2022.

Guidance for Local Roads Design

(GLRD)

5. ENVIRONMENTAL AND SOCIAL REQUIREMENTS

[COMPANY NAME] | [Company address]

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1. MEANING OF EXPRESSIONS

1. **The environment** shall be the set of natural and created values, the complex mutual relations of which comprise the setting, i.e. the space and conditions for life;
2. **The natural value** means natural wealth which comprises air, water, soil, forests, geological resources, plants and flora and fauna;
3. **The protected natural good** shall be the preserved part of the nature with special values and characteristics (geodiversity, biodiversity, area, landscape, mangroves, swamps, heaths etc.), of the permanent ecological, scientific, cultural, educational, health and recreational, tourist and other significance, due to which, as a good good of general interest, it shall enjoy special protection and are therefore declared by a protection document to be protected areas of general interest
4. **Biodiversity (biological diversity)** shall be the diversity of organisms within a species, among species and among ecosystems, and it shall include the entire diversity of genes, species and ecosystems on the local, national, regional and global levels;
5. **An activity affecting the environment** (hereinafter: activity) means any action (permanent or temporary) which changes or may change the state and conditions in the environment and relates to: the utilization of resources and natural goods; production and circulation processes; distribution and use of materials; emissions of pollution into the water, air, or soil; waste and wastewater management; chemicals and harmful substances management; noise and vibrations; ionizing and non-ionizing radiation; accidents;
6. **Environmental pollution** shall be the introduction of pollutants or byproducts of energy production in the environment, caused by human activity or natural processes that has or may have adverse effects on the quality of the environment and human health;
7. **A polluter** shall be a legal or a natural person polluting the environment through their activity or inactivity*;*
8. **Pollutants** shall be the substances the release of which into the environment is impacting or may impact its natural composition, characteristics and integrity;
9. **Environmental degradation** shall be the process of environmental quality deterioration by a natural or human activity or as a consequence of a failure to take measures to remove the causes of quality deterioration or damage to the environment, natural values or value created through work;
10. **The public** shall be one or a number of natural or legal persons, associations, organisations or groups thereof;
11. **Sources of environmental pollution** shall be location-specific and spatially limited spotted, linear and surface sources of pollutants and energy in the environment;
12. **The public concerned** shall be the public affected or likely to be affected by the adoption of a decision of a competent authority or that may have an interest therein, including citizens' associations and social organisations active in the field of environmental protection and recorded with the competent authority;
13. **The competent authority** shall be the authority responsible for the fulfilment of obligations within the scope of powers determined by this Law on Environmental Protection, and specifically:
    – the ministry in charge of environmental affairs;
    – the provincial authority in charge of environmental affairs;
    – the competent authority of the local self-government unit;

14. **The public governmental authority** shall be the authority responsible for implementation of obligations within the authorisations determined by this Law, and specifically:
    – the ministry in charge of environmental affairs;
    – the provincial authority in charge of environmental affairs;
    – the competent authority of the local self-government unit;
    – other state authority, authority of territorial autonomy, authority of a local self-government, as well as the organisation to which the exercising of public powers is entrusted;
15. **Environmental impact assessment** means a preventive measure of environmental protection, based on the elaboration of a Study, public consultation and participation and analyses of alternative measures, with the aim of collecting data, of foreseeing the harmful effects of certain projects on the environment and human health, flora and fauna, soil, water, air, climate and landscape, material and cultural resources and the interactive effects of these elements, and of determining and proposing measures that may be implemented in order to prevent, reduce or eliminate such harmful effects, having in mind the feasibility of these projects;
16. **Environmental impact assessment study** means the document analysing and evaluating the qualitative elements of the environment and their sensitivity within certain areas, the interactive effects of the existing and planned activities, foreseeing the direct and indirect harmful effects of projects on elements of the environment, as well as measures and conditions for prevention, reduction and elimination of harmful effects on the environment and human health;
17. **Information on the environment** shall be each piece of information in written, visual, audio, electronic or other material form, which is at the disposal of a public governmental authority or kept on behalf of the public governmental authority, on:
18. **Environmental information requester** can be anyone in accordance with the Law on Environmental Protection[1]("Official Gazette of RS", no. 135/2004, 36/2009, 36/2009 - other laws, 72/2009 - other laws, 43/2011 - decision of the Constitutiona Court, 14/2016, 76/2018, 95/2018, and 95/2018)[2] regulating access to information of public importance;
19. **Information related to the threat or protection of the environment** is information about a sudden danger caused by human activity or a consequence of natural phenomena, including information about emissions into the environment;
20. Waste is any substance or object which the holder discards, or intends or is required to discard;
21. **Construction and demolition waste** is a waste generated in the course of construction works in construction sites or preparatory works preceding the construction of facilities, as well as a waste resulting from the demolition or reconstruction of facilities, including non-hazardous and hazardous construction and demolition waste, namely:
    - Non-hazardous construction and demolition waste which contains no hazardous substances, and which is, according to its composition, similar to the municipal waste (recyclable, inert, etc.),
    - Hazardous construction and demolition waste which requires special procedure, i.e. which has one or more hazardous characteristics that make it a hazardous

[1] http://www.pravno-informacioni-sistem.rs/S

waste (asbestos-containing waste, waste with a high content of heavy metals, etc.) to which special regulations apply;

22. **Wild species** are all species of animals, plants and fungi naturally evolved, including hybrids and all specimens bred in captivity or under artificial conditions, except domesticated breeds whose evolutionary process was influenced by man for his own needs;
23. **European Union NATURA 2000 Sites** are special areas designated for the conservation of habitats and species and areas of special protection for conservation of habitats and certain species of birds. The sites are designated in compliance with the EU Habitats- and Birds Directives.[3]
24. **The interested public** means the public which is affected or may be affected by decision-making of the responsible authority or which has an interest therein, including citizen associations and social organizations engaged in environmental protection, that are registered with the responsible authority.

[3] Habitat Directive 93/43/EEC as amended: Birds Directive 2009/147/EC

2. TERMINOLOGY

Name in English	Srpski naziv korišćen u smernicama
Environmental and Social Impact Assessment Study – ESIA Study	Studija o proceni uticaja na životnu sredinu – SPUŽS
Environmental and Social Management Plan – ESMP	Plan za upravljanje uticajima projekta na životnu sredinu i društveno okruženje – PUŽSD
Environmental and Social Management Plan Check List – ESMPCL	Ček lista za upravljanje uticajima projekta na životnu sredinu i društveno okruženje – ČLPUŽSD
Local Self Government – LSG	Lokalna samouprava – LS
Request for a decision on the need for an impact assessment (Notification Letter) RDNIA	Zahtev za odlučivanje o potrebi procene uticaja – ZOPPU
Request for the opinion of the competent authority on the need for an impact assessment – RONIA	Zahtev za mišljenje nadležnog organa o potrebi procene uticaja – ZMPPU
Guidance	Smernice
PIU	Organ lokalne samouprave nadležan za poslove zaštite životne sredine (OLSŽS)

3. PURPOSE AND SCOPE OF THE DOCUMENT

This document refers to the design of local roads in the Republic of Serbia and provides a comprehensive framework for identifying, assessing and managing potential environmental and social risks and impacts during the design, construction and maintenance phases of local roads.

It aims to ensure that local road projects are prepared and executed in accordance with all relevant design standards and requirements. As such, it describes the generic approach (and control processes) to be applied during the design, construction and maintence pahses of local roads by:

- Competence local governments (LSG):
    - Fulfilment of obligations that are in regarding the management of local roads in accordance with the applicable law, and
    - Supervision and monitoring of environmental and social performance. during the construction works. LSG/PIU will establish procedures to monitor and measure the effectiveness of the management program prescribed within the ESMP. In addition to recording information to track performance and establishing relevant operational controls, LSG will use dynamic mechanisms, such as inspections and audits, where relevant, to verify compliance and progress toward the desired outcomes. For projects with significant impacts, the LSG will hire qualified and experienced external experts to verify its monitoring information. The extent of monitoring should be commensurate with the project's risks and impacts and with the project's compliance requirements.

- Designers of local roads:
  - Defining project solutions taking into account the requirements of environmental protection and social impacts on the local population, and
  - Presentation of project and environmental measures to the public.
- Construction works contractors:
  - Fulfilment of obligations according to contract and any pertaining project documentation including authorising and permitting documentation issued by authorities (Development consents/building permits, location permits etc.).

  Also, this document provides general guidance to Contractors during the implementation of their Environmental and Social instruments (ESIA, ESMP and ESMP Checklists Plan (ESMP), which will detail how construction contractors will implement on-site management measures, mitigation measures and monitoring activities.

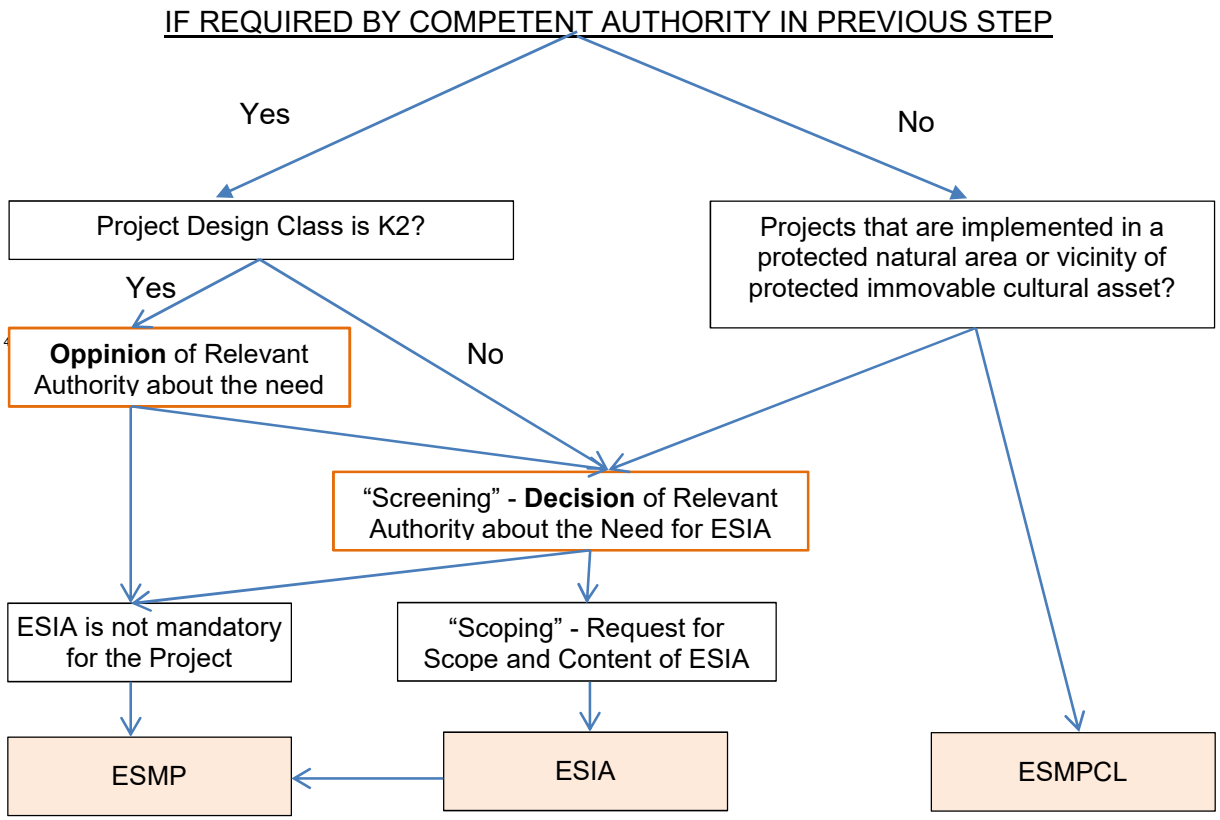
4. CLASSES OF LOCAL ROAD DESIGN AND ENVIRONMENTAL PROTECTION REQUIREMENTS

Table 1. Environmental and social requirements depending on the local road design class

Design class	Project / Functional elements				Environmental and Social Requirements				
	Basic speed [km/h]	Type of traffic	Normal Cross section (m)	AADT + TTV	RONIA	RDNIA	ESIA Study	ESMP	ESMPCL
K 1	80 (100)	Motor vehicles only	SP/PP 10.0	> 3000		●	◉	●	
K 2	60	General traffic	SP/PP 9.0	1000 - 3000	●	◉	◉	●	
K 3	50 (40)	General traffic	PP 7.5	150 - 1000					●
K 4	40 (30)	General traffic	PP 6.0	< 150					●
Projects that are implemented in a protected natural area or vicinity of protected immovable cultural asset						●	◉	●	

● - Mandatory **-** Project Design Class is K1 or K2?

