

*Investor:*



*Project holder/Contractor:*



*Designer:*



## ENVIRONMENTAL MANAGEMENT PLAN

for urgent maintenance and remedy of damages on the State Road of  
the IB Category No. 22, Preljina – Kraljevo, section Mrčajevci – Kraljevo 1,  
from km 0+000 to km 18+791, L=18.791 km

Novi Sad, 2015  
**Draft document**

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## **ABBREVIATIONS:**

PERS– Public Enterprise “Roads of Serbia”

EP – Environmental Protection

E – Environment

EMFD – Environmental Management Framework Document

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# 1. Project summary

## 1.1 Introduction

Road rehabilitation and traffic safety improvement project is conducted by PERS and the Government of the Republic of Serbia, through relevant ministry. The project includes 1.100 km of state road network that have been identified as rehabilitation roads in the following 5 years by the General Master Plan for Transport in Serbia. The project excludes sections for urgent maintenance and remedy of damages (Urgent works), the total of 10 sections, performed according to the principle “**design and operate**”. The state road section of the IB category no. 22, Mrčajevci – Kraljevo 1, L=18.791 km, belongs to that project group.

## 1.2 Brief technical description of current and projected state

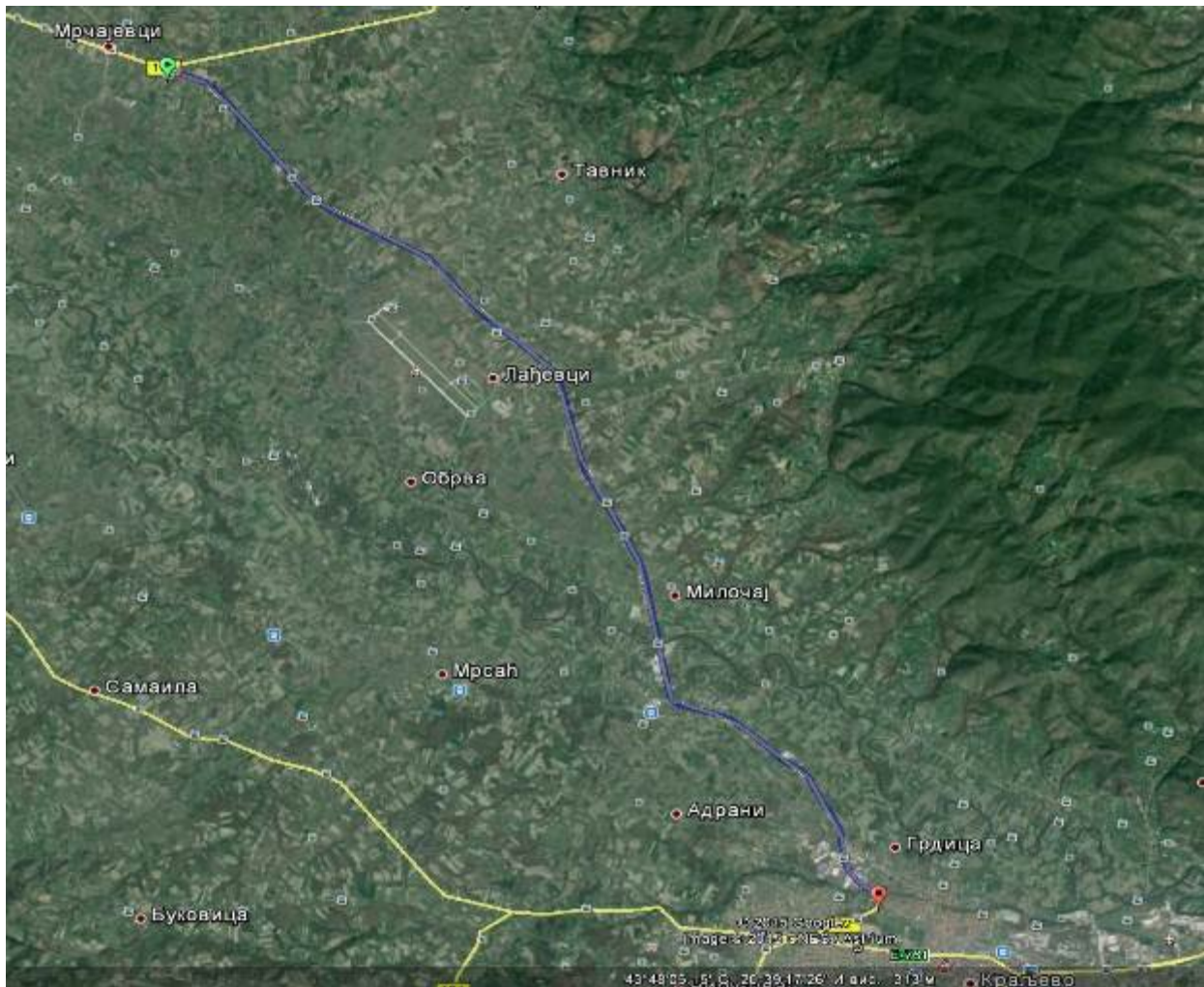
State road of the IB category no. 22 („The Ibar highway“), Beograd – Kraljevo – Raška – border with Montenegro (border crossing „Mehov krš“), connects Belgrade with Western Serbia, the north of Kosovo and Metohia and Montenegro, and simultaneously follows the route of European roads E763 (Beograd – Preljina) and E761 (Preljina – Kraljevo).

State road of the IB category no. 22 is classified as remote interregional road (DP-m) according to functional classification. State road section Mrčajevci – Kraljevo 1, that is the subject of the project, belongs to Moravica and Raška district and spreads over the territories of two municipalities: Čačak and Kraljevo, with the length of 18.791 km.

Although the subject area is considered a rural section, there is a high level of marginal construction (commercial and private facilities).

Due to designing and operational needs, the section is divided into 4 subsections:

- Subsection 1: from km 0+000 to km 6+000
- Subsection 2: from km 6+000 to km 12+663 (the beginning of the bridge)
- Subsection 3: from km 12+818 (the end of the bridge) to km 17+874
- Subsection 4: from km 17+874 to km 18+791 (the last km)



Picture 1: General map of state road subject section

Along subject section Mrčajevci – Kraljevo 1, the current road width is within 7.00m and 7.50 m. The projected road width is 7.20 m, with the berm width of 1.2m.

There is an open drainage system on the subject road without specifically controlled management of surface water. Since the section is on a shallow embankment, water freely drains from the road over the berms and embankment slopes to road channels.

When it comes to the drainage system elements along the route there are:

- **berms:** they are mainly green in the current state, their management and regular maintenance are projected
- **road channels:** in the current state they are overgrown with shrubs and ground vegetation, intersected with vehicular accesses; their cleaning and deepening is planned, while the digging of new channels is planned on the places where it is necessary and permitted by spatial possibilities.
- **gutters:** in the current state they are in relatively good condition, the replacement of concrete gutter surface, cleaning and regular maintenance are envisaged in the future;
- **culverts:** mainly in good condition, certain measures for their function improvement are projected
- **pipe culverts:** mainly in good condition, their cleaning is planned.

Along the subject section route, the instability of supporting layers, that is, road slum has been

identified. The project includes the reconstruction of embankment in the following way:

- foundation preparation, removal of material with bad characteristics, and the installation of material with the prescribed characteristics for embankment construction (gravel);
- the improvement of the current system for drainage of road surface and bed, as well as the construction of a new system if there isn't one;
- embankment slope protection from erosion by topsoiling.

### **Subsection 1**

Starts at the node of Reference system, at the exit from Mrčajevci. It is characterized by the road with various visible damages. Along the subject subsection there are three bus stops as isolated areas (so called berths), on the both sides of the road, one against the other, whose location will be maintained, and their improvement is planned by the project. Uniform horizontal geometry for all six berths is projected, as well as the scraping of the existing asphalt layer and the installation of two layers: bituminous bearing layer and asphalt-concrete layer.

Subsection 1 is rural and mainly lying on a shallow embankment.

At the beginning of the section, at the intersection at the exit from Mrčajevci, public lighting is projected with the aim of improving traffic safety.

Along the section, there are three objects:

- slab culvert, km 0+418.90, in good condition, but requires certain improvement measures,
- bridge over the river Bresnica, km 2+382.50, that is also in good condition, but requires certain improvement measures
- arched culvert, km 4+966, that is being partially demolished and rebuilt.

In the zone of detour to Tavnik, in the length of 800 m, there is a high level of marginal construction.

When it comes to side roads, there are:

- detour to Katrga and
- detour to Tavnik.



Picture 2: Typical route on subsection 1



Picture 3: The location of one out of three bus stops on the route



Picture 4: Example of marginal construction

On subsection 1, there are two watercourses intersecting with the road whose management is dealt with in the project, so as to provide torrent prevention and road bed protection.



