



PUBLIC ENTERPRISE "ROADS OF SERBIA"

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

**PREPARATION OF MAIN DESIGN FOR HEAVY MAINTANCE
(ROAD REHABILITATION – UPGRADING) OF THE STATE ROAD IB 29
(old road mark M-8)**

**Section: Susica-Dojevice
km 74+563 to km 104+793
Length = 30.230 km**

Contract ID. RRSP/CS3-IB29SSD/2016-10

– ENVIRONMENTAL CATEGORY B –

**Draft
Belgrade, August 2020**

A project implemented by a consortium led by:



and its partner:



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ENVIRONMENTAL MANAGEMENT PLAN

Draft
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ABBREVIATIONS AND ACRONYMS

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
INCS	Institute for Nature Conservation of Serbia
IPCMK	Institute for Protection of Cultural Monuments Kraljevo
MoEP	Ministry of Environmental Protection
MoCTI	Ministry of Construction, Transport and Infrastructure
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

INTRODUCTION

The Republic of Serbia has applied for financing towards the costs of the Road Rehabilitation and Safety Project (RRSP). The RRSP is a project of support by 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 IB 29 (old road mark M-8), section: Susica-Dojevice, km 74+563 to km 104+793, Length = 30.230 km, to ensure application of the good environmental practice and document compliance with the requirements of the International Financing Institutions (IFIs) which finance Serbian Road Rehabilitation and Safety Project.

The purpose 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 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 (MoCTI) and the Project is realized by Public Enterprise "Roads of Serbia" (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 June and July 2018.

EXECUTIVE SUMMARY

Project Description

The Republic of Serbia has applied for financing 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 29 (old road mark M-8), section: Susica-Dojevice, km 74+563 to km 104+793.

The subject section belongs to the Zlatiborski Administrative district, located in the south-western part of the Republic of Serbia. The section Susica-Dojevoce in length of 30.340 km, belongs to the State Road IB 29 (old mark M-8) ([Decree on the Categorization of the State Roads](#), "Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between State border with Montenegro (border crossing Jabuka) and the city of Novi Pazar. In addition, the subject section connects the City of Novi Pazar with the local communities Susica, Duga Poljana, Bele Vode, Osaonica, Pavlje, Vucinici and Pozega and it is a part of the RRSP planned for heavy maintenance during ~~during~~ the second year of the Project implementation.

According to the Reference system of the state road network from 2009, the section Susica – Duga ~~P~~poljana - Dojevice has a length of 30.~~5~~155 km. After the adoption and entry in effect of the Categorization of State Roads from 2015, a new Reference System was established wherein all the nodes in the old reference system being retained, as well as the names of those nodes.

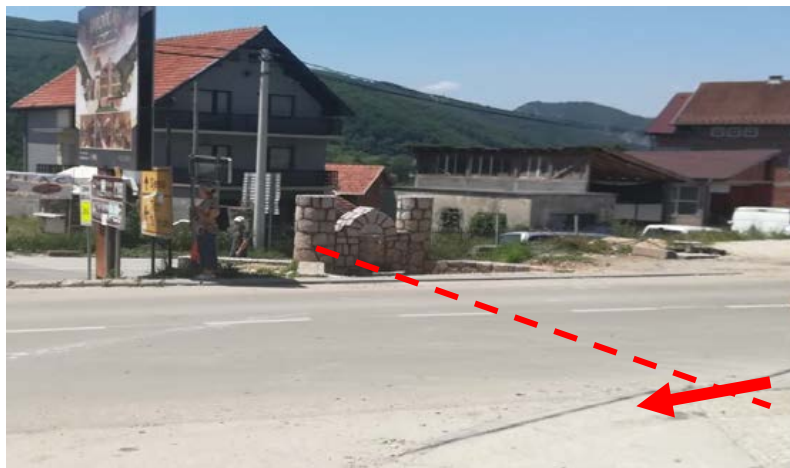
The chainages specified in the terms of reference are given according to the valid reference system from December 2015, while the chainages given in this technical documentation are the correct chainage.

The beginning of the section is defined on 110 m after the node 2904 Susica observed in direction of chainage increase (app. chainage km 74+563), while the end is defined in the node 2906 Dojevice, at app. chainage km 104+793. In this regard, the design includes intersection in node 2906 Dojevice and the roundabout with the Novi Pazar Bypass, app. chainage km 103-+603 (Pictures 1, 2 and 3).

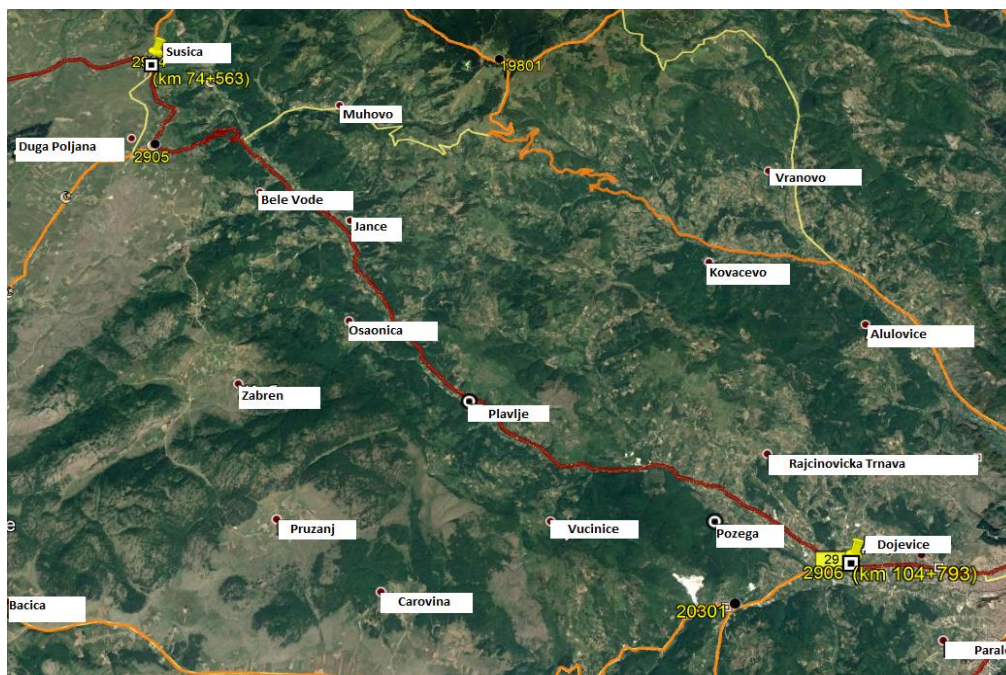
State road section from km 101+300 to km 104~~+~~784 was rehabilitated and, [as such is not an integral](#) ~~as such, does not represent component~~ part of this designing documentation.



Picture 1. The beginning of the section Susica-Dojevice, Susica km 74+563



Picture 2. End of the section Susica-Dojevice, Dojevice km 104+793



Picture 3. The location of road section: Susica - Dojevice

(Ref: <https://www.google.com/maps>)

Policy, Legal and Administrative Framework

The Ministry of Environmental Protection (MoEP) 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 accordance with European EIA Directive - 85/337/EEC. In accordance with the Law, Environmental Impact Assessment is not required for road rehabilitation projects, except in the case when road section is near or passes through protected natural area, or it is near important cultural heritage area.

PERS submitted a request to the Institute for Nature Conservation of Serbia (INCS) in order to acquire the conditions under which the proposed design should be implemented. Acting on the request by PERS, the Institute for Nature Conservation of Serbia issued a statements on conditions for nature protection 03 No. 020-817/3 dated May 5th 2017 and 03 No. 020-1794/3 dated August 19th 2020 stating that the subject ~~road~~-section is not located within a protected area for which a procedure for protection was carried out or is initiated (Appendix V – Conditions from Relevant Public Institutions).

In order to acquire the conditions under which proposed designs should be implemented, PERS submitted separate requests for road section Sjenica (Karajukica Bunari) - Susica and the road section Susica - Dojevice to the Institute for the Protection of Cultural Monuments of Serbia, who forwarded the requests to the Institute for the Protection of Cultural Monuments Kraljevo. Acting on the requests by PERS, both Institutes issued their statements, but for the both road sections together, i.e. for the road section Sjenica – Dojevice (Novi Pazar).

In accordance with the statement of the Institute for the Protection of Cultural Monuments of Serbia No. 2/802 from April 10th 2017, there are no cultural assets of exceptional importance on the subject sections (~~No. 2/802 from April 10th 2017~~).

The Institute for the Protection of Cultural Monuments Kraljevo issued a statement on conditions for protection of cultural monuments No. 676/2, dated June 6th 2018 ~~No.~~ and No. 520/3, dated July 6th 2020, for the road section Sjenica - Dojevice (Novi Pazar), i.e. for

the road section Sjenica (Karajukica Bunari) - Susica and for the road section Susica - Dojevice together (Appendix V – Conditions from Relevant Public Institutions).

According to these conditions of the Institute for the Protection of Cultural Monuments Kraljevo, the existence of immovable cultural property has been established in the close vicinity of the road: St. Dimitrije Church in Janacko Field, which belongs to the group of churches in the surroundings of the Sopocani Monastery for which was established that it is immovable cultural property of great importance according to the Decision on establishing the immovable cultural property of exceptional importance and cultural heritage of great importance ("Official Gazette of SRS", No. 28/83). This church is in the close vicinity of the road section Susica – Dojevice (Picture 4 and table 1).



Picture 4. St. Dimitrije Church in Janacko Field

Table 1. Coordinates and distance of the immovable cultural property from the subject road -Susica - Dojevica

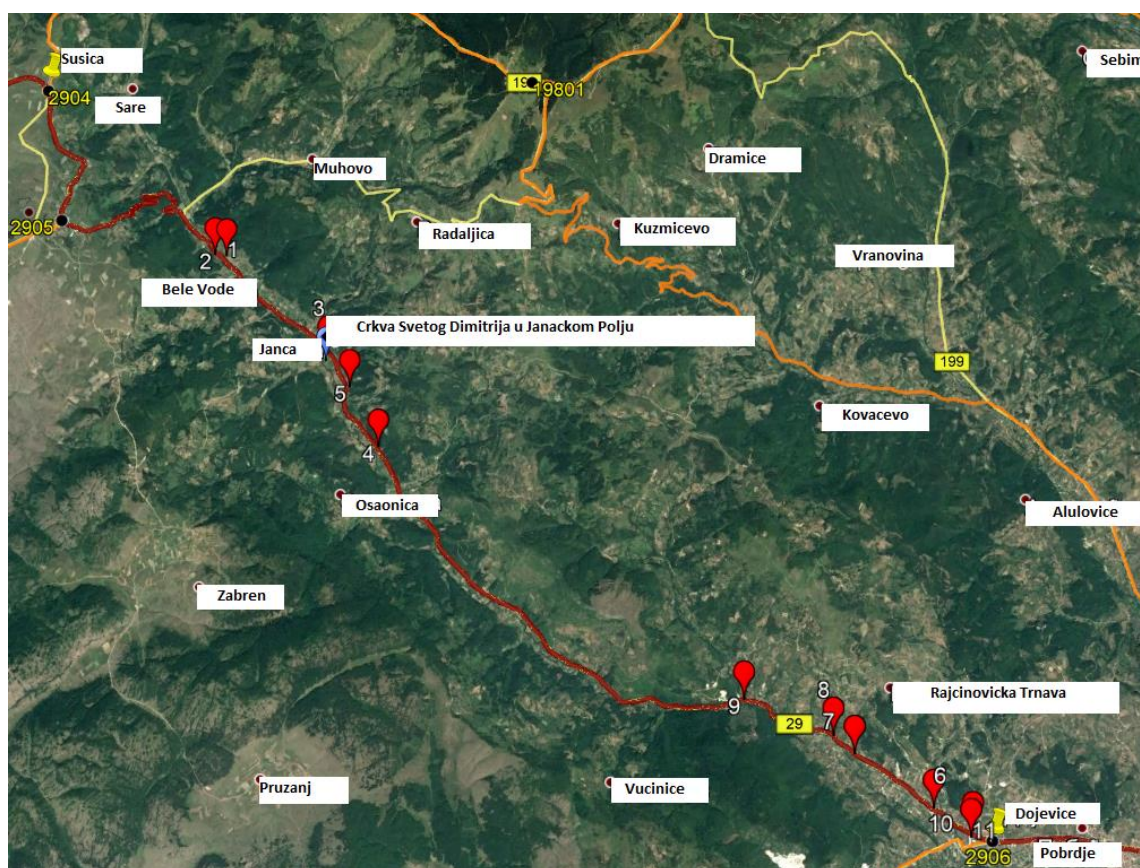
No.	Immovable cultural property	Coordinates		Distance from the subject road
		E	N	
1.	St. Dimitrije Church in Janacko Field	43°13'27.86"	20°17'42.99"	On the right side, at a distance of about 250 m (Picture 4)

According to these conditions of the Institute for the Protection of Cultural Monuments Kraljevo:

- It is prohibited to perform any construction work or other kinds of work that could jeopardize the static stability of the protected object;
- For construction work in the vicinity of the church additional conditions should be requested from Institute for the Protection of Cultural Monuments Kraljevo.

Also, 17 archaeological sites are located in the close vicinity of the road section Sjenica – Dojevice, out of which 11 are in the close vicinity of the subject section processed in this

EMP, i.e. EMP for the road section Susica-Dojevice, and the rest of the 6 archaeological sites are in the close vicinity of to the road section Sjenica (Karajukica Bunari) – Susica and for that reason will not be processed in this EMP (they ~~are will be~~ processed through the EMP for road section Sjenica (Karajukica Bunari) – Susica). Data on the locations of the archaeological sites and their distance from the subject section Susica-Dojevice are shown in Picture 5- and Table 2- (the central point of the locality has been shown and the radius of the supervised area is 100 m).



Picture 5. The locations of archaeological sites in relation to the- subject section Susica-Dojevice

Table 2. Coordinates and distance of the archaeological sites along to the subject road Susica - Dojevice

No.	Archaeological site	Coordinates		Distance from the subject road
		E	N	
1.	Church / Greek cemetery, Bele Vode	43°14'37.21"	20°16'10.74"	On the left side, distance app. 50 m
2.	Muslim cemetery, Bele Vode	43°14'32.89"	20°16'0.87"	On the right side, distance app. 10 m
3.	Muslim cemetery, Osonica	43°13'33.13"	20°17'44.76"	On the right side, distance app. 5 m

Table 2. Coordinates and distance of the archaeological sites along to the subject road Susica - Dojevice

No.	Archaeological site	Coordinates		Distance from the subject road
		E	N	
4.	Cemetery near Marine House, Osaonica	43°12'32.04"	20°18'31.89"	On the left side, distance app. 5 m
5.	Duvarine, Stitare	43°13'10.96"	20°18'4.87"	On the left side, distance app. 60 m
6.	Muslim cemetery, Pozega	43.14267	20.44354	On the right side, distance app. 5 m
7.	Muslim cemetery, Pozega	43.15546	20.42476	On the right and left side, distance app. 5 m
8.	Latin cemetery, Pozega	43.15858	20.41973	On the right side, distance app. 5 m
9.	Roman road, Suva Cuprija	43.16475	20.39837	On the left side, distance app. 5 m
10.	Humka, Dojevice	43.14253	20.45267	On the left side, distance app. 60 m
11.	Family property Bisevac, Dojevice	43.14136	20.45224	On the right side, distance app. 50 m

Also, accordance to the conditions issued by the Institute for the Protection of Cultural Monuments Kraljevo:

- if ground construction work will be performed in the vicinity of these locations, it is necessary to include archaeological supervision to make sure no damage to cultural property will occur;
- in case archaeological material is revealed, archaeological supervisors are allowed to demand further supervision of construction works or request archaeological excavations;
- that archaeological supervision can be performed by the institution in charge of conservation and with adequate professional staff. The costs of the supervision should be covered by the PERS. The institution in charge of supervision is required to make a report on their activities which will be deposited and permanently kept in the archive of Institute for the Protection of Cultural Monuments Kraljevo.

A request for opinion on the need for producing the Environmental Impact Assessment Study was submitted to the Ministry of Environmental Protection together with other relevant technical documentation, including the conditions of the Institute for Nature Conservation of Serbia and the Institute for the Protection of Cultural Monuments Kraljevo.