◉ - if required by competent authority in previous step



Graph 01. Overview of the procedures, requirements and associated ES instruments

Design classes and corresponding environmental and social risk categories, depending on the type, location, sensitivity and scale of the project and the nature and magnitude of its potential environmental and social risks and impacts:

1. **K1 – projects with substantial to high environmental and social risks**
2. **K2 – projects with significant impacts on the environment**
3. **K3 i K4 – projects with moderate to low environmental and social impacts**

These guidelines represent a practical tool to be used during the design, implementation and monitoring of activities on local road projects in the Republic of Serbia. Also, the guidelines define the implementation and institutional arrangements and responsibilities of the various parties involved in the implementation of the project.

These guidelines are aimed at helping local governments develop local roads while supporting positive environmental and social impacts of local road construction, as well as preventing environmental degradation and other negative impacts that may lead to the loss of livelihoods of people affected by the project. Also, these guidelines should helping local governments for:

- The identification and assessment of positive and negative environmental and social impacts of local roads construction
- The identification and implementation of preventing and mitigating measures

[4] For local roads project Responsible party for issuing Oppinions and Decisions shown in Graph 01 is Municipality Department for Environmental Protection

- Transparent procedures involving the authorities and the general public as required by Serbian law
- The implementation of health and safety measures aimed at construction workers and others affected by the projects (including neighbours).

The guidelines define the steps, processes and procedures to be followed by local governments (LSG) in the process of assessing the impact of local road construction projects on the natural and social environment. Also, the guidelines provide minimum requirements in average conditions regarding environmental impact analysis and sustainability and are internal professional guidance for LSG.

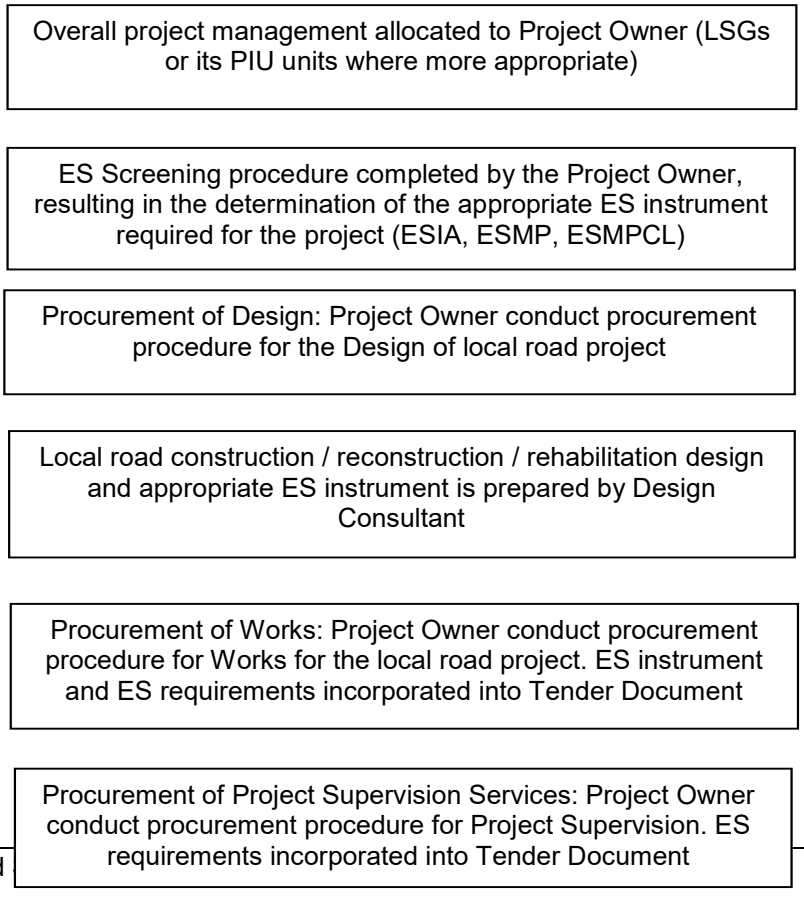
The guidelines also contain an overview of the relevant national legislation in the field of the environment and the legal regime of the Republic of Serbia are given in Annex 6.

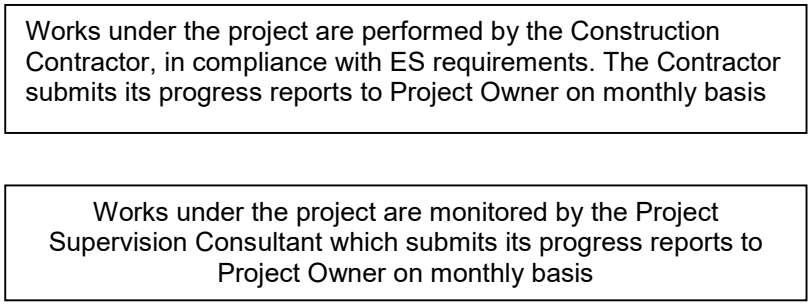
5. INSTITUTIONAL RESPONSIBILITIES

The local self-government body responsible for environmental protection (PIU) will be responsible for ensuring the implementation of the provisions of these guidelines. PIU will have the main responsibilities related to project implementation, project coordination, monitoring and reporting activities.

PIU will be responsible for ensuring the management of environmental impacts of all project activities, conducting environmental monitoring by reviewing documents, visiting the construction site and communicating with the Contractor, supervisory authorities and other local self-government authorities (inspection, etc.).

Also, the PIU should monitor the compliance of the Contractor's activities with the requirements defined in the Environmental and Social Management Plans (ESMP/ESMPCL), location conditions and visit the project construction site at least once a month and fill out a checklist. Detailed project management diagram in the text below.





Project Management Diagram

Specific responsibilities for identifying, assessing and addressing environmental and social aspects of project activities are set out as follows:

- Preparation of ESMP/ESMPCL - prepared by the designer, and the foundations are provided by LSG under the management and support of the PIU, within the scope of the project task for the preparation of project documentation.;
- Review and approval of ESMP/ESMPCL - by PIU;
- Integration of ESMP/ESMPCL in the tender documentation and corresponding contracts - by LSG and PIU;
- Implementation of ESMP/ESMPCL by the contractor;
- Monitoring and reporting on compliance with the Guidelines and ESMP/ESMPCL by the supervising engineer.

6. ASSESSMENT AND MANAGEMENT OF ENVIRONMENTAL AND SOCIAL RISKS AND IMPACTS

Activities related to the construction of local roads have varying degrees of impact on the environment, ranging from small to moderate to substantial impacts. It should be borne in mind that certain projects that are implemented for the most capable local roads (K1 and K2) and in a sensitive natural and social environment may have a significant negative impact on the human population and/or the environment.

These guidelines are intended for the preparation of documents/instruments to be used for local road design and construction projects.

Instruments to be prepared when identifying and defining project locations include Environmental and Social Management Plans (ESMP) and Environmental and Social Management Checklists (ESMPCL).

Projects with may have significant impacts on the environment and society, will be the subject of the decision-making process on the need for an impact assessment and result in a request for the preparation of an Environmental and Social Impact Assessment Study (ESIA STUDY)[5]. This part of the EIA process that determines whether an EIA is required or not is commonly known as "Project Screening".

[5] EU Directive 2011/92 EU and amended 2014/52 EU Directive

7. USE OF RESOURCES AND PREVENTION OF POLLUTION

Local road design and construction work will involve the use of a range of materials such as stone materials, concrete, asphalt, cement and others. In addition, projects may cause significant use of natural resources such as gravel/sand and borrow stones in the area of watercourses and quarries.

Also, certain amounts of construction waste are expected. Ideally, construction waste should be reused, where feasible and acceptable, while unusable fractions should be disposed of at designated locations in accordance with the requirements specified by the local government regarding construction waste disposal[6]. In the event that the local self-government does not have such locations at their disposal, all construction waste should be handed over to authorized Operators in accordance with the law on waste management[7].

Through the implementation of procedures and measures specified in these guidelines, ESMP and ESMPCL, local governments will avoid or minimize emissions of pollutants into the Environment and ensure compliance with good construction practices, including good management of all types of waste, and are an integral part of the ESIA Study, ESMP and ESMPCL. The mitigation measures prescribed in these guidelines should also ensure the appropriate handling, storage, use and disposal of hazardous and non-hazardous materials and other wastes and are an integral part of any ESMP/ESMPCL.

8. CLIMATE RESISTANCE

Climate change is one of the biggest challenges we all face. Changes in conditions and frequency of extreme weather events can cause increased infrastructure damage in the short and medium term resulting in traffic delays, increased safety risks and higher operation and maintenance costs. Climate proofing is a process that integrates climate change mitigation and adaptation measures into the development of infrastructure projects. The process is divided into two pillars (mitigation, adaptation) and two phases (screening, detailed analysis).

The adaptation measures should be included in the local road projects, as well as the sensitivity analysis. Local roads are usually long-lasting and may be exposed for many years to a changing climate with increasingly adverse and frequent extreme weather and climate impacts. Therefore, it is necessary to take certain steps and measures when designing local roads in order to adequately quantify and valorise the impact of climate change.

When it comes to local roads, practice has shown that they are much more threatened by the impact of climate change than roads of a higher order. The frequency of precipitation leads to the activation of landslides and slope instability. During the activation of landslides, as a result, major material damage occurs on the roadway and structures, and there may be a complete interruption of traffic and endangering the safety of traffic participants on local roads.

The designer of local roads should provide the LSG, with all necessary information regarding CC that verifies the acceptable level of residual climate risks, with due respect to all legal, technical or other requirements, using the methodology given in the Technical guidance on the climate proofing of infrastructure in the period 2021-2027.[8]

[8] EU Commission -Technical guidance on the climate proofing of infrastructure in the period 2021-2027

Due to all of the above, each design Volume should be to include the most typical adaptation measures against the most occurring CC to increase CC resilience of the local roads, such as:

- increased road drainage and culverts capacity along the most exposed local roads sections;
- adequate future extreme temperature considerations for pavement and bridge designs (e.g., for bridge expansion joints);
- sufficient clearances over watercourses suspect to (flush) flooding;
- ensuring adequate bridge abutments and intermediate supports stability located in/along fast-flowing torrents and rivers;
- adequate resilience against future wild fires and droughts;
- etc.

9. COMMUNITY HEALTH AND SAFETY

Given the character and local importance of local road design and construction, early consultation with interested parties who may affect, be affected or only think they are affected by the decision or activity is essential.

The local community is likely to be impacted during works (emissions of noise, vibrations, dust, particles, reduced accessibility etc.) and should be consulted during planning phase and during implementation phase of local road projects. Community engagement procedure is presented within Chapter 13 of this document (stakeholder Engagement).

For projects with significant adverse impacts on affected communities, the consultation process will ensure their free, prior and informed consultation and facilitate their informed participation. Informed participation involves organized and iterative consultation, leading to the Project Owner's incorporating into their decision-making process the views of the affected communities on matters that affect them directly, such as proposed mitigation measures, the sharing of development benefits and opportunities, and implementation issues. The Project Owner will document the process, in particular the measures will be taken to avoid or minimize risks to and adverse impacts on the affected communities. In this sense, it is necessary to install appropriate signage and provide measures to mitigate excessive noise and dust through appropriate studies and/or mitigation and management plans (ESIA Study, ESMP and ESMPCL).

Traffic/road safety management plans with appropriate measures to ensure the safety and well-being of local communities and road users during the construction of local roads will be prepared in collaboration with local authorities, including traffic police. This is especially important for design classes K1 and K2.

