prior to discharge into the recipient water would be purified by passing subject through an appropriate separator for fats and oils, but before pouring into the recipient. That is, the construction of a suitable separator for oils and grease would be of planned works of road rehabilitation of the state road.

This kind of system is predicted from km 43+650 to km 44+100 (center of Radinac).

- In accordance with the Law on Waters ("Official Gazette of RS", no. 93/12 and 101/16), which prohibits the direct discharge of contaminated water from the carriageway in amelioration canals, at the intersection of the road with the amelioration canals it is foreseen to collect water from the carriageway along curbs and longitudinally lead by slope gutters which will take water down the slope of the

embankment to the self-absorbing open canals in which water infiltrates into the ground and flows into the melioration canal.

- "open" drainage system - with the rainwater draining from the roadway by longitudinal and transverse inclination over the shoulders, and the slope of the road in the open self-absorbent ditches in which water infiltrates into the ground or evaporates in the air. This solution was applied to all subsections in which such a drainage system figures and in the context of the current situation, and where there are no spatial or urban hindrance/restrictions for this kind of drainage, both, outside populated areas, as well as where the state road passes through the village.

## **2. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK**

### **Relevant Institutions**

The relevant Ministry of Environmental Protection of the Republic of Serbia is responsible for producing and implementing the environmental policy. Other relevant institutions are: PERS, the Institute for Nature Conservation of Serbia and the Regional Institute for the Protection of Cultural Monuments in Smederevo.

### **Existing Serbian legislation**

The environmental laws and by-laws in force in the Republic of Serbia are summarized in Appendix III.

### **EIA procedure in the Republic of Serbia**

According to the Serbian Law on EIA ("Official Gazette", no.135/04, 36/09) full EIA procedure, including preparation of EIA Study are not necessary for road rehabilitation projects, except when there are protected natural or cultural properties nearby. In such cases the Project Proponent shall submit a Request for Decision about Need for Environmental Impact Assessment to the MoEP. The Law on Environmental Impact Assessment regulates the EIA procedure and is in accordance with European Directive EIA - 85/337/EEC.

In the statement no. 020-752/3 of 27.04.2017 the Institute for Nature Conservation of Serbia issued conditions for the subject road section. By reviewing the Central Register of Protected Goods and documentation of the INP, and in accordance with the legislation

governing the field of nature protection concluded that the subject area is not situated within a protected area.

In the statement no. 128/2-2017 dated 13.04.2017. the Regional Institute for the Protection of Cultural Monuments in Smederevo issued technical protection measures needed for development of project technical documentation. It states that there is no immovable cultural property of great importance and that it is necessary to notify Institute when the works are about to begin, as well as obligations of the Contractor/Investor during the project implementation.

Final Environmental Approval is obtained from the Ministry of Environmental Protection of Republic Serbia, No. 011-00-00192/2018-03 dated 12.03.2018., stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project. Consequently, that there is no need for producing the Environmental Impact Study of the subject section of the state road (Appendix V – Conditions from Relevant Public Institutions).

### **Relevant IFIs Policies and Statements**

IFIs request that the following requirements be applied to all of the works:

- World Bank: Operational Policy OP 4.01, environmental impact assessment, which requires a partial Environmental Impact Study and a suitable EMP for environmental category B projects;
- EBRD: Environmental and Social Guidelines 2008;
- EIB: Statement on Ecological and Social Principles and Standards (2008).

EBRD and EIB request that the design be made in line with the laws of the Republic of Serbia and EU standards. However, the regulations of the Republic of Serbia do not provide for an EMP to be made for this type of investment, while the World Bank guidelines require a partial Environmental Impact Assessment and EMP for each section.

### **3. BASELINE CONDITIONS ASSESSED DURING ROUTE SURVEY**

The subject road section belongs to Podunavski and Branicevski Administrative District located in the central and eastern part of the Republic of Serbia and passes through settlements Radinac, Rajka and Mala Krsna.

There are no protected natural or cultural properties in the vicinity of the subject road section. Anyhow, existing ameliorative channels are not exposed to risk from the existing road, since an appropriate system for runoff water exists, which will be kept and improved according to this rehabilitation design. All other works which are proposed with this design will be conducted only in the existing road area and completely in accordance with the Statement no 020-752/3 dated 27.04.2017. Issued by an Institute for Nature Protection of Republic Serbia and Law on Waters ("Official Gazette of RS", no. 93/12 and 101/16).

The existing drainage system in the aforementioned section of the state road is characterized by two distinct types of drainage systems, as follows:

- "open" system for drainage of rain water from the carriageway roads by means of longitudinal and transverse inclination over slopes (covered with grass) to open road ditches that flow to a given recipient, or if they do not have a clearly defined inclination toward a water stream (the recipient), they themselves are recipients for the purposes of self-absorbing canal where the water infiltrates into the ground or evaporate.
- "closed" drainage system by collecting atmospheric water from the pavement through longitudinal and transverse slopes to the curbs, drains, shafts and drainage of collected water through the sewage pipe to the discharge into the recipient.

"closed" drainage system is used at the road section which passes through center of Radinac (km 43+659 to km 44+100), and along all other parts of the subject road section an open drainage system is used.

On the subject section of state road IB 14/33 there are 9 /nine/ bridges, of which 3 / three/ over watercourses (the rivers Velika Morava, Rajka and Jezava).

The subject section of the state road IB 14/33 have crossed railway lines in four places. Two crossings are at the same level in the areas of the settlement of Radinac at km 44 + 115, and km 49 + 510 (Picture 18). Two crossings are at different levels in the areas of the settlement of Mala Krsna at km 1 + 850 and Pozarevac at km 14 + 589 (node 3303 state road Pozarevac-Osipaonica).

Along the subject road section, there are large industrial facilities "HBIS Serbia" that can lead to a cumulative effect on the environment.

City of Smederevo has a problem with unregulated landfills (dumping of waste), they are in the immediate surroundings of the road, but out of the road land, i.e. out of the zone where the works on roadway rehabilitation will be carried out.

During the execution of the works of rehabilitation of road in the dumping zone, transport of waste is not required, but only "pushing away" from the working area up to 5.0m. After the completion of rehabilitation work, in the dumping zone, will be placed protective fences along with the landfills.

On the route there are a large number of connections with municipal roads and local streets, as well as numerous individual approaches to private facilities and plots.

The recommended forecast of traffic growth rates in the planning period are given in the following table.

**Table 4.- The recommended forecast of traffic growth rates (ToR)**

Scenario	Traffic growth rates (%)						
	2015	2016	2017	2018	2019	2020-2025	2025-2030
Pessimistic	0.5	1.0	1.5	3.0	3.0	3.5	3.0
Moderate	1.0	1.5	2.0	3.5	3.5	4.0	3.5
Optimistic	1.5	2.0	2.5	4.0	4.0	4.5	4.0

In respect to future use of the rehabilitated road section - this section belongs to the network of state roads on which increase of road traffic as a result of rehabilitation works is expected at the average forecast of traffic growth rate of 3.5%. In respect to the impact of the potential increase of the vehicle speed on the rehabilitated road, 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.

There are no protected natural areas along the subject road section that could be influenced by the works on heavy maintenance, and also there are no protected cultural areas. In the implementation of the project, there will be no new land acquisition, as defined by OP 4.12. since the road widening will be done on public land (in the road area).

## Settlements

### City Smederevo

The city of Smederevo is located in central Serbia, and it is the administrative center of the Podunavski district. It covers an area of 481.5 km<sup>2</sup> and there are 117,134 inhabitants living on the territory of Smederevo, 83,768 of which live within the city and its outskirts. The city is bordered by the Danube on the north, the Velika Morava on the east, and the Sumadija hills to the south and west.

The City of Smederevo has an extremely favourable geographic position and is connected with:

- the international E-75 highway, Corridor 10 which connects Budapest, Belgrade, Nis, Thessalonica and Athens;
- the international railway line connecting Budapest and Belgrade with Athens and Sofia;
- attractive part of the Danube riverbank in Serbia, with a shore that is suitable for constructing ports and marinas, with nearby industrially developed areas, on the international Corridor 7;
- good location - 45 km away from Belgrade, capital of Serbia;
- the "Nikola Tesla" international airport that is located 60 km from Smederevo.

Smederevo has the highest quality land, first and second class makes 15.8% of the total area of the city, third and fourth 64.3% of the land, therefore, two thirds of the city of Smederevo represents an extremely valuable agricultural potential. Natural conditions in the city of Smederevo are suitable for agriculture and cover 80.59% of the area, which is above the average for the Republic of Serbia. Also, there are 33 primary and 4 secondary schools in the city and 9 and 9 churches.

City Smederevo began life as a Roman settlement on the route from Singidunum to Viminacium. During 1427, it became the new Serbian capital. The symbol of the city is Smederevo fortress, the largest medieval fortress in Europe. On the areas there is a large number of archaeological sites ranging in time from the Paleolithic to the late Middle Ages.

**Radinac** is a suburban settlement of the city of Smederevo. According to the census of 2011, it has 5 428 inhabitants and has 1777 households. The population is engaged in agricultural production, especially viticulture.



**Picture 38 and 39.** The church and the monument to war victims (1914-1991 and 1941-1945) in the Radinc

**Ralja** is settlement of city Smederevo. According to the census of 2011, in the village live 1 209 inhabitants and has 369 households. The population is engaged by agricultural production (fruit production, horticulture and arable farming).



**Picture 40.** The settlement Ralja - The state road IB 14 without adequate the pedestrian path, km 48+610 to km 49+000



**Picture 41.** Elementary school in Ralja

**Mala Krsna** is a village near the city Smederevo. According to the census of 2011, it has 1 632 people and 452 households. It is said to be the second biggest railroad node in Serbia. It is known by Najdan's circles and that people believe cure many ailments.



**Picture 42.** The settlement Mala Krsna – The main Street



**Picture 43.** The settlement Mala Krsna - railroad node

## City Pozarevac

Pozarevac is an important administrative, economic and cultural center in Serbia, it is located at about eighty kilometres southeast of Belgrade. It is located between three rivers: the Danube, Morava and Mlava and below the hill Cacalica. It consists of two urban (city Pozarevac and a large energy centre Kostolac) and 25 villages, with about 90 000 inhabitants.

The territory of the present-day municipality covers an area of 491 square kilometres, of which 80% of the territory is arable land. The fertile soil is also one of the most valuable resources of the region.



**Picture 44.** The typical landscape near Pozarevac - the arable land

The total length of all roads in the City of Pozarevac is 183 km, of which 165 km are classified as the modern carriage. The main roads are 48 km network of local roads and 64 km of modern carriage. City of Pozarevac is a very important node on the line Beograd Bor - Zajecar, connecting district Timok and the entire eastern border of Serbia.



**Picture 45.** The existing state road IB 33

In industrial canters (Pozrevac and Kostolac) there are important company of healthy food “Bambi”, “Thermal Power Plants and Mines” Kostolac, “Veolia Transport” (formerly TP “Litas”) and “Zitostig.”

Around Pozarevac there are many significant archaeological sites and the largest is Viminacium near Kostolac. Also, Pozarevac is known for Ljubicevo Equestrian Games, which are traditionally held on the first Sunday in September in Pozarevac Hippodrome.

## Bicycle traffic

The promotion of cycling traffic should be at the highest level in order to make this type of transport as popular as possible. During the preparation of planning documents, within the street cross-section, it is necessary to plan cycling routes on all major roads throughout the territory of the municipality of Smederevo. The planning of bicycle paths should be directed towards their interconnection along the state and local roads.

## Railway traffic

The subject section of the state road IB 14/33 is crossing railway lines on four places. Two crossings are at the same level in the areas of the settlement of Radinac at km 44 + 115, and km 49 + 510 (Picture 18). Two crossings are at different levels in the areas of the settlement of Mala Krsna at km 1 + 850 and Pozarevac at km 14 + 589 (node 3303 state road Pozarevac Osipaonica). The settlement Mala Krsna is the second-biggest railroad node in Serbia.

## Watercourses

Subject network of amelioration canals and 3 /three/ rivers (Velika Morava, Ralja and Jezava) are the main recipients of the whole subject area. Subject road section: border APV (Kovin) – Pozarevac (Orljevo) intersects following rivers and canals:

No.	River/ Canal Name	Road Chainage
1	River Velika Morava	9+100
2	River Ralja	49+217
3	River Jezava	2+588
4	Amelioration canal	38+065
5	Amelioration canals	39+972

## Air

Within the observed road section: border APV (Kovin) – Pozarevac (Orljevo) there is "a point" of air pollution, and this is the "HBIS Serbia" ironworks, with 48 emission points. No information on the measured air pollution values on the subject section was available.

In the target area there are no other industrial plants that affect air pollution. PERS will monitor all Contractor's activities, including possession of valid working permits and environmental approvals for all subcontractors.