Picture 5: Watercourse at chainage km 2+382



Picture 6: Watercourse at chainage km 4+966

The project envisaged the bottom coating with reno maddresses and coast coating with gabion walls in the proper length, as well as the cleaning of river course from sediment and vegetation.

### **Subsection 2**

Starts at km 6+000, and finishes at the place of the beginning of the bridge over the West Morava, km 12+663. It extends outside of the settlement. There is a higher level of marginal construction comparing with subsection 1. Subsection 2 route passes through the rural area and it lies, mainly, on a shallow embankment.

When it comes to side roads, there are:

- detour to Miločaj,
- detour to Obrva,
- detour to Cvetke,
- detour to Lađevci.

Along the route there are 5 bus stops, on the both sides of the route, in close position one against the other, in a form of berths outside the road with stops for passengers. There is also another bus stop on one side of the road with a berth outside the road and stop for passengers.

Their locations will be maintained, and the project envisages their improvement with the reconstruction of road construction.

There is one car park along the road, on both sides of the road, that will be maintained and

improved by specific construction interventions.

Along the route there are 14 road objects:

- 11 culverts (pipe, slab and arched),
- bridge over the Lađevci river, bridge over the Bubanj stream and bridge over the Gradinac stream.

The project envisages culvert cleaning and the implementation of certain measures with the aim of improving their function, while the bridges are in good condition.



Picture 7: Typical route on subsection 2



Picture 8: Part of the route on an embankment higher than 3m, on the right as viewed in the chainage growth direction



Picture 9: Watercourse at chainage km 6+214 (Bojovac stream)



Picture 10: Watercourse at chainage km 6+592 (Lađevci river)



Picture 11: Watercourse at chainage km 7+278



Picture 12: Watercourse at chainage km 7+645



Picture 13: Watercourse at chainage km 8+180 (Bubanj stream)



Picture 14: Watercourse at chainage km 9+535



Picture 15: Watercourse at chainage km 10+189 (Đurašinac stream)



Picture 16: Watercourse at chainage km 10+934



Picture 17: Watercourse at chainage km 11+050 (Gradinac stream)



Picture 18: Watercourse at chainage km 11+330 (embankment fortification in Miločaj)

The project envisages the regulation of the Bojovac stream, coating the bottom with reno maddresses, and the coasts with gabion wall with the height of 1m. Furthermore, the following actions are projected: the regulation of the Ladevci river, with reno maddresses construction and embankment fortification by using gabions 2m high; the regulation of the Gradinac stream, the construction of gabion walls to provide the protection from suffosion; the regulation of the Gradinac stream in Miločaj with the construction of embankment fortification 2m high.

When it comes to other watercourses, regulation works are not planned apart from the cleaning the culvert bed and river course.

### **Subsection 3**

It extends from km 12+818 (the end of the bridge over the West Morava) to km 17+874. The bridge over the West Morava has been rehabilitated recently, and therefore is not the subject of the project. It mainly extends outside of the settlement, but there is a high level of marginal construction. With its one part, the subsection 3 passes through Adrani settlement.

The route of subsection 3 is in the rural area and lies, mainly, on a shallow dyke.

When it comes to side roads, there is:

- detour to Mrsać

There are three bus stops outside the settlement. Two bus stops are in Adrani. All bus stops are on both sides of road, with berths outside the road and stops for passengers. The project envisages their improvement in a from of a new road layer construction.

Along this subsection, in the length of 3.2 km, in the direction of chainage growth on the left, there is a constructed footpath in good condition, which is an important aspect of pedestrian safety, taking

into account a great number of related road facilities and corresponding significant pedestrian movement.

Along the section there are 6 road objects:

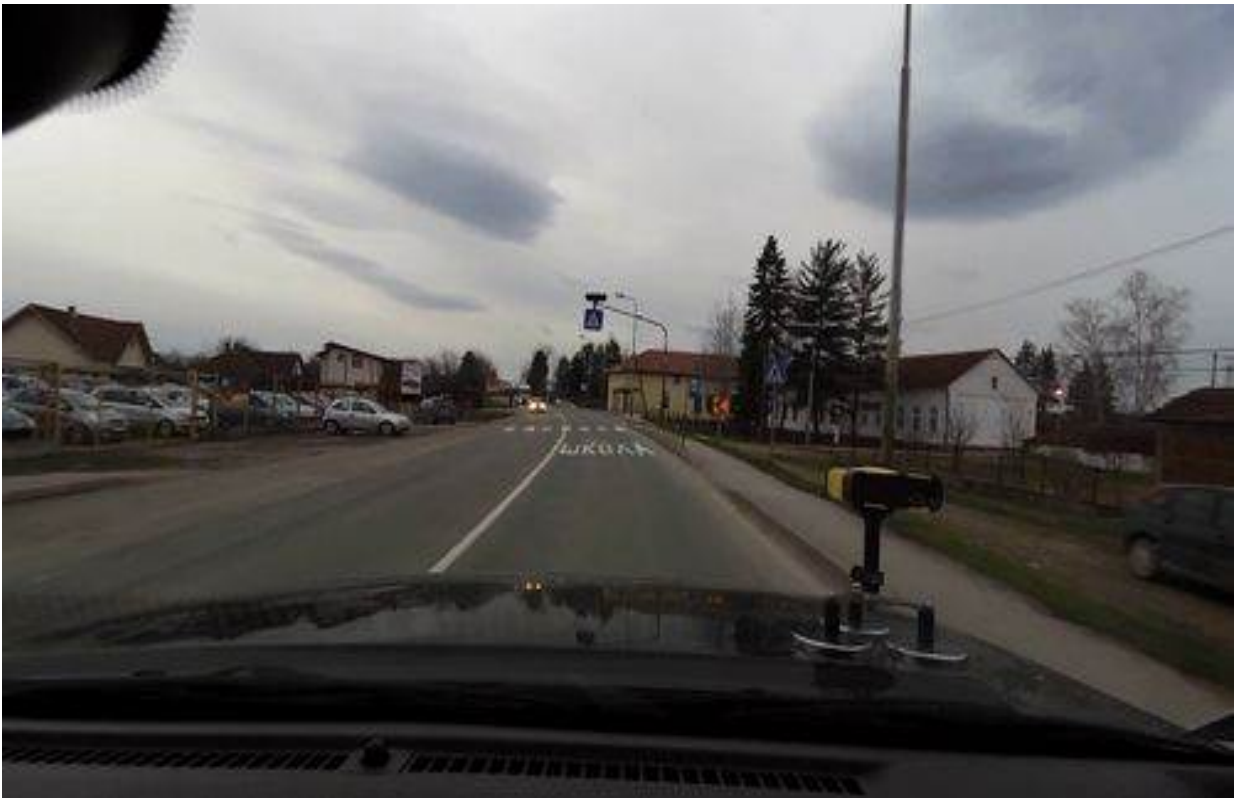
- 4 pipe culverts
- the bridge over the Musina river and the bridge over Kraljevo-Čačak railway.

As a measure of drainage system improvement, the cleaning of pipe culverts is planned, while the bridges are in good condition.

There is the atmospheric sewer on the subject section. Water is collected from the road using drains.



Picture 19: Rural section on subsection 3



Picture 20: Section through the settlement (Adrani)



Picture 21: Overpass at the exit from Adrani, as viewed in the direction of chainage growth



Picture 22: Watercourse at chainage km 15+870 (Musina river)

#### **Subsection 4**

It extends from km 17+874 to km 18+791 (intersection with Vojvode Stepe Street). One of its characteristics is a high level of marginal construction (gas stations, megamarkets, etc.). When it comes to detours, there is only a detour to “Tempo” megamarket and other objects in the industrial zone. There is one bus stop that will be maintained.



Picture 23: Typical route on subsection 4

## 2. Environmental management plan summary

Environmental management plan (hereinafter referred as the Plan), on the section of state road of the IB category number 22, section Mrčajevci – Kraljevo 1 (18.791 km), is based on the requests of Terms of Reference and **Environmental Management Framework document – EMFD** prepared by the investor.

EMFD is a basic project document that provides guidelines, instructions and defines the procedures with the aim of mitigating negative impacts to environment. It defines the steps, processes and procedures related to: determining possible impacts on environment, alternative analysis, the intensity evaluation of possible impacts, protection measures and proper monitoring.

Subject section rehabilitation is performed within the limits of road area, and therefore neither the expropriation of land nor the displacement of population are necessary.

### 2.1 Legal and administrative framework

Ministry of Agriculture and Environmental Protection is the umbrella institution responsible for environmental issues on the project. Moreover, the Institute for Nature Conservation and the Institute for Protection of Cultural Monuments are also relevant institutions in Serbia.