The traffic management plan will be prepared by the Contractor before the start of local road construction activities. The contractor is also obliged to prepare Emergency Response Plans with response procedures in case of leakage or spillage of hazardous substances, emissions into water, fire and other (un)predicted accidental situations.

10. LAND ACQUISITION, LAND USE RESTRICTIONS AND FORCED RELOCATION

Where forced relocation and expropriations are unavoidable, it will be minimized and appropriate measures applied to mitigate negative impacts on displaced persons (and communities receiving displaced persons). These activities should be carefully planned and implemented, in accordance with the legislation of the Republic of Serbia.

11. BIODIVERSITY CONSERVATION AND SUSTAINABLE MANAGEMENT OF LIVING NATURAL RESOURCES

In the stage of assigning environmental and social risk categories to local road projects (screening), LSG and their PIU should identify whether the project activities will be carried out in protected areas taking into account nationally and internationally recognized and designated protected areas. If local roads are located in or immediate vicinity of protected natural area or protected immovable cultural asset in, the following steps should be taken:

- A representative of PIU should conduct a tour of the site. The site visit should identify the approximate /exact location of the local road in terms of proximity to protected areas, if possible, the type of activities proposed for construction under the Master Plan for the project and other details;
- Project Owner shall ~~O~~obtain the requirements of the competent institutions for nature protection and the opinion of the Ministry of Environmental Protection on whether the proposed project will affect habitats and species.
- Project Owner (LSG) shall conduct ES "Screening" as part of the EIA process, in order to determine whether an EIA is required for particular project (listed in Annex II of Serbian Law on EIA which is harmonised with EU EIA Directive).

Preparation of the ESMP document is mandatory for this type of project. In addition, for projects that are implemented within the framework of a protected natural asset, the Project Owner is obliged to initiate an environmental impact assessment procedure before the competent authority, which may result in a request for the preparation of an environmental impact assessment study ESIA Study.

Protected area (Abbreviations)	Protected area characteristics
Strict Nature Reserve (SNR)	An area of unaltered natural features and with representative natural ecosystems
Special Nature Reserve (SpNR)	An area of unaltered or slightly altered nature, which is of particular importance due to its uniqueness, rarity or representativeness
National Park (NP)	An area with a number of diverse natural ecosystems of national importance, prominent landscape features and cultural heritage, where people live in harmony with nature
Monument of Nature (MN)	A rather small unaltered or partially altered natural spatial unit, site or phenomenon, which is physically clearly expressed, recognizable and /or unique, as well as of representative geomorphological, geological, hydrographic, botanical and /or other features
Protected Habitat (PH)	An area including one or more types of natural habitats important for the conservation of one or more wildlife populations and their communities
Outstanding Natural Landscape (ONL)	An area of distinctive appearance with significant natural, biological, ecological, aesthetic and cultural-historical values
Nature Park (NP)	An area of well-conserved natural values with predominantly preserved natural ecosystems and picturesque landscapes, designated to conserve the overall geological, biological and landscape diversity

Overview of Protected Areas - Law on Nature Conservation[9]

12. CULTURAL HERITAGE

On local road construction projects, the physical works of excavation, moving of earth material, construction of pavement structures, bridges and other related construction works will be realized. These types of activities can lead to contact with known and unknown physical and

[9] http://www.pravno-informacioni-sistem.rs/S

cultural resources, which can lead to so-called Chance Finds. For this reason, these guidelines include provisions on Chance Finds and the necessary actions to be taken in such cases.

13. STAKEHOLDER ENGAGEMENT AND INFORMATION DISCLOSURE

Stakeholder engagement is an inclusive process that should be carried out throughout the life cycle of any local road construction project. Stakeholder engagement is most effective when initiated early in the project development process and is an integral part of early project decisions and the assessment, management and monitoring of project environmental and social risks and impacts.

Stakeholder shall be considered by Project Owner (LSG) as on-going process involving the disclosure of project information. When local communities may be affected by risks or adverse impacts from a project, the engagement process will include consultation with them. The nature and frequency of community engagement shall reflect the project's risks to and adverse impacts on the affected communities. Community engagement shall be free of external manipulation, interference, or coercion, and intimidation, and conducted on the basis of timely, relevant, understandable and accessible information.

Consultations

If affected communities may be subject to risks or adverse impacts from a project, the Project Owner (LSG) will undertake a process of consultation in a manner that provides the affected communities with opportunities to express their views on project risks, impacts, and mitigation measures, and allows the Project Owner to consider and respond to them. Effective consultation:

- should be based on the prior disclosure of relevant and adequate information, including draft documents and plans;
- should begin early in the Environmental and Social Assessment process;
- will focus on the Environmental and Social risks and adverse impacts, and the proposed measures and actions to address these; and
- will be carried out on an ongoing basis as risks and impacts arise.

The consultation process shall be undertaken in a manner that is inclusive and culturally appropriate. The Project Owner (LSG) will tailor its consultation process to the language preferences of the affected communities, their decision-making process, and the needs of disadvantaged or vulnerable groups.

Information disclosure

Disclosure of relevant project information helps affected communities understand the risks, impacts and opportunities of the project. Where the Project Owner (LSG) has undertaken a process of ES Assessment, the Project Owner will publicly disclose the Assessment document (ESIA and/or ESMP). If communities may be affected by risks or adverse impacts from the project, the Project Owner (LSG) will provide such communities with access to information on the purpose, nature and scale of the project, the duration of proposed project activities, and any risks to and potential impacts on such communities. For projects with adverse social or environmental impacts, disclosure should occur early in the Environmental and Social Assessment process and in any event before the project construction commences, and on an ongoing basis

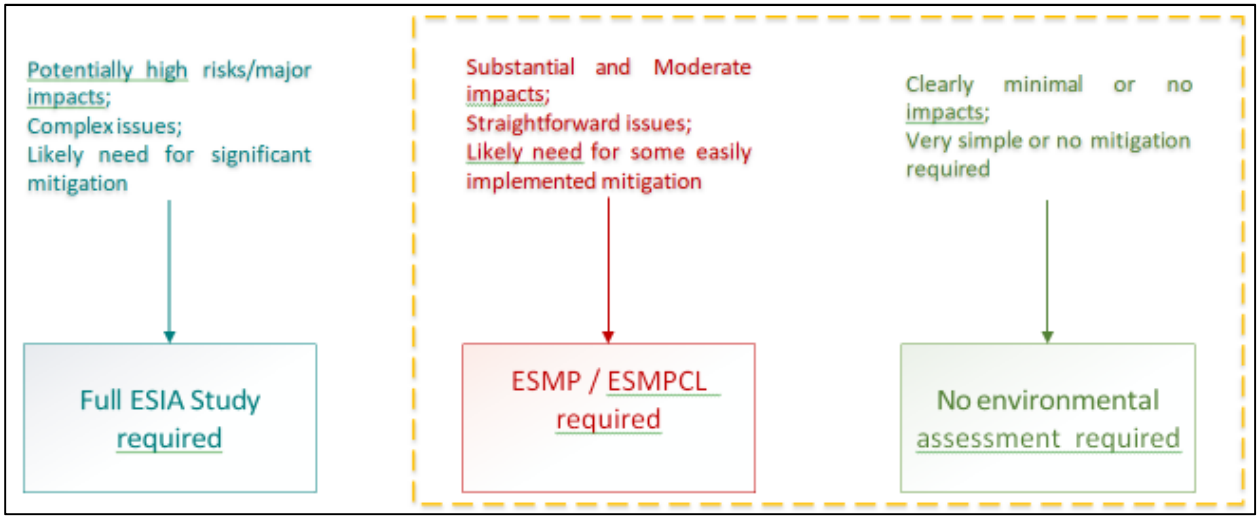
14. ES PROCEDURE DURING THE PREPARATION OF LOCAL ROAD PROJECTS

14.1. PROCEDURE FOR IDENTIFICATION AND DEVELOPMENT OF INSTRUMENTS FOR ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT OF LOCAL ROAD CONSTRUCTION PROJECTS

Step 1 – Environmental and Social (ES) screening

The screening procedure should help LSG and its PIU to determine the environmental risk associated with the proposed activities on the construction of local roads, assign appropriate environmental risk categories and identify the type of document that will be prepared by the designer.

A suggested sample Screening form that can be used by LSG and PIU can be found in Annex 1 of these guidelines.



Screening diagram

Step 2 – Risk determination

Based on the ES screening form, PIU determines the risk and type of required documents that should be prepared and included in the project documentation.

The preliminary screening of the ~~largest number~~ majority of local road projects ~~mainly~~ result in the identification of 4 categories of projects with:

- high risk ……..ESIA
- moderate risk ……ESMP / ESMPCL
- low risk……No EIA required

A special category is one that implies high risks for the environment and social environment, projects that are implemented in protected areas and that includes the decision-making process on the need for an environmental impact assessment. For such projects, according to the decision of the competent authority, an Environmental Impact Assessment Study may be required.

Once the level of risk has been determined, LSG will ensure the preparation of the following documents through the procurement of design consulting services:

- ESMP ~~with~~ for projects with substantial~~gnificant~~ risk (template is given in Annex 2),
- Environmental and social impact management checklist for projects with moderate/low risk (ESMPCL – template is given in Annex 3),
- Environmental impact assessment study, if its preparation is required by the Decision of the competent authority for environmental protection affairs.

The PIU will carefully supervise and facilitate the preparation of the relevant documents.

Step 3 – Design documents preparation

Step 4 – Revision of ESMP / ESMPCL

Step 5 – Public disclosure of documents, public consultations

Step 6 – Inclusion of ESMP and ESMPCL in tender documents and contracts with contractors/supervising engineers.

15. INSTITUTIONAL IMPLEMENTATION AND REPORTING ARRANGEMENTS

LSG and their PIU will be responsible for the implementation of the provisions of these guidelines by other participants, such as the Supervisory Authority and Contractors.

The PIU will be responsible for ensuring proper environmental management, primarily for conducting environmental monitoring, document review, site visits and interviews with the Contractor, Supervisory Authority (or responsible persons) and other competent personnel from the local government. The obligation of the PIU is to regularly fill in the checklist given in Annex 5.

The supervisory authority should provide regular reporting on the project, which includes the status of progress, but also a part on environmental and social issues, with a special focus on the extent to which the environmental protection measures defined in the ESMP or ESMPCL have been complied with, how the involvement of interested parties has been carried out, how project complaints are handled (a good example of a complaint form is provided in Annex 4 of these guidelines), what critical issues were raised and how they were resolved, etc..

The PIU and Supervision Consultant (for K1 and K2) of the project should also monitor the Contractor's compliance with the specific ESMP and ESMPCL and regularly visit the site works, regularly completing the checklist given in Annex 5 of these Guidelines. The project supervision consultant will provide regular reporting on the progress of the project.

The procedures for reporting on environmental compliance of project activities are as follows:

- The supervisory authority submits reports to the project Owner, i.e. local self-government on momthly basis
- The designer prepares ESMP/ESMPCL, which is supervised and controlled by local governments and their PIU;
- PIU ensures the integration of ESMP/ESMPCL in the tender documentation and corresponding contracts;
- The contractor is responsible for the implementation of the measures defined in the ESMP/ESMPCL, i.e. the Impact Assessment Study, if the same is required by the Decision of the competent authority;
- The supervisory authority has the obligation to monitor and report on compliance with the guidelines and requirements defined in the ESMP/ESMPCL.

16. GRIEVANCE MANAGEMENT

The LSG (Project Owne) shall respond to communities' concerns related to the project. If the Project Owner anticipates ongoing risks to or adverse impacts on affected communities, the LSG will establish a grievance mechanism to receive and facilitate resolution of the affected communities' concerns and grievances about the Project Owner's environmental and social performance. The grievance mechanism should be scaled to the risks and adverse impacts of the project. It should address concerns promptly, using an understandable and transparent process that is culturally appropriate and readily accessible to all segments of the affected communities, and at no cost and without retribution. The mechanism should not impede access to judicial or administrative remedies. The LSG will inform the affected communities about the mechanism in the course of its community engagement process.

In accordance with good practice of stakeholder engagement, as well as good experiences on similar projects in Serbia, the grievance mechanism should at least contain:

- 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.
- Project Complaints Management aims to enable interested parties to submit complaints on all segments concerning the project. LSG, i.e. PIU, will be responsible for establishing an appeal mechanism at the project level.