On the basis of traffic counting performed in recent years (information available on PERS website), no increase in the traffic volume is anticipated after heavy maintenance. In the road rehabilitation and operational phase, no increase in the air pollutants concentration is expected.

### Noise

Based on the current and expected traffic loading during and after the works, no increase in the existing noise level is expected.

## 4. SUMMARY OF ENVIRONMENTAL IMPACTS

During the road rehabilitation and operational phase, there are certain environmental impacts listed below, together with the intensity of their actions.

**Table 5.** Review of the impact on the environment that are predicted for the duration of the project

INFLUENCE	SIGNIFICANCE	COMMENT
Impacts on land use and settlements	Low	During the realization of the project, there will be no expropriation of land
Ground and surface water	Low	Due to low amount of water that can come to the recipient by drainage, the consequential impact is minimal to negligible
Air quality	Low	Temporary impact
Flora and fauna (protected areas and species)	Low	Under the terms of the Institute for Nature Conservation of Serbia
Monuments	Low	Under the terms of the Regional Institute for Protection of Cultural Monuments of Smederevo
Noise	Low	Temporary impact
Access/crossing points of the main road and local roads	Low	The rehabilitation and widening works will not affect existing crossing points. Without impact.
Soil management	Low	With the application of appropriate measures of waste management.
Waste	Low	Ensured through environmental management – waste and wastewater management plan will be prepared and implemented
Cumulative impacts		Temporary, rehabilitation works may cause

	Moderate /minor	a slight increase of noise levels and air pollutants concentrations during the works only
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Most of the impacts on the environment are temporary and cease after the completion of works of heavy maintenance on the section: border APV (Kovin) - Pozarevac-Orljevo. The project is classified as environmental category B due to a small impact on the environment. After completion of the works, increase of road traffic is not anticipated, and potential increase of vehicle speed will be regulated through a safety design, by applying active and passive speed control measures.

The road maintenance works will be performed entirely on public land, without any collision with private properties. In respect with the provisions of WB OP 4.12 (Involuntary Resettlement), Design does not require any land acquisition, resettlement or long-term disturbance of human activities.

EMP relates to the road rehabilitation phase and is part of the relevant agreement for implementation and future commitment of the Contractor. The following problems may occur during the rehabilitation works: disturbance in the traffic and movement of residents from local settlements, decreased road safety, damages on access roads, noise pollution, dust emission, inefficient waste disposal, and air pollution, impact on the soil, water, flora and fauna. The works outside the site area, such as the works in a quarry, asphalt plant and borrow-pits may have local negative impact and must therefore be managed properly.

### Overview of Key Impacts

EMP focuses more on the heavy maintenance phase, while activities on the regular maintenance will not be detailed in this EMP, but will only be presented in order to have an overall view of the situation.

### Noise and Air Pollution in Residential Areas

It is expected that local residents will be the potentially affected with air and noise pollution during heavy maintenance works on proposed road section. Local Air quality may experience some moderate and temporary deterioration due to dust from construction traffic whereas elevated levels of nitrogen oxide (NO<sub>x</sub>) and Sulphur oxide (SO<sub>x</sub>) from exhaust construction equipment 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 be only a temporary impact. Relatively small traffic load on proposed road lead to the conclusion that noise barriers will not be implemented within this project. It is therefore essential that the Contractor regularly spills water working areas, especially in summer.

### **Possible water contamination**

Cases of surface and groundwater and soil contamination may occur during the heavy maintenance of the project road from site run off, spills and oily wash-water from the equipment maintenance areas and sanitary wastewater influencing from the work camps.

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

Fuel and lubricant spills can, in most instances, occur at the Contractor's work camp and motor pool while maintaining and washing equipment and work vehicles. The oily wash-water should be passed through an adequate capacity, coalescing oil separator prior to discharge.

Should spills occur in any part of the road, especially where the rivers are closest to 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 approved facility, in accordance with the Law on water ("Official Gazette of RS", no. 30/10, 93/12 end 101/16) and Law on land protection ("Official Gazette of RS", no. 112/15).

### **Potential Cumulative Impacts**

If any industrial facilities are built in the vicinity of the section in the future, this may have cumulative negative effects on the environment. Whether this will be the case, depends also on the nature of industrial facilities and if they cause pollution themselves. If the EMP is properly implemented, all negative effects on the people and the environment resulting from cumulative impacts will be reduced.

### **Other Impacts:**

- **Social impacts:** in the construction phase, these include all social-economic conflicts, including health and safety. All temporary locations used for activities that have short-term impact are included, such as quarries and borrow-pits,

locations for stockpiling surplus soil and asphalt plants are included in this. Impact of these types of activities is expected to cease when the Project is ended and the Contractor leaves the subject location;

- **Pollution:** during the heavy maintenance works, a steady, though not significant emission of pollutants is expected. These include: air pollution, water pollution, soil pollution, noise and vibrations;
- **Solid waste:** activities on the heavy road maintenance are expected to generate a certain amount of solid waste, which is collected on site and transported onto a landfill, outside the site zone.

## 5. ENVIRONMENTAL MANAGEMENT PLAN

Environmental impacts of the project for heavy maintenance on the section: border of APV (Kovin) – Pozarevac – (Orljevo) will be insignificant and reversible. Mitigation measures provided in the EMP, relating to the design, road rehabilitation and operational phase, must be carried out appropriately.

EMP consists of the Mitigation Plan and Monitoring Plan and is based on the types of environmental impact, their scope and duration. PERS manages the design, supervision and the contractor in the implementation of EMP.

### A. MITIGATION PLAN

The Environmental Mitigation Plan defines the environmental impacts and measures to be implemented during the design, construction and operational phase (Appendix 1). The Plan conforms to the conditions received from the Institute for Nature Protection of the Republic of Serbia, Regional Institute for Protection of Cultural Monuments of the Smederevo and valid laws. It specifies the locations, time frame, responsibility for its implementation and supervision.

Costs of mitigation measures are included in the cost of the works. Contractor shall implement the environmental mitigation measures, include them in the total costs, and execute the works in accordance with national laws, EU standards and creditor's requests.

### Site Organization Plan

Contractor shall carry out and follow the Site Organization Plan. Conditions issued by Institute for Nature Protection shall be included in the Site Organization Plan. Location of

the facilities (warehouses, workshops, asphalt and concrete plant etc.) shall be approved by a Resident Engineer. The following conditions must be met when selecting the location and organizing the site:

- Temporary locations for storing the construction and other material and equipment must be outside the area with high vegetation and river flood areas and limited only to the duration of the works;
- Temporary or permanent locations must be provided (the existing organized communal facilities/ landfills) for disposal and tipping of debris and other waste material in any form and communal waste produced during the works. Waste disposal/ dumping into the coastal zone ameliorative canals shall be prohibited, as well as at the unorganized local waste dumps;
- After the completion of the works, all areas that have been degraded in any way by road rehabilitation works must be rehabilitated as soon as possible;
- During the works, the planned road sections and corridors around it must be followed, so that the earthworks and machinery do not affect the surrounding areas. Also, the existing road network must be used, without building new roads, to prevent habitat fragmentation;
- During the road works directly along the ameliorative canals, river bed, river bank (Rivers Velika Morava, Ralja and Jezava) and littoral vegetation must be preserved as much as possible;
- Vehicle and machinery servicing on the road section shall be prohibited. In the event of a road traffic accident resulting in oil or service fluids spillage, the road area must be cleaned and reinstated;
- On the parts where the section is located in a populated area the works must be performed only during the day, to minimize the impact of noise on local residents;
- Guardrails and pedestrian crossings must be placed where necessary;
- Locations for containers for temporary tipping of communal waste produced during the works must be determined;
- The area for Contractor's facilities must be of the smallest possible size, to avoid unnecessary removal of vegetation. All facilities must be fenced;
- Appropriate drainage of the site must be provided. Locations used for car parking, workshops and fuel storages must be drained toward the oil-water separator;
- Only trained workers, who can remove any consequences of accidental spillage, may handle the fuel;
- Waste oil, oil filters and fuel must be stored on safe locations.
- Sanitary wastewater and polluted water must be treated before the water is discharged into the surface water flow system, in line with the Law on Water ('Official Gazette of RS', no 30/10, 93/12 and 101/16);

- Contractor must provide safety measures to prevent soil erosion and use the methods to decrease the storm water runoff that carries eroded material;
- Excavations and machinery works must be avoided when the soil is damp;
- Upon the completion of works, machinery, construction material, containers and all other equipment must be removed in due time;
- When the site is ready to be closed, all contaminated soil must be excavated and replaced with a new layer of soil;
- Upon the completion of works, the soil must be cultivated on all the critical locations, using suitable plants which are biologically adapted to the subject climatic conditions, resistant to air pollution and visually fitting for the surrounding area. Invasive species, such as the black locust and allergic reactions, such as poplar, should be avoided.

PERS is responsible for checking, via its Supervision Consultant, if the Site Organization Plan includes the requirements from EMP and Safety Labour Management Plan (SLMP).

### Environmental Protection Plan

Based on the EMP, the Contractor shall prepare his Environmental Protection Plan and submit it to PERS for approval, and to the financier. Contractor shall be obligated to follow and to implement the plan with continuous supervision of plan implementation by consultant for supervision of road rehabilitation works at the site.

The contractor is required to have a qualified and experienced person in the team, which will be responsible for coherence between the works, the environment and the Environmental Management Plan. Public Enterprise "Roads of Serbia" will independently monitor the works, and if any irregularity is noticed, it will be transmitted to continuously present Supervision, and The Contractor will be requested to rectify such irregularities.

Environmental Protection Plan consists of the following:

1. **Site Management Plan** – defines the procedures for setting up and functioning of a site with a view to preserving the local community and natural resources.
2. **Site Organization Plan** – description and arrangement of areas, with maintenance equipment and oil and lubricant storage facilities, including the distance from water areas;
3. **Oil and Fuel Storage Management Plan** – procedures for storing, transporting and using oil and fuel, refuelling the facilities and machines, procedures for decreasing the risk of water and soil pollution. Vehicles used for refuelling will

have the suitable equipment used for cleaning fuel spills. All classes of spills will be reported in line with the Plan;

4. **Waste Management Plan** – Disposal of non-hazardous waste (all construction waste materials, including barrels, planks, sand and gravel, cement bags...) and hazardous waste from the site should be carried out in accordance with the Law on Waste Management ("Official. Gazette of RS", no. 36/09, 88/10 and 14/16). Contractor's plan for the implementation of the project should cover all stages in the process of waste management (waste generation, primary selection, temporary storage of waste at the construction site, waste treatment (reuse, recycling) and final disposal of waste, i.e. selling or handing to authorized operator).

Contractor's plan for the implementation of the project should cover all stages in the process of waste management (waste generation, primary selection, temporary storage of waste at the construction site, waste treatment (reuse, recycling) and final disposal of waste, i.e. selling or handing authorized operator).

Waste Management Plan will, as minimum, contain list of waste which are generated on the construction site, instructions for sorting and marking the waste, the procedure for the temporary storage of waste on the site until the delivery / sales of authorized operator to load, waste treatment for the purpose of its recycling and / or final disposal. The sale / delivery of waste authorized operator shall be documented, ie. depending on the nature of waste, is required to generate the chain of custody documents or chain of custody document for hazardous waste, and in conformance with the Regulations on the form document, chain custody of waste and instructions for filling ("Official Gazette", no. 114/13) or with Rules on the form of the document chain custody of hazardous wastes and instructions for filling it ("Official Gazette of RS", no. 17/17).