Operational policies of banks financing the project (World Bank, European Bank for Reconstruction and Development, European Investment Bank) are:

- WB Safeguards
- EBRD Environmental Policy
- The EIB Statement of Environmental and Social Principles and Standards

World Bank operational policy (OP/BP 4.01) classifies the subject project in a category with some, but not significant possible impacts on environment and social environment (“B” category).

According to Serbian Law on environmental impact assessment, performing the procedure of environmental impact assessment is not necessary for the subject project (subject section of state road is not in the proximity of protected natural property or the protected area of immovable cultural property).

In accordance with the World Bank policy (OP/BP 4.01), the development of Environmental Management Plan – EMP is necessary for “B” category projects.

For purpose of the Plan developing, we have acquired the conditions of the Institute for Protection of Cultural Monuments in Kraljevo, number: 903/3, od 06.07.2015 and the Institute for Nature Conservation of Serbia, number: 020-1393/3, od 07.07.2015, and performed field research and recording.

According to the given conditions, there aren't any determined immovable cultural properties, nor properties under prior protection on subject section, based on the Law on cultural properties.

Moreover, the subject section is not within the protected area for which the protection procedure has been implemented or initiated, nor is it in the range of ecological network.

Taking the abovementioned facts into account, technical protection measures are prescribed by the conditions of the Institute for Protection of Cultural Monuments, and protection measures included in this document by the conditions of the Institute for Nature Conservation.

The conditions of the Institute for Protection of Cultural Monuments in Kraljevo, prescribe the following:

- in case immovable or movable archaeological properties are discovered during urgent maintenance and remedy of damages on state road of the IB category number 22, Preljina-Kraljevo, section Mrčajevci-Kraljevo 1, it is incumbent upon the Investor or the Contractor to immediately discontinue further operation and inform the authorized Institute;
- the Institute official holds the right to prescribe the operation monitoring and archaeological excavations after accessing the disclosed material;
- unauthorized collection of archaeological material is prohibited;
- it is incumbent upon the Contractor/Investor to implement the protection measure so as for the finding not to be destroyed or damaged, but kept in place and position of discovery;

The conditions of the Institute for Nature Conservation of Serbia prescribe the following:

- The project for urgent maintenance and remedy of damages on the state road IB 22, section: Mrčajevci-Kraljevo 1, should envisage the solutions and measures that will provide the preconditions for air, land, underground and surface water protection;
- The project component should also be the part related to the construction site, and in that terms it is necessary to define:
  - temporary locations for storing necessary construction and other material and equipment, that need to be located outside ground vegetation spaces and blue river zones, and limited solely to the operation period;
  - temporary or permanent locations (existing communal facilities/landfills) for storing and disposal of debris and other construction waste, as well as communal waste from operations, that is, the prohibition of their storage/disposal in the costal area of the West Morava and other smaller watercourses of temporary characters, as well as agricultural land except on the project defined locations;
  - envisage the fastest possible rehabilitation of the areas in any way degraded by construction and other operations upon their finalization;
  - during operation, road route and corridor must be strictly observed, when it comes to manipulation of vehicles and machines, so as to avoid the consequences in wide area. In addition, the existing road network should be used without the construction of new roads with the aim of preventing fragmentation of area and habitats;
  - vehicle and machine servicing along the route is prohibited. In case there is an incidental spillage of fuel, oil, lubricant and other harmful substances, rehabilitation of surface and recovery are necessary;
  - subject operations on the road route that passes through inhabited areas should be performed only during the day due to the possible influence of construction machine and vehicle noise;
  - define narrow and wide zone of road impact to nature and the environment (especially in terms of agricultural land conservation and the production of quality food). Predict the impact zones and pollutant amount that will reach the land and water draining from the road, and based on that propose measures and recommendations for land usage (surrounding land within 50m from road edge cannot be used for agriculture);
  - during operation a maximum level of communal hygiene will be maintained;
  - upon competing construction operations, it is necessary to remove all mechanization, construction material, etc. In case the subject area (terrain along the route) has been degraded, it should be rehabilitated. In that sense, vegetative cover (terrain cultivation) should be formed in all endangered places applying proper flora and species biologically persistent in given climate conditions, resistant to negative impacts (exhaust gases, etc.), and the choice of species should be in line with the surroundings and its purpose. Avoid the species recognized as invasive in Serbian climate: Acer

negundo (ash-leaved maple or boxelder), *Amorpha fruticosa* (desert false indigo), *Robinia pseudoacacia* (acacia), *Ailanthus altissima* (tree of heaven), *Fraxinus americana* (white ash), *Fraxinus pennsylvanica* (green ash), *Celtis occidentalis* (Common hackberry), *Ulmus pumila* (Siberian or Asiatic elm), *Prunus padus* (bird cherry) and *Prunus serotina* (black cherry), as well as the species determined as allergens (poplar, etc.).

Within Environmental management plan, the *Environmental protection measure implementation plan with the aim of mitigating negative impacts of the project on environment* has been developed, as well as *the Monitoring plan for environmental protection measure implementation on the project*.

With the purpose of simple and precise monitoring of fulfilling the requests of the project in terms of the environment, the Environmental management plan includes relevant tables, both for EP measure implementation and the Environmental monitoring plan.

When it comes to temporary project impacts to environment, there are:

- noise, waste and dust,
- air pollution,
- impact on soil and water resources,
- impact on surrounding settlements,
- impact on the flow of traffic and road safety,
- possible damages of access roads,
- impact on flora and fauna, etc.

Impacts on the environment are mainly temporary and will be finished with the rehabilitation operations on the subject section.

In the following text, each of the possible impacts on the environment will be briefly explained, while the measures for mitigating negative impacts will be introduced within the *Environmental protection measure implementation plan with the aim of mitigating negative impacts of the project on environment*, and monitoring measures within the *Monitoring plan for environmental protection measure implementation on the project*.

- **Noise, waste and dust**

Along the subject section, there are no noise sources that could have a negative impact on the environment.

Noise, waste and dust, occurring during operation, will have temporary negative effects on the local population, as well as those employed in the operation zone. Applying measures introduced in this document, their impact will be reduced to the greatest possible extent.

Noise intensity, after rehabilitation, will remain unchanged comparing to the current state. The most significant noise impact on the local population is present on the part of state road through Adrani settlement.

A brief review of the environmental protection legislation in the Republic of Serbia, Law on Protection from Environmental Noise to be more precise (“Official Gazette RS” 36/09 i 88/10), brings us to a conclusion that the construction of noise protection walls is preceded by the actions prescribed by the abovementioned Law, which are not predicted in the Terms of Reference and are not a subject to this project.

- **Air pollution**

The pollution of the air, that can be caused by the construction vehicle and mechanization exhaust gas emission, in the operation zone and its surroundings, may have some, but not significant negative impacts to the environment, that will be reduced to the lowest possible level implementing the prescribed measures.

Air quality, after rehabilitation, will remain unchanged comparing to the current state, since the rehabilitation of the subject section is not expected to cause an increase in traffic volume.

- **Impact on soil and water resources**

During construction and road exploitation, there might be certain negative impacts on soil and water pollution, that mainly occur in incidental situations (ex. spillage of fuel, oil...).

Implementing measures determined in Appendix 1 of this document, their impact can be minimized. When it comes to temporary impacts on soil, that is, the surrounding soil, we can mention the emission of exhaust gases that reach the soil surface draining with rainfall. However, their impact does not increase after rehabilitation, but remains the same.

When speaking about temporary impacts on water (surface and underground), we can mention the impact of sanitary wastewater from construction camp, as well as the water used for cleaning and maintaining the mechanization. However, their impact to water pollution is insignificant and will be minimized by the implementation of measures introduced in Appendix 1 of this document.

- **Impact on surrounding settlements**

The subject section of state road passes through Adrani settlement, as well as the part of Grdica settlement (Kraljevo).

As it has been already mentioned, road rehabilitation is performed within the limits of road area, and therefore, the population displacement will not be necessary.

Impact of noise and dust to the local population will be reduced by the implementation of the prescribed measures.

Traffic marking project that includes temporary traffic markings, during the road operations, will be a processed method of marking operations in the settlement, with the instructions for the Contractor on safe installation and removal of temporary traffic markings and equipment, especially taking into account: the provision of conditions for unhindered movement of vulnerable road users (pedestrians and cyclists), the speed reduction of motorized road users, especially in the zone of school in Adrani, etc.

Moreover, the traffic marking project that includes marking and equipment installed upon operation finalization, will implement protection measures for pedestrians, cyclists and children (especially in the zone of school), on the part of state road passing through Adrani.

- **Impact on traffic flow and road safety**

Taking into account that the operations on the subject section rehabilitation will be performed along with the traffic flow (Terms of Reference request), the temporary traffic marking project will introduce a method of construction site marking, depending on the specific conditions on the road, construction technologies, the length of construction site. The emphasis will be on the speed reduction of road users, equipment use, blinking lights, and all that with the purpose to timely and adequate notice the road users that they are approaching the section where the traffic regime is

changed due to construction operations and that extra caution is necessary. In addition, the Contractor will provide the protection of the employed in the zone of operation, in accordance with the Law on Safety and Health at Work and Labour Law.