Final Environmental Approval is obtained from the Ministry of Environmental Protection, No. 011-00-0512/2018-03 dated June 19th 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 Institute for the Protection of Cultural Monuments Kraljevo and the opinion 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 requests 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 section belongs to the Zlatiborski Administrative district, located in the south-western part of the Republic of Serbia. The section Susica-Dojevoce in length of 30.230 km, belongs to the State Road IB 29 (old mark M-8) according to the Decree on the categorization of national roads ("Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between State border with Montenegro (border crossing Jabuka) and the city of Novi Pazar. In addition, the subject section connects the City of Novi Pazar with the local communities Susica, Duga Poljana, Bele Vode, Osaonica, Pavlje, Vucinici and Pozega.

The subject section Susica - Dojevice is crossed by the Ljudska River, Kukavicka River and Rebronjska River, and four streams Belovodski, Cebinski, Bezimeni and Osaonicki. The following table shows the characteristics of the watercourse at the crossing profiles.

Table 3-Characteristics of the watercourses

No.	Water courses	Chainage (km)	Opening (m)	F	L	L _c	I _u
				(km ²)	(km)	(km)	(%)
1	Belovodski stream	84+487.20	Box culvert L=2.4	4.74	3.76	2.36	8.08

Table 3-Characteristics of the watercourses

No.	Water courses	Chainage (km)	Opening (m)	F	L	L _c	I _u
				(km ²)	(km)	(km)	(%)
2	Cebinski stream	85+486	Box culvert L=2.0	1.92	2.51	1.54	10.67
3	Ljucka River	86+265	Bridge, L=32.30	83.17	14.54	8.4	1.54
4	Bezimeni stream	87+317,02	Box culvert L=3.0	2.81	2.31	1.02	8.78
5	Osaonicki stream	90+205,79	Box culvert L=3.0	13.81	7.54	3.37	6.20
6	Kukavicka River	99+046	Box culvert L=5.6	20.69	8.31	4.13	6.45
7	Rebronjska River	103+792	Box culvert L=4.5	12.49	6.82	3.66	6.32

On the subject section there is only one bridge over the Ljucka River (Picture 6).



Picture 6. Bridge over the Ljucka River km 86+265

There are 96 culverts on the subject section of the road. The culverts present on the route of the subject road are- 84 tubular culverts, circular or egg shaped forms and there are 12 ~~plate-box~~ culverts. In the Table 4 and 5 data on drainage culverts on the subject section were given.

Table 4- Data on the ~~box plate~~ culverts for drainage on the subject section Susica-Dojevice

No	Culvert	Chainage	Opening (m)	Length (m)	Note
1*	Culvert	83+402.73	2.2	3.5	
2	Bele Vode	84+487.20	2.4	3.7	Picture 7.
3*	Culvert	85+878.88	2.0	4.5	Picture 8.
4	Janca	87+317.02	2.4	3.0	Picture 9.
5*	Culvert	88+539.30	2.0	3.0	Picture 10.
6	Osaonica	90+205.79	2.2	3.0	Picture 11.

No	Culvert	Chainage	Opening (m)	Length (m)	Note
7*	Culvert	95+300	2.2	3.0	
8*	Culvert	96+500	2.2	3.0	
9	Culvert	98+432	2.2	3.0	Not in function
10	Suva Cuprija	99+046.70	4.7	5.3	Picture 12.
11	Novi Pazar	100+925.70	2.0	3.5	
12*	Rebonjska River	103+792.23	4.5	10.5	



Picture 7. Box culvert on km 84+487.20 (Belovodski stream)



Picture 8. Box culvert on km 85+878.88 (Cebinski stream)



Picture 9. Box culvert on km 87+317.02 (Bezimeni stream Janca)



Picture 10. Box culvert on km 88+539.30



Picture 11. Box culvert on km 90+205.79 (Osaonicki stream)



Picture 12. Box culvert on km 99+046- Kukavicka River

Table 5- Data on the tubular culverts for drainage on the subject section

No	Chainage	Opening (Ø)	No	Chainage	Opening (Ø)
1.	75+180.00	1000	43.	90+690.00	600
2.	75+710.00	1000	44.	91+060.00	600
3.	75+800.00	1000	45.	91+280.0	600
4.	75+840.00	600	46.	91+490.0	600
5.	75+990.00	600	47.	91+690.0	600
6.	76+090.00	1000	48.	91+790.0	600
7.	76+320.00	600	49.	91+880.0	600
8.	76+940.00	600	50.	91+930.0	600
9.	77+120.00	400	51.	92+150.0	600
10.	77+350.00	600	52.	92+520.0	600
11.	77+520.00	500	53.	92+820.0	600
12.	77+720.00	600	54.	93+060.0	600
13.	78+130.00	600	55.	93+240.0	600
14.	78+230.00	600	56.	93+540.0	600
15.	78+400.00	500	57.	93+730.0	600
16.	78+660.00	1000	58.	93+900.0	600
17.	78+740.00	600	59.	94+100.0	600
18.	78+790.00	600	60.	94+250.0	600
19.	78+910.00	600	61.	94+480.0	600
20.	79+060.00	1000	62.	94+520.00	600
21.	81+310.00	600	63.	94+660.00	600
22.	81+900.00	600	64.	94+750.00	600
23.	82+530.00	600	65.	95+100.00	600
24.	83+050.00	600	66.	95+440.00	600
25.	83+150.00	600	67.	95+790.00	600
26.	83+980.00	600	68.	96.320.00	600
27.	84+280.00	600	69.	96+600.00	600
28.	84+460.00	600	70.	96+800.00	600
29.	84+790.00	600	71.	96+950.00	600
30.	85+280.00	600	72.	97+030.00	600
31.	85+480.00	600	73.	97+290.00	600
32.	85+459.00	600	74.	97+590.00	600
33.	86+010.00	600	75.	97+740.00	600

34.	86+810.00	500	76.	97+950.00	600
35.	87+920.00	1000	77.	98+110.00	600
36.	88+120.00	600	78.	99+600.00	600
37.	88+480.00	600	79.	100+020.00	600
38.	88+610.00	600	80.	100+110.00	600
39.	88+880.00	600	81.	100+480.00	600
40.	89+140.00	600	82.	101+130.00	600
41.	89+370.00	600	83.	101+230.00	600
42.	89+700.00	600	84.	104+750.00	600

A large number of culverts on the section in question are in poor condition, with marked concrete degradation and some blockages due to non-maintenance (Pictures 7, 8, 9, 10, 11 and 12).

According to obtained results of the calculation, it can be concluded that the culverts with insufficient permeability are located at: km 77+120, km 77+520, km 78+400, km 81+310, km 81+900, km 86+810, km 88+610, km 88+880, km 90+690, km 92+520, km 99+600, km 100+020, km 100+480, km 101+130.

It is proposed to replace the culverts of Ø400 and Ø500 with culverts of diameter Ø600 or Ø1000, not only for the purpose of increasing the capacity, but for easier maintenance. For the existing culverts of Ø600 that have insufficient capacity, except for the routine maintenance, it is additionally necessary to implement reconstruction of the entrance and exit. For the existing culverts of Ø600 that have insufficient capacity it is proposed increase of the diameter to Ø1000. This is related to the existing culverts of Ø600 at chainages at km 81+310, km 81+900, km 88+610, km 88+880, km 90+690, km 92+520, km 93+060, km 99+600, km 100+020, km 100+480, km 101+130. Before making decisions on increasing the diameters of these culverts, in the following designing stages it should be verified one more time if their functionality improves within the frame of new designed drainage system.

At the subject section of the State Road IB 29, there is a built network of open canals, which are the recipients of the designed drainage elements. The existing canal network is not subject to purification treatment of storm water from the roadway.

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

It is important to note that the subject section of the state road IB 29 that is the subject of this design is nowhere in contact with the water source protection zones for the settlements, which means that in this respect there are no special restrictions for the definition of design solutions.

Details will be discussed in Chapter "Rehabilitation works description".

Roads and Railways

Analysed section of the State Road IB 29 does not have crossing with railway lines, but there is a large number of accesses of the local municipality roads, unclassified roads and state road. The next table shows connections/chainages of local roads and streets.

Table 6- Connections of the local roads, unclassified roads or state road and state road on the road section Susica-Dojevice

No.	Chainage	Connection type (local road, unclassified road or state road)	Direction of connection (left or right)
1.	74+734.54	unclassified road	left
2.	74+796.75	unclassified road	right
3.	75+010.36	unclassified road	right
4.	75+022.86	unclassified road	left
5.	75+220.30	unclassified road	left
6.	75+323.41	unclassified road	right
7.	75+545.43	unclassified road	right
8.	75+547.56	unclassified road	left
9.	75+868.66	unclassified road	right
10.	76+394.98	unclassified road	left
11.	77+156.50	unclassified road	left
12.	77+159.20	unclassified road	right
13.	77+292.00	unclassified road	right
14.	77+342.72	unclassified road	left
15.	77+541.31	unclassified road	right
16.	77+599.47	unclassified road	right
17.	77+710.94	local road	right
18.	77+788.75	state road	right
19.	78+277.33	unclassified road	right
20.	78+836.31	unclassified road	right
21.	78+926.21	unclassified road	right
22.	79+403.49	unclassified road	right
23.	80+190.06	unclassified road	right
24.	80+977.83	unclassified road	left
25.	81+021.16	unclassified road	left
26.	81+930.06	unclassified road	left
27.	82+544.25	unclassified road	left

Table 6- Connections of the local roads, unclassified roads or state road and state road on the road section Susica-Dojevice

No.	Chainage	Connection type (local road, unclassified road or state road)	Direction of connection (left or right)
28.	82+814.01	unclassified road	left
29.	82+973.81	unclassified road	left
30.	83+070.55	unclassified road	left
31.	83+241.19	unclassified road	right
32.	83+359.90	local road	left
33.	83+400.22	unclassified road	right
34.	83+474.20	unclassified road	left
35.	83+765.40	local road	right
36.	84+207.34	unclassified road	left
37.	84+260.09	unclassified road	left
38.	84+470.89	unclassified road	left
39.	84+476.20	unclassified road	right
40.	84+614.10	unclassified road	right
41.	84+907.53	unclassified road	left
42.	85+016.98	unclassified road	right
43.	85+311.92	unclassified road	right
44.	85+365.12	unclassified road	left
45.	85+423.85	unclassified road	left
46.	85+507.43	unclassified road	right
47.	85+718.18	unclassified road	left
48.	85+758.93	unclassified road	left
49.	85+919.34	unclassified road	left
50.	86+107.53	unclassified road	left
51.	86+217.51	unclassified road	right
52.	86+304.28	unclassified road	right
53.	86+374.69	unclassified road	left
54.	86+830.68	unclassified road	left
55.	87+046.85	unclassified road	left
56.	87+054.99	unclassified road	right
57.	87+178.80	unclassified road	left
58.	87+489.39	unclassified road	right
59.	87+600.96	unclassified road	left
60.	87+913.10	unclassified road	left
61.	87+917.61	unclassified road	right
62.	88+623.28	unclassified road	right
63.	89+297.81	unclassified road	right
64.	89+811.63	unclassified road	right
65.	90+000.69	unclassified road	right
66.	90+151.09	unclassified road	left
67.	90+156.65	local road	right

Table 6- Connections of the local roads, unclassified roads or state road and state road on the road section Susica-Dojevice

No.	Chainage	Connection type (local road, unclassified road or state road)	Direction of connection (left or right)
68.	90+281.71	unclassified road	right
69.	92+575.68	unclassified road	left
70.	92+662.63	unclassified road	left
71.	93+133.06	unclassified road	left
72.	93+205.87	unclassified road	left
73.	95+036.11	unclassified road	left
74.	95+420.53	unclassified road	right
75.	96+068.83	unclassified road	left
76.	97+316.90	local road	left
77.	98+995.97	unclassified road	right
78.	99+019.27	unclassified road	left
79.	99+164.57	unclassified road	left
80.	99+394.86	unclassified road	left
81.	99+956.08	unclassified road	left
82.	100+576.31	unclassified road	right
83.	100+937.80	unclassified road	right
84.	101+060.63	unclassified road	right
85.	103+445.82	unclassified road	right
86.	103+646.50	local road	left
87.	103+753.30	unclassified road	right

There are two intersections with the network of state roads on the route in question:

- node 2905 (Duga Poljana-) connection of the state road IIA 197 on km 80+208 on the state road IB 29 on km 77+779.54 (in level).
- node 2906 (Dojevice) connection of the state road IIA 203 on km 0+000 on the state road IB 29 on km 104+788 (in level).

Other intersections are cross sections (connections) of state roads and lower category roads – most often of roads with no category. These roads are of different significance and cross section which may vary from 3.00 to 6.50 meters. Ballast on these roads is most often made of crushed stone, sometimes of soil and on rare occasions made of asphalt.

The existing active bus stops on the observed section are located on the road at following locations:

- 1) In the direction of Dojevice:
 - on km 80+000 bus stop on roadway– Bele Vode (factory)
 - on km 80+800 bus stop on roadway- Bele Vode (school)

- on km 83-+300 bus stop on roadway- Janacko Field polje
- on km 84-+200 bus stop on roadway - Stitare
- on km 84-+800 bus stop on roadway-Osaonica 2
- on km 85-+700 bus stop on roadway- Osaonica 1
- on km 92-+400 bus stop on roadway -Balava fountain
- on km 93-+400 bus stop on roadway- Vucinice (shop)
- on km 94-+000 bus stop on roadway Vucinice 1
- on km 96-+100 bus stop on roadway- Suva cuprija
- on km 98-+600 bus stop on roadway- Pozega (mosque)
- on km 100-+400 bus stop on roadway- Donja Pozega

2) In the direction of Sushica

- on km 79-+500 bus stop on roadway- Bele Vode (factory)
- on km 80-+300 bus stop on roadway- Bele Vode (school)
- on km 83-+000 bus stop on roadway- Janacko Field polje
- on km 83-+700 bus stop on roadway- Stitare
- on km 84-+200 bus stop on roadway- Osaonica 2
- on km 85-+200 bus stop on roadway- Osaonica 1
- on km 91-+800 bus stop on roadway- Balava fountain
- on km 92-+500 bus stop on roadway- Vucinice (shop)
- on km 95-+200 bus stop on roadway- Vucinice 1
- on km 95-+700 bus stop on roadway- Suva cuprija
- on km 98-+300 bus stop on roadway- Pozega (mosque)
- on km 100-+800 bus stop on roadway- Donja Pozega

These above mentioned bus stops are completely disordered and in adverse mutual positions. All above mentioned bus stops- are unofficial so called. Unofficial "Wild"-bus stops are used for regular passenger transportation, without any horizontal and vertical signalization.

There are no paths for pedestrian movements in the existing road belt.

Noise

Based on experience and expected traffic load, noise during planned heavy maintenance works will be temporary and operation of road after rehabilitation will not increase existing levels of noise within the corridor of the road section.

Deposit Area

On the subject section of the State Road IB 29 (km 74+563 to km 104+793) on the left and right sides are registered ~~waste dumps temporary illegal landfills~~ of mixed different kinds of waste (construction and municipal waste)



Picture 13. ~~Waste dumps~~ Landfill of mixed waste (construction and municipal) outside of the road land



Picture 14. Observed burning of ~~municipal~~ waste next to the Ljucka river, km 86+265

The registered ~~waste damptemporary illegal landfills~~ are in the jurisdiction of the Public Utility Company from Novi Pazar and the City of Novi Pazar, not the PERS and there are outside of the road land. For the above reason, all these ~~waste dumps temporary landfills~~ cannot be considered as part of Rehabilitation Design -on the subject section of the state road IB 29. After the completion of rehabilitation work, in the zone of the dumps, protective fences, along with the dumps will be set up.

Summary of Environmental Impacts

The possible temporary impacts as consequence of the construction works will consist of, among others, disruption of current traffic flow, decreased roadway safety, damage to access roads, dust and gas emissions, potential pollution of soils and water resources, short-term disturbance to natural biocenosis, and temporary disruption 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 Duga Poljana, Bele Vode, Osaonica, Pavlje, Vucinici and Pozega) will be potentially and temporarily affected with air and noise pollution during heavy maintenance and construction works on the subject 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 due to implementation of the active and passive measures to control the vehicle speed on rehabilitated road section.

The works on the road rehabilitation 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), a design does not require any land acquisition, resettlement or long-term disturbance of human activities.

Impact on the quality of water in the existing watercourses (in the zone of the subject section of the State Road IB 29) is expected to be potentially minimal or negligible, since the expected amount of water drained from the carriageway is small.

Various cases of water contamination may occur during the rehabilitation of the road and its future operation. Wastewater discharged during the works may jeopardize the quality of the surface and underground water, which can be prevented through mitigation and monitoring activities. Adequate mitigation measures and monitoring activities are planned, in accordance with the Law on Water ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/18), 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 are no industrial facilities that can cause an increase in the level of concentration of pollutants in the atmosphere.