As part of the plan from the Contractor is expected to perform the track on the type and amount of waste generated at the site in accordance with the Regulations on the form of daily records and annual report on waste with instructions for filling it ("Official Gazette of RS", no. 95/10 and 88/15), to establish a chain of authority and responsibility for waste management. The Contractor is obliged to keep the documents in the field of waste management, and thereby demonstrate that the design is in accordance with the best engineering practices and regulatory requirements (forms of Records of type and amount of waste generated at the construction site, the document of chain of custody, the document of chain of custody of hazardous waste);

5. **Soil Management Plan** – steps to be taken to minimize the effect of erosion, measures to reduce topsoil depletion, transport roads and landfills;
6. **Noise** – all the equipment must have a license and must be approved in accordance with the EU standards. This applies to all machinery, vehicles and sites where noise and vibrations affect the noise-sensitive receptors. In accordance with the Law on Protection against Environmental Noise (“Official Gazette of RS”, no. 36/09, 88/10), Contractor is responsible for ensuring the noise and vibrations do not affect the local community. Contractor shall limit his works to a period from 07:00 am to 07:00 pm.
7. **Dust Emission Reduction Plan** – during the works, when dust may form, Contractor shall monitor the conditions on site and application of measures to control dust emissions, which include reduced traffic during road rehabilitation works and spraying water on the exposed surfaces;
8. **Material Excavation and Extraction Location Plan** – defines the reparation measures to be implemented for the areas of borrow-pits and access roads after the project is finished;
9. **Management Plan for Works on the River** – includes plans and procedures for water habitat and fish preservation during the works.
10. **Emergency Response Plan** – sets out the procedures for reacting in case of emergency or accidents of a bigger or smaller scale, to protect the people, property and natural resources. Equipment to be brought on site to minimize the effects of the spillage of polluting substances must be included in the Plan.
11. **Recultivation Plan** – cleaning and recultivation of the site and removal of Contractor’s facilities. Contractor is responsible for clearing the site. This includes the removal of all waste material, machinery and contaminated soil. In line with the Law on Waste Management (“Official Gazette of RS”, no 36/09, 88/10, 14/10 and 14/16), Contractor shall develop a plan for handover, selling or removal of all vehicles and machinery, to remove them from site. All site and work areas will be rehabilitated, in order to be reinstated as much as possible. This includes stabilization and landscaping of all sites. In line with the Law on Environmental Protection (“Official Gazette of RS”, no 135/04, 36/09, 72/09, 43/11 and 14/16), after the works are completed, waste must not remain on site. If waste is not removed by the Contractor, PERS is entitled to withhold payment and organize the cleaning of the area. The costs of the cleaning and the administrative costs will be included in the final payment.
12. **Plan of Environmental Complaints** – means used by the local residents and third parties affected by the project to call attention to environmental issues and file a

complaint, defining how and to whom these should be addressed (Appendix 4, Grievance Mechanism);

## Safety

Contractor should identify potential risks before the commencement of works. The emergency response provisions should include a Site Safety Plan, which includes a proposal for a contact person available in the event of an accident. Site Safety Plan is submitted to the Project Supervision Consultant for approval.

- Contractor shall ensure that drugs and alcohol are not used on site;
- Contractor is to include in his Site Safety Plan a provision for safe working environment and safety measures and personal protective equipment (PPE) for all workers, including gloves, hard hats, goggles, ear protection and safety footwear;
- Site Safety Plan is to include a provision for first aid to be administered on site and a trained person must be engaged in line with the Law on Occupational Health and Safety (‘‘Official Gazette of RS’’, no 101/05, 91/15 and 113/17);
- Contractor shall provide to his workers potable water supply, toilets and water supply for washing;
- Safety Labour Management Plan is required to ensure health and safety provisions during the works on heavy maintenance;
- Contractor shall perform all project activities following the SLMP and all Serbian laws and by-laws regarding health and safety;

PERS and the Contractor are jointly responsible for reporting on and investigating any incidents.

Due to the increased number of vehicles on the roads through populated places, safety of local residents must be considered. Contractor shall ensure that the traffic passing through populated places is managed safely. Contractor shall provide the following:

- Safe maintenance of all trucks and equipment;
- Appropriate training and responsible behaviour of all drivers and machine operators (prescribed in the Contractor’s Site Safety Plan);
- Ensuring that all the truck load which may create dust emissions is covered and secured (e.g. excavated soil and sand);
- Safety and instant removal from site of the drivers who disregard any of the conditions regarding the safety of the local community;

- Obeying speed limits;

Before the works start, Contractor shall submit all the above listed plans to PERS Sector for Investments for their approval. After the works are completed Contractor shall reinstate the location into its original condition.

### **Operational Phase**

In the road operational phase, special attention must be paid to safety of pedestrians, by using measures for traffic calming in the vicinity of schools and populated areas, improving road signs and markings, keeping a record of traffic accidents that are recurring on some locations, and marking them as black spots.

Regular road maintenance consists of the following: grass mowing, cleaning the drainage system, road patching and various repairs and regular checks and maintenance of drainage structures. Seasonal maintenance, regular maintenance of safety characteristics and road signs shall be performed as needed. Primary road maintenance, which includes asphaltting and major repairs, is usually planned for a period of a few years.

## **B. MONITORING PLAN**

Basic components of the Monitoring Plan are:

- Environmental issue to be monitored and means of verification;
- Specific areas, locations and parameters to be monitored;
- Valid standards and criteria;
- Monitoring noise levels near populated areas;
- Monitoring material supply (verification of valid licenses);
- Duration, frequency and evaluation of monitoring costs;
- Institutional responsibility for monitoring and supervision.

A monitoring control list is prepared on the basis of EMP and Monitoring Plan (Appendix II). The list is used by the supervision engineer on site. Signed control lists are submitted to PERS, which is responsible for compliance monitoring and reporting. PERS will have a Database of grievances, listing the information on complaints received from local communities and other interested parties. This includes: type of grievance, place, time, actions to be taken to resolve the grievance and the final outcome.

## **C. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS**

## Project Implementation

PERS is the institution responsible for implementing the project in accordance with the EMP and Monitoring Plan. Day-to-day project implementation and monitoring its compliance is the responsibility of the Project Supervision Consultant.

Before the start of the works on this section, PERS will submit to the Bank for their approval a specific EMP. Contractor will provide the results of “zero monitoring” prior to the start of the works, during the mobilization stage. Project Proponent shall do the following to ensure that the Contractor implements the proposed mitigation measures in the construction phase:

- Contractor shall prepare Environmental Protection Plan and take all steps to mitigate ecological effects as stated in the Environmental Mitigation Plan (Appendix I);
- Contractor should not be compensated for the costs of the required mitigation measures and monitoring activities in the form of a specific item in the total price, except for the analysis of the quality of water and noise measuring. Contractor will be deemed to have included these costs in the total price. The actual costs of the analysis of water quality and noise measuring will be paid to the Contractor as part of a specific item in the total price. Failure to follow the requested environmental mitigation measures on the Contractor’s part will result in penalizing the Contractor in the form of negative points. Negative points have been established as a measure to stimulate the Contractor to perform his obligations in an organized and timely manner and perform his duty with a high degree of excellence. Negative points consist of two elements – numerical and financial. Each negative point is connected to a sum, representing a permanent reduction in payment for the determined non-conformances in contractual obligations. The number of negative points earned has a cumulative effect. Should the Contractor receive more than a certain number of negative points stated in the Contract, he will not be allowed to participate in PERS tenders in the next two years. Also, if the Contractor is awarded a certain number of negative points, the employer has the right to break the contract. Monetary value of each negative point and the deadlines for other possible actions by the employer must be clearly stated in the contract. Explanation for the application of these two measures – fees for specific costs and penalties for non-compliance should provide the implementation of all the requested environmental mitigation measures and monitoring activities.

- Contractor must be explicitly requested to employ an environmental expert. Contractor will be responsible for implementing environmental mitigation measures during road rehabilitation works and should employ an environmental specialist who will supervise the implementation of Contractor's environmental responsibilities. This person will coordinate the work of the Contractor, PERS and the relevant ministry and will deal with every complaint received during the project implementation. In the course of the project, PERS will monitor if the Contractor complies with EMP provisions. Project Supervision Consultant is advised to employ an environmental expert (with knowledge of civil engineering and environmental management), to assist in environmental monitoring.

When the project is completed, PERS will be responsible for the operation and maintenance of roads. Routine and random monitoring will be undertaken as scheduled in the Monitoring Plan.

PERS shall also be responsible for the following:

- Implementation of the requests for environmental protection provided by: State environmental authorities, IFIs and other institutions, Law on Environmental Protection ('Official Gazette of RS', no. 135/04, 36/09, 72/09, 43/11 and 14/16);
- Implementation of the requests for environmental protection through Contractor's specifications;
- Project supervision via consulting services for supervision and project implementation;
- Environmental monitoring supervision via consulting services for environmental monitoring;
- Preparation of final environmental reports.

Before the start of the road rehabilitation works, the Contractor will provide a proposal for environmental protection, including the safety of persons involved with the works, as part of the EMP. The proposal will be reviewed by PERS for acceptance. With respect to that, particular emphasis must be placed on:

- Taking all reasonable steps to protect the environment during the commencement and completion of site works, so as to avoid damage of property or disturbance to the people, resulting from the existence of a site;
- Maintaining safe conditions for all persons entitled to be on site;
- Providing lighting, security guard, fences, warning signs and traffic controls, aiming to protect the works and other property, but also public safety and interest.

MoEP will have the authority to stop the works directly if the performance is not in line with the environmental standards and regulations. The inspection will then inform PERS about the suspension. The Design will be amended subsequently with public disclosure feedback.

## **The Contractor Reporting Arrangements**

### **1. Contractor to PERS**

Contractor will prepare his compliance reports in respect to EMP and Contractor's Project Implementation Plan as quarterly progress reports and will submit them to PERS in English and Serbian, both in hard copy and in electronic copy.

Contractor will provide quarterly reports to PERS which document environmental mitigation measures, together with the prescribed monitoring activities performed in the reporting period. Contractor will take due care of the quality of the environment, in accordance with Mitigation Plan and Monitoring Plan, which form an integral part of the EMP and will provide quarterly reports to PERS.

In the event of any accidents or environmental threats, there will be immediate reporting about these events. Contractor shall inform the project manager and local authorities immediately after the accident. If the project manager is not available, Contractor shall inform PERS about the accident (phone number +381113040701 or by e-mail: [office@putevi-srbije.rs](mailto:office@putevi-srbije.rs)).

Contractor shall monitor the quality of the environment in line with the Monitoring Plan which is an integral part of the EMP and will report to PERS on quarterly basis. These reports will include a list and details of all the activities performed on the location and the results of on-site investigation, in addition to the recommendations for future site activities and safeguard measures.

### **2. Project Supervisor Consultant to PERS**

Conclusions of regular monitoring activities, including the activities stated in the Monitoring Plan, performed by the Contractor, will be included in the quarterly progress report.

In the case of an accident or environmental threat, these events must be reported immediately.

### **3. PERS – Ministry of Construction, Transport and Infrastructure, World Bank, EBRD and EIB**

Annual Health and Safety and Environmental Report, including the indicators for monitoring and reporting on the implementation of the conditions established in the EMP will be prepared by PERS and submitted to IFIs for their consideration. IFIs will review the reports and verify their content in periodic site visits. PERS will provide annual reports to the MoCTI and IFIs regarding the status of the Contractor's implementation of mitigation measures, additional mitigation measures to be realized, cases of non-compliance, complaints received from the local residents, NGOs etc. and the manner in which they were addressed.

In the event of any lethal or major incidents on site, PERS will immediately report those to the Bank that finances the section of the road.

### **6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION**

As requested by IFI safeguard policy, during the preparation of the EMP, will be held public consultations. EMP and other project-related information were disclosed to the public and made available to the local community.

PERS office	Vlajkovicева St. 19 a, Belgrade, Contact person: Igor Radovic, 011 3206811
Local community centres	City Smederevo and City Pozarevac
Web site - PERS	<a href="http://www.putevi-srbije.rs">www.putevi-srbije.rs</a>

A detailed report on the public consultation process will be shown in Appendix VI to this document. Consultation with users will be made during the road rehabilitation stage, while all the records of environmental and social issues, complaints received during consultation, site visits, informal discussions, formal reports etc. will be monitored, recorded and kept in PERS Project office.

Before the start of the works, PERS will provide information using the following:

- Newspaper articles in one of the national and one of the local media,

- Posters on the main notice board in all local community offices of communities potentially at risk,
- Radio announcements on traffic diversions,
- Providing contact with the person responsible and nominated for working with the local communities.

A grievance mechanism will be implemented to ensure that the complaints from local communities are appropriately addressed, corrective measures taken and complainants informed about the outcome. This applies to the complaints of all interested parties. The complaint form is shown in the Appendix 4, while hard copies will be available in local community centres.

The Report on Public Consultation will be presented in Appendix VI to final EMP.