When designing permanent traffic marking, both active and passive measures with the aim of improving traffic safety will be implemented.

The conclusion is that the negative impact of traffic to road safety will be reduced during road exploitation, that is, the safety level will be increased by implementing active and passive safety measures.

- **Possible damages of access roads**

During operation, on the subject road section, there is no risk of access road damages. Namely, there are intersections with side roads on the section, and they are:

- detour to Mrčajevci (node RS) (intersection with state road of the IIA category no. 182)
- detour to Katrga
- detour to Obrva
- detour to Tavnik
- detour to Lađevci
- detour to Cvetke
- detour to Miločaj
- detour to Mrsać
- intersection with Vojvode Stepe Street at the entrance to Kraljevo

In addition, there are clay and asphalt rural road junctions (Serbian lenija), whose purpose is to provide the access to agricultural parcels.

Improvement of the intersection in Mrčajevci is included in the project of urgent maintenance and remedy of damages for subsection 1 (from km 0+000 to km 6+000), and those are operations that will be performed as a separate whole. The operations are related to the replacement of asphalt-concrete layer.

The improvement of the intersection with Vojvode Stepe Street in Kraljevo will be performed according to the specific project documentation that envisages the formation of gyratory traffic, due to the safety of traffic flow. However, gyratory traffic construction is a separate stage of operation.

Separate stage of operation are also route operations on defined subsections. Within these operations, at intersections with side roads, leveling fitting with asphalt layer will be performed.

The improvement, with the implementation of traffic safety improvement measures, is projected for the intersections where the geographical elements are determined not to fulfill the requests of traffic safety.

Access roads are projected at the intersections of state roads and rural road junctions.

At access point to houses, the ramps are projected on intersections with state roads.

- **Impact on flora and fauna**

During operation, there might be an insignificant impact of dust and exhaust gases from construction vehicles to vegetation and crops in the proximity of the construction site.

During road exploitation, the impact on flora and fauna remains the same comparing to the current state.

The abovementioned separate impacts, their intensity and significance in terms of the environment are presented in the descriptive table in the following text.

Activities	Type of impact	Intensity of impact	Assessment of importance of impacts/measures
Operation	Noise	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		None	Negative impact does not increase comparing to current state/none
Operation	Waste	Low	Temporary impact Implementation of measures from the Waste and waste material management plan
Operation	Dust	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		None	Negative impact does not increase comparing to current state/none
Operation	Air quality	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		None	Negative impact does not increase comparing to current state/none
Operation	Impact on soil and water resources	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		None	Negative impact does not increase comparing to current state/none
Operation	Impact on surrounding settlements	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		Reduced negative impact comparing to current state	Implementation of specific measures on the project
Operation	Impact on traffic flow and road safety	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		Reduced negative impact comparing to current state	Implementation of specific measures on the project
Operation	Possible damages of access roads	None	/
Operation	Impact on flora and fauna	Low	Temporary impact Implementation of measures from the Plan in Appendix 1
Road exploitation		None	Negative impact does not increase comparing to current state/none
	Cumulative impact	Low	Temporary impact Implementation of measures from the Plan in Appendix 1

Tabela 1: Overview of activities and possible impacts to E, with impact assessment

The conclusion we can reach based on the abovementioned parameters of impacts, is that the cumulative negative impact to the environment is **low and temporary**, and therefore, it will be minimized by implementing the measures prescribed in the Appendix 1 of this document.

Along the route there are no sources of noise, dust, waste materials, and therefore, the only negative impacts can occur as a consequence of rehabilitation operations for which the adequate measures are prescribed in the Plan.

Furthermore, by implementing active and passive safety measures on the project, the safety level of road users will be increased, as well as the safety of the local population, especially on the part of state road that passes through the settlements.

## **2.2 Environmental protection measure implementation plan with the aim of mitigating negative impacts of the project to the environment**

The plan includes all possible impacts to the environment, as well as the proposed measures for mitigating those impacts during designing, operation and exploitation. The plan refers to the conditions required by the authorized institutions, location, time frame, and the responsibility for its implementation and supervision.

### **Responsibilities of the Contractor**

The Contractor will implement proposed measures during designing and operation, which means that the costs of proposal and implementation of measures are calculated within rehabilitation costs. It is incumbent upon the Contractor to assign professional and qualified employees for implementation of prescribed measures, who will be responsible for fulfilling requests in terms of the environment projected by this document.

It is incumbent upon the Contractor to prepare the relevant plans before operation initiation.

- **Construction site organization and management plan**

It is, therefore, incumbent upon the Contractor to develop the Construction site organization and management plan and act in accordance with it during operation.

Taking into account that the subject section is not within the protected area for which the protection procedure has been implemented or initiated, nor is it within the ecological network, the Institute for Nature Conservation issued the conditions for nature conservation that, among others, include the conditions for the formation of Construction site organization plan, that the Contractor must respect while forming Construction site organization and management plan.

According to the given nature conservation conditions, and with the aim of fulfilling regulation requests, as well as the environmental requests, while developing Construction site organization, the Contractor must envisage the following:

1. Temporary locations for storing necessary construction and other material and equipment, that need to be located outside ground vegetation spaces and blue river zones, and limited solely to the operation period;
2. Temporary or permanent locations (existing communal facilities/landfills) for storing and disposal of debris and other construction waste, as well as communal waste from operations, that is the prohibition of their storage/disposal in the costal area of the West Morava and

- other smaller watercourses of temporary characters, as well as agricultural land except on the project defined locations;
3. During operation, road route and corridor must be strictly observed, when it comes to the manipulation of vehicles and machines, so as to avoid the consequences in wide area. In addition, the existing road network should be used without the construction of new roads with the aim of preventing fragmentation of area and habitats;
  4. Vehicle and machine servicing along the route is prohibited. In case there is an incidental spillage of fuel, oil, lubricant and other harmful substances, rehabilitation of surface and reconstruction are necessary;
  5. Subject operations on the road route that passes through the inhabited areas should be performed only during the day due to the possible influence of construction machine and vehicle noise;
  6. Define narrow and wide zone of road impact to nature and the environment (especially in terms of agricultural land conservation the production of quality food). Plan the impact zones and pollutant amount that will reach the land and water draining from the road, and based on that propose measures and recommendations for land usage (surrounding land within 50m from road edge cannot be used for agriculture);
  7. During construction a maximum level of communal hygiene will be maintained
  8. The area containing the Contractor's objects should be minimized, so as to reduce the unnecessary clearance of vegetation;
  9. The contractor's objects (in construction camp) should be fenced with a proper shield;
  10. Construction site must be properly drained. Asphalt areas, including the zones for parking, workshops and fuel storage, are drained towards separator for oil and grease;
  11. Sanitary waste and polluted waters are treated before discharging into recipient in accordance with the Law on waters;
  12. Fuel storage area must be at least 20 m away from the watercourse;
  13. If more than 5000 l of fuel is stored at the site, it should be stored in closed tanks, on concrete foundation, which can withstand 110% of tank capacity;
  14. The Contractor must employ qualified staff, competent to handle the fuel and remove the consequences of accidental spilling;
  15. All waste oils, oil filters and fuel, will be collected and disposed at safe locations. After closing construction site, all contaminated soil should be removed and replaced with the new soil layer;
  16. Disposed material should be stored in piles of proper size, in accordance with the requests of their management and reuse;
  17. Scope of excavation should be limited, so as to reduce the possibility of erosion. The Contractor should provide protection measures to prevent erosion;
  18. After operation completion, it is necessary to remove all mechanization, construction material, etc., as soon as possible. In case there has been a degradation of the subject area (area along the route), it should be rehabilitated. In that sense, vegetative cover (terrain cultivation) should be formed in all endangered places, using proper flora and species biologically persistent in given climate, resistant to harmful effects (exhaust gases, etc). Species recognized as invasive in Serbian climate and determined as allergens should be avoided. For more details, refer to the conditions of the Institute for Nature Conservation that are the component of this document;
  19. Predict the fastest possible rehabilitation of the areas in any way degraded by construction and other operations after their finalization;
  20. Upon operation finalization, it is necessary to remove mechanization, construction material, containers, spare parts and other equipment.

## **2.3 Environmental management during urgent maintenance and remedy of damages**

Urgent maintenance and remedy of damages will be performed in accordance with Technical construction conditions based on the document “SRCS – Technical Conditions for Road Construction in the Republic of Serbia”; they are a component of technical documentation, and they include:

- Preparatory works,
- Land works,
- Drainage system,
- Road construction,
- Building construction,
- Traffic marking and equipment.