During the realization of this document, and by analysing the available data from the web sites: Environmental Protection Agency, Republic of Serbia¹, Municipality Sjenica² and City Novi Pazar³, it is concluded that no data on the quality of the environment in the zone of the subject section Susica-Dojevice were available.

The proper implementation of the EMP measures, as listed in Appendix I (Mitigation plan) would offset or minimize any impact on local social and biotope 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 Implementation and Reporting Arrangements.

Regulation and Requirements

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

¹ <http://www.sepa.gov.rs/index.php?menu=5000&id=13&akcija>

² <http://www.sjenica.rs/>

³ <https://www.novipazar.rs/zastita-zivotne-sredine/1065-obavestenja>

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 costs of implementation of environmental mitigation measures in his overall costs. 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 and the means of verification;
- Specific areas, locations and parameters to be monitored;
- Applicable standards and criteria;
- Duration and frequency;
- Institutional responsibilities for monitoring and supervision.

Stakeholder Engagement - Information Disclosure, Consultations and Public Participation

In accordance with IFIs safeguard policies, 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).

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 towards the costs of the Road Rehabilitation and Safety Project (RRSP). The RRSP is a project supported by IFIs (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 29 (old road mark M - 8), section: Susica - Dojevice. The length of the subject section of the State Road IB 29 is $L = 30.230$ km.

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. Design speed of 60 km/h was determined based on the analysis of the existing conditions as well as of the impacts of the intervention on sections out of inhabited locations. On a part of the alignment which passes through inhabited locations, a design speed of 50 km/h was adopted. In the inhabited locations (Bele Vode, Janca, Sitnice) building degree is low and the existing structures are significantly distanced from the state road, so these are typical inhabited locations. The speed in the inhabited locations will be additionally limited by measures of traffic signalization and equipment.

On the subject location, both on the open alignment and in the inhabited locations, following pavement width was adopted, i.e. normal cross section:

State Road IB 29 – from km 74+563.00 to km 95+450

- width of traffic lanes $2 \times 3.00 = 6.0\text{m}$
- width of the edge lanes $2 \times 0.25\text{m} = 0.5\text{m}$
- width of shoulders $2 \times 1.25\text{m} = 2.5\text{m}$
- width of gutters $0.75\text{m} + 0.15\text{m} = 0.9\text{m}$

State Road IB 29 – from km 95+450.00 to km 98+950

- width of traffic lanes $2 \times 2.75\text{m} = 5.5\text{m}$
- width of the edge lanes $2 \times 0.25\text{m} = 0.5\text{m}$
- width of shoulders $2 \times 1.00\text{m} = 2.0\text{m}$
- width of gutters $0.75\text{m} + 0.15\text{m} = 0.9\text{m}$

State Road IB 29 – from km 98+950.00 to km 101+236

- width of traffic lanes $2 \times 3.00\text{m} = 6.0\text{m}$
- width of the edge lanes $2 \times 0.25\text{m} = 0.5\text{m}$
- width of shoulders $2 \times 1.25\text{m} = 2.5\text{m}$
- width of gutters $0.75\text{m} + 0.15\text{m} = 0.9\text{m}$

The section of the state road from km 101+300 to km 104+784 was rehabilitated so that it was excluded- from this ~~designproject~~ documentation. The exception is a move of about 400 meters in the intersection area with the bypass of Novi Pazar, from km 103+428 to km 103+831, on which the projected cross-section is aligned with the profile on rehabilitated sections before and after mentioned- move (pavement width of 7.00 m with gutter on the left side of the pavement, sidewalk of 1.50 m width and shoulder of 1.50 m width on the right side).

Following sections have deviations from the mentioned normal cross-section:

1. Location Duga Poljana (from km 77+117 to km 77+790) the adopted width is 5.50 m. On the right side of the pavement there is a designed gutter, and on the left side a sidewalk of 1.50 m width. The reason for such solution is the built structures along the entire section through inhabited location (fences, retaining walls, and other structures were built along the edge of the pavement) and the adoption of a profile with wider pavement would cause additional land acquisition activities and demolition of the existing residential objects, as well as fences and concrete walls. In addition, preparation of design documentation for building of bypass is ongoing, to bypass the mentioned location, which will cause this state road to lose its transit value and it will be associated as local road. The solution, due to spatial limitations, has a consequence in narrowing the sidewalk (from 0.75 to 1.00 m) and demolition of the existing walls on following chainages from km 77+175 to km 77+195, from km 77+223 to km 77+245 1, from km 77+537 to km 77+550 and from km 77+734 to km 77+750, as well as construction of new walls on the mentioned sections and in the areas of endangered structures, such as the ones at km 77+220 and km 77+250. During preparation of the Main Design, it will be taken into account the possibility of implementation of the solution with pavement width of 6.00 m with narrowing areas where impossible to implement the mentioned pavement width, such as section from km 77+200 to km 77+240 and similar. Such solution implies introduction of corresponding traffic signalization, as well as closed drainage system with discharge of the collected water into available recipients.
2. From km 78+300 to km 82+533 it will be kept the existing changeable pavement width from- 6.50 to 8.00 m, and the reason for such solution is that this is an area of

serpentines, with specific geometry elements when compared to usual sections out of towns.

3. Location Bele Vode differs from other inhabited locations (Janca and Sitnice) by the number of inhabitants, and by the number of objects for individual residence and objects of other purpose (economic, religious, educational...) on both sides of state road. Therefore, following section was adopted for this location from km ~~km~~ 82+600 to km 83+960:

- width of traffic lanes $2 \times 2.75\text{m} = 5.5\text{m}$
- width of the edge lanes $2 \times 0.25\text{m} = 0.5\text{m}$
- width of shoulders $2 \times 1.00\text{m} = 2.0\text{m}$
- width of gutters $0.75\text{m} + 0.15\text{m} = 0.9\text{m}$

Design solution ~~incorporates~~ predicts bus stops on both sides of the pavement (with stopping lane) in the school areas in locations Bele Vode, Janca and Sitnice. A sidewalk of 1.50 m-width was designed along the entire length, from bus stops to schools, and this allows the pedestrians (school children) to move further from the pavement.

Sidewalks are designed on the following locations:

1. Settlement Duga Poljana

- from km 77+116.71 to km 77+670.86 (left side)
- from km 77+664.56 to km 77+710.94 (right side)

2. Settlement Bele Vode

- from km 82+626.21 to km 83+979.12 (right side)
- from km 83+663.56 to km 83+787.77 (left side)

3. School area in the location Janca

- from km 88+325.52 to km 88+362.83 (left side)
- from km 88+355.72 to km 88+520.56 (right side)

4. School area in the location Sitnice

- from km 100+624.90 to km 100+664.13 (left side)
- from km 100+480.69 to km 100+631.22 (right side)

5. Area of intersection with bypass Novi Pazar

- from km 103+428.47 to km 103+831.40

This way all requirements of the local self-government are met, for the purpose of increasing the traffic safety in the school areas and in inhabited locations, where possible.

Total length of designed sidewalks is 2,871.69 m.

Widenings in curves of radius less than 200 m were designed according to the Rulebook on passing by of two cargo vehicles. Radius on connecting roads was designed according to vehicles in use – on higher category connection roads this a utility vehicle, and on roads approaching houses and on roads of no category these are passenger vehicles.

Cross-inclination of the pavement was defined as one-sided 2.5%. Cross-inclination of the pavement in curves was defined in accordance with regulation in force. On the alignment there are sub-sections with geometry elements which require different design speeds, so the cross-inclinations were determined with a diagram of design speed and corresponding patterns from the Rulebook.

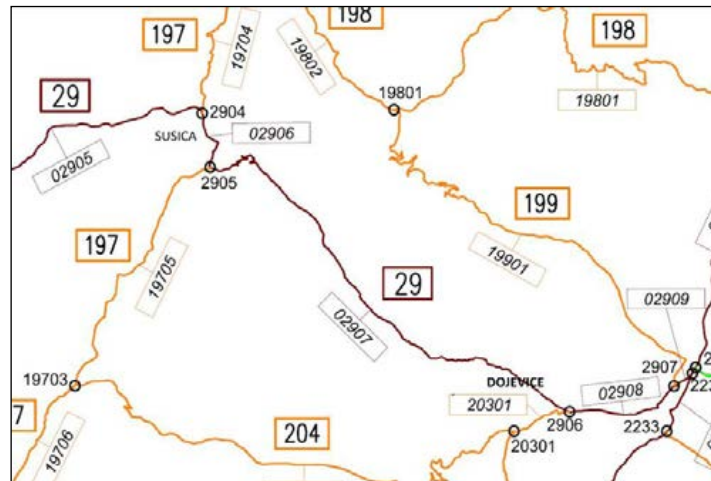
Inclinations of warping are less than maximum allowed ones according to the Rulebook, for better fitting. Warping was performed in transitional curves.

Levelling layer was used on sections where the newly designed pavement structure is larger than the designed upgrade.

Location Description

The subject section belongs to the Zlatiborski and Raskai Administrative district, located in the south-western part of the Republic of Serbia. The section Susica - Dojevice in length of 30.230 km, belongs to the State Road IB –29 (old mark M - 8) (Decree on the Categorization of the State Roads, "Official Gazette of RS", No. 93/2015), and represents a part of the traffic link between State border with Montenegro (border crossing Jabuka) and the city of Novi Pazar. In addition, the subject section connects the city of Novi Pazar with the local communities Susica, Duga Poljana, Bele Vode, Osaonica, Pavlje, Vucinici and Pozega.

The beginning of the section is defined on 110 m after the node 2904 Susica observed in direction of chainage increase (app. chainage km 74+563), while the end is defined in the node 2906 Dojevice, at app. chainage km 104+793. In this regard, the design includes intersection in node 2906 Dojevice and the roundabout with the Novi Pazar Bypass, app. chainage km 103 +603 (Picture 15).



Picture 15. Location of the road section Susica-Dojevice

Rehabilitation Works Description

The Designer performed the assessment of the condition of all culverts along the subject section. Analysis of the existing condition also includes the requirements of the local community. All the elements of the road and the facilities along the road that could have an impact on the local community are covered by the design.

The newly designed road in situational and longitudinal sense follows the existing road, which means that there is no additional expropriation. The major works include removal of the existing pavement, construction of new asphalt layers, construction of new shoulders of adequate width, cleaning of the existing culverts, construction of new bus stops, construction of new pedestrian paths and sidewalks and construction of connections to categorized and uncategorized local roads and construction of individual household connections.

On the part of the route through the settlements (Duga Poljana and Bela Voda), in the zones of schools (in Janca and Sitnice) and the zone of the intersection with the Novi Pazar bypass, and in order to increase traffic safety at the request of local self-government, sidewalks 2,871.69 m. The current condition of the track in the settlement of Bele Vode is shown in Picture 16.



Picture 16. Roadway detail in the settlement~~village~~ of Bele Vode

The intersections with the design solution do not have any significant changes except those that require levelling fits caused by the project-defined reinforcement measures on the route in question.

On the subject route of the road there is an intersection with a network of state roads, namely: node 2905 (Duga Poljana) connection of the state road IIA 197 on the state road IB 29 km 77+779.54 (in level).

The project solution envisages mutual bus stops outside the carriageway (with a niche) in the area of schools in the towns of Bela Voda, Janca and Sitnica. From stops to school was designed sidewalk 1.50 m width on entire section, allowing pedestrians (primarily school children~~pupils~~) to move outside the roadway. 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). In this way, it responded to the demands of local self-government to increase the safety of traffic in school areas along the state road. The total length of the projected sidewalks is 2,871.69 meters.

Also, as a part of the design, documentation include arrangement of lateral connections. In addition to this, in order to increase traffic safety, it is required~~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.

On the subject ~~road~~-section IB 29 (km 74+563.00– km 101+300) pavement has not been rehabilitated recently; repairs on the pavement are performed on minor stretches. 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 damage caused by the erosive action of water, as much as possible to remove the causes which led to the damage, to increase durability of the road, and traffic safety (Pictures 17, 18, 19, 20 and 21).



Picture 17. The example of damage to the subject section



Picture 18. The example of damage to the subject section



Picture 19. The example of damage to the subject section



Picture 20. The example of damage to the subject section



Picture 21. The example of damage to the subject section

On the subject section, road repairs were done in larger and smaller lengths, but in general the road itself is in very bad condition, as shown in the Pictures 17, 18, 19, 20 and 21.

The subject section of the road is crossed by the Ljucka River, Kukavicka River and Rebronjska River; with main characteristics of the watercourses at the crossing profiles shown in Table 3.

On the subject ~~road~~ section there is only one bridge over the Ljucka River and there are several box and tubular culverts for occasional torrential watercourses.

The design documentation requires the rehabilitation of existing structures, culverts, bridge, and the rehabilitation of the protective pedestrian and the safety barrier, depending on the damage.

The general aim of preparation of the design documentation is the rehabilitation of all damages with removal of the causes that led to damages, thereby increasing durability,

utility value and improving traffic safety. The project ~~envisages will be allowed to show~~ that ~~some culverts will be~~ breaks down due to dissatisfactory ~~on of aperture with the~~ ~~removal of orifice~~ sizes and ~~the replacement with of~~ the 1000 mm orifice ~~1000 mm~~, while the remaining ones ~~will be extended to are for the release of products that have~~ easily adapted to the newly designed wider roads.

In accordance with the legislation is defined that conditionally clean atmospheric waters, which correspond to class II water, can be used without purification, through arranged discharge released into the streams and other water courses, whereas the quality of the water defined by the Decree on Limit Values for Emissions of Pollutants in Water and Deadlines for Their Achievement ("Official Gazette of RS", Nos. 67/11, 48/12 and 1/16).

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 Limit Values for Emissions of Pollutants in Water and Deadlines for Their Achievement ~~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 two typical solutions of drainage systems, as follows:

- "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.
- Existing "closed" drainage system for populated areas (Dojevice and Pozega) - draining rainwater from the roadway by longitudinal and transverse inclination towards the drains and manholes, and then through the existing storm sewer to some of recipient (from km 101+500 to km 103+650).



Picture 22. Existing "closed" drainage system

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 Institute for the Protection of Cultural Monuments Kraljevo.

Existing Serbian legislation

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

EIA procedure in the Republic of Serbia

The Law on Environmental Impact Assessment regulates the EIA procedure and is in accordance with European Directive EIA - 85/337/EEC. According to the Serbian Law on EIA („Official Gazette of RS””, Nos.135/04 and, 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 Opinion about Need for Environmental Impact Assessment to the MoEP.

The field of nature protection in the Republic of Serbia is regulated by the Law on Nature Protection and other legal and sub-legal acts directly or indirectly related to nature and natural resources. In the statements 03 No. 020-817/3 dated May 5th 2017 and 03 No. 020-1794/3 dated August 19th 2020, the Institute for Nature Conservation of Serbia (INCS) issued conditions for the subject section. By reviewing the Central Register of Protected Goods and documentation of the INCS, and in accordance with the legislation governing the field of nature protection, it is concluded that the subject area i.e. subject section is not situated within a protected area for which a procedure for the protection was carried out or initiated.

In the statements No. 676/2 of dated June 6th 2018 and 520/3, dated July 6th 2020 the Institute for the Protection of Cultural Monuments Kraljevo issued technical protection measures needed for development of the design documentation for section road Sjenica (Karajukica Bunari) - Dojevice (Novi Pazar) i.e. for the section Sjenica (Karajukica Bunari) - Susica and the section Susica - Dojevice. In the conditions of the Institute for the Protection of Cultural Monuments Kraljevo, the existence of immovable cultural property has been established in the close vicinity of the road: St. Dimitrije Church in Janacko Field, which belongs to the group of churches in the surrounding of the Sopocani Monastery for which was established that it is immovable cultural property of great importance (The decision on establishing the immovable cultural property of exceptional importance and cultural heritage of great importance, "Official Gazette of SRS", No. 28/83).

According to these conditions of the Institute for the Protection of Cultural Monuments Kraljevo:

- It is prohibited to perform any construction work or other kinds of work that could jeopardize the static stability of the protected object;
- For construction work in the vicinity of the church additional conditions should be requested from Institute for the Protection of Cultural Monuments Kraljevo.

Also, 11 archaeological sites are located in the close vicinity of the subject section Susica-Dojevice. Data on the locations of the archaeological sites and their distance from the subject section Susica-Dojevice are shown in Picture 5. and Table 2. (the central point of the locality has been shown and the radius of the supervised area is 100 m).