## 7. REFERENCES

1. Environmental Assessment No 25, Environmental Management Plans, World Bank Environment Department, January 1999.
2. Roads and the Environment: A Handbook, World Bank Environment Department.
3. EIB, Environmental and Social Practices Handbook, Environmental and Social Office, version 2 24/02/2010.
4. EBRD, Environmental and Social Policy 2008.
5. EIB, Environmental and Social Principles and Standards (2008)
6. EMP for the rehabilitation of roads, bridges and tunnels, as part of the World Bank project, Road Management and Traffic Safety, Republika Srpska, Roads Directorate, Banja Luka, 2001.
7. Environmental Assessment Report and EMP for the Serbian Transport Rehabilitation Project, report ref: E866, project title: YF – Transport Rehabilitation Project – Br. P075207, document date 30/11/2003

# APPENDICES

# APPENDIX I

## MITIGATION PLAN

## MITIGATION PLAN

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
<b>Pre-construction</b>	<b>Main Design</b>			
	Following the environmental protection procedure	The Consultant obtained the requirements of the Institute for Nature Protection and the Regional Institute for Protection of Cultural Monuments of Smederevo, in order to avoid the risks to the environment in the period of increased maintenance.	PERS And Main Design Designer- Consultant	PERS
	Site location and organization will be approved by PERS and selected so as to:	<ol style="list-style-type: none"> <li>1. is located outside of the flood zone of the riverbed and melioration canals and have no impact on the environment and the local community (noise, dust, vibrations etc.),</li> <li>2. be outside the high vegetation area,</li> <li>3. minimize the size of the facilities to minimize the unnecessary removal of vegetation,</li> <li>4. have the sanitary waste water treated before the water is discharged into the surface water system, in accordance with the Law on Water (RS Official Gazette No 30/10, 93/12 and 101/16),</li> <li>5. properly drain the locations. Paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator,</li> <li>6. whenever possible, limit the area to be cleared and avoid topsoil degradation,</li> <li>7. the material removed will be collected, disposed and/ or re-used as needed,</li> <li>8. prevent soil erosion on site,</li> <li>9. Contractor is responsible for implementing the measures for erosion protection,</li> <li>10. Contractor shall limit the scope of the excavations to</li> </ol>	PERS  Contractor	PERS

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		mitigate soil erosion, 11. contractor shall implement soil conservation method in sensitive areas to prevent or minimize the storm water runoff, which causes material erosion, 12. Contractor is to avoid excavation and machine operations in damp site conditions.		
	Selection of the location for temporary settlement construction, in the vicinity of or within an existing settlement  Influence on public health and sociological circumstances	1. minimum distance must be kept (buffer zone) between the site and the nearest populated area, 2. influence of the local conditions must be accounted for (wind) to avoid or minimize harmful effects, 3. Contractor's EMP defines health and safety and environmental measures, 4. independent water and electricity supply, in addition to a medical service station on site must be planned for.	Contractor	PERS
	Safety of pedestrians and suitable crossings	- a suitable pedestrian crossing must be provided, equipped with kerb ramps that allow the use of wheelchairs, trolleys, bicycles and prams.	Main Design Designer- Consultant	Main Design Technical Control  PERS
	Stakeholder engagement	Details of the proposed road section, access points and safety features will be disclosed at the location of the planned works. Feedback from local stakeholders will be sought and recorded. Evidence of how feedback has been considered will be recorded in the Main Design.	PERS and Main Design Designer- Consultant	Main Design Technical Control  PERS
<b>Construction</b>	<b>Management plans</b>			
	Contractor shall prepare the implementation of the Plans described in the EMP, to			

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	ensure that the legislation and Creditor's requirements have been met: 1. Site Organization Plan 2. Sewerage and Wastewater Management Plan 3. Soil Management Plan 4. Dust Management Plan 5. A plan indicating the location of borrow-pits, and measures for recultivation of borrow-pits and access roads after the project is completed 6. Waste and Wastewater Management Plan, in line with the Law on Waste Management (RS Official Gazette No 36/09, 88/10, 14/16) 7. Oil and Fuel Storage Management Plan 8. In-river Works Management Plan 9. Emergency Response Plan 10. Complaints Procedure 11. Safety and Hazard Assessment 12. Safety and Labor Management Plan			
<b>Construction</b>	<b>Site Induction</b>			
	All workers and visitors to the site shall be given a health and safety induction and instructed on the need to use PPE.			
<b>Construction</b>	<b>Material Supply</b>			
	Asphalt plant: dust, fumes, health and safety of workers, ecosystem disturbance	1. Use the existing asphalt plants; 2. Requirement for official approval or valid operating license	Asphalt plant	Asphalt plant
	Quarry: dust, health and safety of workers, ecosystem disturbance	1. Use the existing quarries; 2. Requirement for official approval or valid operating license	Quarry	Quarry

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	sand and gravel borrow-pits: river bed disturbance, quality of water, ecosystem disturbance	<ol style="list-style-type: none"> <li>Use the existing borrow pits or buy material from licensed separation facilities;</li> <li>Requirement for official approval or valid operating license</li> </ol>	The Contractor or gravel and sand separation facility	The Contractor or gravel and sand separation facility
<b>Construction</b>	<b>Material Transport</b>			
	Asphalt: dust, fumes	<ol style="list-style-type: none"> <li>All trucks need to be covered</li> <li>Contractor's machinery to be carefully selected</li> </ol>	Truck operator	Truck operator
	Stone: Dust	Wet truck load	Truck operator	Truck operator
	Sand and gravel: Dust	Wet truck load	Truck operator	Truck operator
	Management of traffic noise, exhaust fumes and road congestion	<ol style="list-style-type: none"> <li>Haul material at off-peak traffic hours (9-14h)</li> <li>Use alternative roads to avoid main roads</li> <li>Proper road signs and markings of the site, to minimize chances of a wrong turn</li> </ol>	Transport manager Truck operator	Transport manager Truck operator
	Possibility of encountering an archaeological site	If an archaeological site is encountered, contractor shall immediately suspend the works and inform IPCM and PERS.	The Contractor	Contractor's supervision
<b>Construction</b>	<b>Construction Site</b>			
	Negative impact of noise on the workers and local community	<ol style="list-style-type: none"> <li>Limit the activities to daylight working hours,</li> <li>Use equipment with noise mufflers, licensed and approved in accordance with the EU standards,</li> <li>Use noise barriers for the works that produce noise for more than one day on the same location,</li> <li>Locate noise-making equipment as far away as</li> </ol>	Contractor	Contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		possible form residential buildings and other noise-sensitive receptors.		
	Dust	<ol style="list-style-type: none"> <li>1. Spray the problematic areas on site with water,</li> <li>2. Cover the material stored and limit vehicle speed,</li> <li>3. Implement the dust management plan: measures for avoiding dust emission, including hoarding, spraying the problematic areas, accesses, material and stockpiles during the loading and unloading activities, covering the trucks that carry dusty material, washing the trucks etc.</li> </ol>	Contractor	Contractor
	Vibrations	<ol style="list-style-type: none"> <li>1. Limit activities to daylight working hours,</li> <li>2. If there is material damage to the local houses, buildings and infrastructure (access roads included) caused by the works, the damage will be compensated for and will have to be rectified,</li> <li>3. Locate the equipment for earth works as far away as possible form vibration-sensitive receptors.</li> </ol>	Contractor	Contractor
	Traffic disruption during construction activities	<ol style="list-style-type: none"> <li>1. Traffic Management Plan with appropriate measures for traffic diversions that can be easily noted and followed, including traffic police assistance,</li> <li>2. Traffic Management Plan which will define a speed limit for the construction vehicles and organise traffic in such a way that populated areas are avoided as much as possible,</li> <li>3. During the works, maximum use of the existing road network. Avoid the construction of new temporary roads, which would increase the habitat fragmentation,</li> <li>4. Inform the local community about the works planned</li> </ol>	Contractor	Contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	reduced access to roadside activities	provide an alternative access to roadside activities at all times.	Contractor	Contractor
	Safety of vehicles and pedestrians when / where there are no construction activities	Lighting and well-defined safety signs and protection measures	Contractor	Contractor
	Soil and water pollution from improper material storage, management and use	<ol style="list-style-type: none"> <li>1. Organize and cover material storage areas</li> <li>2. Isolate the concrete, asphalt and other from the watercourse by using sealed formwork or covers</li> <li>3. Isolate the areas for washing the concrete or asphalt trucks and other equipment from the watercourse by choosing areas for washing which are not freely drained directly or indirectly into the watercourse</li> <li>4. Organize the site so as to minimize the risk of generating sediments and accumulating waste water, which could cause pollution of the surrounding soil and water</li> <li>5. Soil management plan to provide controlled removal, storage and re-use of topsoil</li> <li>6. Use local controlled measures to prevent sediment flowing into surface water and drainage canals. Some of the measures include physical obstacles such as fences, mulch barriers, geotextile, rock groynes, and sediment basins.</li> <li>7. To prevent sediment flowing into surface water, slope of the soil and protection from wind erosion must also be considered, by installing fences, covers etc.</li> <li>8. Any deposits of excess soil, stone etc. May only be temporary, until the works have been completed. After that, excess soil, stone and other waste material must be removed and complete rehabilitation of all areas degraded by the works must be done.</li> </ol>	Contractor	Contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Soil and water pollution from improper waste material disposal	<ol style="list-style-type: none"> <li>1. Dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorized landfill</li> <li>2. Dispose waste in accordance with best international practice (ifc, ehs – general guidelines).</li> <li>3. Apply additional measures for storing hazardous waste (secondary containment, limiting the access, providing ppe etc.) To prevent negative effects on the workers, local community or environment</li> <li>4. Nominate a person responsible for waste collection and storage (hazardous and non-hazardous)</li> </ol>	Contractor	Contractor
	Potential contamination of soil and water from improper maintenance and fuelling of equipment	Apply the best engineering practice in handling and safe storage of lubricants, fuel and solvents, ensure proper loading of fuel and equipment maintenance, collect all waste and dispose it on authorised recycling locations	Contractor	Contractor
	Soil and water pollution from improper waste material disposal	<ol style="list-style-type: none"> <li>1. Transport the waste in marked vehicles designed for waste transport, to minimize the risk of releasing hazardous and non-hazardous substances</li> <li>2. Train the drivers in handling and disposal of the load they transport and transport documents describing the nature of the load (waste) and its degree of hazard</li> </ol>	Contractor	Contractor
	Safety of workers	<ol style="list-style-type: none"> <li>1. Provide workers with safety instructions and PPE</li> <li>2. Provide a safe alternative traffic flow</li> </ol>	Contractor	Contractor
	Areas temporarily occupied	<ol style="list-style-type: none"> <li>1. Undertake re-vegetation with native species and monitor the effects (avoid invasive species those that cause allergic reactions)</li> <li>2. Where initial plantings were not successful,</li> </ol>	Contractor	Contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		carry out re-planting		
<b>Operation</b>	<b>Maintenance</b>			
	Negative impact of noise on local residents and workers	<ol style="list-style-type: none"> <li>3. Limit activities to daylight working hours, or as agreed with the authorities</li> <li>4. Use the equipment with noise mufflers installed</li> </ol>	Maintenance contractor	Maintenance contractor
	Potential air, water and soil pollution: Dust, exhaust fumes, spilt fuel, oil and lubricants	<ol style="list-style-type: none"> <li>1. Apply the best engineering practice in handling and safe storage of lubricants, fuel and oil</li> <li>2. Ensure proper loading of fuel and maintenance of equipment</li> <li>3. Collect and dispose all waste in accordance with the law on waste disposal</li> <li>4. Properly organize and cover the areas for material storage</li> <li>5. Isolate concrete and asphalt works from the watercourse by using sealed formwork</li> <li>6. Isolate the area for washing trucks for the transport of concrete and asphalt and all other equipment from the watercourse, by choosing the area for washing where the water is not freely drained directly or indirectly into the watercourses</li> <li>7. Dispose the waste material to suitable locations protected from washing out</li> </ol>	Maintenance contractor	Maintenance contractor
	Vibrations	Limit activities to daylight working hours, or as agreed with the authorities	Maintenance contractor	Maintenance contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Safety of workers	<ol style="list-style-type: none"> <li>1. Provide workers with safety instructions and PPE</li> <li>2. Organize safe traffic bypass</li> </ol>	Maintenance contractor	Maintenance contractor
	Increased vehicle speed	install speed limit signs	Maintenance contractor	Maintenance contractor
	Erosion, rockfall, hazardous situation	install suitable warning signs (rockfall, landslide, wet or slippery conditions, dangerous curve, animal or pedestrian crossing, school, slow traffic zone), reflective markings indicating steep slopes or convex mirrors in curves where there is a lack of visibility, warning signs on locations considered appropriate in line with good engineering practice or as agreed with the authorities	Maintenance contractor	Maintenance contractor

## **APPENDIX 2**

# **MONITORING PLAN**

## MONITORING PLAN

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<b>Construction</b>	<b>Material supply</b>					
<i>Asphalt plant</i>	Possession of an official approval or valid (operating) license	Asphalt plant	Inspection/ supervision engineer	Prior to the start of the works	Ensure the compliance of the plant with the health and safety and environmental requirements	Plant manager
<i>Quarry</i>	Possession of an official approval or valid (operating) license	Quarry	Inspection/ supervision engineer	Prior to the start of the works	Ensure the compliance of the quarry with the health and safety and environmental requirements	Quarry manager
<i>Sand and gravel borrow-pit</i>	Possession of an official approval or valid (operating) license	Sand and gravel borrow-pit or separation facility	Inspection/ supervision engineer	Prior to the start of the works	Ensure the compliance of the borrow-pit with the health and safety and environmental requirements	Borrow-pit or separation facility manager
<b>Construction</b>	<b>Material transport</b>					
<i>Asphalt</i>	Truck load covered	Construction Site	Supervision	Unannounced inspections during the works, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's supervision
<i>Stone</i>	Truckload covered or wetted	Construction Site	Supervision	Unannounced inspections during the works, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's supervision
<i>Sand and gravel</i>	Truckload covered or wetted	Construction Site	Supervision	Unannounced inspections during the works, at least once a week	Ensure the compliance with the health and safety and environmental requirements	Contractor's supervision