A matter of great importance for the implementation of legal requests and the World Bank operational policy requests, is for the Contractor to prepare and implement the Environmental management plan that should define the following:

- Description and overview of locations for containers, maintenance equipment, mechanization, lubricant and fuel storage facilities, watercourse distance, etc. (construction site scheme);
- Wastewater management plan, that predicts the formation of sanitary block and prevention of watercourse and underground water pollution;
- Grievance mechanism, through which the local population and other stakeholders can express their opinion, suggestions and complaints related to the current plan (during the public presentation of plan, the form of appeal will be publicly available);
- Soil management plan, that states the measures to reduce erosion due to wind and water impacts, measures of upper soil layer fertility conservation;
- Dust impact reduction plan envisages the method and classification of spraying access roads, construction, that is, transport roads (if they are located in the vicinity of settlements), as well as the list of equipment that will be used for that purpose. Plan projects the Contractor’s method of reaction, during operation, due to greater amount of dust, the implementation of control measures, that is reducing dust by spraying the place of its possible formation with water;
- Plan that envisages the locations of material excavation and extraction, and rehabilitation measures that should be realized at borrow pits and transport roads (used during operation) upon operation finalization;
- Waste and waste material management plan. Waste disposal: all construction waste materials (boards, sand, cement bags, gravel, etc.) should be disposed in a proper way, that is, to landfills at approved locations. Hazardous waste will be removed from the construction site and kept in accordance with Law on waste management (“Official Gazette RS” 36/09). Waste management plan should also predict the possibility of waste material reuse and recycling. The plan should consist details on temporary waste storage, transport, and the treatment before the final disposal or recycling. Prescribed objects must be used for storage of waste in liquid and solid state, and monitoring waste from the construction site to the final disposal or recycling is necessary. For that purpose, the Contractor is preparing the procedure that will define the responsibility of each individual in the process of waste monitoring upon leaving the construction site. That method enables the control of waste management and its compliance with positive practice and regulations in that field;
- Fuel and lubricant storage plan. The plan envisages storage procedures, transport and use of

fuel and lubricant, machine refueling, and reduction of water and soil pollution risks. In case of fuel and lubricant drainage/spilling, the place should be immediately cleaned with adequate equipment found in vehicles for refueling.

- Construction plan in the zone of rivers and watercourses contains the procedures for river and watercourse conservation, as well as the fauna in them during operation on watercourse regulation defined by the project
- Plan of reaction in accidental situations. Contains reaction procedures in emergencies, in case of accidents and serious accidental situations, to protect people, property and natural resources.
- Environmental noise management. All equipment, mechanization and working vehicles should meet the standards of the European Union in terms of noise protection. The Contractor will predict operation during the day to reduce the harmful effect of noise on the local community.
- Recultivation plan. Includes construction site cleaning and recultivation, and the Contractor's object removal. It is incumbent upon the Contractor to clean the construction site, remove all waste and waste substances, machines and contaminated soil. In accordance with the Law on waste management ("Official Gazette RS" 36/09), it is incumbent upon the Contractor to reconstruct the construction site, surrounding area and transport roads for their primary function. It mainly refers to cleaning and landscaping of the area affected by the construction site. In case the Contractor does not act according to the above defined procedure that provides the construction site recultivation, the Investor has the right to suspend the payment, organize cleaning at their own expense, and to reduce that amount in the final calculation of the performed works for the Contractor.

## **Safety and health at work**

Before operation, the Contractor identifies possible dangers and develops the Construction site safety plan. It is necessary to indicate in the plan the person that will be a contact in case of accidents. The plan is submitted to the relevant authority for approval, a week before the project initiation. The plan defines the following:

- The responsibility of the Contractor to disable the use of drugs and alcohol at the construction site;
- The responsibility of the Contractor to propose safety measures and provide protective equipment for all employees (hand, head, eye, ear equipment, protective footwear);
- Provide necessary first aid equipment, as well as the persons trained in first aid, all in compliance with the Law on safety and health at work ("Official Gazette RS" 101/05);
- Provide workers with drinking and washing water, and toilets;
- The responsibility of the Contractor to provide all measures of worker safety and protection in accordance with legal regulations in that field;
- When it comes to the local population protection and safety, the responsibilities of the Contractor are as follows:
  - maintenance of mechanization and trucks in safe condition,
  - organization of proper training to provide responsible behaviour of all drivers and machine operators,
  - securing and protection of all truck transported loads (necessary use of tarpaulin),
  - provision of speed limit respect,
  - disqualification of the drivers who do not respect one single rule for the local community safety maintenance.
- The responsibilities of the Contractor in the designing stage, that will influence the safety of

the local population and all road users, are as follows:

- implementation of traffic calming measures in the zone of school,
- improvement of traffic safety, through implementation of active and passive safety measures,
- traffic safety analysis, including analysis of traffic accidents and identification of “black sections” and/or “black spots”.
- The responsibilities of the Contractor, during regular maintenance of the subject section, to improve safety, are as follows:
  - grass mowing
  - road hole repairs,
  - drainage system cleaning,
  - washing of traffic markings,
  - traffic equipment maintenance,
  - etc.

The abovementioned operations of maintenance should be performed regularly, using traffic marking and equipment during operation, that will enable safe traffic regulation during operation. Season maintenance, such as the rehabilitation of damage caused by extreme weather conditions, will be performed upon demand.

Periodical maintenance, that includes road improvements, is performed in accordance with the operational programme developed annually by the road administrator, that is the PERS.

The Contractor will submit the complete Environmental management plan to the PERS that should perform the check especially in terms of:

- undertaken all activities related to the environmental protection, to prevent damage or disturbance of project affected property and persons,
- undertaking all measures in terms of worker safety in operation zone,
- undertaking all measures in terms of road user safety,
- undertaking all measures in terms of the local community safety,
- etc...

## **2.4 Monitoring plan for environmental protection measure implementation on the project**

Monitoring plan, for the proposed measure implementation, is presented in Appendix II of this document.

Main components of the plan include the following:

- Environmental aspects that need to be monitored and verification evidence of the environmental measure monitoring
- Specific areas, locations and parameters that need to be monitored
- Standards and criteria
- Monitoring of noise level in the vicinity of settlements
- Material supply monitoring (transport, storage, use,...)
- Duration, frequency and cost evaluation of monitoring,
- Institutional responsibility for monitoring and supervision.

In the monitoring stage, the control list is prepared, which is used by the relevant authority in the field. Filled and signed control lists are submitted to the PERS, that will be responsible for monitoring and compliance reporting.

In addition, the PERS will form data base on the complaints, received by stakeholders.

### **3. Institutional responsibility and reporting method**

The PERS is responsible and in charge of the project implementation in compliance with the *Environmental measure implementation plan with the aim of mitigating negative impacts to environment and the Monitoring plan for the environmental measure implementation on the project*. The PERS is in charge of that activity bearer.

Before operation, the PERS will submit the subject Environmental management plan to the Bank for approval.

#### **3.1 Obligations and responsibilities of the Contractor in this stage**

As abovementioned, the responsibility of the Contractor is to develop a management plan and define measures for mitigating negative impacts, that must be implemented in the operation stage, and to develop the monitoring plan for implementation of those measures.

The Contractor does not hold the right for special compensation except for water quality analysis and noise level measurement.

The Contractor should hire an environmental specialist in its team, who will supervise and perform the control of activities related to the environmental protection. In addition, the person will be the coordinator between the Contractor, the PERS and the relevant ministry in terms with grievance mechanism during the project realization.

Upon operation completion, the PERS takes the responsibility in terms of measure implementation and environmental condition monitoring.

The relevant ministry has the authority to suspend operations, unless they are performed in accordance with the environmental regulations. The environmental inspection, in that case, informs the PERS about the suspension upon order of the ministry.

The subject Environmental plan in draft form is published on the PERS website to enable the public concerned to express their opinion and interests in decision making process. During the public presentation of draft document, the public directly influences the development of Plan's final contents, after the entry of opinions and suggestions of the public concerned, the final document is presented.

## **3.2 Reporting**

### **Designer → PERS**

The designer prepares the Management plan as a component of the main project. Moreover, it prepares the public presentation of the plan and organizes the consultations with the public concerned. After the presentation, the designer submits the detailed report on the performed public consultations to the PERS. Comments, suggestions and observations gathered during the public presentation will be the components of the final Environmental management plan.

### **Contractor → PERS**

The contractor prepares the reports on the compliance with the Environmental management plan (periodically) that contain the environmental measures and monitoring activities performed during the reporting period. The Contractor takes into account all the environmental protection measures and informs the PERS on that. The reports will include all undertaken activities in terms of the environmental protection, measurement and research results, and the recommendations related to the future activities and protection measures.

In case of accidents or environmental threats, the Contractor immediately submits the relevant report to the PERS. The Contractor and the PERS have the joint and several liability for reporting any type of threats and accidents.