Also, accordance to the statement issued by the Institute for the Protection of Cultural Monuments Kraljevo:

- if ground construction work will be performed in the vicinity of these locations, it is necessary to include archaeological supervision to make sure no damage to cultural property will occur;
- in case archaeological material is revealed, archaeological supervisors are allowed to demand further supervision of construction works or request archaeological excavations;
- that archaeological supervision can be performed by the institution in charge of conservation and with adequate professional staff. The costs of the supervision should be covered by the PERS. The institution in charge of supervision is required to make a report on their activities which will be deposited and permanently kept in the archive of the Institute for the Protection of Cultural Monuments Kraljevo.

All conditions given by Institute for the Protection of Cultural Monuments Kraljevo were implemented in the Mitigation Plan.

A request for opinion 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 Institute for the Protection of Cultural Monuments Kraljevo.

Final Environmental Approval is obtained from the Ministry of Environmental Protection of Republic Serbia, No. 011-00-0511/2018-03 dated June 19th 2018, stating that Project Carrier (PERS) is not obliged to conduct EIA procedure for this project. Consequently, there is no need for producing the Environmental Impact Study of the subject section, according to national procedures (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 section belongs to the Zlatiborski Administrative district, located in the south-western part of the Republic of Serbia and passes through settlements Susica and Duga Polana in the Municipality of Sjenica, and Bela Voda, Osaonica, Pavlje, Vucinice and Pozega in the Municipality of City ~~Novi Pazar~~

In the previous chapters (Policy, Legal and Administrative Framework and EIA Procedure in the Republic of Serbia) protection of natural and cultural asset in the zone of the subject section Susica-Dojevice was explained/consider in detail.

An appropriate system for runoff water from the existing road 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 Statements 03 No. 020-817/3 dated May 5th 2017 and 03 No. 020-1794/3 dated August 19th 2020 issued by an Institute for Nature Conservation of Serbia and Law on Waters ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/18).

The existing drainage system on the subject section is characterized by two distinct types of drainage systems, as follows:

- "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.
- Existing "closed" drainage system for populated areas (Dojevice and Pozega) - draining rainwater from the roadway by longitudinal and transverse inclination towards the drains and manholes, and then through the existing storm sewer to some of recipient (from km 101+500 to km 103+650).

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

The recommended forecast of traffic growth rates within a planned period are given in the following table (moderate scenario of traffic growth rate has been adopted).

Table 7. *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.

In this road section, the protection of natural and cultural heritage is explained in detail in the previous chapters (Policy, legal and administrative framework and EIA procedure in the Republic of Serbia). 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

Sjenica

The municipality of Sjenica is located in the Zlatibor^{ski} Administrative district, which is located in the south-western part of the Republic of Serbia. The settlement of Sjenica is located at 43°16'14" north latitude and 19°59'35" east longitude, at about 1,000 m above sea level. As of the 2011 census, the urban area has 14,060 inhabitants, while the city administrative area has 26,392 inhabitants. It contains 103 settlements/village and 12 local communities, mostly small and spread over hills and mountains surrounding the city. The total area of the city administrative area is 1,059 km². The border municipalities are Prijepolje, Tutin, Nova Varos, Ivanjica, Novi Pazar and the Montenegrin municipality of Bijelo Polje. The largest village through which the road in question passes is Duga Poljana with 477 inhabitants.

The Regional road which connects the Ibar and Zlatibor highways, connects Sjenica with the cities of Prijepolje, Novi Pazar and Nova Varos, and with the regional road that connects cities of Ivanjica, Arilje, and Uzice, and partially paved road through the village Bare, connects it with the city of Bijelo Polje in Montenegro. Through the city and in its vicinity flow four rivers: the Uvac, the Vapa, the Jablanica and the Grabovica forming the Sjenica Lake. Sjenica is situated in a mild valley, in the heart of the Pester plateau, surrounded by mountains.



Picture 23. Detail of the landscape

The Pester plateau is surrounded with the range of the cultural-historical monuments that are dispersed all over the surrounding area. The environment of the Pester plateau abounds in numerous cultural-historical monuments of Islamic culture and art. In Sjenica there is the Valide Sultan mosque (19th century), founded by the mother of Sultan Abdul Hamid II, its dome is 15 meters in diameter without any pillar, and without foundation represents a golden era in Sjenica, the time when Sjenica was the centre of Sandzak – an administrative area in Ottoman Empire. This object is one of the most beautiful Islamic architectural monuments in our country.



Picture 24. Detail of the landscape

Another very important object is the Mosque in the village of Ugao (1703 AD). This is the oldest existing mosque in Sjenica municipality with the strong influence on local people that came from Herzegovina, Montenegro, and Albania to live on Pester.

There are four nature reserve and parks located on the territory of Sjenica municipality, but outside the subject section Susica-Dojevice. All these parks and nature reserves have been established by Serbian Government to protect rare and unique nature objects and complexes. The most important and the most impressive nature reserve is “Uvac“. This nature reserve is located north-western from Sjenica, and it is located on the part of two municipalities: Sjenica and Nova Varos. There live 104 species of birds. The most famous and the largest among them are the griffon vulture, rare and under legal protection in Serbia.

The Pester plateau is the largest plateau in the Balkan Peninsula, and one of the largest in Europe. With an altitude of 1,150 meters and an area of 63 square kilometres, it represents the unique, natural oasis in the heart of Europe. The average annual temperature of Pester is six degrees Celsius. Ten centimetres thick snowy coverage is lingered for about 60 days annually. The local population on the Pester plateau mainly deals with sheep farming i.e. breeding of domestic sheep. The major sources of income come from the sale of lambs and the shearing of sheep for their wool.

The following settlements are located along the section: Susica and Duga Poljana.

Susica is small settlement of Municipality Sjenica. According to the census of 2011, in the village live 23 inhabitants. The population is mainly engaged in animal husbandry.



Picture 25. The local road for Susica

Duga Poljana is the settlement of the city Novi Pazar. According to the census of 2011, in the village live 477 inhabitants. In the settlement there is a primary school “Bratstvo i Jedinstvo” and courts for football and basketball. There is the church, more catering facilities and green market. The population is mainly engaged by agricultural production and livestock breeding.

Novi Pazar

Novi Pazar is a city located in the Raska Administrative district, located in the southwestern part of the Republic of Serbia. As of the 2011 census, the urban area has 66,527 inhabitants, while the city administrative area has 100,410 inhabitants. It contains 100 settlements, mostly small and spread over hills and mountains surrounding the city. The largest village through which the passes subject road is Bele Vode with 893 residents. The total area of the city administrative area is 742 km².

The city of Novi Pazar is this middle size town there is about 75% of Muslim population (the biggest Muslim town in Serbia). The city centre is very small, there is a modern futuristic hotel in the middle of the square, little park and 21 mosques (which is impressive considering the number of people living in Novi Pazar).

Novi Pazar is the multicultural area of Muslims and Orthodox Christians, many monuments of both religions, like the Altun-Alem Mosque and the Church of St. Apostles Peter and Paul, from the 9th-century, are found in the region.

Novi Pazar is located in the valleys of the Josanica, Raska, Dezevska, and Ljudska rivers. The city is surrounded by the Golija and Rogozna mountains, and the Pester plateau lies to the west.



Picture 26. Detail of landscape

Also, lying on crossroads between numerous old and new states, Novi Pazar has always been a strong trade centre. Along with the trade, the city developed manufacturing tradition. During the 20th century, it became a centre of textile industry.

The old Serbian Orthodox monastery of Sopocani, built in the second half of the 13th century and located 15 km west of Novi Pazar, is a World Heritage (UNESCO) Site since 1979 accompanying with Stari Ras (Old Ras), a medieval capital of the Serbian great Zupan Stefan Nemanja.

The main mosque of the city, the Altun-Alem Mosque, is the largest in this region of the Balkans and dates from 16th century. There are various other historic Ottoman buildings, such as the 17th-century Amir-agin Han, a 15th-century Hammam, and the 15th-century Turkish fortress.

Altun-Alem Mosque is one of the oldest examples of Islamic architecture in Serbia. Apart from being remarkably beautiful, and had an important role in the history of the region where it belongs, because it used to be a cultural and educational center for centuries.

Novi Pazar has two universities, the International University of Novi Pazar and the State University of Novi Pazar.

The settlements/village through which the subject State road passes in Novi Pazar municipality are: Bele Vode, Osonica, -Pavlje, Vucinici, Pozega and Dojevice.

Bele Vode is the settlement in the Municipality of Novi Pazar. According to the census of 2011, in the settlement live 893 inhabitants. In the settlement there is a district unit of

primary school “Dositej Obradovic” and courts for football and basketball. There is also a Mosque, more catering facilities and market. The population is mainly engaged by agricultural production and livestock breeding (picture 27, 28, 29 and 30).



Picture 27. The mosque and cemetery



Picture 28. Elementary school "Dositej Obradovic" near the subject of road



Picture 29. Detail of the road in the settlement Bele Vode



Picture 30. A detail of the landscape in the settlement of Bele Vode

Osaonica is the settlement in the Municipality of Novi Pazar. According to the census of 2011, in the settlement live 146 inhabitants. In the settlement there is an elementary school “Dositej Obradovic” and grocery store. The population is mainly engaged in agriculture and livestock breeding (Picture 31 and 32).



Picture 31. Elementary school "Dositej Obradovic", the settlement Osaonica



Picture 32. Part of the subject of the road near the elementary school "Dositej Obradovic" "Branko Radicevic" without sidewalks

Pavlje is the settlement in the Municipality of Novi Pazar. According to the census of 2011, in the settlement live 134 inhabitants.

Vucinice is the settlement in the Municipality of Novi Pazar. According to the census of 2011, in the settlement live 146 inhabitants. In the settlement there is district unit of an elementary school “Dositej Obradovic” and grocery store. The population is mainly engaged in agriculture and ~~and~~ livestock breeding (Picture 33 and 34).



Picture 33. Elementary school "Dositej Obradovic" - Vucinice



Picture 34. Detail of landscape, the settlement Vucinice

Pozega is the settlement in the Municipality of Novi Pazar. According to the census of 2011, in the settlement live 513 inhabitants. In the settlement there is a district unit of primary school „Kalifa bin Zajed al Nahjan“ and courts for football and basketball. There is also a Mosque, more catering facilities and market. The population is mainly engaged by agricultural production and livestock breeding (picture 35 and 36).



Picture 35. The mosque and the cemetery along the road on the left side, km 101+700



Picture 36. The cemetery on the right side at km 101 +700

Dojevice is the settlement in the Municipality of Novi Pazar. According to the census of 2011, in the settlement live 60 inhabitants. In the settlement there is a primary school „Kalifa bin Zajed al Nahjan“ and courts for football and basketball. There is also a Mosque, more catering facilities and more market (Picture 37, 38 and 39).



Picture 37. The primary school- „Kalifa bin Zajed al Nahjan“- Dojevice



Picture 38 and 39. The mosque and the cemetery next to the road at km 103+800

Bicycle Traffic

The promotion of cycling traffic should be on a higher level in order to make this type of transport as popular as possible. However, during the preparation of the planning documents, no bicycle routes have been planned within the profile of the road.

Watercourses

Three rivers (Ljucka River, Kukavicka and Rebronjska River) are the main recipients of the whole subject area.

No.	Name of the river	Road Chainage
1	Ljucka River	86+240
2	Kukavicka River	90+050
3	Rebronjska River	103+820

Air

In the observed area there are no industrial plants that affect air pollution. PERS will monitor all Contractor's activities through the consultancy supervision service, including possession of valid working permits and environmental approvals, as well as subcontractors' licenses.

No information on the measured air pollution values on the subject section was available.

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, so no

increase in the air pollutants concentration is expected in operational phase. In the road rehabilitation phase air pollution will be temporary.

Noise

Based on experience and expected traffic load, noise during planned heavy maintenance works will be temporary and operation of road after rehabilitation will not increase existing levels of noise.

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 8- 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	Does not exist	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 Institute for Protection of Cultural Monuments Kraljevo
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
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	Moderate/minor	Temporary, rehabilitation works may cause a slight increase of noise levels and air pollutants concentrations during the works only

Most of the impacts on the environment are temporary and stops after the completion of works of heavy maintenance on the subject section Susica-Dojevice. 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, 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_x) and Sulphur oxide (SO_x) 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. Therefore, it is necessary that the Contractor regularly sprays water in the work areas, especially during summer period.

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

Possible Water Contamination

Cases of surface and groundwater and soil contamination may occur during the heavy maintenance of the subject section from site run off, oil spills and contaminated 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 case, procedures for action in incidental situations, as defined by the Ministry of Interior and in the Law on Water, will apply.

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

If hazardous substance 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 soil and dispose it in approved facility, in accordance with the Law on Waste Management ("Official Gazette of RS", Nos. 36/09, 88/10, 14/16 and 95/18), Law on Water ("Official Gazette of RS", Nos. 30/10, 93/12, 101/16 and 95/18), Law on Land Protection ("Official Gazette of RS", No. 112/15) and Decree on systematic monitoring of the condition and quality of land ("Official Gazette of RS", No. 73/19).

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 maintenance are expected to generate a certain amount of solid waste, which will be 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 subject section Susica - Dojevice, 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 I). The Plan conforms to the conditions received from the Institute for Nature Conservation of Serbia, Institute for Protection of Cultural Monuments Kraljevo and valid laws.

Mitigation Plan 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 Conservation of Serbia 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. When selecting the location and organizing the site, the following conditions must be met:

- 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 drainage 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 works directly along the open drainage canals, river bed and river banks (Ljucka River, Kukavicka and Rebonjska River), the coastal 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 disposal 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 separator of light petroleum products;
- 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"; Nos. 30/10, 93/12, 101/16 and 95/18);
- 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 allergens, 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. 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. PERS 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** – defines procedures for storing, transporting and using oil and fuel, refuelling the facilities and machines and 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", Nos. 36/09, 88/10, 14/16 and 95/18). 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).

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, i.e. depending on the nature of waste; it 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 of Waste Movement, Chain Custody of Waste and Instructions for Filling it out ("Official Gazette of RS", No. 114/13) or with Regulations on the Form of the Document Chain Custody of Hazardous Wastes, the form of prior notification, the method of its submission 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. 7/20), 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 Noise Protection („Official Gazette of RS“; Nos. 36/09 and 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 7 am to 7 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. It is necessary to indicate which equipment should be delivered to the site to minimize the effects of the spillage of polluting substances;
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“; Nos. 36/09, 88/10, 14/10, ~~and 14/16~~ and 95/18), 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“; Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18), 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 to be 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 IV, 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 should be 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 Health and Safety at Work („Official Gazette of RS“; Nos. 101/05, 91/15 and 113/17);
- Contractor shall provide to its workers with 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 regulations 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 should be used by the Supervision Engineer on site. Signed control lists should be 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 the subject section of the road. 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“, Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18);

- 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).

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

Semi-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 semi-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 subject section.

6. STAKEHOLDER ENGAGEMENT - INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

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

PERS office	Vlajkovicewa St. 19 a, Belgrade, Contact person: Igor Radovic, 011 3206811
Local community centres	City of Sjenica City of Novi Pazar
Web site - PERS	www.putevi-srbije.rs

A detailed report on the public consultation process will be shown in Appendix IV 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 consultations, site visits, informal discussions, formal reports etc. will be monitored, recorded and kept in PERS.

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 IV, while hard copies will be available in local community centres.