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Traffic management</i>	Hours and routes selected	Construction Site	Supervision	Unannounced inspections during the works, at least once a week	Ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<b>Construction</b>	<b>Construction site</b>					
<i>Negative effects of noise on the workers and local residents</i>	Noise levels	Site; Nearest homes in the local settlement Tentatively: 44+000-left 44+125-right 45+500-right 44+100-left	Sound meter with suitable software	-once at the beginning of the project and later quarterly -after receiving a complaint -if the monitoring results are not satisfactory, monitoring to be done on monthly basis	ensure the compliance with the health and safety and environmental requirements and minimal disruptions to traffic	contractor (monitoring)
<i>Dust</i>	Air pollution (suspended solids)	On and near the site	Inspection and visual observation	Unannounced inspections during material delivery and road rehabilitation	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision (monitoring)
<i>Vibrations</i>	Limited time of activities	Site	Supervision	Unannounced inspections during road rehabilitation works and after a complaint is received	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<i>Disruptions to traffic during road rehabilitation works</i>	Existence of a traffic management plan and traffic pattern	On and near the site	Inspection and visual observation	Prior to the start of the works; Once a week in peak and non-peak hours	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>Reduced access to roadside activities</i>	Alternative access provided	Site	Supervision	Random checks at least once a week during the road rehabilitation works	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>Safety of vehicles and pedestrians where there are no construction activities</i>	Visibility and suitability	On and near the site	Observation	Random checks at least once a week in the evening	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor's supervision
<i>Water and soil pollution resulting from improper material storage, management and use</i>	Soil and water quality (suspended solids, oils, ph values, conductivity)	River ralja - km 49+217, River jezava - km 2+588, Amelioration channels on Km 38+065 Km 39+972	Unannounced sampling, analysis in a certified laboratory possessing the required equipment	At least three times for the entire project duration, monitoring to be done before the construction and quarterly during construction (at two reference point upstream and downstream of the site) and after the rehabilitation works.	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
<i>Safety of workers</i>	Ppe; Bypass traffic organisation	Site	Inspection	Unannounced inspections during the works	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	Supervision contractor

Phase	Parameter to be monitored	Location where the parameter is monitored	How the parameter is monitored	When the parameter is monitored (frequency or continuous)	Why the parameter is monitored	Institutional responsibility
						Implementation
<b>Operation</b>		<b>Maintenance</b>				
<i>Negative effect of noise on the workers and local residents</i>	Noise levels	Site; Nearest homes Km 44+000-left Km 44+125-right Km 45+500-right Km 44+100- left	Sound meter with suitable software	Unannounced inspections during the maintenance activities and after receiving a complaint	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<i>Vibrations</i>	Limited time of activities	Site	Supervision	Unannounced inspections during the maintenance activities and after receiving a complaint	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<i>Safety of workers</i>	Ppe; Bypass traffic organization	Site	Inspection	Unannounced inspections during the maintenance activities and after receiving a complaint	Ensure the compliance of works with the health and safety and environmental requirements and minimal disruptions to traffic	PERS
<b>Operation</b>		<b>Road safety</b>				
<i>increased vehicle speed</i>	condition of traffic signs; vehicle speed	road section included in the design	visual observation; radar speed detectors	during the maintenance activities; unannounced	ensure a safe and economical traffic flow	maintenance contractor; traffic police
<i>erosion, rockfall and hazardous situations</i>	condition of traffic signs	road section included in the design	visual observation	during the maintenance activities	ensure a safe and economical traffic flow	maintenance contractor, monitoring

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

1. General		
Is the project materially compliant with all relevant EBRD 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:
Has the Company engaged any contractors for project-related work in the reporting period?	Yes <input type="checkbox"/>	If yes, please state for which types of work, and how the company has monitored the compliance of contractors with EBRD Performance Requirements and the Environmental and Social Action Plan:

	No <input type="checkbox"/>	
Were any of the violations stated above the responsibility of contractors?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, including how the Company is ensuring that corrective actions are implemented by the Contractor?
Have any operations been reduced, temporarily suspended or closed down due to environmental, health, safety or labour reasons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe:
Please describe any environment or social programmes, initiatives or sub-projects undertaken during the reporting period to improve the company's environmental or social performance and/or management systems:		
Please indicate the level of associated expenditure (capital expenditure and operating expenditure), and whether this relates to the requirements of the Environmental and Social Action Plan, or to any other initiative:		

## 2. Status of the Environmental and Social Action Plan

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

### 3. Environmental Monitoring Data<sup>1</sup>

Please provide the name and contact details for your environmental manager:

Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>
<b>Waste Water</b>				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
<b>Air Emissions</b>				
SO <sub>2</sub>				
NO <sub>x</sub>				
Particulates				
CO <sub>2</sub>				
CH <sub>4</sub>				
N <sub>2</sub> O				
HFCs				
PFCs				

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

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

<sup>3</sup> Please ensure that the units of measurement are clearly stated

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

<sup>5</sup> In addition to any other comments, please indicate whether the measurements reported apply to all or only some process operations at the facility

Please provide the name and contact details for your environmental manager:				
Parameter <sup>2</sup>	Value <sup>3</sup>	Unit	Compliance Status <sup>4</sup>	Comments <sup>5</sup>
SF <sub>6</sub>				
[Other]				
<b>Other Parameters</b>				
Noise				
[Other]				
<b>Solid Waste</b>				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output			
Parameter	Value	Measurement Unit	Comments <sup>6</sup>
<b>Fuels used</b>			
Oil			
Gas			
Coal			
Lignite			
Grid Electricity			
Heat Purchased			

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

#### 4. Resource Usage and Product Output

Parameter	Value	Measurement Unit	Comments <sup>6</sup>
Feedstocks and raw materials consumed			
Name 1			
Name 2			
Product output			
Product 1			
Product 2			

#### 5. Human Resources Management

<b>Please provide the name and contact details for your Human Resources manager:</b>			
	<b>Total</b>	<b>Recruited in this reporting period</b>	<b>Dismissed in this reporting period</b>
<b>Number of direct employees:</b>			
<b>Number of contracted workers:</b>			
Were there any collective redundancies during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, how they were selected, consultation undertaken, and measures to mitigate the effects of redundancy:	
Are there any planned redundancies to the workforce in the next year?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe the redundancy plan, including reasons for redundancies, number of workers involved, and selection and consultation process:	
Were there any changes in trade union representation at Company facilities during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details, and summarise engagement with trade unions during reporting period:	
Were there any other worker representatives (e.g. in the absence of a trade union)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please provide details and summarise engagement with them during reporting period:	
Were there any changes in the status of Collective Agreements?	Yes <input type="checkbox"/>	If yes, please provide details:	

	No <input type="checkbox"/>	
Have employees raised any grievances with the project during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised in grievances by male and female staff and explain how the Company has addressed them:
Have employees raised any complaints about harassment or bullying during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many, split by gender, summarise the issues raised by male and female staff and explain how the Company has addressed them:
Have there been any strikes or other collective disputes related to labour and working conditions at the Company in the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise nature of, and reasons for, disputes and explain how they were resolved
Have there been any court cases related to labour issues during the reporting period?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please summarise the issues contested and outcome:
Have there been any changes to the following policies or terms and conditions during the reporting period in any of the following areas: <ul style="list-style-type: none"> <li>• Union recognition</li> <li>• Collective Agreement</li> <li>• Non-discrimination and equal opportunity</li> <li>• Equal pay for equal work</li> <li>• Gender Equality</li> <li>• Bullying and harassment, including sexual harassment</li> <li>• Employment of young persons under age 18</li> <li>• Wages (wage level, normal and overtime)</li> <li>• Overtime</li> <li>• Working hours</li> <li>• Flexible working / work-life balance</li> <li>• Grievance mechanism for workers</li> <li>• Health &amp; safety</li> </ul>	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please give details, including of any new initiatives:

## 6. Occupational Health and Safety Data

Please provide the name and contact details for your Health and Safety manager:

	Direct employees	Contracted workers		Direct employees	Contracted workers
Number of man-hours worked this reporting period:			Number of Fatalities <sup>7</sup> :		
Budget spent on OHS in this period (total amount and currency):			Number of disabling injuries:		
OHS training provided in this period in person-days:			Number of Lost Time Incidents (including vehicular) <sup>8</sup> :		
Number of lost workdays <sup>9</sup> resulting from incidents:			Number of cases of occupational disease:		
Number of sick days:					

Accident causes (falling, heavy loads, struck by object, contact with energy source etc.):

Please provide details of any fatalities or major accidents that have not previously been reported to EBRD, including total compensation paid due to occupational injury or illness (amount and currency):

Please summarise any emergency prevention and response training that has been provided for company personnel during the report period:

Please summarise any emergency response exercises or drills that have been carried out during the report period:

<sup>7</sup> If you have not already done so, please provide a separate report detailing the circumstances of each fatality.

<sup>8</sup> Incapacity to work for at least one full workday beyond the day on which the accident or illness occurred.

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

## 7. Stakeholder Engagement

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

Please provide information on the implementation of the stakeholder engagement plan agreed with EBRD and summarise interaction with stakeholders during the reporting period, including:

- Meeting or other initiatives to engage with members of the public or public organisations during the report period,
- information provided to members of the public and other stakeholders during the report period relating to environmental, social or safety issues
- coverage in media,
- and interaction with any environmental or other community groups.

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

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

## 8. Status and Reporting on Resettlement Action Plan/Livelihood Restoration Framework

### Existing Land Acquisitions

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

Have all the affected persons been fully compensated for their physical displacement and, if applicable, any economic losses resulting from the project?

Yes  No

If no, specify how many compensation payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made:

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

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

## 9. Community Interaction and Development

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

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## **APPENDIX 3 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.

### National Legislation

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

1. **Constitution of the Republic of Serbia of 2006** (OG RS No. 83/06): The Constitution provides for a broad structure for public participation and public access to information. Under the Constitution, the work of state bodies and institutions as well as officials may be openly criticized. It also grants the public the right to submit requests, petitions and proposals.
2. **Law on Environmental Protection of 2004** (OG RS No. 135/04, 36/09, 72/09, 43/11 and 14/16): Art. 9 provides that everyone is entitled to be informed of: a) the environmental status and to participate in the process of decision making where implementation may have an effect on the environment (including decision-making in regard to strategic assessments of plans and programs); b) EIAs of projects where realization may result in environmental pollution or a threat to the environment and human health; and c) the approval of new or existing installations (Art.81). It also states that data on the state of the environment shall be open to the public. Public participation in decision-making about EIAs for project implementation shall be carried out through public project presentation and public debate. Stakeholders shall be informed by public announcement of the procedure for decision-making and shall take part in the process by submitting opinions, comments and suggestions to the competent authority and shall be timely informed about the decision.
3. **Law on Environmental Impact Assessment of 2004** (OG RS No. 135/04 and 36/09): Art. 20 require the competent authority to make the EIA Study available to the public, that a public presentation and debate on the Study be arranged and that the project developer participate in the public presentation and debate. It also provides that the Minister shall prescribe more precisely the procedure for public consultation, presentation and debate.

4. **Law on Strategic Environmental Assessment** (OG RS No. 135/04 and 88/10): The Law on Strategic Environmental Assessment, which implements the EU's SEA Directive applies to plans, programmes and baselines within field of spatial planning and land use and sets out provisions on public participation.
5. **Law on Free Access to Information of Public Importance** (OG RS, No. 120/04, 54/07, 104/09 and 36/10 of 28/10): The Law regulates the rights to access information of public interest held by public bodies. Information of public importance, within the meaning of this Law is information held by a public authority body, created during work or related to the work of the public authority body, contained in a document, and related to everything that the public has a justified interest to know.

These instruments approximate the corresponding EU Directives and introduce the principles of these Directives into national legislation.

6. **Law on Confirmation of the Convention on Information Availability, public participation in decision-making processes, and, legal protection within environmental issues of 2009** ("Official Gazette RS International Contracts", №.38/09) (transposing the Aarhus Convention).
7. **Law on Expropriation** (OG RS No. 53/95 and 20/09): The Law provides that real-estate may be expropriated or the ownership restricted, but only where this is in the public interest as determined on the basis of law and on the basis of compensation which may not be lower than its market price. It also provides that the public interest for expropriation of real estate shall be determined by law or a decision of the Government rendered in conformity with this Law.
8. **Law on Planning and the Law on Planning and Construction of 2009** (OG RS, No. 72/09, 81/09, 132/14 and 145/15): The law makes provisions for public scrutiny of planning documents, their publication in the official newspapers of the Republic of Serbia, the autonomous region or units of local administration, depending on the type of document and the presentation of planning documents for public insight in a daily and local newspaper, and lasts 30 days from the day of announcement. The presentation of the planning document for public insight is overseen by the Agency of the Republic for Spatial Planning.
9. Law on nature protection ("Official Gazette of RS", No. 36/09, 88/10 and 14/16),
10. Law on waste management ("Official Gazette of RS", No. 36/09, 88/10 and 14/16),
11. Law on noise protection ("Official Gazette of RS", No.36/09 and 88/10),
12. Law on water ("Official Gazette of RS", No. 01/05, 30/10, 93/12 and 101/05),
13. Law on forest ("Official Gazette of RS", No. 30/10, 93/12, 89/15),

14. Law on air protection (“Official Gazette of RS”, No. 36/09 and 10/13),
15. Law on Safety and Health at Work (“Official Gazette of RS”, No.101/05 and 17/17).