Apart from that, the Contractor will submit the “Annual report on the environment and social aspects”, that will contain all project activities during one calendar year.

Grievance mechanism is introduced to enable consideration of all complaints and suggestions related to the Plan, and appellants, that is the stakeholders, must be informed about appeal outcome, their proposals being taken into account.

### **Project supervision → PERS**

The Contractor will inform the PERS of the measure implementation results, during regular measure realization monitoring, in the form of periodical reports.

### **PERS → Ministry of Transportation, Construction and Infrastructure, World Bank, European Bank for Reconstruction and Development and European Investment Bank**

“Annual reports on environment and social aspects”, that include the report on measure implementation and monitoring predicted by the Environmental management plan, will be prepared by the PERS and submitted to the international financial institutions for review. International financial institutions will review the report and verify its content based on the periodical visits to the locations. The report will contain measure implementation status, additional measures for monitoring that should be implemented, report on non-compliance with environmental measures, complaints of the local population, non-governmental organizations, etc.

In case of serious accidents or casualties, the PERS immediately informs the World Bank and the EIB.

Monitoring of compliance with the requests from the EP management plan and Frame document (EMFD), including monitoring of measure implementation, during project realization, is performed by the PERS through its organizational unit, and informs the Bank of it semiannually. The PERS will name an environmental specialist for quality control of the EP management plan implementation.

### **3.3 Public presentation and stakeholder participation**

Public consultations will be organized during the Plan preparation in accordance with the international financial institution policies.

## **APPENDIX I:**

**Environmental protection measure implementation plan with the aim of mitigating negative impacts of the project to the environment**

Stage	Subject of consideration	Mitigation measures	Institutional responsibility		Comments
			Implementa tion	Supervision	
<b>Designing</b>					
Prior to operation	Compliance with the EP regulation	Obtained conditions of the Institute for Protection of Cultural Monuments in Kraljevo, the Institute for Nature Conservation of Serbia	The Designer or the Contractor and the PERS	The PERS	
Prior to operation	Construction site location and organization must be approved by the PERS and meet the following:	<ul style="list-style-type: none"> <li>- construction site must be outside of the area with ground vegetation, and blue river zones</li> <li>- the area should be minimized, so as to prevent unnecessary vegetation displacement and degradation of upper soil layer</li> <li>- sanitary waste and polluted water must be treated before discharging into recipient, in accordance with the Law on waters</li> <li>- construction site must be properly drained; asphalt zones, including zones for parking, workshops and fuel storage are drained towards the separator for oil and grease</li> <li>- plan the separators for oil and grease, for the purpose of watercourse protection from pollution</li> <li>- limit excavation scope, so as to reduce the possibility of soil erosion</li> <li>- implement protection measures to prevent soil erosion</li> <li>- avoid soil excavation in wet weather conditions</li> </ul>	The Contractor and the PERS	The PERS	

		- waste construction material must be stored outside the costal area of the West Morava and watercourses			
Prior to operation	Location choice for setting construction camp must meet the following:	<ul style="list-style-type: none"> <li>- construction camp should be set on a location acceptable from ecological, cultural and social viewpoint</li> <li>- construction camp should be set outside the settlement, so as to prevent social conflicts caused by the use of natural resources or to prevent negative impacts of the camp to the local population</li> <li>- local self-government bodies that have a jurisdiction over safety and health at work, will be informed of construction camp setting so as to enable them to supervise public health of the population, and inspect the implementation of safety and health at work measures</li> </ul>	Contractor	Project supervision The PERS	
Prior to operation	Construction camp content in terms of satisfying basic working conditions of workers	<ul style="list-style-type: none"> <li>- accommodation for workers</li> <li>- reliable source of water supply (water quality must be satisfying, in accordance with the standards)</li> <li>- sanitary block and wastewater drainage</li> </ul>	The Contractor	Project supervision The PERS	
During operation	Waste and waste material management	<ul style="list-style-type: none"> <li>- removed material is stored in piles, so that it can be disposed or reused</li> <li>- waste separation by type: organic on one side, inorganic on the other</li> <li>- the existing communal waste landfill is chosen, at a distance of at least 500m from the camp, so as for the population not to be exposed to the impacts of waste decomposition</li> </ul>	The Contractor	Project supervision The PERS	

		<ul style="list-style-type: none"> <li>- landfill is fenced with wire to prevent unauthorized access</li> <li>- temporary landfill formation is avoided; all solid waste is disposed at the approved communal waste landfills</li> <li>- in waste management, compliance with the regulations of the Law on waste management</li> </ul>			
During construction	Worker health and safety management	<ul style="list-style-type: none"> <li>- provision of first aid kits at the construction site and in construction camp</li> <li>- provision of medicine supply and a person trained in first aid</li> <li>- provision of an ambulance in case of an incidental situation and need for transport of workers to the health facility</li> <li>- provision of short training courses for workers on best hygienic practices</li> </ul>			
Project development stage	Safety of vulnerable road users	The project includes pedestrian crossings, and cycling path crossings over the road. Proper measures for traffic calming have been introduced. Ramps enabling the use of hand carts, wheelchairs and baby strollers have been projected.	The Contractor	Technical control The PERS	
Prior to operation	Informing the public on rehabilitation operations	<p>It is necessary to inform the public through public consultations on the scope and method of operations, as well as their possible effect on regular traffic and life flow.</p> <p>A mechanism should be provided, using which the local population can lodge a complaint/objection about the operation</p>			

		method			
<b>Environmental management plan</b>					
During operation	The EP management plan	<p>The plan must envisage and provide performance of the following activities:</p> <ul style="list-style-type: none"> <li>• construction site organization and management</li> <li>• wastewater management plan</li> <li>• grievance mechanism</li> <li>• soil management plan</li> <li>• reduction of dust impact plan</li> <li>• material excavation and removal plan</li> <li>• waste and waste materials management</li> <li>• fuel and lubricant storage plan</li> <li>• operation plan in the zone of rivers and watercourses</li> <li>• plan of reaction in accidental situations</li> <li>• environmental noise management plan</li> <li>• recultivation plan</li> </ul>	The Contractor	Project supervision The PERS	
<b>Operation initiation</b>					
During operation	Personal protective equipment and training courses on safety and health at work	The Contractor is responsible for informing all workers with the Safety and health at work plan. In addition, the presence of a coordinator at the operation stage is necessary, according to the Regulation on safety and health at work at temporary and movable construction sites.	The Contractor	Project supervision The PERS	
During operation	Archaeological location	In case of discovery of movable or	The Contractor	The Contractor/the	

		immovable archaeological site remains, it is incumbent upon the Contractor to immediately inform the relevant Institute for Protection of Cultural Monuments and the PERS. Unauthorized collection of archaeological material is prohibited. Protection measures should be implemented so as for the finding not to be destroyed or damaged, but kept in place and position of discovery.		PERS/the relevant Institute	
<b>Supply of materials</b>					
During operation	Asphalt plant	Use the existing asphalt plants with work permissions	The Contractor	Supervision	
During operation	Stone quarry	Use the existing quarries with work permissions	The Contractor	Supervision	
During operation	Sand and gravel borrow pits	Use the existing sand and gravel borrow pits with work permissions	The Contractor /Sand and gravel separation	The Contractor /Sand and gravel separation	
<b>Material transport</b>					
During operation	Asphalt	Asphalt is mainly transported in pans with metal rims. They are covered with tarpaulins to protect the mass from excessive cooling during transport.	The Contractor/ the carrier	The Contractor/the carrier	
During operation	Stone	Truck load should be sprayed with water to prevent dust formation.	The Contractor/the carrier	The Contractor/the carrier	
During operation	Sand and gravel	Truck load should be sprayed with water to prevent dust formation.	The Contractor/the carrier	The Contractor/the carrier	
During operation	Traffic noise, exhaust	- material delivery is performed during	The Contractor/the	The Contractor/the	

	gases and road congestion management	off-peak hours (09-14h); - if possible, use alternative directions, to ease the congestion on the main one	carrier	carrier	
<b>Construction site</b>					
During operation	Harmful effects of noise and vibrations on workers and the local population	<ul style="list-style-type: none"> <li>- respect working hours in accordance with the Labour law, perform operations solely during the day;</li> <li>- use the mechanization equipped with acoustic hoods, in accordance with the EU standards;</li> <li>- regularly maintain the mechanization in accordance with the producer's procedures;</li> <li>- organize the truck loading and unloading, as well as the manipulative operations at the construction site, to mitigate the negative impact of noise to the local population</li> <li>- avoid the unnecessary use of alarms and horns</li> <li>- train machine operators on possible problems that can occur due to noise, and train them how to react in such situations</li> </ul>	The Contractor	The Contractor	
During operation	Negative impact of dust	<ul style="list-style-type: none"> <li>- spray with water the construction site areas, as well as the transport roads;</li> <li>- covering with tarpaulin vehicles used for transport, regular cleaning and maintenance of vehicles</li> </ul>	The Contractor	The Contractor	
During operation	Impact on traffic flow and road safety	Temporary marking project must predict a safe method of traffic flow, that will timely inform road users that they are approaching the zone where it is	The Contractor /the Designer	The Contractor /Project supervision	