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, Statement of 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
Pre-construction	Main Design			
	Following the environmental protection procedure	The Consultant obtained the conditions of the Institute for Nature Conservation of Serbia and the Institute for Protection of Cultural Monuments Kraljevo in order to avoid the risks to the environment in the period of increased maintenance.	PERS Main Design Consultant	PERS Main Design Technical Control
	Possible loss or damage to cultural resources/architectural heritage	If ground construction work will be performed in the vicinity of these locations, it is necessary to include archaeological supervision to make sure no damage to cultural property will occur. In case archaeological material is revealed, archaeological supervisors are allowed to demand further supervision of construction works or request archaeological excavations.	PERS Contractor	PERS Supervision Consultant
	Site location and organization will be approved by PERS and selected so as to:	1. Is located outside of the riverbed (the flood zone) and have no impact on the environment and the local community (noise, dust, vibrations etc.), 2. Be outside the high vegetation area, 3. Minimize the size of the facilities to minimize the unnecessary removal of vegetation,	PERS Contractor	PERS

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<ol style="list-style-type: none"> 4. Have the sanitary waste water treated before the water is discharged into the surface water system, in accordance with the Law on Water ("Official Gazette of RS" Nos. 30/10, 93/12, 101/16 and 95/18), 5. Properly drain the locations: paved areas, including parking areas, workshops and fuel storages must be drained toward an oil-water separator, 6. Whenever possible, limit the area to be cleared and avoid topsoil degradation, 7. The material removed will be collected, disposed and/or re-used as needed, 8. Prevent soil erosion on site, 9. Contractor is responsible for implementing the measures for erosion protection, 10. Contractor shall limit the scope of the excavations to 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	<ol style="list-style-type: none"> 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, 	Main Design - Consultant Contractor	PERS

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	Influence on public health and sociological circumstances	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 should be planned for.		
	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 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 Main Design Consultant	PERS Main Design Technical Control
Construction	Management plans			
	Contractor shall prepare the implementation of the Plans described in the EMP, to ensure that the legislation and Creditor's requirements have been met: 1. Site Organization Plan 2. Sewerage and Wastewater Management Plan			

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
	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 ("Official Gazette of RS" Nos. 36/09, 88/10, 14/16, 95/18) 7. Oil, Fuel and Lubricant Storage Management Plan 8. In-river Works Management Plan 9. Emergency Response Plan 10. Complaints Procedure 11. Safety and Hazard Assessment 12. Safety and Labour Management Plan			
Construction	Site Induction			
	All workers and visitors to the site shall be given a health and safety induction and instructed on the need to use PPE.			
Construction	Material Supply			
	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"> 1. Use the existing borrow pits or buy material from licensed separation facilities; 2. Requirement for official approval or valid operating license 	The Contractor or gravel and sand separation facility	The Contractor or gravel and sand separation facility
Construction	Material Transport			
	Asphalt: dust, fumes	<ol style="list-style-type: none"> 1. All trucks need to be covered 2. Contractor's machinery to be carefully selected 	Truck operator	Truck operator
	Stone: Dust	Wet <u>or covered</u> truck load	Truck operator	Truck operator
	Sand and gravel: Dust	Wet <u>or covered</u> truck load	Truck operator	Truck operator
	Management of traffic noise, exhaust fumes and road congestion	<ol style="list-style-type: none"> 1. Haul material at off-peak traffic hours (9 am – 2 pm) 2. Use alternative roads to avoid main roads 3. Proper road signs and markings of the site, to minimize chances of a wrong turn 	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 IPCMK and PERS.	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
Construction	Construction Site			
	Negative impact of noise on the workers and local community	1. Limit the activities to daylight working hours, 2. Use equipment with noise mufflers, licensed and approved in accordance with the EU standards, 3. Use noise barriers for the works that produce noise for more than one day on the same location, 4. Locate noise-making equipment as far away as possible from residential buildings and other noise-sensitive receptors.	Contractor	Supervision Consultant
	Dust	1. Spray the problematic areas on site with water, 2. Cover the material stored and limit vehicle speed, 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.	Contractor	Supervision Consultant
	Vibrations	1. Limit activities to daylight working hours, 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, 3. Locate the equipment for earth works as far away as possible from vibration-sensitive receptors.	Contractor	Supervision Consultant
	Traffic disruption during construction activities	1. Traffic Management Plan with appropriate measures for traffic diversions that can be easily	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<p>noted and followed, including traffic police assistance,</p> <ol style="list-style-type: none"> 2. Traffic Management Plan 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, 3. During the works, maximum use of the existing road network. Avoid the construction of new temporary roads, which would increase the habitat fragmentation, 4. Inform the local community about the works planned 		
	Reduced access to roadside activities	Provide an alternative access to roadside activities at all times.	Contractor	Supervision Consultant
	Safety of vehicles and pedestrians when / where there are no construction activities	Lighting and well-defined safety signs and protection measures	Contractor	Supervision Consultant
	Soil and water pollution from improper material storage, management and use	<ol style="list-style-type: none"> 1. Organize and cover material storage areas, 2. Isolate the concrete, asphalt and other from the watercourse by using sealed formwork or covers, 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, 4. Organize the site so as to minimize the risk of 	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		<p>generating sediments and accumulating waste water, which could cause pollution of the surrounding soil and water,</p> <ol style="list-style-type: none"> 5. Soil management plan to provide controlled removal, storage and re-use of topsoil, 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, 7. To prevent sediment flowing into surface water, it is also necessary to take into account the slope of the terrain and protection against wind erosion must also be considered, by installing fences, covers etc. 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. 		
	Soil and water pollution from improper waste material disposal	<ol style="list-style-type: none"> 1. Dispose waste material at a location protected from washing out, on a marked location, if not on site, then on an authorized landfill. 2. Dispose waste in accordance with best international practices (IFC, EHS – general guidelines). 3. Apply additional measures for storing hazardous waste (secondary containment, limiting the 	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		access, providing PPE, etc.) To prevent negative effects on the workers, local community and environment. 4. Nominate a person responsible for waste collection and storage (hazardous and non-hazardous).		
	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	Supervision Consultant
	Soil and water pollution from improper waste material disposal	1. Transport the waste in marked vehicles designed for waste transport, to minimize the risk of releasing hazardous and non-hazardous substances 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	Contractor	Supervision Consultant
	Safety of workers	1. Provide workers with safety instructions and PPE 2. Provide a safe alternative traffic flow	Contractor	Supervision Consultant
	Areas temporarily occupied	1. Undertake re-vegetation with native species and monitor the effects (avoid invasive species and those that cause allergic reactions) 2. Where initial plantings were not successful, carry out re-planting	Contractor	Supervision Consultant

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
Operational	Maintenance			
	Negative impact of noise on local residents and workers	1. Limit activities to daylight working hours, or as agreed with the authorities 2. Use the equipment with noise mufflers installed	Maintenance Contractor	Maintenance Contractor PERS
	Potential air, water and soil pollution: Dust, exhaust fumes, spilt fuel, oil and lubricants	1. Apply the best engineering practice in handling and safe storage of lubricants, fuel and oil 2. Ensure proper loading of fuel and maintenance of equipment 3. Collect and dispose all waste in accordance with the Law on Waste Disposal 4. Properly organize and cover the areas for material storage 5. Isolate concrete and asphalt works from the watercourse by using sealed formwork 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 7. Dispose the waste material to suitable locations protected from washing out	Maintenance Contractor	Maintenance Contractor PERS
	Vibrations	Limit activities to daylight working hours, or as agreed with the authorities	Maintenance Contractor	Maintenance Contractor PERS
	Safety of workers	1. Provide workers with safety instructions and PPE	Maintenance Contractor	Maintenance Contractor

Phase	Issue	Mitigation measure	Institutional responsibility	
			Implementation	Supervision
		2. Organize safe traffic bypass		PERS
	Increased vehicle speed	Install speed limit signs	Maintenance Contractor	Maintenance Contractor PERS
	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 PERS

APPENDIX II

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
Construction	Material supply					
Asphalt plant	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
Quarry	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
Sand and gravel borrow-pit	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
Construction	Material transport					
Asphalt	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

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>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
<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
Construction	Construction site					
<i>Negative effects of noise on the workers and local residents</i>	Noise levels	Work site; nearest homes at settlements Duga Poljana, Bele Vode and Dojevice km 77+550- on the left km 82+930- on the right km 104+200- on the left	Sound meter with suitable software	<ul style="list-style-type: none"> - 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)

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>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
<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

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>Water and soil pollution resulting from improper material storage, management and use</i>	Soil and water quality (suspended solids, COD BOD5, hydrocarbon index (C10-C40 mineral oils), heavy metal content, pH, electric conductivity).	The Ljucka River km 86+265, The Kukavicka River km 99+046, The Rebronjska River km 103+792	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
Operational	Maintenance					
<i>Negative effect of noise on the workers and local residents</i>	Noise levels Noise levels in accordance with standards SRPS ISO 1996-1 and SRPS ISO 1996-2	Work Site, nearest homes at settlements Duga Poljana, Bele Vode and Dojevice km 77+550- on the left km 82+930- on the right km 104+200- on the 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

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>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
Operational	Road safety					
<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"/> No <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:

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 Data⁴

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

Parameter ⁵	Value ⁶	Unit	Compliance Status ⁷	Comments ⁸
Waste Water				
Total waste water generated				
BOD				
COD				
Suspended Solids				
Phosphorus				
Nitrates				
Heavy metals				
[Other]				
Air Emissions				
SO ₂				
NO _x				
Particulates				
CO ₂				
CH ₄				
N ₂ O				
HFCs				

⁴ 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.

⁵ 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.

⁶ Please ensure that the units of measurement are clearly stated

⁷ Please report on compliance against the standards agreed with EBRD for this project (typically local, EU and/or World Bank Group)

⁸ 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 ⁵	Value ⁶	Unit	Compliance Status ⁷	Comments ⁸
PFCs				
SF ₆				
[Other]				
Other Parameters				
Noise				
[Other]				
Solid Waste				
Please provide details of the types and amounts of solid wastes generated by the project. Indicate where wastes are classified as hazardous. Indicate the final re-use, recycle or disposal method for each waste type.				

4. Resource Usage and Product Output			
Parameter	Value	Measurement Unit	Comments ⁹
Fuels used			
Oil			
Gas			
Coal			
Lignite			

⁹ 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 ⁹
Grid Electricity			
Heat Purchased			
Feedstocks and raw materials consumed			
Name 1			
Name 2			
Product output			
Product 1			
Product 2			

5. Human Resources Management

Please provide the name and contact details for your Human Resources manager:

	Total	Recruited in this reporting period	Dismissed in this reporting period
Number of direct employees:			
Number of contracted workers:			
Were there any collective redundancies during the reporting period?	Yes <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"/> No <input type="checkbox"/>	If yes, please provide details:
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"> • Union recognition • Collective Agreement • Non-discrimination and equal opportunity • Equal pay for equal work • Gender Equality • Bullying and harassment, including sexual harassment • Employment of young persons under age 18 • Wages (wage level, normal and overtime) • Overtime • Working hours • Flexible working / work-life balance • Grievance mechanism for workers • Health & safety 	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 ¹⁰ :		
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) ¹¹ :		
Number of lost workdays ¹² 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:

¹⁰ If you have not already done so, please provide a separate report detailing the circumstances of each fatality.

¹¹ Incapacity to work for at least one full workday beyond the day on which the accident or illness occurred.

¹² 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 <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many compensation payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made:
Has the land acquisition had any additional, unforeseen impacts on affected persons' standard of living or access to livelihoods that were not previously covered in the RAP?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, quantify these impacts and specify what measures have been undertaken to minimize and mitigate these impacts. If no, specify how potential impacts on livelihoods have been monitored.
Have any vulnerable groups been identified?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, list the groups that were identified and describe any additional measures undertaken in order to mitigate impacts specific to these groups.
If applicable, have all transit allowances been paid?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, specify how many payments are still outstanding (in terms of number and percentage of recipients and payment amounts) and state when these payments will be made.
Has legal support been provided to all the affected persons?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, specify how many persons effectively made use of the legal support.
Have all outstanding land and/or resource claims been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If no, specify how many claims are still outstanding and state what the expected timing is for settling them.
Have there been any new land acquisition-related complaints or grievances?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please state how many and summarize their content.

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

APPENDIX III

LEGISLATION

Regulation and Requirements

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

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** (“Official Gazette of 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** (“Official Gazette of RS” Nos. 135/04, 36/09, 72/09, 43/11, 14/16, 76/18 and 95/18): 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** (“Official Gazette of RS” Nos. 135/04 and 36/09)¹³: 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

¹³ The Law is implemented through the Rulebook on content of the EIA Study (“Official Gazette of RS”, No. 69/05).

the Minister shall prescribe more precisely the procedure for public consultation, presentation and debate.

4. **Law on Strategic Environmental Assessment** (“Official Gazette of RS” Nos. 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** (“Official Gazette of RS”, Nos. 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** ("Official Gazette of RS-International Contracts", No.38/09) (transposing the Aarhus Convention).
7. **Law on Expropriation** (“Official Gazette of RS” Nos. 53/95, 20/09, 55/13 and 106/16): 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** (“Official Gazette of RS”, Nos. 72/09, 81/09, 64/10, 24/11, 121/12, 42/13, 50/13, 98/13, 132/14, 145/14, 83/18, 31/19, 37/19 and 9/20): 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”, Nos. 36/09, 88/10, 14/16 and 95/18),

10. **Law on Waste Management** (“Official Gazette of RS”, Nos. 36/09, 88/10, 14/16 and 95/18),
11. **Law on Noise Protection** (“Official Gazette of RS”, Nos. 36/09 and 88/10),
12. **Law on Water** (“Official Gazette of RS”, Nos. 01/05, 30/10, 93/12, 101/16 and 95/18),
13. **Law on Forest** (“Official Gazette of RS”, Nos. 30/10, 93/12, 89/15 and 95/18),
14. **Law on Air Protection** (“Official Gazette of RS”, Nos. 36/09 and 10/13),
15. **Law on Safety and Health at Work** (“Official Gazette of RS”, Nos. 101/05, 91/15 and 113/17),
16. **Law on Land Protection** (“Official Gazette of RS”, No. 112/15).

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 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 RS”, No. 50/12),
7. Decree on Limit Values for Emissions of Pollutants in Water and Deadlines for Their Achievement (“Official Gazette of RS”, Nos. 67/11, 48/12 and 1/16),
8. Regulation on Water Classification (“Official Gazette of SRS”, No. 5/68).

Other relevant Serbian legislation:

1. Law on Roads (“Official Gazette of RS” Nos. 41/18 and 95/18)
2. Decree on Categorization of State Roads (“Official Gazette of RS”, No. 93/15).

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 June 25th 1998 (acceded to and ratified by Serbia on July 31st 2009). It is also evolving to align with European Union (EU) standards and practices in this area¹⁴.

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 PRs:

PR 1: Environmental and Social Appraisal and Management;

PR 10: Information Disclosure and Stakeholder Engagement.

¹⁴ Law on Confirmation of the Convention on Information Availability, Public Participation in Decision-making Processes, and Legal Protection within Environmental Issues ("Official Gazette of RS International Contracts", No.38/09).

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 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 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 in the immediate area of 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 in the National Network; 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: office@minpolj.gov.rs 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: drumski@mgsi.gov.rs 011/2691-432	The Authority responsible for providing permit for constructions.	Official letter
3	Ministry of Internal Affairs, The Department for Emergency Situations	Kneza Milosa 103 11000 Beograd tel: 011/2282-909 e-mail: svs@mup.gov.rs Web: www.svs.mup.gov.rs	The Authority issues permits for fire protection investment-technical documents. It also issues compliance and utilisation permits. Controls fire protection conditions	Official letter.
4	Institute for	Radoslava Grujica 11,	The Authority is responsible	Official letter

	protection of cultural heritage of Serbia Institute for protection of cultural heritage Kraljevo	11 000 Beograd Tel: +381 (0)11 2454786 e-mail: office@yuheritage.com www.heritage.gov.rs office@spomenickukulture.org.rs 36000 Kraljevo, Cara Lazara 24, tel. +381(0)36 331 866 zzskv@gmail.com http://zzskv.rs	for issuing conditions for planning and design documents and their approval	
5	Institute for nature conservation of Serbia	Dr Ivana Ribara 91 11000 Belgrade tel: 011 209 3801 e-mail: beograd@zzps.rs www.zzps.rs	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: office@narr.gov.rs http://www.narr.gov.rs	Stakeholder with specific interest in the development and operation of the Project.	Official letter
7	The City of Sjenica, Department of Urbanism, Property Legal Affairs and Environment	Kralja Petra I, no.1, office no. 16 e-mail: opstina@sjenica.rs web: www.sjenica.rs	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 of Novi Pazar, Department of Environment, Fire Protect. and Health and Safety	Stevana Namanje no. 2, office no. 12, e-mail: grad@novipazar.org.rs web: www.lpa.novipazar.rs	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	Ozlem Tours , Ive Andrica 77a, Novi Pazar, Tel: +381 20 411 090, e-mail: ozlemtours@yahoo.com , http://ozlem.rs/ Kimmel , Stevana Nemanje 17, Novi Pazar, tel. +381 20 331 220, e-mail: kimmeltours@gmail.com LASTA - Beograd Autoput Beograd-Niš 4 +381 11 3402 300 e-mail: office@lasta.rs Kavim Raška , Mislopoljska bb, Raška, tel: +381 36 736 366 "SANDŽAKTRANS" , Ul. Stevana Nemanje 236, Novi Pazar, Tel:	Stakeholder with specific interest in the development and operation of the Project.	Official letter

		020/311-920; e-mail: sandzaktrans@kavim-se Delix Tours , Đurđevi Stupovi 18, Novi Pazar, tel. +38120313231, e-mail: delix@hotmail.rs , Sajt: http://www.delix.co.rs/		
10	Local Businesses	Javno komunalno preduzeće "Gradska Čistoća" ulica 28. Novembra broj 35, Novi Pazar tel.+38120314566 (centrala) e-mail: cistocanp@yahoo.com	Stakeholder with specific interest in the Project who is directly impacted.	Official letter
11	Tourist Organization of Novi Pazar	28. November no. 27. Novi Pazar Tel. +381 20 338 030 www.tonp.rs , tonp@live.com	Stakeholder with specific interest in <u>development and operation of</u> the Project who is directly impacted .	Official letter
12	Tourist Organization of Sjenica	Trg Svetozara Markovića bb, Sjenica, Tel. +381 20 744 843 e – mail: info@turizamsjenica.com	Stakeholder with specific interest in <u>development and operation of</u> the Project. who is directly impacted .	Official letter
13	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.	
Registered nongovernmental the organizations				
14	SYLVA Ecological Forestry Centre (Hadrović Sabahudin)	Rajka Ackovića 101, 36300 Novi Pazar Tel: (381–20) 382–332 hadrovicsabahudin@gmail.com www.sylva.rs	Stakeholder with an interest in the Project.	Official letter
15	Regional Development Team (Jasmina Bajrović)	1.maja 68, Novi Pazar, Tel: +381 20 316–011 nvo@regionalnirazvojn timers.com www.regionalnirazvojn timers.com	Stakeholder with an interest in the Project.	Official letter
16	Centre for Multi-ethnic Dialogue (CEMED) (Mirsad Jusufović)	Sjениčka 29, 36300 Novi Pazar Tel: +381 65 508 9672 E–mail ngocemed@gmail.com	Stakeholder with an interest in the Project.	Official letter
17	Inter-municipal Union of Agricultural Associations (Saitarić Ismet)	7. juli bb, 36300 Novi Pazar Tel: +381 20 317 861 E–mail moupu.novipazar@gmail.com	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, by PE "Roads of Serbia". Likewise, PERS 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 29 section: Susica-Dojevice 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 (Sjenica and Novi Pazar). The EMP will contain the most important information regarding the Project, as well as PERS 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.