Information on the procedures to follow in order to lodge a grievance will be provided on information boards by the Contractor, as well as on the website of local self-governments, local newspapers, local radio, TV, flyers placed in most visited public areas and on-line via publicly available link placed on construction site table and municipality web site. For projects that require ESIA/EIA preparation, we have additional access to information of public importance in accordance with the law.[10]

In particular, each local self-government will ensure that the Contractor implements the following measures at the Site:

- Contractor will establish telephone line for complaints and the phone number and E-mail adress will be publicly available (Project information board at the entrance to rthe Construction site) ;
- ontractor 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 (Annex 4 - Grievance Form);
- An informal forum to address grievances, such as a regular presence in local communities to address problems through regular dialogue.

The Contractor will keep records of complaints to ensure that each complaint has an individual reference number, is appropriately followed up and all actions taken are recorded. Each complaint will be monitored and an assessment will be made as to whether progress has been made in resolving it. The contractor will submit a list of complaints to the PIU on a monthly basis

If the Contractor is not able to address the particular concern raised, or is not responsible for it, or if action is not required, the Contractor will provide a detailed explanation/justification on why

[10] The Law on free access to information of public interest ("Official Gazette of RS" Nos. 120/2004, 53/2007, 104/2009, 36/2010 and 105/2021)

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 PIU to address in response to a complaint or a grievance, the complainant may seek other legal remedies in accordance with Serbian law on free access to information of public interest ("Official Gazette of RS", no. 120/2004, 54/2007, 104/2009, 36/2010 and 105/2021).

17. ACCESS TO INFORMATION AND PUBLIC DISCUSSIONS

Disclosure of relevant information about the local roads project, 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 PIU. Likewise, PIU 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.

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

- Newspaper articles in one of one the local media,
- Notices on the main notice board in all local community offices of communities potentially at risk,
- Announcement on the radio about the public presentation,
- Providing contact with the person responsible and nominated for working with the local communities at the level of the LSG.
- On-line information placed on LSG web site

Consultations with stakeholders will be conducted during the design phase and 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 office of the PIU.

Photograph 1. Loklani road in the village of Gornje Zuniče (Photo: V. Popadic

Photograph 2. Local road, landscape detail in Bele Vode settlement (Photo: V. Popadic)

ANNEX 1. LOCAL SELF-GOVERNMENT CHECKLIST / SCREENING FORM - Questionnaire for environmental protection and social impact for the preparation of project documentation for local roads

Project title or description of the activity (Reference number):	
City / Municipality:	
Location:	
Investor:	
Contact:	

Questionnaire for the environmental and social issues – CHECKLIST

(It should be completed and attached to the tender documentation for the procurement of design services)

GENERAL ISSUES	Yes	No	Not known	Not applicable	Additional information
Design class (circle)	**K1 K2**	**K3 K4**			
Are the location conditions provided for the project by the competent authority?					
Is the project of such scope that it requires a full Environmental Impact Assessment in accordance with the Law on Impact Assessment (List I)					
Is the project of such scope that an Environmental Impact Assessment can be required in accordance with the Law on Impact Assessment (List II)					
ISSUES RELATED TO SOCIAL MEASURES					
Has the Investor drawn up planning documentation, resolved property legal relations or obtained proof of voluntary transfer of the location where the project will be implemented?					
Will the implementation of the local road project result in the displacement of any third party that formally or informally					

occupies the land on where the project will be designed/implemented?					
Does the project pass through populated areas?					Number of residents:
Is the project in close proximity to sensitive/vulnerable facilities? Specify the estimated distance					Kindergartens Schools Hospitals Other
Is the project in or near an industrial zone?					Type of industrial zone Distance Close to the railway line Other
ISSUES RELATED TO THE ENVIRONMENT					
Activities on site					
Will the project be in or immediate vicinity of a protected area, a Strictnature reserve (SNR) - Special Nature Reserve (SpNR) - National Park (NP) -Monument of Nature (MN) - Protected Habitat (PH) -Outstanding Natural Landscape (ONL) - Nature Park (NP)					If the answer is "Yes", then you need: a) Carry out before the competent authority the procedure for deciding on the need for an impact assessment b) Obtain all necessary local permits/consent have been obtained. c) Other
Will the project activities be carried out on/or near archaeological or cultural locations, i.e. objects and complexes under legal protection? Estimated distance?					Protected cultural assets, Religious buildings and cemeteries Archaeological sites
Will the project include changes in land use and will it include works that may impact the surrounding soil/land?					Erosion Forest cutting Other (please specify):

Will the project be in the zone of sensitive aquatic ecosystems? (wetlands, rivers, lakes, and coastal estuaries)?					If the answer is "Yes", consultation with an environmental specialist is mandatory Wetlands Fish farms Other (please specify):
Does the project cross hunting grounds as a spatial unit?					*Specify the details*
Does the project include the demolition or relocation of existing buildings, including power lines?					*Specify the details*
Will the project require forest cutting?					Specify details (area, type of forest, ownership...)
Protection of the air quality					
Is the project located near local municipal waste dumps? Distance? Coordinates?					State of the dump: a) Actively b) It is cleaned occasionally c) Other
Is the project located near an industrial waste landfill? Distance? Coordinates?					Ash grounds Waste from ironworks/mines Tailings Any other materials that may be considered dangerous Other (please specify) Condition at the landfill:
Will the material source for the project be from existing quarries, asphalt plants or concrete bases?					*Specify the details*
Is blasting (stone or other materials) planned for the project?					
Protection of the water quality					
Is the project located in a zone where there may be an increase in the emissions of pollutants into the water?					In the zone of agricultural land (potential use of pesticides and artificial fertilizers) Waste water is spilled in the area of the future road Other (please specify)

Is the project located in the zone of sources of drinking water (underground sources) or nearby?					Wells/water intakes Distance The number of households that are supplied with water Main/local piping Plants for preparing drinking water
Will the project include areas that are sensitive to erosion?					The project will not include activities that are likely to increase erosion Plantations/plantations on slopes Increasing grazing in sensitive areas Other (please specify):
Is the project located in the zone of water facilities or nearby? Estimated distance?					Facilities for irrigation Wastewater treatment facilities Facilities for flood protection
Will the project affect regional waters?					
Does the construction of local roads include culverts, bridges and other facilities (please describe)					
Climate changes					
Does the road pass through areas where extreme weather events have been registered?					
Do local climate projections (if they exist) foresee acute or/and chronic climate risks in the road construction area?					
Did the infrastructural objects in the vicinity of the project area (closer than 10km, if existing) have been damaged/ closed/ partially closed due to the extreme weather? If yes, to what extent and when?					
Does the existing project documentation (if available) take into account the effects of the changing climate?					
If there is a situation noted at the location of the future road that is not on this list, please specify:					

Screening report (to be completed by the PIU)

Screening result:

Project Title:
Beneficiary (local government unit):
Environmental impact risk category: • Significant/High • Substantial • Moderate • Low
Necessary ''due diligence'' in relation to environmental protection (Please specify the necessary documentation depending on the category of risk and impact on the environment) **For projects with substantial~~ignificant~~ risk:** • Environmental and social management plan (ESMP) • Other requirements_____
For projects with moderate risk: • ESMPCL • Other requirements: _____
Local road projects in the protected area, design categories K1 or K2: It is necessary to launch a procedure before the competent authority on the need to prepare an impact assessment study (ESIA Study).
Disclosure obligation (Please indicate the obligation to disclose the above documents depending on the project category) **For projects with moderate risk:** - publish the document on the website of the Local Self-Government, - a printed copy should be available to the public (in the premises of the Local Self-Government), - a complaint mechanism should be established for interested parties and the general public to submit comments - via mail, website or other means **For projects with substantial risk:** - publish the document on the website of the competent authority, - the public should be included in the environmental impact assessment procedure through a public consultation meeting (organized near potentially affected persons), - a printed copy of the document should be available to the public, - a complaint mechanism should be established for interested parties, so that they can submit comments/suggestions/proposals - via mail, website or other means.
Identified impacts on the environment (brief description and note on significance):

Social impacts and impacts on cultural heritage:
Additional comments:
Name, surname and signature of the responsible person who filled out the questionnaire:
Date:

NOTE: This checklist is an integral part of the tender documentation for the procurement of design services.

Photograph 3 and 4. Local road in the village of Slovac, Lajkovac Municipality (Photo by V.Popadic)

Photograph 5. Local road in the village of Bajevac, Lajkovac Municipality (Photo by V.Popadic)

ANNEX 2. CONTENTS OF THE PROJECT IMPACT MANAGEMENT PLAN ON THE ENVIRONMENT AND SOCIAL ENVIRONMENT - ESMP (for projects with substantial/moderate risk)

ESMP consists of a set of measures for mitigating and monitoring environmental impact, as well as institutional measures that should be taken during the design, implementation and operation of the project, in order to avoid, minimize, reduce, and mitigate risks and impacts, and where significant residual impacts remain, to compensate for or offset such impacts. ESMP includes the necessary measures for the implementation of these activities. LSG will:

- Identify a set of responses to potentially negative impacts;
- Determine the requirements for implementation, so that the answers are efficient and timely; and
- Describe the way to fulfil these requirements.

The content of ESMP will include the following:

a) Mitigation of impacts

ESMP identifies measures and activities in accordance with the hierarchy of mitigating potential negative impacts on the environment and society, and bringing them to an acceptable level. Also, the ESMP will include compensatory measures, if applicable. Specifically, ESMP:

- Identifies and summarizes all potential negative impacts on the environment and society (including those involving involuntary resettlement);
- Describes – in technical detail – each mitigation measure, including the type of impact it applies to and the conditions under which it is required (e.g. continuous or contingency);
- Assesses all potential environmental and social impacts of these measures; and
- Takes into account, and is consistent with, other mitigation plans required for the project (e.g. for involuntary resettlement or cultural heritage).

b) Monitoring

The ESMP identifies the monitoring objectives and defines the type of monitoring, depending on the estimated impacts in the environmental and social assessment and the mitigation measures described in the ESMP. Specifically, the monitoring part of ESMP provides:

- Specific description and technical details of monitoring measures, including parameters to be measured, methods to be used, sampling locations, frequency of measurement, responsibility and estimated budget;
- Monitoring and reporting procedures to ensure early detection of impacts that require specific mitigation measures, and
- Provides information on mitigation progress and results.

c) Capacity building and training

To support timely and effective implementation of environmental and social project components and mitigation measures, the ESMP draws on the environmental and social assessment of the existence, role, and capability of responsible parties on site or at the local municipality level.

In particular, the ESMP provides a specific description of the institutional arrangements, identifying which party is responsible for implementing the mitigation measures and monitoring (e.g. for operation, supervision, monitoring, corrective measures, funding, reporting and staff training).

To strengthen the capacity of environmental and social management in competent local governments for implementation, ESMP may recommend a temporary capacity expansion or

additional staff training that may be necessary to support the implementation of mitigation measures and all other recommendations of the environmental and social assessment.

d) Implementation schedule of and cost estimation.

For all three aspects (mitigation, monitoring and capacity building, if necessary), ESMP provides:

- Implementation plan of measures that must be implemented as part of the project, phasing and coordination with other plans during project implementation (primarily for K1 and K2) and
- Assessment of current costs and sources of funds for the implementation of ESMP. These figures are also integrated into the total project cost tables.
-

e) Integration of ESMP with the Project

LSG's decision to proceed with the project is based in part on the expectation that the ESMP will be effectively implemented. Accordingly, each of the measures and activities to be implemented will be clearly defined, including individual mitigation measures and actions, monitoring and institutional responsibilities related to each of them.

Content of ESMP

An ESMP consists of the set of mitigation, monitoring, and institutional measures to be taken during implementation and operation of a project to eliminate adverse environmental and social risks and impacts, offset them, or reduce them to acceptable levels. The ESMP also includes the measures and actions needed to implement these measures.