		necessary to adjust the speed and driving to the present situation. Use the existing road network for traffic flow, without constructing new ones; implement protection measures for vulnerable road users, that is, safe pedestrian crossings and cycling paths crossings over the road, lightning of the intersection in Mrčajevci			
During operation	Water and soil pollution caused by improper storage of waste materials, their management and use	Plan the area for material storage; prevent water drainage from the areas from mechanization cleaning directly into watercourses and surrounding soil; first discharge water to the separators for oil and grease	The Contractor	The Contractor	
During operation	Water and soil pollution caused by improper storage of waste materials	Storing waste materials in areas protected from drainage, at a site place reserved for that purpose, or the existing landfill; when storing materials, apply the best international practice (IFCM EHS – General guidelines). Apply extraordinary measures when storing hazardous waste (limited access, use of personal protective equipment), to prevent harmful effects to workers, the local population and the environment. Name the persons responsible for waste storage and classification.	The Contractor	The Contractor	
During operation	Water and soil pollution caused by improper maintenance of equipment and due to refueling	- provide transport of waste by vehicles for that purpose; - train drivers to handle and store waste and manage adequate documentation on the cargo	The Contractor	The Contractor	

During operation		Worker safety	- provide personal protective equipment to workers and the training on protection and safety at work; - provide safe traffic flow during operation, and the access to all objects in that period	The Contractor	The Contractor	
During operation		Operation occupied area	- cleaning, area recultivation; - restoring vegetation plantings	The Contractor	The Contractor	
<b>Regular maintenance</b>						
During maintenance	regular	Harmful effects of noise to workers and the local population	- respect working hours in accordance with the Labour law, perform the operations solely during the day; - use the mechanization equipped with acoustic hoods, in accordance with the EU standards;	Maintenance contractor	Maintenance contractor	
During maintenance	regular	PotenPossible pollution of air, water and soil caused by dust, exhaust gas emission, fuel, oil and lubricant spilling	Apply the best engineering practice in use and safe storage of lubricants, fuels and oils, provide the proper refueling and equipment maintenance, waste should be collected and stored in compliance with the Law on waste management. Impure water should not be discharged into recipient immediately, but the separator for oils and grease	Maintenance contractor	Maintenance contractor	
During maintenance	regular	Impact of noise and vibrations	- respect working hours in accordance with Labour law, perform the operations solely during the day;	Maintenance contractor	Maintenance contractor	
During maintenance	regular	Worker safety	- provide personal protective equipment to workers and training on protection and safety at work; - provide safe traffic flow during	Maintenance contractor	Maintenance contractor	

		operation, and the access to all objects in that period			
During maintenance	regular	Erosion, landslides and dangerous situation	In case of landslides on the road and other dangerous situations, until regular traffic regime is established, it is necessary to erect danger warning signs, limit road user speed of movement, install horizontal and vertical barriers and other means of protection	Maintenance contractor	Maintenance contractor

**Appendix II:**

**Monitoring plan for the environmental protection measure implementation on the project**

<b><u>Subject of monitoring</u></b>	<b><u>What is the parameter to be monitored?</u></b>	<b><u>Where the parameter should be monitored?</u></b>	<b><u>How the parameter should be monitored/type of monitoring equipment</u></b>	<b><u>When the parameter should be monitored? (frequency)</u></b>	<b><u>Why the parameter should be monitored?</u></b>	<b>Institutional responsibility</b>
						<b><u>Implementation</u></b>
<b>Construction</b>						
Asphalt plant	Official work license acquisition	Asphalt plant	Project supervision /inspection	Prior to operation	The compliance of the asphalt plant processes with safety, health and environmental requests must be provided	Head of plant
Stone quarry	Official work license acquisition	Stone quarry	Project supervision /inspection	Prior to operation	The compliance of stone quarry processes with safety, health and environmental requests must be provided	Head of stone quarry
Sand and gravel borrow pits	Official work license acquisition	Sand and gravel borrow pits and separations	Project supervision /inspection	Prior to operation	The compliance of borrow pit processes with safety, health and environmental requests must be provided	Head of borrow pit or separation
<b>Transport of materials</b>						
Asphalt	Truck load covered with tarpaulin	Asphalt plant/construction site	Monitoring by supervisory authority	At least once a week	The compliance with safety, health and environmental	Supervisory authority (The Contractor)

<b><u>Subject of monitoring</u></b>	<b><u>What is the parameter to be monitored?</u></b>	<b><u>Where the parameter should be monitored?</u></b>	<b><u>How the parameter should be monitored/type of monitoring equipment</u></b>	<b><u>When the parameter should be monitored? (frequency)</u></b>	<b><u>Why the parameter should be monitored?</u></b>	<b>Institutional responsibility</b>
						<b><u>Implementation</u></b>
					requests must be provided	
Stone	Truck load covered with tarpaulin	Stone quarry/ construction site	Monitoring by supervisory authority	At least once a week	The compliance with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Sand and gravel	Truck load covered with tarpaulin	Sand and gravel borrow pits (separations) /construction site	Monitoring by supervisory authority	At least once a week	The compliance with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Traffic noise, exhaust gas and road congestion management	Route, truck and mechanization movement time	Transport roads /construction site	Monitoring by supervisory authority	At least once a week	The compliance with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Negative effects of noise and vibrations to workers and local population	Respecting working hours Mechanization control in terms of maintenance and reduction of noise and vibrations Noise level	Construction site in the immediate vicinity of settlement	Observation Noise level detector	At the beginning of project and periodically, during project, upon demand, depending on the results of measurement	The compliance of operations with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)

<b>Subject of monitoring</b>	<b>What is the parameter to be monitored?</b>	<b>Where the parameter should be monitored?</b>	<b>How the parameter should be monitored/type of monitoring equipment</b>	<b>When the parameter should be monitored? (frequency)</b>	<b>Why the parameter should be monitored?</b>	<b>Institutional responsibility</b>
						<b>Implementation</b>
Dust	Air pollution	Construction and its surroundings	Observation	Controls during loading and unloading of materials, to determine that all vehicles for load transport are covered, as well as the control of water spraying of all areas that can be dust sources	The compliance of operations with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Impact on traffic flow and road safety	Development of project including installation of traffic marking during construction	Construction site	Control	Before construction, that is, before every stage of construction	The compliance of operations with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Limited access to activities in the operation zone	Provision of alternative access	Construction zone	Control	Control in accordance with operation dynamics, by stages	The compliance of operations with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Safety of vulnerable road users	The questions if traffic calming is predicted by the project,	Construction site/along the entire section of road direction	Control	Before and during operation	The compliance of operations with safety, health and environmental	Supervisory authority (The Contractor)

<b><u>Subject of monitoring</u></b>	<b><u>What is the parameter to be monitored?</u></b>	<b><u>Where the parameter should be monitored?</u></b>	<b><u>How the parameter should be monitored/type of monitoring equipment</u></b>	<b><u>When the parameter should be monitored? (frequency)</u></b>	<b><u>Why the parameter should be monitored?</u></b>	<b>Institutional responsibility</b>
						<b><u>Implementation</u></b>
	Implementation of protection measures for vulnerable road users				requests must be provided	
Water and soil pollution caused by improper waste material storage	Water and soil quality	The West Morava, the Musina river and all watercourses along the route	Water sampling and analysis in an accredited laboratory	Before rehabilitation operations, once during operations and once upon their completion	The compliance of operations with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
Worker safety	Protective equipment Provision of training courses on safety at work and traffic organization during operation	Construction site (narrow and wide zone)	Control	Constant control during construction	The compliance of operations with safety, health and environmental requests must be provided	Supervisory authority (The Contractor)
<b>Regular maintenance</b>						
Negative effect of noise and vibrations to workers and the local population	Respecting working hours Mechanization control in terms of maintenance and reduction of noise and vibrations Noise level	Construction site in the immediate vicinity of settlement	Observation Noise level detector	Controls during regular maintenance and upon request	The compliance of operations with safety, health and environmental requests must be provided, as well as the minimal traffic disturbance	The PERS