Responsibility for applying Serbian and relevant regional and international legislation in the field of environmental law and public access to information lies with the Ministry of Agriculture and Environmental Protection and the Republic Agency for Spatial Planning.

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),
3. Rulebook on the contents of the EIA Study (“Official Gazette of RS” No. 69/05)
4. Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study (“Official Gazette of RS”, No. 69/05),
5. Rulebook on the work of the Technical Committee for the EIA Study (“Official Gazette of RS”, No. 69/05),
6. Decree on limit values of pollutants in groundwater, surface water and sediment and limits for their achieving (“Official Gazette of SRS”, No. 50/2012),
7. Decree on limit values for emissions of pollutants in water and deadlines for their achievement (Official Gazette, No. 67/11, 48/12 and 1/16,)

Other relevant Serbian legislation

1. Law on public roads (“Official Gazette of RS” No. 101/2005, 123/07, 101/11, 93/12, 104/13).

## **Regional Regulatory Framework**

Stakeholder engagement in Serbia is evolving to fit more closely to the principles of the UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention) of 25 June 1998 (acceded to and ratified by Serbia on 31 July 2009). It is also evolving to align with European Union (EU) standards and practices in this area<sup>2</sup>.

The Aarhus Convention links environmental rights and human rights, identifies the protection of the environment as a public right, establishes that sustainable development can be achieved only through the involvement of all stakeholders, links government accountability and environmental protection, and focuses on interactions between the public and public authorities in a democratic context. Significantly, the Convention grants the public rights and imposes on Parties and public authorities obligations regarding access to information and public participation and access to justice.

## **EBRD Performance Requirements**

In accordance with EBRD's Environmental and Social Policy 2008, public consultation and stakeholder engagement is seen as an on-going process, to be initiated at the earliest stage of the environmental assessment process, and to be continued throughout the entire life-cycle of the EBRD-financed project.

To this end EBRD has developed a series of Performance Requirements (PRs) regarding stakeholder engagement that projects and clients receiving EBRD project finance must comply with. EBRD's requirements regarding stakeholder engagement and information disclosure are set out in the following PR's:

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<sup>2</sup> Law on Confirmation of the Convention on Information availability, public participation in decision-making processes, and legal protection within environmental issues ("Official Gazette RS International Contracts", №.38/09).

PR 1: Environmental and Social Appraisal and Management;

PR 10: Information Disclosure and Stakeholder Engagement.

Special attention has been paid by PE "Roads of Serbia" to the identification of vulnerable groups whose well-being is directly affected by the Project's activities. Engagement with these stakeholders needs to be planned and managed with special care.

In addition to EBRD's social and environmental safeguards, the following standards are also applicable to the project:

UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters of 1998 (Aarhus Convention); and  
The EU Directive 85/337/EEC, amended by Directive 97/11/EC, on the Assessment of the Effects of Certain Public and Private Projects on the Environment.

The laws, regulations and procedures in place in Serbia are generally in accordance with the principles set out in the EBRD Environment and Social Policy of 2008. To this end, and as part of the EU accession process, Serbia is reforming its laws, regulations, planning processes, and management practices to bring it in line with those in force in the EU. For example, the Government has developed an Environmental Approximation Strategy (EAS) to ensure that Serbian environmental legislation aligns with relevant EU law and that administrative structures and procedures are strengthened to ensure strategic planning of environment issues and co-ordination between relevant actors.

## **APPENDIX IV**

### **STAKEHOLDER ENGAGEMENT PLAN**

## 1. IDENTIFIED STAKEHOLDERS

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

Potential affected parties:

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

Interested parties:

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

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

**Table 1.** Stakeholder Groups, Characteristics and Methods of Communication for the Project

	Stakeholders Group	Contact Details	Interest in the Project	Consultation Methods
1	Ministry of Environmental Protection, Sector: Environmental Protection	Omladinskih Brigada 1, 11070 Novi Beograd e-mail: <a href="mailto:office@minpolj.gov.rs">office@minpolj.gov.rs</a> tel: 011/3612-197	The Authority is responsible for the Regulation of environmental impacts, reviewing design documents and issuing permits. Project supervision and control.	Official letter
2	Ministry of Construction, Transport and Infrastructure	Nemaljina 22-26 e-mail: <a href="mailto:drumski@mgsi.gov.rs">drumski@mgsi.gov.rs</a> 011/2691-432	The Authority responsible for providing permit for constructions.	Official letter
3	Ministry of Internal Affairs, The Department	Kneza Milosa 103 11000 Beograd tel: 011/2282-909 e-mail:	The Authority issues permits for fire protection investment-technical documents. It also issues	Official letter.

	for Emergency Situations	<a href="mailto:svs@mup.gov.rs">svs@mup.gov.rs</a> Web: <a href="http://www.svs.mup.gov.rs">www.svs.mup.gov.rs</a>	compliance and utilisation permits. Controls fire protection conditions	
4	Institute for protection of cultural heritage of Serbia  Regional Institute for protection of cultural heritage in Smederevo	Radoslava Grujića 11, 11 000 Beograd Tel: +381 (0)11 2454786 e-mail: <a href="mailto:office@y heritage.com">office@y heritage.com</a> <a href="http://www.heritage.gov.rs">www.heritage.gov.rs</a> <a href="mailto:office@spomenickultiure.org.rs">office@spomenickultiure.org.rs</a>	The Authority is responsible for issuing conditions for planning and design documents and their approval	Official letter
5	Institute for nature conservation of Serbia	Dr Ivana Ribara 91 11000 Belgrade tel: 011 209 3801 e-mail: <a href="mailto:beograd@zzps.rs">beograd@zzps.rs</a> <a href="http://www.zzps.rs">www.zzps.rs</a>	The Authority is responsible for issuing conditions for planning and design documents and their approval. Also responsible for flora and fauna protection within the Project impact zone.	Official letter
6	National Agency for Regional Development	Terazije 23/VII 11000 Beograd Tel. +381 11 2060 888, e-mail: <a href="mailto:office@narr.gov.rs">office@narr.gov.rs</a> <a href="http://www.narr.gov.rs">http://www.narr.gov.rs</a>	Stakeholder with specific interest in the development and operation of the Project.	Official letter
7	The City Smederevo Group for Environmental Protection of the City in Smederevo	e-mail: <a href="mailto:ekologija@smederevo.org.rs">ekologija@smederevo.org.rs</a> Omladinska no.1, office 35	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	Official letter
8	The City Pozarevac Department for planning, urbanism, civil. and environmental protection	Drinska 2 12000 Pozarevac Serbia <a href="http://pozarevac.rs">pozarevac.rs</a>	Stakeholder with specific interest in the Project who is directly impacted, who also has the ability to influence or effect the Project.	Official letter
9	Transport Company	ARRIVA LITAS Буле Шаковића 3 Тел. +381 12 538 400 e-mail: <a href="mailto:info@veolia-transport.rs">info@veolia-transport.rs</a> LASTA - Београд	Stakeholder with specific interest in the development and operation of the Project.	Official letter

		Аутопут Београд-Ниш 4 +381 11 3402 300 e-mail: <a href="mailto:office@lasta.rs">office@lasta.rs</a>		
10	Local Businesses	Public Utility Company "Cistoća Smederevo" Salacka, Smederevo  <a href="http://www.csticasd.rs">www.csticasd.rs</a>  "Komunalac" Public Utility Company , DJure Jaksica 1  Smederevo	Stakeholder with specific interest in the Project who is directly impacted.	Official letter
11	Staff of Public Enterprise "Roads of Serbia"	Blevar Kralja Aleksandra 282 11000 Beograd	Stakeholder who has an interest in the project and the ability to influence and be effected by the operation of the project.	
<b>Registered nongovernmental the organizations</b>				
12	"ECOBIKE"	Milosa Pocerca 1a. Pozarevac <a href="mailto:ecobike012@gmail.com">ecobike012@gmail.com</a>	Stakeholder with an interest in the Project.	Official letter
13	Branicevski Contry in Europe Citizens'	Vardarska, Pozarevac <a href="mailto:branicevskiokrug@gmail.com">branicevskiokrug@gmail.com</a>	Stakeholder with an interest in the Project.	Official letter
14	JAZAS Youth Associartion	Boze Dimitrijevic 53 <a href="mailto:office@jazaspozarevac.org">office@jazaspozarevac.org</a>	Stakeholder with an interest in the Project.	Official letter
15	DANA Foundation	Duinavska 5, Pozarevac <a href="mailto:fonddana@gmail.com">fonddana@gmail.com</a>	Stakeholder with an interest in the Project.	Official letter

## 2. Information Disclosure

Disclosure of relevant project information assists stakeholders to understand the project's environmental and social risks, impacts and opportunities. To this end, local municipalities will be provided with a schedule and information on activities that will be arranged, together with the mechanisms for their feedback to improve awareness of what a project involves. Likewise, the company will make available to the public a grievance procedure, in order to collect the negative feedback and to act in correcting the causes that may lead to a negative opinion about developed.

To ensure transparency and availability of information regarding the heavy maintenance (road rehabilitation-upgrading) of the state road IB number 14/33 section: border of APV

(Kovin) - Pozarevac (Orljevo) during the preparation, construction and operational phase, PE "Roads of Serbia" will implement the following actions:

- **Environmental Management Plan (EMP)** - will be available in hard copy at the offices of local municipalities (Smederevo and Pozarevac). The EMP will comprise the most important information regarding the project as well as indicate the Roads of Serbia website address and associated telephone and email contact information.
- **Website information:** PE "Roads of Serbia" will disclose relevant project information on its website (<http://www.putevi-srbije.rs>). Information will be available in Serbian. In the case of any relevant project changes, PE "Roads of Serbia" will publicly disclose them as well as their impacts.

Likewise, the EMP and the stakeholder grievance mechanism will be made available to the public via the website and, on request, in hard copy.

As required by the IFIs Safeguards Policies, public consultations were undertaken during the preparation of EMP. The EMP and other project information were disclosed to the Public and will be available locally to the communities.

Interested parties who may have an interest in the Project have been identified in Table 1 and may be consulted and informed on issues related to the project.

A detailed report on the Public Consultation process will be presented in the Appendix - Report from the public consultation on the EMP document and will contain a list of the relevant stakeholders.

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

In advance of the work commencing PERS will provide information in:

- Newspaper articles in one national and also in one local media.
- Posters on main notice board at all community canters of potential affected Communities
- Radio announcement of road diversions

- Provide contact details of community liaison officers who are appointed to work with local communities.

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

Report on Public consultation will be presented within the Appendix VI of final EMP document.

### 3. Key Performance Indicators

A suitable set of key performance indicators (KPI) will be used by Roads of Serbia to monitor stakeholder engagement and as set out in Table 2.

**Table 2.** Key Performance Indicators for the Project

Engagement Activity	Desired Outcomes	Key Performance Indicators
1. Provide additional project information	Affected communities have equal distribution of information regarding the project.	The difference in the number of people who are familiar with the project in relation to the number before additional of the information.
2. Engage stakeholders throughout the project lifecycle	Continual two-way communication with a broad cross-section of project stakeholders, including employees, local communities, NGOs, community organizations and government agencies	Number different stakeholders which have participated in activities
3. Manage grievances	Implementation of a grievance mechanism to address important issues and to effectively avoid or minimize conflicts between stakeholders and the project.	Number of grievances received and the number resolved.
4. Report on engagement activities	Publicly available records of all engagement activities.	Monthly report detailing as a minimum the number of engagement activities held and the responses received.

#### 4. Responsibility and Activity Status

Table 3. contains a record for activities to be undertaken for a project with regards to stakeholder engagement. The table contains information on the key activities, the responsibilities and status of implementation of these activities.