Copies of this documentation will also be available to the public in hard copy, upon request. 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 will be undertaken during the preparation of EMP. The EMP and other project information will be 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 will be consulted and informed on issues related to the Project.

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

Consultations with road users 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 monitored, record and kept in the 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 canterers of potentially affected Communities
- Radio announcement of traffic diversions
- Providing contact details of the person responsible and appointed for working with local communities.

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

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

3. Key Performance Indicators

A suitable set of key performance indicators (KPI) will be used by PE “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 distribution of additional information.

2. Engage stakeholders throughout the Project lifecycle	Continuous two-way communication with all stakeholders, including employees, local communities, NGOs, other community organizations and government agencies	Number of different stakeholders which have participated in activities
3. Manage grievances	Implementation of a grievance mechanism to address important issues with the aim to effectively avoid or minimize conflicts between stakeholders and the Project.	Number of received grievances and the number of resolved grievances.
4. Report on engagement activities	Publicly available records of all engagement activities.	A detailed monthly activity report and given responses.

4. Responsibility and Activity Status

Table 3. contains a record for the 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
1. Provide Project information		
1. Identify stakeholders lacking Project-related information	The Designer of the EMP and Project Manager for Environmental Protection (PERS)	Completed initial identification
2. Communicate with stakeholders lacking information in culturally appropriate method and at appropriate literacy levels	The Designer of the EMP and Project Manager for Environmental Protection (PERS)	Completed initial identification
3. Evaluate key performance indicators	The Designer of the EMP and Project Manager for Environment Protection (PERS)	Will be completed upon submission of the final version of the EMP
2. Engage stakeholders through Project lifecycle - construction phase		
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	Project Manager for Environmental Protection (PERS) and Contractor's Environmental Manager	Not started
3. Record engagement activities	Contractor's Environmental Manager	Not started
4. Periodic follow-up interviews	Contractor's Environmental Manager	Not started

Detail Activities	Responsibility	Status
and meetings with stakeholders		
5. Public meetings to announce new information	Project Manager for Environment Protection (PERS) and Contractor's Environmental Manager	Not started
6. Provision of Project progress to local, regional and national media	Project Manager for Environmental Protection (PERS)	Not started
7. Evaluation of key performance indicators	Contractor's Environmental Manager	Not started
3. Manage grievances		
1.Publicise grievance mechanism to stakeholders	Project Manager for Environment Protection (PERS)	On-going process
2. Confirmation of receipt of each complaint/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 Project 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 Project Manager and Contractor's Environmental Manager	On-going process
7. Implement system	Contractor's Project Manager and Contractor's Environmental Manager	Not started
8.Report on results and evaluation	Contractor's Project 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 complaints/suggestions;

- Maintaining records of all complaints, jurisdictions 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 will be provided on information boards by Contractor, and on the PERS's website and on the website of Municipalities Sjenica and Novi Pazar.

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 delivered 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.

PERS will review, if necessary, the existing grievance mechanisms and develop further grievance mechanisms to ensure that it is responsive to any concerns and complaints, particularly from affected stakeholders and communities.

PERS will ensure that the Contractor implements the following measures on Site:

- Contractor will establish telephone line for complaints and the phone number will be publicly available;
- Contractor will appoint the person responsible for working with community, who will 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 presented;
- An informal forum to address grievances, such as a regular presence in local communities to address problems through regular dialogue; and
- Visual display of the grievance mechanism such as spreadsheet or a flow chart.

Locations for submission of grievance, besides PERS, Supervisor, relevant Ministry, etc. will also be later defined by PERS and by nominated 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 consultations with interested parties and stakeholders.

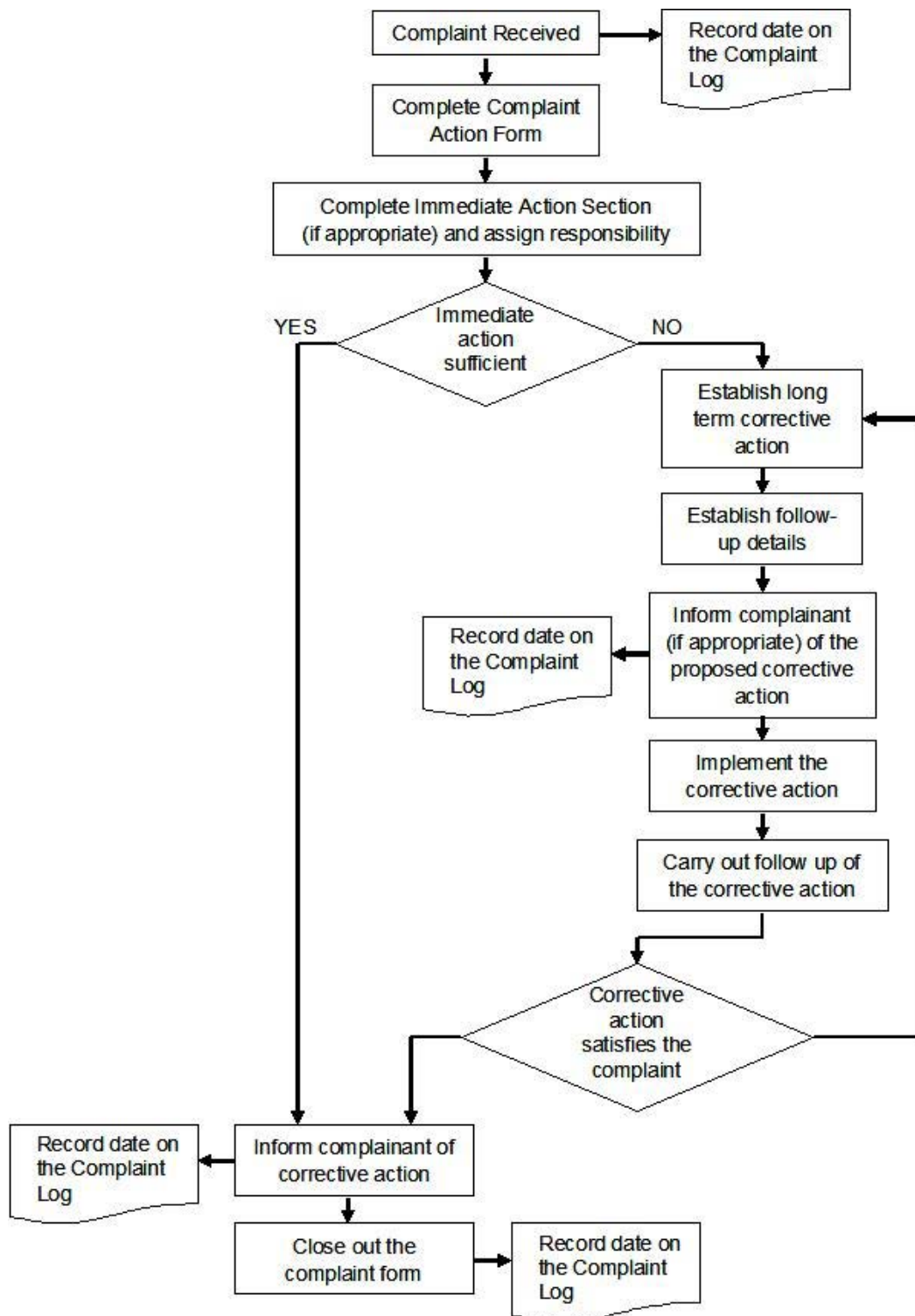
With regard to communication, a Register of Communications will be maintained and all written and other forms of communication will be registered within seven (7) days.

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 Contractor 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 in response to a complaint or a 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:	
RESPONSE:			
Date:			
Undertaken activities:			
Name of the Officer:			
Forwarded to the PE "Road of Serbia":			
Date:			
The Letter No.:			
Forwarded to the Supervision Engineer:			
Date:			
The Letter No.:			
Grievance Closed:			
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 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 review of the 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(0)113034744

fax: +381(0)113034832

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: 011-00-0511/2018-03
Датум: 19.06.2018.
Београд

ХИДРОПРОЈЕКАТ-САОБРАЋАЈ
ПРЕДУЗЕТЕ ЗАСТУПАЈУЋЕ, ПРОЈЕКТОВАЊЕ
САОБРАЋАЈНИЦА, ИНЖЕНЈЕРСКИ ИЗВОЂЕЊЕ РАДОВА
Бр. 316
82 06 20 18 год.
БЕОГРАД, Веле Нигринове 16А

„ХИДРОПРОЈЕКАТ САОБРАЋАЈ“ д.о.о. Београд

ул. Веле Нигринове 16А
11000 Београд

Предмет: Допис у вези са захтевом за давање мишљења

Министарству заштите животне средине обратили сте се у име ЈП Путеви Србије Београд (пуномоћје бр. 953-21069 од 25.01.2018 године) захтевом за давање мишљења о потреби покретања процедуре у складу са Законом о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) за пројекат појачаног одржавања државног пута Ib реда бр. 29 (стара ознака пута М-8), Деоница: Сјеница (Карајукића бунари) – Сушица, Стационажа: км 65+548 – км 74+563, дужина 9.015 м, заведен под бројем 011-00-511/2018-03 од 08.06.2018 године.

У допису наводите да је предметни пројекат обухваћен и интегралним „Пројектом Рехабилитације путева и безбедности саобраћаја („Road Rehabilitation and Safety Project – RRSP“), који се финансира из међународног кредита. Предметна деоница се протеже кроз Златиборски и Рапшки управни округ који су лоцирани у југозападном делу Републике Србије и представља део саобраћајне везе између државне границе са Црном Гором (гранични прелаз Јабука) и Града Новог Пазара. Такође, предметна деоница повезује Сјеницу са месним заједницама Штавал, Брњица и Сушица и део је Пројекта предвиђеног за појачано одржавање у оквиру Друге године његове имплементације. Пројекат подразумева грађевинско – путарске радове у оквиру трасе већ постојећег пута са планираним проширењем коловоза у складу са усвојеном рачунском брзином уз поштовање ивичних садржаја.

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

Сва решења приликом израде пројектне документације – Главни пројекат за појачано одржавање пута, морају бити у оквиру постојећег путног појаса. За рехабилитацију

предметне саобраћајнице употребили би се уобичајени грађевински материјали за ову врсту радова (агрегат, цемент, бетонско гвожђе, итд.). Побољшање предметне деонице захтева коришћење енергената, укључујући електричну енергију и течна горива. Радови ће обухватити постојећу коловозну конструкцију, уз проширење коловоза (у кривинама) и припадајућег садржаја попречног профила у постојећем путном појасу, уз санацију постојећег система одводњавања коловоза и тупа пута и пројектовање свих елемената који продужавају трајност радова и унапређују систем безбедности саобраћаја.

Предметна деоница се не налази унутар заштићеног подручја за који је спроведен или покренут поступак заштите. Један део деонице Сјеница – Дојевине, једним својим делом (наком места Метовача) се налази у обухвату еколошке мреже, еколошки значајног подручја „Пештер“, који је саставни део еколошке мреже Србије. Такође нема регистрованих рекреативних центара. У непосредној близини пројектне деонице налази се непокретно културно добро од великог значаја: Црква Светог Димитрија у Јаначком пољу, као и 17 локалитета са археолошким садржајем. У току извођења радова неће се произвести никакви материјали који загађују животну средину и који би могли доспети у земљиште и подземне воде.

Грађевинске машине ће током радова производити буку повишеног нивоа али се тај утицај сматра привременим и неће представљати трајну сметњу за становништво у окружењу. Потенцијално загађење ваздуха ће се огледати у појави прашине током извођења радова и транспорта материјала као и кроз привремено загађење ваздуха услед рада мотора грађевинских машина.

Уз Захтев је приложена и додатна документација:

- Кратак опис пројекта;
- Решење о условима заштите природе;
- Решење о условима које је издао Завод за заштиту споменика културе у Краљеву;
- Графички прилог - прегледна карта предметне деонице пута;
- Административна такса;

На основу увида у захтев обавештавамо вас о следећем:

- У складу са члановима 3. и 4. Закона о процени утицаја животну средину („Сл.гласник РС“, бр. 135/04, 36/09) предмет процене утицаја на животну средину су пројекти који се планирају и изводе, промене технологије, реконструкције, проширење капацитета који могу имати значајан утицај на животну средину, а притом су садржани у Уредби о утврђивању Листе пројеката за које је обавезна процена утицаја и Листе пројеката за које се може захтевати процена утицаја на животну средину („Службени гласник РС“, бр.114/08).
- Пројекат појачаног одржавања пута не представља предмет процене утицаја на животну средину и није сврстан у Листама пројеката из поменуте Уредбе, па сагласно томе *носилац пројекта није у обавези да отпочне процедуру процене утицаја на животну средину у складу са чланом 8. Закона о процени утицаја на животну средину.*

- Носилац пројекта је обавези да се приликом извођења радова на појачаном одржавању предметне саобраћајнице у потпуности придржава услова и мера заштите животне средине из 1) Решења о условима заштите природе и заштите животне средине бр. 020-817/3 од 05.05.2017 које је издао Завод за заштиту природе Србије, и 2) Решења са условима и мерама заштите непокретних културних добара бр. 676/2 од 06.06.2018. године које је издао Завод за заштиту споменика културе у Краљеву.

ПОМОЋНИК МИНИСТРА

по решењу о овлашћењу

бр. 021-01-54/2017-01

05.11.2017.