The content of the ESMP shall include the following:

I. INTRODUCTION, PROJECT DESCRIPTION AND BASIC DATA

- Population,
- Health and safety,
- Geology and soil,
- Climatic characteristics,
- Seismology,
- Air quality,
- Waste and resource use ,
- Water resources
- Land,
- Flora and fauna,
- Noise and vibrations,,
- Cultural heritage.
- Landscape and material assets

II. SENSITIVE RECEPTORSPOTENTIAL IMPACT AND IMPACT ASSESSMENT

ESMP identifies and summarizes all anticipated adverse environmental and social impacts, focusing on:

- Potential impacts on air quality,

- Potential impacts on water (protection of underground and surface water) and soil,
- Impact of waste streams,
- Potential impacts on the health and safety of workers and the community,
- Potential socio-economic impacts, including those involving involuntary resettlement
- Impact of noise and vibration,
- Potential impacts on flora and fauna,
- Potential impacts on cultural heritage,
- Potential impacts on Landscape and material assets.

III. CAPACITY BUILDING AND TRAINING FOR LOCAL SELF-GOVERNMENT AND PUBLIC CONSULTATIONS

IV. ENVIRONMENTAL AND SOCIAL IMPACT MITIGATION PLAN

The ESMP identifies measures and actions in accordance with the mitigation hierarchy that reduce potentially adverse environmental and social impacts to acceptable levels. The plan will include compensatory measures, if applicable. Specifically, the ESMP:

(i) identifies and summarizes all anticipated adverse environmental and social impacts
(ii) describes, with technical details, each mitigation measure, including the type of impact to which it relates and the conditions under which it is required, together with designs, equipment descriptions, and operating procedures, as appropriate;
(iii) estimates any potential environmental and social impacts of these measures; and
(iv) takes into account, and is consistent with, other mitigation plans required for the project (e.g., for involuntary resettlement or cultural heritage)

V. ENVIRONMENTAL MONITORING PLAN

The ESMP identifies monitoring objectives and specifies the type of monitoring, with linkages to the impacts assessed in the environmental and social assessment and the mitigation measures described in the ESMP. Specifically, the monitoring section of the ESMP provides

(a) a specific description, and technical details, of monitoring measures, including the parameters to be measured, methods to be used, sampling locations, frequency of measurements, detection limits (where appropriate), and definition of thresholds that will signal the need for corrective actions; and

(b) monitoring and reporting procedures

VI. IMPLEMENTATION SCHEDULE AND COST ESTIMATES

Photograph 6. Detail of the landscape, agricultural area in the immediate vicinity of the local road (Foto: V. Popadic)

ANNEX 3. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN CHECK LIST (ESMPCL) FOR DESIGN AND CONSTRUCTION OF LOCAL ROADS

PART 2: ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES			
Will the site activity include/exclude any of the following potential impacts/risks?	**Activity/Issues**	**Status**	**Additional references**
	A. General conditions	[ ] Yes [ ] No	See Sections **A**
	B. Management of biodiversity	[ ] Yes [ ] No	If 'Yes', see Sections A, **B, C, F and H** below
	C. Water resources management, water quality and river crossings	[ ] Yes [ ] No	If 'Yes', see Sections **A**, **C, F** and **D** below
	D. Management of soil quality and erosion	[ ] Yes [ ] No	If 'Yes', see Sections **A, D, I, L** and **M** below
	E. Air quality management	[ ] Yes [ ] No	If 'Yes', see Sections **A, F, J** and **M** below
	F. Waste management	[ ] Yes [ ] No	If 'Yes', see Sections **A, F, M** and **N** below
	G. Traffic management	[ ] Yes [ ] No	If 'Yes', see Sections **A, G, H, M** and **N** below
	H. Noise and vibration management	[ ] Yes [ ] No	If 'Yes', see Sections **A, H, J** and **M** below
	I. Protection of cultural heritage	[ ] Yes [ ] No	If 'Yes', see Sections **A, I, K, M** and **N** below
	J. Management of blasting	[ ] Yes [ ] No	If 'Yes', see Sections **A, J, E, H, M** and **N** below
	K. Stakeholder Involvement	[ ] Yes [ ] No	If 'Yes', see Sections **A** and **K** below
	L. Land acquisition and resettlement plan - obligation of local self-government	[ ] Yes [ ] No	If 'Yes', see Sections **A, D** and **L** below
	M. Management of work and working conditions	[ ] Yes [ ] No	If 'Yes', see Sections **A, M** below

	N. Prevention of accidental situations	[ ] Yes [ ] No	If 'Yes', see Sections **A, N** below

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECK LIST
PART A GENERAL CONDITIONS	Health and Safety H&S	<u>Protection measures for the local population and OSH for workers:</u> 1. Local construction and environmental inspections in local self-government should be informed about project activities of local road construction; 2. The public in the local self-government should be informed about the works through appropriate notification in the media and/or at publicly accessible locations (including the location of the works, municipal notice board with information or website); 3. Obtained all legally required permits for project activities; 4. Preparation and implementation of the Contractor's Site Management Plan: - Adequate placement of notice signs at the location of the local road, in order to inform the workers about the key rules and regulations to be followed; - Provide appropriate markings for exiting and entering the construction site/part by part; - Adequate access to all family houses, markets, playgrounds for children, village church, etc. should be ensured; - Place warning strips, in appropriate places, that warn of the prohibited entry of unemployed persons to the construction site; - Temporary material storage should be clearly marked. 5. Preparation before the start of works and implementation of the Traffic Management Plan (mandatory for design classes K1 and K2); 6. All work will be carried out in a safe and disciplined manner designed to minimize impact on the environment, construction workers and residents of local communities using the local road; <u>Labour procedures include at least:</u> Agreement on the hiring of personnel trained for certain positions, - Employing only qualified and experienced workers, - Respecting the 8-hour working time for workers, - Introduction of a work procedure by the Contractor that should be followed by subcontractors, - Development of a dynamic plan for the implementation of project activities, - Conducting an H&S risk assessment for each workplace, - Development of an OH&S plan, with OH&S training conducted by the Contractor, - Regular medical examinations of workers, - Appoint a person responsible/trained for providing first aid in the event of an incident

		in accordance with RS law, - Use of safe and correct construction machinery. <u>OH&S measures for workers:</u> 7. Machines should only be operated by experienced and trained personnel, thus reducing the risk of accidents; 8. The workers who will be hired will be trained and will adhere to good international practice (they will always wear helmets, masks and safety glasses, belts and safety boots and other protective equipment specific to the work); 9. Community and worker OH&S measures should be implemented (first aid, protective clothing for workers, appropriate machinery and tools); <u>Fire prevention measures:</u> 10. The constant presence of fire extinguishers should be ensured on site in case of fire or other damage. Their position is communicated to the workers and marked. The level of fire fighting equipment must be assessed through a risk assessment; 11. A person responsible for fire protection should be appointed at the location; 12. Procedures in case of fire are communicated to all employees; 13. The part of the local road that is in use and that is not under construction should be kept clean.
PART B Management of biodiversity	Protection of flora and fauna	1. Before starting work, it is necessary to map sensitive areas in accordance with the project, and apply additional mitigation measures where necessary. A ban on hunting (including fishing) will be in effect for all construction workers. Vehicle speed limits and restrictions on existing and/or dedicated roads will prevent direct mortality and nuisance from vehicles during construction; 2. For the most sensitive habitats (areas with registred strictly protected wild) species recognised by the Rulebook on the proclamation and protection of strictly protected and protected wild species of plants, animals and fungi ("Official Gazete of RS", nos.. 5/2010, 47/2011, 32/2016 i 98/2016), works will be limited to the least sensitive time periods. If protected species reproduce in an area, birds that take care of their young or fish that successfully spawn, the works should be limited; 3. Reduction of the size of the construction site due to the minimization of the land that will suffer a negative impact - remove the minimum green area; 4. Daily collection of generated waste, waste selection, transport and final disposal in accordance with the law; 5. It is strictly forbidden to collect protected species of plants from around the construction site; 6. After the completion of the construction activities, the site should be returned to the condition before the works, or if this is not possible, it should be adequately rehabilitated; 7. The construction site will be lit only where necessary. Only UV-free sources will be used in workplaces or temporary facilities to avoid attracting nocturnal insects and bats that feed on them;

		8. In areas with known populations of amphibians or reptiles or similar suitable habitats, amphibian/reptile fences around the road or very low vegetation should be implemented to deter animals from entering the road; 9. All felled trees that could potentially harbour bat nests (i.e. with suitable cavities) should be left in the field (on the ground) for 24 hours to allow bat movement; 10. Whenever possible, the movement of vehicles outside construction roads will be prohibited; 11. During the construction of bridges and other structures, one side of the river or stream to be bridged should remain free as long as possible, in order to ensure safe access, and the area around the watercourse that will be disturbed will be minimized by installing temporary barriers and safe access work areas; 12. Operators of construction machinery and miners should be aware of the sensitivity of the area and trained to identify potential consequences of their activities such as disturbance of wildlife, development of karst features (sinkholes, caverns) and hydrological disturbances; 13. Drainage channels will be planned for animal crossings using expert recommendations in places identified as important in terms of habitat conservation and increased collision mortality. During the construction of the passage, it is necessary to preserve the surrounding flora in order to enable the natural movement of animals towards the passage; 14. Place traffic signs and signalling for drivers (blinkers) with signs with animals at locations determined to be important for mammals; 15. Dumping of waste along the banks of rivers, streams, canals or in wetlands is prohibited; 16. Special attention should be paid to the preservation of wetlands; 17. The workforce will be familiar with forest fire prevention measures and will not be used as a method for land clearing; 18. To the greatest extent possible, cutting trees and clearing bushes will not be done during the breeding season of birds (from March to August), especially in protected zones; 19. In case of identification of invasive species, such as: *Ambrosia arthemissifolia, Ailanthus altissima, Xantium* sp., they should be removed immediately; 20. On the bridges and under the bridges, ledges will be provided for the movement of small mammals (during high water levels); 21. The use of heavy machinery will be strictly limited to the construction site zone, in order to avoid additional habitat fragmentation and degradation, as well as soil subsidence, especially in areas with agricultural land.
PART C Water resources management, water quality and river crossings	Groundwater and surface water pollution	1. Apply good construction practice to minimize pollution of surface and underground water; 2. Good organization of proper storage, handling and daily replenishment of fuel and lubricants is mandatory; 3. The temporary storage or disposal of substances harmful to watercourses (e.g. fuel for construction machines, construction waste, etc.) in the vicinity or in the wider environment of sensitive project locations is prohibited, in order to prevent a negative

		impact on water quality and preserve a good ecological status watercourses; 4. Access roads should be kept clean and tidy to prevent the accumulation of mud and dirt that can be washed away during heavy rainfall; 5. Stormwater management measures should be organized in such a way as to prevent erosion and flooding; 6. Contaminated soil must be excavated and deposited in an appropriately licensed landfill. This should prevent the leaching of pollutants from contaminated soils into groundwater (the case of landfills or industrial waste dumps); 7. The local road project will have to ensure that the return period (1 in 100 years) will allow flood protection; 8. Management of fuel, lubricants, oils and chemicals should take place in safe locations that are equipped with protective measures; 9. Vehicles and equipment on the construction site should be regularly serviced and checked for leaks, and all leaks should be repaired immediately; 10. Washing of construction equipment or vehicles is prohibited within a radius of 50 m from watercourses; 11. All materials should be stored above the level of the flood zone; 12. Bridge construction activities should be undertaken when the rivers are at their lowest water level (i.e. during the summer months), in order to avoid pollution and siltation; 13. It is forbidden to throw concrete waste into the river, wash mixers and any pollution of waterways from concrete and cement; 14. Portable toilets should be provided at bridge construction sites; 15. The contractor will prepare Statements on construction methods for bridges, with a special section for the protection of water from pollution. These Statements are approved by the supervisory authority.
PART D Management of soil quality and erosion	Soil quality	1. The top layer of soil that will be removed during the construction of the road should be adequately removed and used to humus the slope. Conservation of humus must be ensured in organized landfills; 2. Borrowing sites of materials (sand, gravel, soil) can be opened and used only in accordance with the requirements of biodiversity protection, with obtaining permits from the competent authority. Protected habitats, fertile, arable and similar areas may not be used as landfill or loan sites; 3. In accordance with the mitigation hierarchy, specific plans will address the identified potential impacts. These plans include: waste management, hazardous materials management and spill prevention, Construction Method Statements, watercourse crossings, erosion control; 4. A full-time environmental monitoring authority will be appointed to oversee the implementation of management plans for design classes K1 and K2 and 50% of the time or as needed for K2 and K3.
		1. Prevent uncontrolled scattering of construction materials outside the construction site