**Table 3.** Key Stakeholder Activity

Detail Activities	Responsibility	Status
<b>1. Provide project information</b>		
1. Identify stakeholders lacking project-related information	The designer of the EMP and Operations manager for Environmental (Roads of Serbia)	Completed initial identification
2. Communicate with stakeholders lacking information in culturally appropriate method and at appropriate literacy levels	The designer of the EMP and Operations manager for Environmental (Roads of Serbia)	Completed initial identification
3. Evaluate key performance indicators	The designer of the EMP and Operations manager for Environment (Roads of Serbia)	Will be completed when submit the final version of the EMP
<b>2. Engage stakeholders through project lifecycle - construction phase</b>		
1. Continue identification, prioritization, characterization and stakeholder mapping	Contractor's Environmental Manager	Not started
2. Develop and provide tools for continuous engagement throughout project phases	Operational Manager for Environment (Roads of Serbia) and Contractor's Environmental Manager	Not started
3. Record engagement activities	Contractor's Environmental Manager	Not started
4. Periodic follow-up interviews and meetings with stakeholders	Contractor's Environmental Manager	Not started
5. Public meetings to announce new information	Operational Manager for Project and Contractor's Environmental Manager	Not started
6. Provision of project progress to local, regional and national media	Operational Manager for Project (Roads of Serbia)	Not started
7. Evaluation of key performance indicators	Contractor's Environmental Manager	Not started
<b>3. Manage grievances</b>		

Detail Activities	Responsibility	Status
1.Publicise grievance mechanism to stakeholders	Operational Manager for Project (Roads of Serbia)	On-going process
2. Acknowledge receipt of each complaint and/or suggestion received within 7 days.	Contractor's Environmental Manager	Not started
3. Identify corrective action and responsibility for delivery	Contractor's Environmental Manager	Not started
4. Inform complainant of proposed corrective action	Contractor's Environmental Manager or Contractor's Operational Manager	Not started
5. Report on results and evaluation	Contractor's Environmental Manager	Not started
6. Develop and implement system for documenting, processing, presenting, and reporting the consultations. This should include the information disclosed, details of who attended, the issues raised and grievances lodged, and the status of the grievances.	Contractor's Operational Manager and Contractor's Environmental Manager	On-going process
7. Implement system	Contractor's Operational Manager and Contractor's Environmental Manager	Not started
8.Report on results and evaluation	Contractor's Operational Manager and Contractor's Environmental Manager	Not started

## 5. Addressing Stakeholder Comments and Grievances

A formalized grievance mechanism is an important tool to monitor and promptly resolve potential conflicts with stakeholders whose interests may be affected. In accordance with stakeholder engagement best practice requirements the grievance mechanism for external stakeholders shall include:

- A clearly defined and simple procedure for submitting stakeholders;
- Maintaining records of all complaints, concerns and suggestions;

- A procedure for reviewing and handling complaints; and
- A procedure for responding to complaints

Information on the procedures to follow in order to lodge a grievance is provided below and will be provided on information boards by Contractor, and on the relevant websites PE Roads of Serbia, including the competent local authorities, i.e. Municipality Smederevo and Pozarevac.

Responsibility for dealing with community grievances will be assigned to the Contractor's Project Manager or Contractor's Environmental Manager, responsible for community liaison. Each complaint whether from an individual or a community will be considered and a response to each specific complaint will be directly communicated to the party that raised it.

A formal procedure will be used to log the key information provided to each stakeholder and record incoming communication (i.e. general questions, complaints, etc.). A record of actions taken as a result of communications will also be documented and updated on an ongoing basis as part of the Stakeholder Engagement process.

PE "Roads of Serbia" will review the existing grievance mechanisms and develop further grievance mechanisms to ensure that it is responsive to any concerns, complaints particularly from affected stakeholders and communities.

PE "Roads of Serbia" will ensure that the Contractor implements the following measures on Site:

- Set up telephone hotlines and a phone number is publicly available;
- Appoint community-liaison officers who receive verbal complaints and fill out forms on behalf of community members and read the complaint back to them to provide confidence that the complaint is accurately portrayed;
- A more informal forum to address grievances, such as a regular presence in local communities to address problems through regular dialogue; and
- Visual displays of the mechanism, such as flow charts.

With regards to the Project the heavy maintenance (road rehabilitation-upgrading) of the state road IB number 14/33 section: border of APV (Kovin) - Pozarevac (Orljevo), information on the procedures to follow in order to lodge a grievance is provided below, on

information boards, website PE “Road of Serbia” and the websites of the competent local authorities (Municipality Smederevo and Pozarevac) .

Locations for submission of grievance, besides PERS, Supervisor, relevant Ministry, etc. will also be later defined by the Roads of Serbia, and as chosen by Contractor with start of works.

The Contractor’s Project Manager is responsible for project development and is also in charge of related stakeholder engagement. The Contractor’s Project Manager will deal with all issues and problems concerning project implementation, including consultation with project parties and stakeholders.

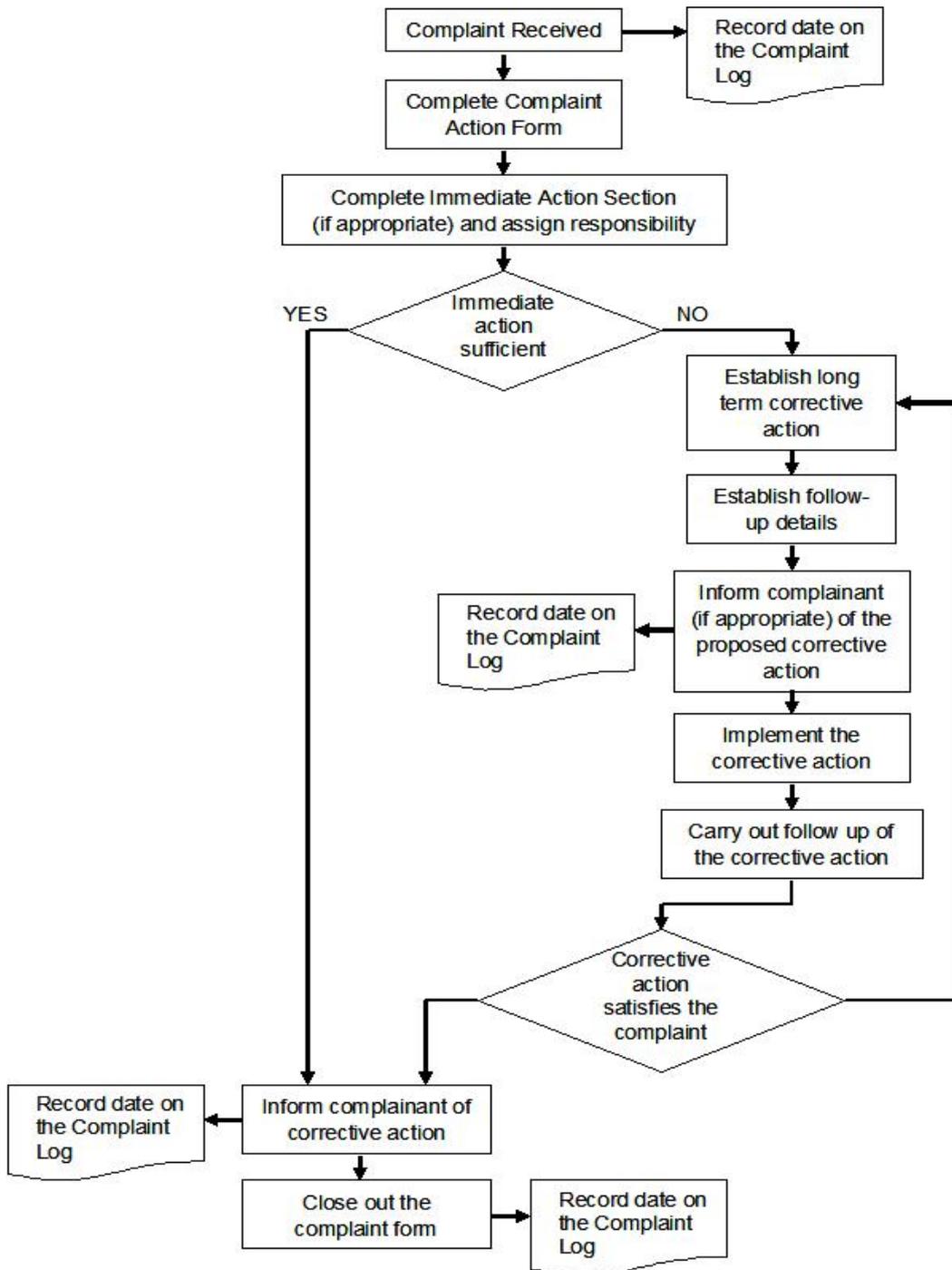
With regard to communication, a Register of Communications will be maintained and all written and other forms of communication will be acknowledged and, in the case of straightforward issues, resolved within seven (7) days.

The Contractor will make all reasonable efforts to address the complaint upon acknowledgement of the grievance. If the Contractor is not able to address the issues raised by immediate corrective action, appropriate, long-term corrective action(s) will be identified. The complainant will be informed about the proposed corrective action(s) and follow-up of corrective action within 30 days upon the acknowledgement of the grievance.

If the Contractor is not able to address the particular concern raised or if action is not required, the company will provide a detailed explanation/justification on why the issue has not been addressed. The response will also contain an explanation on how the person/organization which raised the complaint can proceed with the grievance in case the outcome is not satisfactory.

If the stakeholder is not satisfied with the solutions implemented by the Contractor and PE “Road of Serbia” to address the raised comment or grievance, the complainant may seek other legal remedies in accordance with Serbian law.

## **6. Flowchart of Complaints/Grievance Procedure**



Grievances to be resolved within 15 working days.

## 7. Grievance Form

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

<b>RESPONSE:</b>	
Date:	
Undertaken activities	
Name of officer:	
Forwarded to the PE "Road of Serbia":	
Date:	
The Letter No.	
Forwarded to the Engineer's:	
Date:	
The Letter No.	
<b>Grievance Closed:</b>	
Date:	Name and signature of the Officer:

## 8. Reporting and Monitoring

The outcomes of the stakeholder engagement process will be documented by Contractor and PE "Road of Serbia". This will include the following information:

- Details of the public consultative meetings;
- Details of information made available to stakeholders and the associated mechanisms;
- General information on the participants (e.g. if they are residents or representatives of NGOs etc);
- Issues and concerns raised during the consultative meetings;
- List of number and types of grievances raised in the reporting period and the number of resolved and/or outstanding grievances;
- Information on how the issues raised during the meetings were taken into consideration by the Contractor.

A report will be prepared that will include a summary of implemented corrective measures undertaken to address the grievances.

The key issues to be considered during the six-month review of this Stakeholder Engagement Plan (SEP) will be:

- Is the current engagement process still „meaningful“ and „culturally appropriate“, particularly in terms of languages used and communication methods?
- Are there any new engagement activities that will be undertaken, including participatory processes, joint decision-making, and/or partnerships undertaken with local communities, NGOs, or other project stakeholders?
- Are vulnerable people/groups being reached? Are their concerns being met?
- Are different formats to meeting stakeholders required e.g., a separate discussion for elderly people?
- Is attendance at public meetings adequate, if not; are the local residents aware of the process?
- Is information reaching people in a timely manner?

## **9. PERS Company Contact Details**

Public Enterprise ‘‘Roads of Serbia’’

Bulevar Kralja Aleksandra 282

11000 Beograd

tel: + 381-11- 30 34 744

fax: + 381-11- 30 34 832

e-mail: igor.radovic@putevi-srbije.rs

www.putevi-srbije.rs

**APPENDIX V**  
**CONDITIONS FROM RELEVANT PUBLIC INSTITUTIONS**



Република Србија  
МИНИСТАРСТВО ЗАШТИТЕ  
ЖИВОТНЕ СРЕДИНЕ  
Број: 011-00-00192/2018-03  
Датум: 12.03.2018.  
Београд

ЈП ПУТЕВИ СРБИЈЕ  
Тим за имплементацију Пројекта  
11 000 БЕОГРАД  
Влајковићева 19а

**Предмет:** Допис у вези са захтевом

Министарству заштите животне средине обратили сте се Захтевом за давање мишљења о потреби израде студије о процени утицаја на животну средину пројекта појачаног одржавања и отклањања оштећења на државном путу IV бр. 14/33 (стара ознака М-24), деоница АПВ (Кожин)-Пожаревац (Орљево); станица IV-14 км 37+540-км 50+884 и станица IV-33 км 0+647-км 19.983, L=32,680 км, заведен под бројем 011-00-00192/2018-03 од 07.03.2018.

У допису наводите да пројекат обухваћен и интегралним "Пројектом рехабилитације путева и безбедности саобраћаја (Road Rehabilitation and Safety Projekt – RRSP)" који се финансира из међународног кредита.

Пројекат подразумева грађевинско-путарске радове у оквиру трасе већ постојећег државног пута који представља део саобраћајне везе АП Војводина са централном и источном Србијом. Предметна деоница тингира градове Смедереву и Пожаревац и пролази кроз Раљу, радинац и малу Крсну.

Радовима су предвиђене мере за побољшање геометријских елемената појединих делова трасе, рехабилитација коловозне конструкције, санација и реконструкција постојећег система одводњавања, као и појачање коловозне конструкције.