Александар Весић

Доставити:

- Наслову
- Архиви

РЕПУБЛИКА СРБИЈА
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ
03 Број: 020 – 817/3
Датум: 05.06.2017.
НОВИ БЕОГРАД, Др Ивана Рибара бр. 91
Тел. 011/209-3802; 209-3803; факс. 209-3867

У
ЈАВНО ПРЕДУЗЕЋЕ "ПУТНИ" СРБИЈЕ
Београд
08-05-2017
Београд, Булевар краља Александра 101

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. 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 техничке документације Пројекта Појачаног одржавања деонице државног пута IB реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар), доноси

РЕШЕЊЕ

1. Предметно подручје, односно деоница пута Сјеница – Дојевиће се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите. Део деонице Сјеница – Дојевиће на коме се врши појачано одржавање пута једним својим делом (након места Метовача) налази се у обухвату еколошке мреже, еколошки значајног подручја „Пештер“ (бр. 70) које је саставни део еколошке мреже Републике Србије. Сходно томе, издају се услови заштите природе:
 - 1) Пројектом предвидети таква решења и мере који ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода, посебно очување реке Кнеснице дуж чијег тока је предметна деоница пута.
 - 2) Саставни део предметног Пројекта треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати:
 - привремене локације за складиштење потребног грађевинског и другог материјала и опреме, које је неопходно лоцирати ван обалског појаса река (плавне зоне), као и ван простора са високом вегетацијом, и ограничити их искључиво на време трајања радова;
 - привремене или трајне локације за депоновање шута и другог отпада укључујући и комунални настао у току извођења радова, односно дефинисати забрану одлагања било каквог отпада, посебно грађевинског у обалском појасу реке, као и простору са високом вегетацијом;
 - да се након завршетка предметних радова све површине које су на било који начин деградиране грађевинским и другим радовима, што пре санирају.
 - 3) При извођењу радова придржавати се коридора пута, како се при манипулацији возилима и машинама не би оставиле последице на шири простор, посебно у делу деонице пута која се једним својим делом (након места Метовача) налази у обухвату еколошки значајног подручја „Пештер“. Такође, користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта.
 - 4) На основу анализе постојећег стања и недостатака путног правца утврдити појачано одржавање кроз одговарајуће нивое и то: пресвлачење (ојачање) коловоза, обнову коловозне конструкције и обнову пута (коловоз и пратећи елементи коловоза) у границама постојећег путног земљишта.

- 5) Пројекат појачаног одржавања путног појаса треба да обезбеди сигурност саобраћаја (видљивост, стабилност терена на путном правцу, итд.), угодну вожњу (оптичко усмеравање возача, призор, итд.), функционалност (одржавање окружења пута, итд.) и минимално оштећење околног простора (спречавање ширење утицаја пута на околину).
 - 6) Током извођења радова предузети све мере предострожности како би се евентуална појединачна стабла уз трасу пута максимално заштитила и сачувала од могућег оштећења, као што је ломљења грана и скидање коре са дебла при кретању механизације, или на било који други начин нарушила њихова битна својства.
 - 7) Пројектом предвидети таложнике и сепараторе масти и уља за воде које настају спирањем са коловоза, посебно дуж тока реке Кнеснице, у циљу заштите од загађења.
 - 8) Уколико је неопходно уређење у зони прелаза пута (моста) преко водотока Брњишке реке предвидети употребу камена и других природних материјала, и у највећој могућој мери избећи бетонирање обала и корита водотока (спровести тзв. натурално уређење водотока) при чему је неопходно максимално очување самог корита, али и обала са постојећом вегетацијом.
 - 9) Током извођења грађевинских радова (подизања асфалта и сл.) у непосредној близини стамбених објеката, планирати орошавање како би се спречило подизање прашине и негативан утицај на људе.
 - 10) Није дозвољено сервисирање возила и машина дуж трасе и коридора пута. Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине.
 - 11) Извођење радова у току ноћних сати није дозвољено у насељеном подручју због могућег утицаја буке грађевинских машина, као и узнемиравања птица јер се деоница пута једним својим делом (након места Метовача) налази у обухвату еколошке мреже, еколошки значајног подручја „Пештер“.
 - 12) Предузети мере заштите становништва од удеса. У том смислу потребно је предвидети постављање заштитних ограда и пешачких прелаза и пролаза на местима где је то најцелисходније, нарочито на локацијама у близини постојећих насеља.
 - 13) Током извођења радова дуж целе трасе одржавати максимални ниво комуналног реда.
 - 14) По изведеним предметним радовима неопходно је што пре уклонити сву механизацију и грађевински материјал, а уколико је дошло до нарушавања простора дуж трасе треба га санирати (култивисати терен, односно успоставити биљни покривач уз одговарајуће врсте које су биолошки постојане у датим климатским условима.
 - 15) Уколико се током радова наиђе на геолошко-палеонтолошка документа или минералошко-петролошке објекте, за које се предпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести министарство надлежно за послове заштите животне средине, као и да предузме све мере заштите од уништења, оштећења или крађе до доласка овлашћеног лица.
2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
 3. У случају измене Пројекта, потребно је Заводу за заштиту природе Србије поднети нов захтев за издавање услова заштите природе.
 4. Уколико подносилац захтева у року од две године од дана достављања овог Решења не отпочне радове и активности за које је ово Решење о условима заштите природе издато, дужан је да од Завода прибави ново решење о условима заштите природе.

5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011, 106/2013).

Образложење

Јавно предузеће „Путеви Србије“, Булевар краља Александра бр. 282, 11050 Београд 22, обратило се Заводу дописом II бр. 953-6470 од 29.03.2017. године са захтевом за издавање услова заштите природе за израду техничке документације Пројекта Појачаног одржавања деонице државног пута IB реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар).

На основу достављеног захтева и пратеће документације подносиоца захтева, утврђено је да је планирана израда Главног пројекта Појачаног одржавања деонице државног пута IB реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар). Предметни Пројекат је саставни део Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева, који је подршка међународних финансијских институција Националном програму рехабилитације државних путева Републике Србије. Почетак деонице је укрштај државних путева IB реда бр. 29 и локалног пута за село Штаваљ – крај деонице је на уласку у Нови Пазар из правца Сјенице на месту укрштаја државних путева IB реда бр. 29 IIА реда бр. 203 (раскрсница за Тутин). Врста радова која се планира углавном обухвата радове ојачања постојеће коловозне конструкције (на појединим местима до дубине од 50-60 см) у постојећим габаритима коловозне конструкције са постојећим и санираним системом одводњавања уз пројектовање свих елемената који продужавају трајност радова и унапређују систем безбедности саобраћаја.

Увидом у Централни регистар заштићених природних добара и документацију Завода за заштиту природе Србије, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог Решења. Предметно подручје (траса пута) не налази се унутар заштићеног подручја за које је спроведен или покренут поступак заштите. При томе се имало у виду да се предметно подручје, односно део деонице пута једним својим делом (након места Метовача) налази у обухвату еколошке мреже, еколошки значајног подручја „Пештер“ (бр. 70) које је саставни део еколошке мреже Републике Србије, према Уредби о еколошкој мрежи („Службени гласник РС“, бр. 102/2010): припада међународно и национално значајном подручју за птице (IBA-Пештер, RS0281BA) и биљке (IPA-Пештер).

Законски основ за доношење решења је: Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка и 14/2016), Уредба о еколошкој мрежи („Службени гласник РС“, бр. 102/2010).

Планирани радови на изради техничке документације пројекта Појачаног одржавања деонице државног пута IB реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар) могу се реализовати под условима дефинисаним овим Решењем, јер је процењено да неће значајно утицати на природне вредности подручја.

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

Подносилац захтева је ослобођен од плаћања таксе у складу са чланом 18. Закона о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012, 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
- Архива x 2

Република Србија
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ
Нови Београд, Др Ивана Рибара бр. 91
Тел: +381 11/2093-802; 2093-803
Факс: +381 11/2093-867

ХИДРОПРОЈЕКАТ-САОБРАЋАЈ
ПРЕДУСЕТ ЗА СТУДИЈЕ, ПРОЈЕКТОВАЊЕ
САОБРАЋАЈНИХ, ИНЖЕНЈЕРИНИХ И ОДРЖАВАЊЕ РАДОВА
Бр. 483
20.08 2020 год.
БЕОГРАД, Веле Нигринове 16А

Завод за заштиту природе Србије из Београда, Ул. др Ивана Рибара бр. 91, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010–исправка, 14/2016 и 95/2018 - други закон) и члана 136. Закона о општем управном поступку („Службени гласник РС“, бр. 18/2016 и 95/2018 - аутентично тумачење), поступајући по захтеву 309 од 04.06.2020. године, Хидропројекат саобраћај д.о.о., Веле Нигринове 16а, Београд, по пуномоћју ЈП „Србија путеви“ бр. 953-2063 од 25.01.2018. године, за издавање услова заштите природе за израду Главног пројекта појачаног одржавања деоница државног пута ИБ-29 (стара ознака: магистрални пут М-8), деонице: Штаваљ – Сушица, $L=9.015$ km, и Сушица – Дојевиће, $L=26.700$ km, дана 19.08. 2020. године под бр. 020-1794/3, доноси

РЕШЕЊЕ

1. На подручју за које се ради пројекат појачаног одржавања деоница државног пута ИБ реда бр. 29 нема заштићених подручја за које је спроведен или покренут поступак заштите. Наведена траса државног пута ИБ-29 једним својим делом се налази у обухвату еколошке мреже, еколошки значајног подручја „Пештер“ а једним делом се наслања на ПП „Голија“ и уједно и еколошки значајно подручје „Голија“ (Прилог 1). Сходно томе, издају се следећи услови заштите природе:

- 1) Пројектом појачаног одржавања деоница државног пута ИБ-29 (стара ознака: магистрални пут М-8), предвидети таква решења и мере који ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода у непосредном окружењу;
- 2) Саставни део предметног Пројекта треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати:
 - привремене локације за складиштење потребног грађевинског и другог материјала и опреме, које је неопходно лоцирати ван обалског појаса река (плавне зоне), као и ван простора са високом вегетацијом, и ограничити их искључиво на време трајања радова;
 - привремене или трајне локације за депоновање шута и другог отпада укључујући и комунални отпад настао у току извођења радова, односно дефинисати забрану одлагања било каквог отпада, посебно грађевинског у обалном појасу река, као и простору са високом вегетацијом;
 - да се након завршетка предметних радова све површине које су на било који начин деградиране грађевинским и другим радовима, што пре санирају;
- 3) Предвидети противерозионе мере због заштите од клизишта, одрона и сл., пожељна је већа примена биолошких и биотехничких мера, у комбинацији са одговарајућим техничким мерама, до нивоа функционалне стабилизације терена;
- 4) Дефинисати да се одводњавање саобраћајнице врши гравитационим отицањем површинских вода и по потреби изградњом отворених канала за прихват површинских вода;
- 5) За воде које настају спирањем са коловоза и оптерећене су уљима и другим нафтним дериватима предвидети изградњу таложника и сепаратора масти и

уља, уколико се Планом управљања животном средином утврди/процени да ће просечни годишњи дневни саобраћај негативно утицати на квалитет воде водотокова са којима се предметни државни пут укршта или паралелно води, односно да ће бити нарушене граничне вредности које су дефинисане Уредбом о граничним вредностима емисије загађујућих материја у води и роковима за њихово достизање („Службени гласник РС“, бр. 67/2011, 48/2012 и 1/2016) и Уредбом о граничним вредностима загађујућих материја у површинским и подземним водама и седименту и роковима за њихово достизање („Службени гласник РС“, бр. 50/2012);

- 6) Као коловозни застор користити материјале који могу, са аспекта заштите, обезбедити смањење нивоа буке и вибрација и омогућити ефикасно дренажање воде са површине коловоза;
- 7) При извођењу радова придржавати се коридора пута, како се при манипулацији возилима и машинама не би оставиле последице на шири простор, посебно у делу где се деонице једним својим делом налазе у обухвату еколошки значајног подручја „Пештер“ и делом где се наслањају на ПП „Голија“. Такође, користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта;
- 8) Током извођења радова предузети све мере предострожности како би се евентуална појединачна стабла уз трасу пута максимално заштитила и сачувала од могућег оштећења при кретању механизације;
- 9) Уколико је неопходно уређење у зони прелаза пута (мост) преко неког од постојећих водотокова предвидети употребу камена и других природних материјала, и у највећој мери избећи бетонирање обала и корита водотока (спровести тзв. природно уређење водотока) при чему је неопходно максимално очување самог корита, али и обала са постојећом вегетацијом;
- 10) Предметне радове на траси пута изводити само у току периода дана због могућег негативног утицаја буке од грађевинских машина и возила на животињски свет, чија су станишта у непосредном окружењу;
- 11) У циљу заштите фауне инсеката и птица, уколико се укаже потреба за осветљавањем локације, применити одговарајућа техничка решења у складу са функцијом локације, користити специјално LED хладно осветљење, а изворе светлости усмерити ка тлу;
- 12) Уколико се током извођења радова (припремних и истражних) наиђе на активно гнездо са пологом или младунцима птица, неопходно је привремено обуставити радове на тој локацији и обавестити Завод за заштиту природе Србије;
- 13) Уколико материјал који се користи при извођењу радова може послужити као добро склониште за гмизавце и друге врста животиња, максимално скратити време одлагања, поштујући услов да је забрањено убијање и сакупљање свих врста животиња;
- 14) Током извођења радова дуж целе трасе одржавати максимални ниво комуналне хигијене;
- 15) За време извођења радова забрањено је сервисирање радних машина и возила, а уколико дође до хаваријског изливања горива, уља или других штетних материја, обавезна је санација површине;
- 16) Предвидети превентивне мере ради спречавања акцидентних ситуација, као и одговарајуће активности санације уколико до њих дође, уз обавезу обавештавања надлежних инспекцијских служби;
- 17) Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање;

- 18) По изведеним грађевинским радовима неопходно је што пре уклонити сву механизацију, грађевински материјал и друго;
 - 19) Уколико је дошло до нарушавања предметног подручја (терена дуж трасе) треба га санирати. У том смислу, успоставити биљни покривач (култивисати терен) на свим угроженим местима, применом одговарајуће флоре и врста које су биолошки постојане у датим климатским условима, отпорније на штетне утицаје (издувне гасове и сл.), као и да је избор врста усклађен са околним простором и његовом наменом;
 - 20) Избегавати врсте, које су за наше поднебље препознате као инвазивне: *Acer negundo* (јасенолисни јавор или негундовац), *Amorpha fruticosa* (багремац), *Robinia pseudoacacia* (багрем), *Ailanthus altissima* (кисело дрво), *Fraxinus americana* (амерички јасен), *Fraxinus pennsylvanica* (пенсилвански јасен), *Celtis occidentalis* (амерички копривић), *Ulmus pumila* (ситнолисни или сибирски брест), *Prunus padus* (сремза) и *Prunus serotina* (касна сремза), као и врсте које су детерминисане као алергене (тополе и сл.);
 - 21) Уколико се током радова наиђе на геолошко-палеонтолошке или минералошко-петролошке објекте, за које се претпоставља да имају својство природног добра, извођач радова је дужан да у року од осам дана обавести Министарство заштите животне средине, 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. Након израде Главног пројекта, потребно је од Завода прибавити мишљење о испуњености услова из овог Решења.
 4. За све друге радове/активности на предметном подручју или промене пројектне документације, потребно је поднети нови захтев.
 5. 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.
 6. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011, 106/2013).

Образложење

Завод за заштиту природе Србије примио је дана 21.07.2020. године, захтев заведен под 03 бр. 020–1794/1, Хидропројект саобраћај, д.о.о., Веле Нигринове 16а, Београд, за издавање услова заштите природе за израду Главног пројекта појачаног одржавања деонице државног пута IB-29 (стара ознака: магистрални пут М-8), деонице: Штаваљ – Сушица, L=9.015 km, и Сушица – Дојевиће, L=26.700 km.

На основу достављеног захтева утврђено је да је наведени Пројекат део Пројекта рехабилитације путева и унапређења безбедности саобраћаја на мрежи државних путева, који је подршка међународних финансијских институција Националном програму рехабилитације државних путева Републике Србије.

Врста радова која се планира, углавном обухвата радове ојачања постојеће коловозне конструкције, у постојећим габаритима коловозне конструкције са постојећим и санираним системом одводњавања, уз пројектовање свих елемената који продужавају трајност радова и унапређују систем безбедности саобраћаја и у потпуности је регулисана одредбама (чл. 57-60) Закона о јавним путевима („Сл. гласник РС“, бр. 101/05, 123/07, 93/12 и 104/13).

Увидом у Централни регистар заштићених добара и документацију Завода, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог решења. На подручју за које се ради пројекат појачаног одржавања деоница државног пута IB реда бр. 29, нема заштићених подручја за које је спроведен или покренут поступак заштите. При томе се имало у виду да се предметна траса једним својим делом налази у обухвату еколошке мреже, еколошки значајног подручја „Пештер“ које је саставни део еколошке мреже Републике Србије, према Уредби о еколошкој мрежи („Службени гласник РС“, бр. 102/2010); припада и међународно значајном подручју за птице (IBA-Пештер, RS028IBA), као и да се предметна траса једним делом налази на ПП „Голија“ који је уједно и саставни део еколошке мреже Републике Србије, према Уредби о еколошкој мрежи („Службени гласник РС“, бр. 102/2010); припада и међународно значајном подручју за птице (IBA-Голија, RS029IBA), међународно значајном подручју за биљке (IPA-Голија) као и Emerald подручју са класификационим кодом RS0000030.