PART E Air quality management	Air emissions and air quality	zone, and vehicles transporting loose materials should be covered; 2. The traffic management plan during the construction of local roads will be developed for design categories K1 and K2, and will deal with issues related to the locations of access roads, driver behaviour (speeding) and prevention of vehicle idling; 3. It is necessary to implement measures for dust reduction, safe demolition and disposal of waste in accordance with the law. A detailed revitalization of potential impacts from demolition is required; 4. The Contractor shall ensure that the recommendations are implemented as detailed in the ESMP and ESMP Checklist; 5. On dry and windy days, the construction site, transport routes and places for handling materials should be watered as necessary; 6. To minimize dust, building materials should be stored in appropriate places and covered; 7. Vehicle speed should be adapted to the project location (40km/h); 8. All construction machinery must be equipped with appropriate emission control equipment; 9. Ensure that all vehicles and machines use gasoline/oil from official sources, i.e. licensed gas stations; 10. Ensure that all transport vehicles and machines are regularly maintained and certified; 11. Excavation and other clearing activities and earthworks must be carried out during the agreed working hours and weather permitting in order to avoid sand and dust being carried into the neighbouring area.
PART F Waste management	Water, soil and air pollution, Safety and Health	1. According to the Law on Waste Management of the RS, the Contractor is obliged to organize the transport and final disposal of all types of hazardous and non-hazardous waste by the authorized Operator. Construction waste, including excess soil material, must be disposed of at a location approved by the competent authority or local government. The contractor is obliged to organize temporary landfills at locations approved by the supervising engineer; 2. Locations for temporary storage of materials should be outside natural habitat zones and areas within 50m of watercourses. The temporary storage of materials will be arranged in a way that ensures that there will be no landslides. After the completion of the construction work, the temporary warehouses will be rehabilitated in accordance with the requirements of the supervising engineer and returned to their original condition or better; 3. Containers in which flammable waste is stored must be located at least 20 meters from the line of private facilities; 4. Containers of hazardous materials must be closed, except when materials/waste are being added or removed. Handling, use or storage must be in a manner that cannot cause leakage; 5. Hazardous waste should be selected, transported and safely disposed of only by a licensed company in accordance with national regulations.

PART G Traffic management during construction	Traffic and pedestrian safety, direct or indirect danger to public traffic and pedestrians, air pollution	1. A traffic management plan will be prepared with local government staff to ensure proper traffic flow within the project area (and beyond) and to prevent possible traffic accidents; 2. A construction traffic management plan (TMP) must be developed for design categories K1 and K2. For design categories K3 and K4, the protection measures in the text below are sufficient; 3. The application of TMP during construction should reduce the risk for construction workers and for the local population in the construction zone. The plan will cover vehicle and machinery safety, driver and operator conduct, accident reporting, investigation, etc.; 4. All drivers and operators of construction machinery will be trained and briefed on the details of traffic management, which will include designated routes, working hours, speed limits, etc.; 5. An assessment of pedestrian movement is needed in order to identify the impacts of the project on pedestrians, i.e. identification of areas where the flow of freight vehicles increases, and a significant number of pedestrians use that area. Appropriate corrective measures should be designed according to the situation on the ground; 6. The speed limit for construction vehicles and machinery on the construction site, as well as the use of existing access roads, will be organized in such a way as to avoid populated areas as much as possible; 7. It is necessary to carry out an analysis of traffic accidents that occurred at key locations where the construction of a new local road is expected to interact with public traffic. This would make it possible to identify specific areas or intersections and reveal places where additional protection measures would be needed. Special focus on children's safety, if a school is nearby; 8. Adequate visible traffic signs will be placed at all locations along the route where the work is being carried out. Traffic signs will also be installed at intersections on existing local roads; 9. Neighbouring communities (located along or near the project site) should be informed in a timely manner about upcoming works; 10. In case of traffic interruption, the contractor should organize alternative routes in cooperation with the local self-government; 11. Installation of traffic signs, warning signs, barriers and diversion signs (vertical and horizontal signage and signs at the beginning of the construction site), serve as a warning to residents of potential dangers; 12. The entry and movement of unemployed persons within the construction site is prohibited; 13. Establish a special traffic regime for the Contractor's vehicles during the construction period (together with local government personnel and the police department), by placing signs for safety, smooth traffic flow and access to land and facilities; 14. To announce to the local communities in a timely manner alternative regulation of traffic during the execution of the works (if there will be any); 15. It is necessary to ensure safe and continuous access to office buildings, shops and

		residential buildings during construction activities.
PART H Management of noise and vibration during construction	Increased level of noise and vibration	1. The noise level should not exceed the limit value (in accordance with national legislation and EU requirements) in: - The area with the first degree of protection against noise, which includes areas of tourism and recreation, areas near medical institutions for hospital treatment and areas of national parks and nature reserves (Ld – 50 dB, Le – 50 dB, Ln – 40); - The area of the second level of noise protection, which includes areas primarily intended for housing, residential districts, areas near educational institutions and social protection services for adults and children (Ld – 55 dB, Le – 55 dB, Ln – 45); - An area with the third level of noise protection, which corresponds to an area where some human activities with an increased noise level are accepted. These include commercial areas, areas with mixed residential/residential, craft and manufacturing activities (combined areas) (Ld – 60 dB, Le – 60 dB, Ln – 55); 2. Construction works should not be carried out during the night, work on the construction site will be limited to the period from 7:00 a.m. to 7:00 p.m.; 3. Noise reduction measures must be applied to all construction equipment. If vehicles and construction equipment are not in good condition, the Contractor may be ordered to remove the vehicle or machine from the construction site; 4. Location of operation of noisy equipment shall be chosen as far as possible from sensitive receptors. When there are sensitive receptors in the vicinity, construction works will be planned and provided with the necessary resources so that the time of exposure to noise is as short as possible; 5. Demolition works, earthworks and works affecting the land should be planned so that they are not carried out in the same period of time. The total cumulative vibration level produced can be significantly lower when each vibration source operates separately; 6. Avoiding the use of vibrating rollers and pick cameras near sensitive receptors, as much as possible; 7. For design classes K1 and K2, a detailed analysis of the vulnerability of the local population to the noise generated during the exploitation of the road direction is required. This should include noise maps and any additional technical noise protection measures; 8. Traffic noise monitoring during the construction phase only for design classes K1 and K2 if there are residential buildings or noise-sensitive buildings nearby (hospitals, schools, etc.). In case of exceeding the noise level, the Contractor is obliged to implement corrective measures; 9. The equipment on the construction site will be equipped with appropriate noise dampening devices;

		10. Select demolition methods that do not involve vibration, where possible.
PART I Protection of cultural heritage	Protection of cultural monuments and archaeological sites	1. The contractor will develop a Procedure for the case of "accidental discovery" before the start of the works and will describe the process of managing cultural heritage that may be accidentally discovered during the construction process; 2. In case of accidental discovery, the location will be fenced off (protected) and the competent authorities (Ministry of Culture, Directorate for the Protection of Cultural Heritage) will be notified within 24 hours after the discovery. The works will start again after the approval of the competent authorities, and their instructions will be followed in the further work; 3. If construction works take place near certain archaeological sites, or are located on certain archaeological sites, approvals/permits must be obtained from the competent authorities, and all construction activities planned and implemented in accordance with local and national legislation; 4. Adequate care and awareness raising will be undertaken to inform construction workers about the possible discovery of archaeological relics; 5. Instructions shall be given to record and register artefacts or other possible "accidental finds" discovered during excavation or construction, how to contact responsible officials, and how to delay or modify work activities to protect such finds.
PART J Management of blasting	Safety and health at work, air emissions, vibrations	Create and implement a blasting plan in accordance with the current mining law of the RS. Use a blasting plan to reduce potential negative impacts on the surrounding population and the environment as a result of blasting operations. It is necessary to carry out monitoring during blasting at the nearest receptors in order to monitor the level of air blast and vibrations caused by blasting.
PART K Stakeholder involvement	Consultations, number of grievances	1. The contractor should monitor citizen complaints related to construction activities and adjust mitigation/management measures as necessary; 2. Local community representatives will also be engaged in road safety and incident reporting. This is particularly important for the safety of school children who use buses on their way to school and follow or cross the route of the new local road; 3. A complaints mechanism will be designed and implemented to capture all concerns or complaints related to construction works and traffic related to the local road project; 4. The Project will continue to collaborate with affected local communities, businesses and other key local road users to ensure that the project is tailored to their requirements and needs and to increase accessibility for local and regional participants. This will include consultations regarding the selection of places for crossings (temporary and permanent), bus stops, etc., all with the aim of increasing pedestrian safety and traffic safety. Special attention will be paid to school children who use the new bus stops; 5. The mechanism for submitting complaints will be a good tool for residents of the local community who are affected by the construction of the local road, to report any irregularities or threats to property, traffic safety, etc., and that it is the duty of the Contractor and LSG to adequately resolve complaints;

		6. Complaints will be closely monitored, and where necessary, additional traffic management measures will be implemented in response to questions raised by interested parties; 7. The Contractor shall monitor complaints related to interaction between construction workers and the community related to construction activities and adjust mitigation accordingly in consultation with the complainant where possible and as appropriate.
PART L Land acquisition and resettlement plan	Land acquisition *obligation of local self-government	1. If land expropriation was not expected, but is required, or if loss of access to income of legal or illegal land users was not expected, but may occur, the legal service/president of LSG and PIU should be consulted immediately; 2. An approved land acquisition plan (if required by the local road project) will be implemented prior to the start of construction work; 3. The implementation of the complete legal framework, in consultation with the covered households that will be displaced or whose land will be expropriated, is mandatory; 4. Implement additional compensation and support measures to adequately mitigate the impact of resettlement, including support for livelihood restoration and support for differently-abled groups; 5. Implement all corrective measures determined during the implementation of the project.
PART M Management of work and working conditions	Safety and Health at Work	1. Ensure that all workers are familiar with and understand their individual roles and responsibilities in achieving compliance with the legislation of the Republic of Serbia governing this area; 2. Training for construction workers and raising awareness related to: - significant health, safety and environmental risks and impacts related to their work activities; - mitigation measures that should be implemented when performing certain activities; - implementation of relevant plans and their role in it; 3. The contractor undertakes to provide competitive and fair remuneration. Terms of employment and working conditions will be clearly communicated to employees, including length of contract, working hours, overtime, wages and benefits, compensation, breaks and leave provisions. Contracts will clearly describe workers' rights and they will be informed of how to access the grievance mechanism; 4. Within the Project, the Investor/local self-government/ministry will implement commercially reasonable measures during the selection of Contractors, in order to ensure that the contractors are reputable companies, with established management systems, i.e. to ensure that they act and work in accordance with legal regulations RS and project policy; 5. The contractor is obliged to develop a Code of Conduct, training and disciplinary procedure for workers, which will regulate their behaviour in interaction with local communities; 6. There will be clear terms of occupational health and safety protection in subcontractor

		contracts.
PART N Prevention of accident situations	Safety and health at work and environmental protection	1. The contractor will prepare an emergency response manual before the start of work, taking into account the measures and procedures for managing any accident situation related to traffic, transport, fire, traffic accidents or cases of environmental pollution, which are identified during planning; 2. Spill containment kit, absorbers, should be available at the construction site to prevent further spread of the spill; 3. Fire extinguishers should be available, certified and in good condition; 4. The station should be marked with appropriate signage; 5. Traffic around and on the construction site of the local road should proceed strictly in accordance with the Traffic Management Plan (K1 and K2); 6. Vehicles and construction machines should be certified in accordance with the legal regulations of the RS.