Уз Захтев је приложена и додатна документација:

- Правилник о ургентном одржавању државног пута („Сл. гласник РС“ 74/2014 и 87/2014), којим су дефинисане врсте радова, технички услови и начин извођења радова;
- Правилник о периодичном одржавању државног пута ( на основу чл. 61 ст. 1 Закона о путевима,„Сл. гласник РС“ 101/05, 123/07, 101/11, 93/12 и 104/13)

- Кратак опис пројекта уз графички прилог;
- Решење бр. 020-752/3 од 27.04.2017. које је издао Завод за заштиту природе Србије;
- Решење бр. 2/737 од 30.03.2017. које је издао Завод за заштиту споменика културе Београд;
- Решење Завода за заштиту споменика културе Смедерево бр. 128/2-2017 од 13.04.2017.;
- Пуномоћје бр. 953-21062 од 25.01.2018. за NET Engineering S.p.A и Hidroprojekat saobraćaj doo, које је издало ЈП ПУТЕВИ СРБИЈЕ;

На основу члана 4. ст. 1. и 3. Закона о процени утицаја на животну средину („Сл. гласник РС“, 135/04 и 36/09) донета Уредба о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину („Сл. гласник РС“, 114/08), којом су утврђени пројекти за које се обавезно израђује процена утицаја-Листа I и пројекти за које се процењује значајан или могућ утицај на животну средину-Листа II.

Пројекат ургентног одржавања, рехабилитације и отклањања оштећења на путевима не налази се на прописаним Листама и, сагласно томе, *носилац пројекта није у обавези да уђе у процедуру процене утицаја*, у складу са Законом о процени утицаја на животну средину („Сл. гласник РС“ 135/04 и 36/09).



**Доставити:**

- наслову
- HIDROPROJEKAT SAOBRAĆAJ doo, ✓  
11 000 Београд, Веле Нигринове 16а
- архиви

Република Србија  
**ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ**  
03 Број: 020-752 /3  
Датум: 27.04.2017.  
Нови Београд, Др Ивана Рибара бр. 91  
Тел: +381 11/2093-802; 2093-803  
Факс: + 381 11/2093-867

ЈАВНО ПРЕДУЗЕЋЕ "ПУТЕВИ СРБИЈЕ"  
Број: 020-752/3  
28-04-2017  
ИЗДАЈА

Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016) и члана 192. став 1. Закона о општем управном поступку („Службени лист СРЈ“, бр. 33/1997 и 31/2001 и „Службени гласник РС“, бр. 30/2010), поступајући по захтеву Јавног предузећа "Путеви Србије" из Београда за издавање услова заштите природе за израду пројекта Појачаног одржавања деонице државних путева II реда бр. 14 и бр. 33, деоница: обилазница Смедерева (граница АПВ - Ковин) - Пожаревац (Орљево), доноси

## РЕШЕЊЕ

1. Предметно подручје (даље: деоница путева) се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, не налази се у просторном обухвату еколошке мреже нити у простору евидентираног природног добра. Сходно томе, издају се следећи услови заштите природе:
  - 1) Очувати природне предеоне елементе уз трасу деонице путева;
  - 2) Током припрема за извођење и током извођења радова, максимално искористити постојећу мрежу саобраћајница и избегавати изградњу нових путева за привремено коришћење, чиме би се додатно повећала фрагментација простора и постојећих станишта;
  - 3) Строго се придржавати предвиђених деоница путева и приступних траса аутопута, како обимни земљани радови и употреба машина не би оставили последице на простор ван граница обухвата пројекта деонице пута;
  - 4) Предвидети максимално очување и заштиту високог зеленила и вреднијих примерака дендрофлоре (појединачна стабла, као и групе стабала), која су значајни са еколошког и урбанистичко архитектонског становишта;
  - 5) Прописати прибављање сагласности надлежних институција за извођење радова који изискују евентуалну сечу одраслих, вредних примерака дендрофлоре, како би се уклањање вегетације svelo на најмању меру;
  - 6) Током обављања радова обезбедити највиши ниво комуналне хигијене, спречавањем неадекватног депоновања отпада. Дефинисати параметре за постављање контејнера за привремено депоновање комуналног отпада на одговарајућим бетонским површинама;
  - 7) Предвидети све мере заштите природе у акцидентним ситуацијама уз обавезу обавештавања надлежних инспекцијских служби и установа;

- 8) Санирати постојећи систем за одводњавање деоница путева;
  - 9) Пројектом предвидети да се све површине које су на било који начин деградирале грађевинским и другим радовима морају што пре након завршетка радова санирати;
  - 10) Уколико се током извођења радова наиђе на геолошко-палеонтолошке или минералошко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач је дужан да обавести министарство надлежно за послове заштите животне средине у року од 8 дана, односно предузме све мере како се природно добро не би оштетило до доласка овлашћеног лица.
2. Ово решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
  3. За све друге радове и активности потребно је поднети нови захтев.
  4. Уколико подносилац захтева у року од две године од дана достављања овог решења не отпочне радове и активности за које је ово решење издато, дужан је да поднесе захтев за издавање новог решења.
  5. Такса за издавање овог решења је одређена у износу од 30.000,00 динара, сагласно члану 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011 и 106/2013).

### *Образложење*

Јавно предузеће "Путеви Србије", Булевар краља Александра 282, 11000 Београд, обратило се захтевом П бр. 957-6050 од 24.03.2017. године за издавање услова заштите природе за израду пројекта Појачаног одржавања деонице државних путева IB реда бр. 14 и бр. 33, деоница: обилазница Смедерева (граница АПВ - Ковин) - Пожаревац (Орљево).

На основу достављеног захтева и пратеће документације подносиоца захтева, утврђено је да је планирана израда Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева. Израдом Главног пројекта појачаног одржавања обезбеђује се повећање употребне вредности и трајности који се обезбеђују радовима који обухватају ојачавање постојеће коловозне конструкције у постојећим габаритима коловозне конструкције са постојећим и санираним системом за одводњавање.

Након увида у достављену документацију, Централни регистар заштићених природних добара Србије и документацију Завода, утврђени су услови за извођење мера заштите природе из диспозитива овог решења.

Законски основ за доношење решења: Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010- исправка и 14/2016.), Закон о заштити животне средине („Службени гласник РС“, бр. 135/04, 36/2009, 72/2009, 43/2011 и 14/2016).

Предметне активности се могу реализовати под условима дефинисаним овим Решењем, јер је процењено да неће утицати на природне вредности подручја.

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

Подносилац дописа је ослобођен од плаћања таксе у складу са чланом 18. Закона о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 45/2015, 83/2015, 112/2015 и 50/2016).

Упутство о правном средству: Против овог решења може се изјавити жалба министарству надлежном за послове заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје Заводу за заштиту природе Србије.

Достављено:  
- Подносиоцу захтева  
- Архиви х 2



ДИРЕКТОР  
Александар Драгишић



12 55-6040/172  
03-04-2017

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

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Датум / Date: 30-03-2017  
Број / Ref. 2/1737

РЕГИОНАЛНИ ЗАВОД ЗА ЗАШТИТУ  
СПОМЕНИКА КУЛТУРЕ СМЕДЕРЕВО  
Господин Дејан Радовановић, в.д. директора

11300 СМЕДЕРЕВО  
Деспота Ђурђа 37

Предмет: *Захтев за издавање услова за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 14 и бр. 33 (стара ознака : магистрални пут М-24), деоница: обилазница Смедерева (граница АПВ-Ковин) – Пожаревац (Орљево)(Веза бр.: 0305 2/679 од 27.03.2017.г.)*

Уважени,

Републичком заводу за заштиту споменика културе Београд обратило се ЈП ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“ - Сектор за инвестиције, из Београда, ул. Влајковићева 19а, са захтевом за издавање услова за израду техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 14 и бр. 33 (стара ознака : магистрални пут М-24), деоница: обилазница Смедерева (граница АПВ-Ковин) – Пожаревац (Орљево).

Како је предметно подручје у надлежности Вашег завода, прослеђујемо предмет на даљу обраду.

С поштовањем,

Директор  
Мирјана Андрић  
*Мирјана Андрић*

Достављено:

- Наслову
- ЈП ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“, Сектор за инвестиције, Влајковићева 19а, 11000 Београд
- Архиви Завода



**РЕГИОНАЛНИ ЗАВОД ЗА ЗАШТИТУ  
СПОМЕНИКА КУЛТУРЕ СМЕДЕРЕВО**

Деспота Ђурђа 37, 11300 Смедерево • тел./факс +381 26 46 22 309  
e-mail: office@spomenickulture.org.rs • www.spomenickulture.org.rs

Број: 128/2 – 2017  
Смедерево, 13.04.2017. године

У  
Д 555-6046/17-3  
21-04-2017  
ДР/ДЦ

REGIONAL INSTITUTE FOR THE CULTURAL MONUMENTS PROTECTION SMEDEREVO

На основу чланова 99. 100. 104. 109. и 110. Закона о културним добрима ("Службени гласник РС" бр. 71/94, 52/11 - др. Закон и 99/11 - др. Закон) и члана 131. Закона о општем управном поступку ("Службени лист СРЈ" бр. 33/97 и 31/2001, "Сл. гласник РС" бр. 30/2010), а на захтев бр. 933-6046 од 24.03.2017. године ЈП "Путеви Србије", Булевар краља Александра бр. 282 из Београда, Регионални завод за заштиту споменика културе Смедерево доноси:

**РЕШЕЊЕ**

**I У Пројекат појачаног одржавања деонице државних путева IB реда бр. 14 и бр. 33 (стара ознака магистрални пут М-24), деоница: обилазница Смедерева (граница АПВ-Ковин) – Пожаревац (Орљево) са становишта заштите непокретних културних добара потребно је уградити следеће услове:**

- инвеститор је дужан, да најмање петнаест дана раније, у писаној форми, обавести овај Регионални завод о почетку извођења планираних радова;
- инвеститор и извођач су дужни да обезбеде све потребне материјално-техничке услове за археолошко праћење током извођења планираних радова на читавој траси;
- уколико се током радова наиђе на археолошке налазе извођач је дужан да одмах и без одлагања прекине радове и обавести надлежни завод за заштиту споменика културе 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;
- инвеститор је дужан да обезбеди средства за истраживање, заштиту, чување, публикавање и излагање добра које ужива претходну заштиту, које се открије приликом извођења радова, а што ће бити регулисано посебним уговором.

**II Планирани радови својим обимом и врстом не угрожавају утврђена непокретна културна добра и објекте под претходном заштитом, који се налазе у близини предвиђене трасе предметних саобраћајница.**

**III На предметном простору до сада нису спроведена систематска рекогносцирања и истраживања, а у широј зони предметне локације регистровано је више археолошких локалитета и појединачних покретних археолошких налаза из различитих епоха.**

**IV Инвеститор је дужан да за планиране инфраструктурне радове изради прописану Пројектну документацију, да у њу угради наведене услове из овог Решења и да је потом достави на увид Регионалном заводу за заштиту споменика културе Смедерево, ради издавања Сагласности.**

**V Ово Решење не ослобађа подносиоца захтева обавезе прибављања и других прописаних услова, дозвола и сагласности.**

**VI Решење важи две године од дана издавања.**



## О Б Р А З Л О Ж Е Њ Е

Регионалном заводу за заштиту споменика културе Смедерево, као територијално надлежном за заштиту непокретних културних добара на подручју Подунавског и Браничевског округа, Републички завод за заштиту споменика културе Београд је проследио захтев ЈП "Путеви Србије", за утврђивање услова за израду Пројекта појачаног одржавања деонице државних путева IB реда бр. 14 и бр. 33 (стара ознака магистрални пут М-24), деоница: обилазница Смедерева (граница АПВ-Ковин) – Пожаревац (Орљево), у погледу заштите непокретних културних добара.

Планирани радови својим обимом и врстом не угрожавају утврђена непокретна културна добра и објекте под претходном заштитом, који се налазе у близини предвиђене трасепредметних саобраћајница.

Археолошка истраживања и систематска рекогносцирања на наведеном простору до сада нису вршена, а у широј зони регистровано је више археолошких локалитета и појединачних покретних археолошких налаза из различитих епоха.

Сходно наведеним околностима, а посебно с обзиром да предметни простор до сада није систематски археолошки истраживан, предвиђене су обавезе за извођача и инвеститора радова како је наведено у диспозитиву Решења.

**ПРАВНА ПОУКА:** Против овог Решење дозвољена је жалба Републичком заводу за заштиту споменика културе, у року од 15 дана од дана његовог пријема. Жалба се подноси у два примерка преко овог Завода. Жалба не задржава извршење овог решења.

Достављено:

- Републичком заводу за заштиту споменика културе Београд
- Граду Смедереву - Органу надлажном за послове урбанизма и грађевинарство
- Граду Пожаревцу - Органу надлажном за послове урбанизма и грађевинарство

В.Д. ДИРЕКТОРА  
Дејан Радовановић