Законски основ за доношење решења: Закон о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010, 91/2010-исправка, 14/2016 и 95/2018 - други закон) и Закон о заштити животне средине („Службени гласник РС“, бр. 135/04, 36/2009, 72/2009, 43/2011, 14/2016, 76/2018 и 95/2018 - други закон).

Израда Главног пројекта појачаног одржавања деоница државног пута IB-29 (стара ознака: магистрални пут М-8), деонице: Штаваљ – Сушица, L=9.015 km, и Сушица – Дојевиће, L=26.700 km може се реализовати под условима дефинисаним овим решењем, јер је процењено да предвиђени радови на санацији постојеће коловозне конструкције неће значајно утицати на природне вредности подручја.

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

Такса на захтев и такса за решење, по Тар. бр. 1. и Тар. бр. 9. су наплаћене у складу са Законом о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003-испр., 61/2005, 101/2005-др. закон, 5/2009, 54/2009, 50/2011, 93/2012, 65/2013-др. закон, 83/2015, 112/2015, 113/2017, 3/2018-испр., 95/2018, 38/2019-усклађени дин. изн., 86/2019 и 90/2019-испр.).

Упутство о правном средству: Против овог решења може се изјавити жалба Министарству заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје писмено или изјављује усмено на записник Заводу за заштиту природе Србије, уз доказ о уплати Републичке административне таксе у износу од 480,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.



ДИРЕКТОР

Александар Драгишић

Прилог:

- Прилог 1: Положај Трасе пута IB-29 у односу на еколошки значајна значајна подручја (1:200 000)

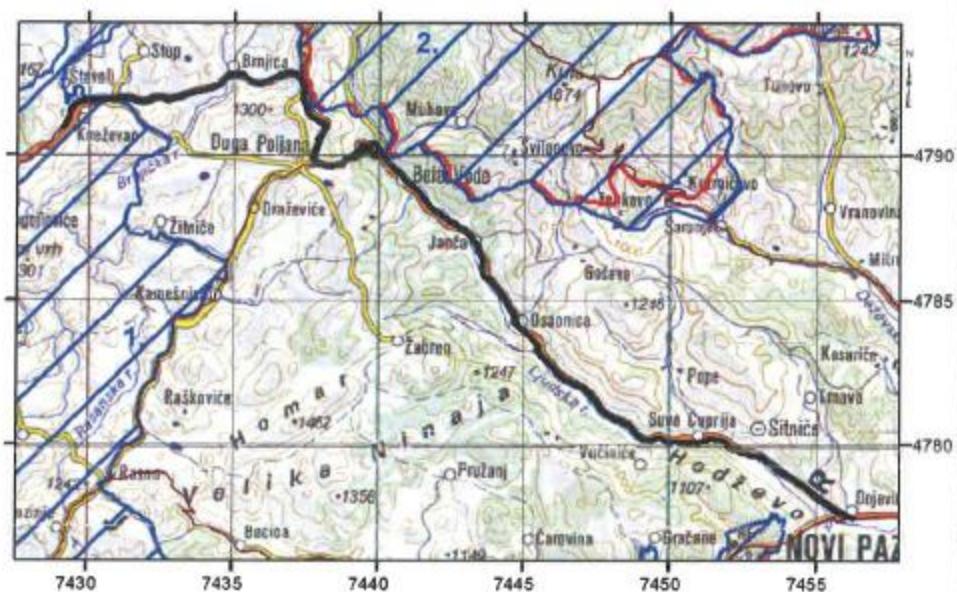
Достављено:

- Подносиоцу захтева
- Архива х 2

Прилог 1

Положај Трасе пута IB-29 у односу на еколошки значајна подручја

Р 1:200 000



Легенда:

- Траса пута IB-29
- ПП "Голија"
- Режим заштите III степена
- Еколошки значајно подручје
 1. Пештер (IBA)
 2. Голија (Emerald, IPA, IBA)

ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ
Београд, јул 2020. год.



12-04-2017
953-7596

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

Радослава Грујића 11 Radoslava Grujića 11
11118 Београд 11118 Belgrade
Србија Serbia
Тел. (011) 24 54 786 Phone +381 11 24 54 786
Факс (011) 34 41 430 Fax +381 11 34 41 430
e-mail: office@heritage.gov.rs

Датум / Date:

Број / Ref.

мђ/мђ

10-04-2017

2/802

ЈАВНО ПРЕДУЗЕЋЕ „ПУТЕВИ СРБИЈЕ“

Сектор за инвестиције

Госпођа Гордана Суботички Ђорђевић, извршни директор за инвестиције

БЕОГРАД

Влајковићева 19а

Предмет: Деонице државног пута IB реда бр. 29

Поштована госпођо Ђорђевић,

Вашим дописима бр. 953-6471 и 953-6110 од 29. марта 2017. доставили сте захтеве за издавање услова за израду техничке документације пројеката Појачаног одржавања деоница државног пута IB реда бр. 29 Сјеница – Дојевиће (Нови Пазар).

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

С поштовањем,

Обрађивач

Маја Ђорђевић, археолог

Маја Ђорђевић



Директор

Мирјана Андрић

Мирјана Андрић

Доставити:

- Наслову,

- Завод за заштиту споменика културе Краљево



Завод за заштиту споменика културе Краљево

36000 Краљево, Цара Лазара 24, ПИБ 100239951, матични број 07101104

тел. 036 331 866, тел/факс 036 321 025, e-mail: zzzskv@gmail.com

жиро рачун: 840-69664-74, 840-69668-62

ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ

Број 676/2
06.06. 2018 год.
 КРАЉЕВО

Завод за заштиту споменика културе Краљево, Краљево, Улица Цара Лазара бр. 24, на основу члана 36 став 1, тачка 4, чл. 99 став 2. тачка 1 и 3, члана 100 став 1 и члана 104.109. и 110. Закона о културним добрима („Службени гласник РС“, бр.71/94, 52/2011-др.закон, 99/2011-др.закон), као и члана 104. Закона о општем управном поступку („Службени гласник РС“, бр.18/2016), поступајући по захтеву Јавног предузећа „Путеви Србије“ из Београда, Булевар краља Александра бр. 282, II број 953-6471 од 29.03.2017. године, за издавање услова за предузимање мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деоница државног пута IV реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница-Дојевиће (Нови Пазар), запримљеног у овом Заводу под бројем 488/1 од 12.04.2017. године, доноси

РЕШЕЊЕ

I – Подносиоцу захтева, издају се услови за предузимање мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деоница државног пута IV реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница-Дојевиће (Нови Пазар) и могу се предузети према следећим условима:

- Констатовано је да се у непосредној близини пута налази непокретно културно добро: **Црква Светог Димитрија у Јаначком Пољу** (Решење о утврђивању за споменик културе, број 91/1 од 04.02.1963, које је донето од стране Републичког завода за заштиту споменика културе, Решење о утврђивању за споменик културе број 116/70 од 11.априла 1970. донето од стране Завода за заштиту споменика културе у Краљеву, Одлуком о утврђивању непокретних културних добара од великог значаја група црква у околини манастира Сопотани утврђена је за непокретно културно добро од великог значаја (*Службени лист СРС* бр. 28/83).

- забрањује се извођење било каквих радова у непосредној близини цркве или радова који би могли угрозити статичку стабилност заштићеног објекта;
- за све радове у близини цркве затражити додатне услове Завода у Краљеву;

У непосредној близини трасе налазе се следећи локалитети са археолошким садржајем (дата је централна тачка локалитета, простор обухваћен стручним праћењем подразумева простор радијуса 100 м):

1. Црквина/Грчко гробље, Беле Воде(43°14'37.21"С, 20°16'10.74"И)
2. Муслиманско гробље Беле Воде (43°14'32.89"С, 20°16'0.87"И)
3. Муслиманско гробље, Осаоница (43°13'33.13"С, 20°17'44.76"И)
4. Гробље код Марине куће, Осаоница (43°12'32.04"С, 20°18'31.89"И)
5. Дуварине, Штитаре (20°18'4.87"И, 43°13'10.96"С)
6. Муслиманско гробље, Пожега (N:43.14627, E:20.44354)
7. Муслиманско гробље, Пожега (N:43.15546, E:20.42476)

**Завод за заштиту споменика културе Краљево**

36080 Краљево, Цара Лазара 24, ПИБ 100239951, матични број 07101104

тел. 036 331 866, тел/факс 036 321 025, e-mail: zzzskv@gmail.com

жирос рачун: 840-69664-74, 840-69668-62

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8. Латинско гробље, Пожега (N:43.15858, E:20.41973)
9. Римски пут, Сува Ћуприја (N:43.16475, E:20.39837)
10. Хумпа, Дојевиће (N:43.14253, E:20.45267)
11. Имање породице Бишевац, Дојевиће (N:43.14136, E:20.45224)
12. Десна страна пута Брњица- Сјеница, хумка (N:43.27657, E:20.19646)
13. Старо гробље, Брњица (N:43.27599, E:20.19093)
14. Брњичко брдо, Брњица (N:43.27213, E:20.18327)
15. Главица, Брњица (N:43.27612, E:20.19356)
16. Кулаш, Штаваљ (N:43.26777, E:20.15771)
17. Ханови, Штаваљ (N:43.25331, E:20.11406)

- уколико се буду изводили земљани радови на овим просторима (израда дренажног канала, проширење пута, везе са локалним сеоским путевима...) предвидети стручни надзор – археолога како не би дошло до девастације културних слојева;
- стручно лице Завода а има права да након увида у откривени материјал пропише праћење радова или археолошка ископавања;
- стручни надзор може да врши установа заштите са одговарајућим стручним кадром. Трошкове надзора сноси Инвеститор. Установа која врши надзор дужна је да о томе сачини извештај, који се трајно чува у документацији Завода.

II - Инвеститор је дужан да према условима из тачке 1) овог Решења сачини пројектну документацију и на исту прибави сагласност овог Завода.

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

IV - Ово Решење важи две године од дана издавања.

V – Жалба на Решење не задржава извршење овог Решења.

Образложење

Овом Заводу обратило се Јавно предузеће „Путеви Србије“ из Београда, захтевом за прибављање услова за предузимање мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деоница државног пута IV реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница-Дојевиће (Нови Пазар).

Увидом у документацију овог Завода и на лицу места, као и на основу Извештаја број 676/1 од 04.06.2018. године, сачињеног од стране стручног сарадника овог Завода, утврђено је да се у непосредној близини пута налази непокретно културно добро: **Црква Светог Димитрија у Јаначком Пољу** (Решење о утврђивању за споменик културе, број 91/1 од 04.02.1963, које је донето од стране Републичког завода за заштиту споменика културе, Решење о утврђивању за споменик културе број 116/70 од 11.априла 1970. донето од стране Завода за заштиту споменика културе у Краљеву, Одлуком о утврђивању непокретних културних добара од великог значаја



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група црква у околини манастира Сопотани утврђена је за непокретно културно добро од великог значаја (Службени лист СРС бр. 28/83), која уживају заштиту на основу Закона о културним добрима („Службени гласник РС“, бр. 71/94, 52/2011-др.закон, 99/2011-др. закон).

У непосредној близини трасе налазе се и локалитети са археолошким садржајем наведени у тачки 1) диспозитива овог Решења. Археолошки локалитети специфични са становишта заштите, јер се налазе испод површине земље и често није могуће знати за њихово постојање, приликом било каквих земљаних радова могуће је наићи на остатке материјалне културе из прошлости, те је у том случају неопходно организовати праћење спровођења мера заштите од стране археолога Завода.

На основу чл. 36. став 1 тачка 4. Закона о културним добрима прописано је да је сопственик дужан да прибави услове за предузимање мера техничке заштите и прибави сагласност надлежне установе за предузимање мера и радова на добру којима се могу проузроковати промене изгледа, облика или намене добра или повредити његова својства.

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

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

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

Са изложеног, одлучено је као у диспозитиву овог Решења.

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

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

Обрађивачи:
Марија Алексић Чеврљаковић, дипл. археолог
Љилана Александрић, дипл. правник

Доставити:

- Подносиоцу захтева
- ☒ Републичком заводу за заштиту споменика културе - Београд
- Архиви Завода

В.Д. ДИРЕКТОРА ЗАВОДА,

Иван Милуновић





ЗАВОД ЗА ЗАШТИТУ СПОМЕНИКА КУЛТУРЕ

Број 520/3
06.07.2020 год.
КРАЉЕВО

Завод за заштиту споменика културе Краљево

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ХИДРОПРОЈЕКАТ-САОБРАЋАЈ
ПРЕДУЗЕЋЕ ЗА СТУДИЈЕ, ПРОЈЕКТОВАЊЕ
САОБРАЋАЈНИЦА, ИНЖЕНЕРИНГ И ИЗВОЂЕЊЕ РАДОВА
Бр. 378
0707 2020 год.
БЕОГРАД, Веле Нигринове 16а

HIDROPROJEKAT-SAOBRACAJ D.O.O.

Vele Nigrinove 16a
BEOGRAD

ПРЕДМЕТ: Достава мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деонице државног пута IV реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар)

Увидом у документацију овог Завода и на лицу места, утврђено је да се у непосредној близини државног пута IV реда бр. 29, деоница Сјеница – Дојевиће налази непокретно културно добро: **Црква Светог Димитрија у Јаначком Пољу** (Решење о утврђивању за споменик културе, број 91/1 од 04.02.1963, које је донето од стране Републичког завода за заштиту споменика културе, Решење о утврђивању за споменик културе број 116/70 од 11. априла 1970. донето од стране Завода за заштиту споменика културе у Краљеву; Одлуком о утврђивању непокретних културних добара од изузетног и од великог значаја група цркава у околини манастира Сопотани утврђена је за непокретно културно добро од великог значаја (Службени лист СРС бр. 28/83). Као непокретно културно добро од великог значаја Црква Светог Димитрија у Јаначком Пољу ужива заштиту на основу Закона о културним добрима („Службени гласник РС“, бр. 71/94, 52/2011-др. закон, 99/2011-др. закон).

Подносиоцу захтева, издају се услови за предузимање мера техничке заштите за израду техничке документације пројекта Појачаног одржавања деонице државног пута IV реда бр. 29 (стара ознака: магистрални пут М-8), деоница Сјеница – Дојевиће (Нови Пазар) и могу се предузети према следећим условима:

- забрањује се извођење било каквих радова у непосредној близини цркве или радова који би могли угрозити статичку стабилност заштићеног објекта;
- за све радове у близини цркве затражити додатне услове Завода у Краљеву.

У непосредној близини трасе налазе се следећи локалитети са археолошким садржајем (дата је централна тачка локалитета, простор обухваћен стручним праћењем подразумева простор радијуса 100m):

1. Црквица/Грчко гробље, Беле Воде (43°14'37.21"С, 20°16'10.74"И)
2. Муслиманско гробље, Беле Воде (43°14'32.89"С, 20°16'0.87"И)
3. Муслиманско гробље, Осаоница (43°13'33.13"С, 20°17'44.76"И)
4. Гробље код Марине куће, Осаоница (43°12'32.04"С, 20°18'31.89"И)



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5. Дуварине, Штитаре (20°18'4.87"И, 43°13'10.96"С)
6. Муслиманско гробље, Пожега (N:43.14627, E:20.44354)
7. Муслиманско гробље, Пожега (N:43.15546, E:20.42476)
8. Латинско гробље, Пожега (N:43.15858, E:20.41973)
9. Римски пут, Сува Ђуприја (N:43.16475, E:20.39837)
10. Хумпа, Дојевићи (N:43.14253, E:20.45267)
11. Имање породице Бишевац, Дојевићи (N:43.14136, E:20.45224)
12. Десна страна пута Брњица-Сјеница, хумка (N:43.27657, E:20.19646)
13. Старо гробље, Брњица (N:43.27599, E:20.19093)
14. Брничко брдо, Брњица (N:43.27213, E:20.18327)
15. Главица, Брњица (N:43.27612, E:20.19356)
16. Кулаш, Штаваљ (N:43.26777, E:20.15771)
17. Ханови, Штаваљ (N:43.25331, E:20.11406)

- уколико се буду изводили земљани радови на овим просторима (израда дренажног канала, проширење пута, везе са локалним сеоским путевима...) предвидети и стручни надзор археолога како, не би дошло до девастације културних слојева;
- стручно лице Завода има права да након увида у откривени материјал пропише праћење радова или археолошка ископавања;
- стручни надзор може да врши установа заштите са одговарајућим стручним кадром. Трошкове надзора сноси Инвеститор. Установа која врши надзор дужна је да о томе сачини извештај, који се трајно чува у документације Завода.