PART 2 – 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, gravel or earth material to borrow-pit	Possession of an official approval or valid (operating)	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	Construction site or separation

	license				health and safety and environmental requirements	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
Stone	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
Sand and gravel	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
CONSTRUCTION	Construction site					
Negative effects of noise on the workers and local residents	Noise levels	Construction site, nearest houses of the settlement	Sound meter with suitable software	- Once at the beginning of the project and later quarterly for K1 and K2 - 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)
Dust	Air pollution (suspended solids)	On and near the site	Inspection and visual observation	Unannounced inspections during material delivery	Ensure the compliance of works with the health and	Contractor's supervision

				and road rehabilitation	safety and environmental requirements and minimal disruptions to traffic	(monitoring)
Vibrations	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
Disruptions to traffic during road rehabilitation works	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
Reduced access to roadside activities	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
Safety of vehicles and pedestrians where there are no construction activities	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
Water and soil pollution resulting	Soil and water quality (suspended		Unannounced	At least three times for the entire	Ensure the compliance of works	

from improper material storage, management and use	solids, oils, pH values, conductivity)	On watercourses	sampling, Analysis in a certified laboratory possessing the required equipment	project duration for K1 and K2, monitoring is to be done before and quarterly during construction (at two reference points upstream and downstream of the site) and after the rehabilitation works	with the health and safety and environmental requirements and minimal disruptions to traffic	Contractor (monitoring)
Safety of workers	PPE; Bypass traffic organisation	Site	Inspection	Unannounced inspections during the works	Ensure the compliance of works with the health and safety and minimal disruptions to traffic	Supervision Contractor
Operational	Maintenance					
Negative effect of noise on the surrounding population on the workers and local residents	Noise levels	Work Site, nearest homes	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	LSG
Vibrations	Limited time of activities	Local road / Work 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	LSG
Safety of workers	PPE; Bypass traffic organization	Local road / Work Site	Inspection	Unannounced inspections during the maintenance activities and after	Ensure the compliance of works with the health and safety and minimal	LSG

				receiving a complaint	disruptions to traffic	
Operational	Road safety					
Increased vehicle speed	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
Erosion, rockfall and hazardous situations	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

TEMPLATE – MONITORING PLAN

hase	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
Project preparation						
Project implementation						
Operational						

ANNEX 4. GRIEVANCE APPLICATION FORM

Grievance Reference Number:			
Contact Details:	Name:		
	Address:		
	Tel:		
	E-mail:		
How would you prefer to be contacted? Please tick box	By post	By phone	By e-mail
Name and identity information (from ID card)			
Details of your grievance. Please describe the problems, who it happened to, when, where and how many times, as relevant: *Please enter here*			
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 LSG			
Date:			
The Letter No.:			

Forwarded to the Supervision Engineer:	
Date:	
The Letter No.:	
Grievance Closed:	
Date:	Name and signature of the Officer:

ANNEX 5. CHECKLIST FOR THE RESPONSIBLE PERSON OF LOCAL SELF-GOVERNMENT (LSG)/ ENVIRONMENTAL PROTECTION DURING THE CONSTRUCTION OF LOCAL ROADS

Project title or description of the activity (Reference number):	
City / Municipality:	
Location:	
Control of the construction site from km……..... to km……	
Design class:	
Contractor:	
Date:	
Control time:	
Weather:	
TYPE OF INSPECTION (Regular Site inspection, Joint Site visit, Relevant Authorities visit, etc.	
Present:	
LSG representative:	

	Yes	No	N/A	Not checked	Remarks
Insulation of the work area					
Is any material, container, waste storage, material storage or access road, etc., located within a 10 meter "buffer zone" from the edge of the watercourse?					
Are temporary protective fences maintained in good condition and regularly inspected?					
Is the watercourse muddy or stained downstream from the works? Are oily hydrocarbon stains visible on the surface of the water? If yes, provide details.					
Is there enough material on the construction site to react in accidental situations (floods, spills of hydrocarbons or other dangerous substances)?					
Are site personnel aware of where emergency response kits are located and how to use them properly?					
Is there mud accumulated on the access roads to watercourses?					

Are the banks or riverbeds in the work zone adequately fenced? Provide details:					
Is the waste disposed of in the water course or on the banks? If yes, state where.					
Is surface water runoff into the watercourse in the work zone prevented and in what way?					
Are there material, waste or fuel storage facilities in the flood area of the watercourse?					
Temporary transitions					
Are the locations defined for safe and adequate pedestrian crossings?					
Is vehicle traffic at temporary crossings limited?					
Is the construction site adequately lit and marked with safety signs?					
Earth works					
Has surface water drainage been adequately performed?					
Are drainage channels regularly maintained?					
Is the earthen material from the excavation deposited in a place that has been previously planned and approved for it?					
Are dust, erosion and sediment control measures regularly implemented?					
Access roads					
Is there daily control and maintenance of access roads?					
Is there dust control?					
Are the drainage channels along the roadside maintained, in order to prevent the uncontrolled outflow of waste water from the construction site?					
Is there adequate channeling of atmospheric and technological wastewater from the construction site?					
Washing of concrete					
Are prescribed measures used to protect watercourses from concrete residues and washing mixers and concrete pumps?					
Is the intended area for washing the concrete remains determined and far enough away from watercourses?					
Is the flushing of the mixer properly controlled by the Contractor?					
Are mixer flushing pits regularly emptied and maintained in working condition?					

Sludge					
Is there a regular control of the watercourses?					
Is the water being evacuated/run off from the construction site cloudy or colored?					
Are perimeter drainage ditches maintained in functional condition?					
Is a tank or lagoon used on the construction site to settle the pumped-out muddy water?					
Are there sandbags or equipment for flooding in the construction site area?					
Monitoring					
Has the monitoring program been prepared as an integral part of ESIA, ESMP/ESMP CL?					
Is monitoring carried out regularly and in accordance with the monitoring program?					
Were there any accidents in the previous period? If yes, provide details.					
Additional observations and comments:					
Name and surname of the responsible person who inspected the construction site and filled out the questionnaire:					
Signature:					
Date:					

NOTE:

1. For projects of low environmental risk (K3 and K4), the representative of the PIU controls the fulfilment of the requirements from this Annex once a month and reports to the local self-government authorities.
2. For projects of higher environmental risk (K1 and K2), the representative of the PIU controls the fulfilment of the requirements from this Annex once a week and reports to the local self-government authorities, until a supervisory for the protection of the environment is provided.

Photograph 7. Construction of a local road in the village of Stepanje, Lajkovac Municipality (Photo by V. Popadic)

Photograph 8. Construction of a local road in the village of Vracevic, Lajkovac Municipality (Photo by V. Popadic)

Photograph 9. Construction of a local road in the village of Vracevic, Lajkovac Municipality (Photo by V. Popadic)

ANNEX 6. Legislation and relevant Institutions related to environmental protection

6. Legal regulation

6.1 Law on Environmental Protection

Law on Environmental Protection (LEP) ("Official Gazette of RS", Nos. 135/2004, 36/2009, 36/2009, 72/2009, 43/2011, 14/2016, 76/2018 and 95/2018) regulates the integral environmental protection system. The subjects of the environmental protection system, their powers and obligations are defined by law. Subjects of the environmental protection system are obliged to cooperate and ensure coordination and compliance in making decisions and their implementation. The main objectives of LEP are:

- Sustainable management, preservation of the natural balance, integrity, diversity and quality of natural resources and conditions for survival of all living beings
- Prevention, control, reduction and remediation of all forms of pollution to environment.

The main thematic objectives of the LEP are:

- Management of natural resources (Utilization and protection of public natural goods, utilization of space, public green areas, protection of natural values (soil, water, air, forests, biosphere and biodiversity, flora and fauna, trade in protected species), waste management, noise and vibration protection and radiation protection)
- Measures and conditions for environmental protection (prevention, planning and construction, spatial planning, Strategic impact assessment (SEA), Environmental impact assessment (EIA), Integrated pollution prevention and control (IPPC), accident risk assessment, values for emissions, environmental management system, eco-labelling, hazardous waste management and safety procedures);
- Environmental monitoring
- Information on disclosure of information and public participation.

6.2 The Law on Environmental Impact Assessment (LEIA)

The Law on Environmental Impact Assessment ("Official Gazette of RS" Nos. 135/2004 and 36/2009), regulates the impact assessment procedure for projects that may have a significant impact on the environment, the contents of the Environmental Impact Assessment (EIA) Study, the participation of authorities and organizations concerned, the public participation, trans-boundary exchange of information for projects that may have a significant impact on the environment of another country, supervision and other issues of relevance to impact assessment. This law has been fully aligned with the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

However, due to entering into the force of the new Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment in the EU, drafting of the new Law on Environmental Impact Assessment in compliance with it is ongoing.

According to this law, object of environmental impact assessment are projects where are planned and performed technology changes, reconstructions, capacity enlargement, deactivations and removal of the projects which can have significant environmental impact. Also, the subject of impact assessment are projects which have been realized without environmental impact assessment, and don't have building or operational permit (i.e. current status impact assessment).

Government of the Republic of Serbia determines the List of projects for which an impact assessment is mandatory and the List of projects for which an impact assessment may be required. Based on these lists of the projects authorized bodies decide about the need of certain

projects impact assessment. The Law also contains the procedures for obtaining Final Environmental Approval for the EIA study from the Competent Authority for different types of proposed facilities or projects. Other pieces of legislation regulating the EIA process are the following:

- Law on Strategic Environmental Impact Assessment ("Official Gazette of the RS", Nos. 135/04 and 88/10);
- Regulation on the determination of the List of projects for which impact assessment is mandatory, and the List of projects for which the environmental impact assessment may be required ("Official Gazette of the RS", No. 114/08);
- Rulebook on the contents of requests for the necessity of Impact Assessment and on the contents of requests for specification of scope and contents of the EIA Study ("Official Gazette of the RS", No. 69/05);
- Rulebook on the contents of the EIA Study ("Official Gazette of the RS", No. 69/05);
- Law on confirmation of convention on information disclosure, public involvement in process of decision making and legal protection in the environmental area ("Official Gazette of the RS" no. 69/05);
- Rulebook on the content, appearance and manner of keeping the public book on implemented procedures and adopted decisions on environmental impact assessment ("Official Gazette of the RS" no. 69/05);
- Rulebook on the procedure of public inspection, presentation and public consultation about the EIA Study ("Official Gazette of the RS" no. 69/05);
- Rulebook on the work of the Technical Committee for the EIA Study ("Official Gazette of the RS" no. 69/05).

6.3 The Law on Waste Management

The Law on Waste Management ("Official Gazette of RS" Nos. 36/2009, 88/2010, 14/2016, 95/2018 and 35/2023), which is harmonized with all relevant EU directives, has been adopted in 2009 and last amended in 2018. The Law regulates types and classification of waste; waste management planning; waste management entities responsibilities and obligations in waste management; organization of waste management; managing special waste streams; conditions and procedure for permit issuance; transboundary movement of waste; reporting on waste and database; financing of waste management; supervision, and other issues relevant for waste management.

Waste Management is based on the principle of the selection of the most optimal option for the environment, self-sufficiency principle, principle of proximity and regional approach to waste management, principles of waste management hierarchy, responsibility and "polluter pays" principle.

The waste catalogue of the Republic of Serbia is fully harmonized with the European waste catalogue and is part of the Regulation on the conditions and manner of sorting, packaging and storage of secondary raw materials (''Official Gazette of RS'', Nos. 55/2001 and 72/2009).

6.4 The Law on Water

The Law on Water ("Official Gazette of RS", Nos. 30/10, 93/12, 101/2016 and 95/2018), which incorporates the EU Water Framework Directive, covers water regimes, water management areas, responsibilities for water management (including sub-law water management legislation), water management activities, limitation of owners' and beneficiaries' rights, water cooperatives, financing of water management activities, and administrative inspection to enforce the Law. The legislation

provides for various water management sub-laws on water resource conditions, water resource compliance and water resource permits.

The Law prescribes various provisions aimed to define the legal status of waters on the territory of the Republic of Serbia, defines the integrated water management approach, rules regarding the management of water facilities and water land, resources and financing of water activities, sustainable use of water resources, supervision, rules related to the surface water and groundwater including thermal and mineral waters, except groundwater from which useful mineral raw materials and geothermal energy can be obtained.

6.5 The Law on Protection Against Environmental Noise

The Law on Protection against Environmental Noise ("Official Gazette of RS", Nos. 36/2009, 88/2010 and 96/2021), transposed EU Directive 2002/49/EC. The Law has the following main goals: establishment, maintenance and improvement of the system of noise protection on Serbian territory; and determination and realization of measures in the field of noise protection that avoid, prevent or decrease the harmful effects of noise on human health and the environment. The limit levels of noise are covered by the Regulation on permitted level of noise in the environment ("Official Gazette of RS", No. 75/2010).

6.6 The Law on soil Protection

The Law on Soil Protection ("Official Gazette of RS", No. 112/2015) regulates land protection, systematic monitoring of the condition and quality of land, remediation, remediation, reclamation, inspection and other issues of relevance to protection and conservation of the land as a natural resource of national interest.

6.7 The Law on Nature Protection

The Law on Nature Protection ("Official Gazette of RS" Nos. 36/2009, 88/2010, 91/2010, 14/201, 95/2018 and 71/2021) defines protection and preservation of nature, biological, geological and regional diversity. Nature as a common interest for the Republic of Serbia enjoys special protection in accordance with this and special laws.

The following objectives are achieved by this law:

- protection, conservation and improvement of biological (genetic, special and ecosystem), geological and landscape diversity
- harmonization of human activities, economic and social development plans, programs, bases and projects with sustainable use of renewable and non-renewable natural resources and long-term preservation of natural ecosystems and natural balance
- sustainable use and / or management of natural resources and goods, ensuring their function while preserving the natural values and balance of natural ecosystems
- timely prevention of human activities and activities that can lead to permanent impoverishment of biological, geological and landscape diversity, as well as disorders with negative consequences in nature
- identification and monitoring of the situation in nature;
- improvement of the state of disturbed parts of nature and landscape.

The natural protected areas are governed by Institute for Nature Protection of Serbia (INP), according to the Law on Nature Protection.

6.8 The Law on Culture Heritage

According to the Law on Cultural Heritage ("Official Gazette of RS", Nos. 71/94, 52/2011, 99/2011 and 6/2020) regulates the system of the protection and use of the cultural property and defines conditions for the implementation of activities relating to the protection of cultural property.

he Central cultural property protection institution is the Republic Institute for the Protection of Cultural Monuments. The main activities of the Central protection institutions are: to examine the state of cultural property and take measures relating to its protection and use; to provide expert assistance and promote the work relating to cultural property protection, particularly in regard to contemporary methods of professional work; to ensure professional training of staff engaged in activities relating to cultural property protection, to maintain central registers by type of cultural property and documentation on such property; and to set up and maintain a computerized information centre by type of cultural property.

Protection institutions adopt the professional guidance on conditions and manner of keeping, using and maintaining a particular type of movable cultural property and shall ensure the implementation of such guidance and secure cultural property against fire, physical, chemical and biological disintegration and unauthorized alienation.

6.9 The Law on Occupational Safety and Health

The Law on Occupational Safety and Health (“Official Gazette of RS” No. 35/2023) regulates the occupational safety and health system in Serbia. By harmonizing this law with the ratified International Labour Organization conventions and EU Framework Directive 89/391/EEC, as well as special directives derived from the Framework Directive, all guidelines originating from them have been accepted in a form adjusted to national conditions. Apart from this Law, the regulatory framework of the occupational safety and health system is integrated by several sub-acts.

This Law regulates working conditions at a workplace, rights of employees and employer obligations, in general. Nor does it specify those issues, except for general emergency situations like fire at a workplace, electrical hazards, and so on. It does not cover any specific issues related to infrastructure deployment.

Rulebook on preventive measures for occupational health and safety and prevention and containment of contagious diseases epidemic (“Official Gazette of RS”, No. 94/2020) governs preventive measures employers need to introduce at workplaces and applies to all persons at workplaces in cases an epidemic has been declared.

The provisions of this are further elaborated in numerous by-laws, for regulating the specific implementation procedures. A total of 8 legal acts and 55 rulebooks related to the area of occupational health and safety are ensuring implementation of the Law, and providing targeted OHS procedures for e.g. working on temporary and movable construction sites; deep drilling and exploitation of raw minerals; exposure to asbestos; working in an environment at risk from explosive atmosphere; mitigation measures from hazardous risk of electricity.

7. Relevant Institutions

A large number of institutions in the sector of environment are relevant and involved at the national, regional and local levels. The main actors are the following:

- The Ministry of Environmental Protection (MoEP),
- The Provincial Secretariat for Urban Planning and Environmental Protection (PSUEP)
- Serbian Environmental Protection Agency (SEPA)
- The Ministry of Construction, Transport and Infrastructure (MCTI),
- Ministry of Agriculture, Forestry and Water Management
- Labour Inspectorate
- OHS Inspectorate
- The local self-government authority responsible for environmental protection issues
- The local self-government units (LSGs).

7.1 The Ministry of Environmental Protection (MoEP)

MoEP is the key relevant institution for the environmental management of all project implementation activities related to environmental impacts. In addition, relevant environmental departments within respective cities/municipalities are responsible for environmental protection and for conducting all environmental procedures in accordance with the applicable Laws.

Also, MoEP is in charge for the development, review and monitoring of the implementation of the National Programme for the Adoption of the Acquis for chapter 27, for the follow-up of European Union environmental regulations, and preparation of proposals for the planning of communication activities for Chapter 27. MoEP is responsible for the development of the policy and regulatory framework which is largely driven by the EU accession process.

MoEP is responsible for the following areas relevant for the EU Acquis in environment:

- horizontal environmental issues (EIA, public participation, etc.),
- air quality,
- chemicals management,
- climate change (excluding technical demands to vehicles and fuel quality),
- ozone layer protection,
- waste management excluding radioactive waste,
- protection from major chemical accidents and participation in response on chemical accidents,
- industrial pollution,
- nature and biodiversity,
- water quality (water pollution protection to prevent quality deterioration of surface and underground water),
- waste and wastewater infrastructure,
- protection from environmental noise.

7.2 The Environmental Protection Agency – SEPA

It is an administrative body within the MoEP. It is responsible for:

- management of the national Environmental Protection Information System and Register of Polluters,
- state monitoring of water and air quality and management of the national laboratory,

- implementation of established and compliance programmes for the quality control of air, surface and groundwater from first aquifer and precipitations,
- monitoring, analysis and forecasts of quality of air and water,
- collection and integration of environmental data, and processing of data in order to prepare annual reports on the state of the environment and implementation of environmental policy in Serbia, as focal point, for co-operation with the EEA (European Environment Agency) and EIONET (European Environment Information and Observation Network).

7.3 The Ministry of Construction, Transport and Infrastructure (MCTI)

MCTI is generally responsible for road transport, roads and traffic safety, railways and intermodal transport, air traffic and transport of dangerous goods, waterways transport and navigation safety, construction affairs, implementation of consolidated procedures and legislation, spatial and urban planning, international cooperation and European integration, inspection supervision and housing and architectural policy, communal activities and energy efficiency.

7.4 Relevant Institutions on Provincial level

The Government of the Autonomous Province of Vojvodina has the responsibility for administration and control of its own territory. The responsibilities of AP of Vojvodina, according to the Law on Establishment of Responsibilities of AP Vojvodina, ("Official Gazette of RS", Nos. 99/2009, 67/2012, 18/2020 and 111/2021) include, but are not limited to, the following sectors, relevant to the EU environmental and climate change acquis:

- urban planning, construction and land use,
- veterinary medicine,
- agriculture,
- water management,
- forestry,
- environmental protection (art 25 and 28) including natural resources management,
- environmental program in line with national programmes,
- inspections and enforcement,
- collection of charges for the protection and improvement of the environment.

7.5 Local self-government (LSG) units – municipalities and cities

Serbia has three levels of government consisting of the State level and the municipalities at the local self-government level. A conglomeration of two or more municipalities can have the status of a city. The functions, powers, structures, and procedures of local self-government is set out in the Law on Local Self-Government (''Official Gazette of the RS'', Nos. 83/2014, 101/2016, 47/2018 and 121/2021). Municipalities have their own elected assemblies and the power to tax. They are responsible for planning, implementation, and enforcement in their territory. Responsibilities of municipal level cover following sectors: horizontal legislation, waste, water, air quality, noise, civil protection.

Their responsibilities relating to environmental protection include (article 20):

- Development of plans and programs,
- Land use planning and construction,
- Communal services including water purification and distribution, wastewater collection and treatment, district heating, solid waste management, landfills, spatial planning, maintenance of parks and others,

- Construction, reconstruction, maintenance and use of local roads and streets and other public facilities of municipal importance;
- Environmental protection, environmental planning, in accordance with (higher level) strategic documents,
- Charges for environmental protection and improvement,
- Inspections and enforcement,
- Regulation, support and supervision of the operation and development of municipal services (treatment and distribution of drinking water, disposal and treatment of waste and wastewater),
- Regulation and definition of procedures for the use and management of springs, public water wells and public taps, including water quality standards,
- Permitting and authorization of water abstraction and use and
- Organization of protection against natural and other major disasters, e.g. floods, erosion.

Local self-government (LSG) units in Serbia have satisfactory capacities and trained and qualified personnel with sufficient technical and financial capacities to provide a wide range of services related to environmental protection, i.e. in accordance with the law of the Republic of Serbia.

8. EIA procedure in the Republic of Serbia (Environmental Impact Assessment, EIA)

Environmental impact assessment procedure in Serbia is regulated by the Law on Environmental Impact Assessment and a set of relevant bylaws. National legislation in this field is harmonized with the European EIA Directive (85/337/EEC, 97/11/EC, 2003/35/EC and COM 2009/378 as codified by the Directive 2011/92/EU). Responsibility for enforcing the EIA procedure in line with the Law on EIA lies with the following institutions:

- The ministry in charge of environmental protection (MoEP) – for projects for which the construction permit is issued by the republic authority
- The autonomous province administrative authority responsible for environmental protection – for projects for which the construction permit is issued by the autonomous province
- The local self-government unit responsible for environmental protection (department responsible for environmental protection within city/municipal administration) – for projects for which the construction permit is issued by the LSG.

Environmental impact assessment is carried out for future and ongoing projects, changes in technology, reconstruction, capacity enhancement, closure and decommissioning activities and for removal of projects that may have significant impact on the environment. The EIA is applicable to the industry, mining, energy production, transport, tourism, agriculture, forestry, water management, waste management and utility services sectors, as well as for all the projects that are planned in areas of protected natural resources of special value and within the protected zones of immobile cultural resources.

The Government of the Republic of Serbia has adopted the Regulation on the determination of the List of projects for which environmental impact assessment is mandatory, and the List of projects for which the environmental impact assessment may be required (“Official Gazette of the RS” no. 114/08):

List I – projects for which an environmental impact assessment is mandatory - the list includes projects with a significant impact on the environment (large infrastructure projects, heavy industry, etc.). Projects of local roads are not on List I, but in case they are located in a protected natural asset, design category K1 or K2, it is necessary to initiate a procedure before the competent authority on the need to prepare an impact assessment study.

List II – projects for which the environmental impact assessment may be required. For List II projects, within the local road projects, the local self-government is responsible for carrying out the EIA procedure for each project, in the following steps: 1) Screening – submits a Request for the Decision about the need for EIA to competent authority; 2) If the Decision is that EIA is not required, the competent authority may determine the minimum environmental protection requirements. 3) If the Decision is that EIA is required, the competent authority proposes the content and the scope of the EIA study. 4) Development of the EIA study and submission to the competent authority for approval. 5) Decision on the approval of the EIA study by the competent authority. This procedure is also applicable to all activities not listed in List I.

In addition, for any project activity adjacent to or within the nature/cultural protected area an EIA might be required based on the conditions and opinions obtained from the relevant institutions. Depending on the geographical location these are the Institute for Nature Protection (INP), Provincial Institute for the Nature Protection (PINP), Institute for Protection of Cultural Monuments (IPCM).

Photograph 10. Construction of a local road in the village of Vracevic, Lajkovac Municipality

Photograph 10. Detail of pavement damage construction of the local road (Photo: V. Popadic)