<b><u>Subject of monitoring</u></b>	<b><u>What is the parameter to be monitored?</u></b>	<b><u>Where the parameter should be monitored?</u></b>	<b><u>How the parameter should be monitored/type of monitoring equipment</u></b>	<b><u>When the parameter should be monitored? (frequency)</u></b>	<b><u>Why the parameter should be monitored?</u></b>	<b>Institutional responsibility</b>
						<b><u>Implementation</u></b>
Worker safety	Protective equipment Traffic organization during construction	Construction (narrow and wide zone)	Control	Constant controls during regular maintenance and upon request	The compliance of operations with safety, health and environmental requests must be provided and minimal traffic disturbance	The PERS
<b>Road safety during maintenance and exploitation</b>						
Increased vehicle speed	Condition of road signs Road user speed of movement	Road section included in the project	Speed detectors	During maintenance process and exploitation	To reduce the possibility of accidents and provide safe traffic flow	Maintenance contractor Traffic police
Erosion, landslides and dangerous situations	Sign erection in case of dangerous situation occurrence until the elimination of its cause	Road section included in the project	Control	During maintenance process and exploitation	To reduce the possibility of accidents and provide safe traffic flow	Maintenance contractor

**Proposed model – additional data that should be included in monitoring plans:**

1.General		
Is the project in compliance with all requests (taking into account the adopted action plans, exemptions or deviations)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, please provide additional information on non-compliance:
Is the project in compliance with all valid ecological and social laws and regulations?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If no, please provide additional information on non-compliance:
Have there been any accidents or incidents that have caused environmental damage, lead to injuries or deaths, influenced workers, the local community or cultural properties? Has the company been called to account?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe, including measures for remedy of damage and repetition prevention:
Is the company financially jeopardized by any changes in laws and regulations (Law on labour, environment, social protection, safety and health at work)?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please describe:
How many times has the company been a subject to inspection by the relevant environmental authorities?	Number:	Please include the details of their inspection, as well as the number and type of possible violations:
How many times has the company been a subject to inspection by relevant environmental authorities?	Number:	Please include the details of their inspection, as well as the number and type of possible violations:
Have penalties, fines and/or corrective actions been prescribed upon inspection?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please explain, including the status of correction action implementation:

Has the company hired subcontractors on operations related to the project?	Yes <input type="checkbox"/>  No <input type="checkbox"/>	If yes, please include the operation type and the company's method of monitoring the compliance of producer's work with the environmental and social action plan:
Have subcontractors been in charge of any of the abovementioned violations?	Yes <input type="checkbox"/>  No <input type="checkbox"/>	If yes, please include details, as well as the way in which the company will provide the implementation of corrective actions by subcontractors?
Have any of the operations been performed in reduced scope, have they been temporarily or permanently discontinued due to the protection of the environment, health, safety or legal regulations?	Yes <input type="checkbox"/>  No <input type="checkbox"/>	If yes, please explain:
Please list the programmes, initiatives or subprojects performed by the company at the moment with the aim of work and management system improvement in terms of social aspects and conservation of the environment: Please list the expenditure level for main and operational costs, and whether they are related to demands of environmental and social impact action plan or another initiative:		

## 2. Status of the environmental and social impact action plan

Please provide data on the status of each item of the Environmental and social impact action plan. If the plan is being updated during reporting, please enclose the copy of the new plan.

## 3. Environmental monitoring data<sup>1</sup>

Please provide the information on the name and contact details of your environmental manager :				
<b>Parameter<sup>2</sup></b>	<b>Value<sup>3</sup></b>	<b>Unit</b>	<b>Compliance status<sup>4</sup></b>	<b>Comments<sup>5</sup></b>

1

Please provide environmental monitoring results performed by the company or its consultants. If you already possess the requested data in other format, they can be used.

2 Implementation of all parameters is not necessary. Please fill in the lines most relevant to the industrial sector. Additional parameters can be inserted if necessary.

3 Implementation of all parameters is not necessary. Please fill in the lines most relevant to the industrial sector. Additional parameters can be inserted if necessary.

4 Please enclose the compliance report with standards for this project (mainly local, EU and/or World Bank).

5 Among other comments, please state whether enclosed measurements are relevant for all or certain processes.

<b>Wastewaters</b>					
Overall amount of wastewater					
Biochemical oxygen demand (BOD)					
Chemical oxygen demand					
Suspended particles					
Phosphorus					
Nitrates					
Heavy metals					
(Other)					
<b>Emissions in the air</b>					
Sulfur dioxide SO <sub>2</sub>					
Nitrogen oxides NO <sub>x</sub>					
Microparticles					
Carbon dioxide CO <sub>2</sub>					
Methane CH <sub>4</sub>					
Nitrous oxide N <sub>2</sub> O					
Hydrofluorocarbons HFCs					
Sulphurhexafluoride SF <sub>6</sub>					
(Other)					

<b>Other parameters</b>					
Noise					
(Other)					
<b>Soild waste</b>					
Please indicate the type and amount of solid waste generated due to the project performance. Indicate if any of the waste types is hazardous. Indicate if any part of waste can be reused or recycled, as well as the way of storage.					
<b>4. Resource use and obtained products</b>					
Please provide the information on the name and contact details of your environmental manager:					
<b>Parameter</b>	<b>Value</b>	<b>Measure unit</b>		<b>Compliance status</b>	<b>Comments<sup>6</sup></b>
<b>Used fuels</b>					
Oil					
Petrol					
Stone coal					
Lignite					
Power system					
Thermal energy					
<b>Used raw materials</b>					
Raw material 1					
Raw material 2					
<b>Obtained products</b>					
Product 1					
Product 2					
<b>5. Human resource management</b>					
Please provide the information on the name and contact details of your environmental manager:					
	Overall	Newly employed in this reporting period	Dismissed in this reporting period		
Number of employees directly engaged:					
Number of employees engaged under contract:					
Has collective redundancy been conducted during reporting?		Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, explain the redundancy plan, reasons for conducting, planned number of employees and the method of their nomination, conducted consultation and measures for mitigation of redundancy effect :		
Are there any plans for working force redundancy in the following year ?		Yes <input type="checkbox"/> No <input type="checkbox"/>	If there is one, present the redundancy plan, including the reasons for dismissing redundant employees, their number and way of nomination:		
Have there been any changes in the labour union of the company during reporting?		Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, please explain and state your attitude towards the labour union		

<p>If there isn't a union, are there any other representatives of employees?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please explain their participation during reporting period:</p>
<p>Have there been any changes in the collective agreement?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please explain in detail:</p>
<p>Have any employee filed a complaint during reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, state the exact number of filed complaints, especially classified by gender, as well as the subjects of these complaints and explain the way the company has dealt with the issues:</p>
<p>Has any employee reported cases of harassment or bullying during reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, state the exact number of filed complaints, especially classified by gender, as well as the subjects of these complaints and explain the way the company has dealt with the issues:</p>
<p>Have there been any strikes or other collective conflicts related to work and working conditions in the company during reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, please state the reasons and nature of these conflicts, the company's method of resolution:</p>
<p>Have there been any judicial proceeding related to working conditions during reporting period?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, state the issues and their outcome:</p>
<p>Have there been any changes during reporting period in the following fields:</p> <p><input type="checkbox"/> Representative union,</p> <p><input type="checkbox"/> Collective agreement,</p> <p><input type="checkbox"/> Anti-discrimination and equal opportunities,</p> <p><input type="checkbox"/> Equal pay for equal job,</p> <p><input type="checkbox"/> Gender equality,</p> <p><input type="checkbox"/> Bullying and harassment, including sexual harassment</p> <p><input type="checkbox"/> Employing persons under 18 years of age</p> <p><input type="checkbox"/> Earning (amount, regular and overtime),</p> <p><input type="checkbox"/> Overtime work,</p> <p><input type="checkbox"/> Working hours</p> <p><input type="checkbox"/> Balance between work and personal life,</p> <p><input type="checkbox"/> Grievance mechanism for employees,</p> <p><input type="checkbox"/> Health and safety.</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>If yes, state the details, including new initiatives if there are any:</p>
<p><b>6. Data on protection of health and safety at work</b></p>		
<p>Please provide the information on the name and contact details of your environmental manager:</p>		



## 8. Displacement action plan with status and reporting

### **Current land occupation**

Please submit the report on implementation of the Displacement action plan during reporting period, using monitoring indicators stated in the plan and fill in the table. Please enclose the results of any other monitoring and additional information, if you find them useful.

Have the disadvantaged persons received total compensation due to physical displacement, and has the project resulted in financial losses?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, indicate the number of unsettled compensation payments (in terms of number and percentage of users, and payment amount) and state the time of settling the payments:
Has land occupation resulted in additional, unpredicted impacts on basic living needs and standard of the disadvantaged population, that hadn't been predicted by the Displacement action plan?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, determine them in quantity and indicate the measures undertaken to minimize or mitigate their impact. If not, indicate the method of possible impact monitoring on population's basic living needs.
Have any disadvantaged groups been indentified?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, indicate the groups and describe additional measures taken to mitigate negative impact on them.
If possible, have all transit fees been settled?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If not, state the number of unsettled payments (in terms of number and percentage, and payment amount) and state the time of settling these payments:
Have all disadvantaged persons been provided with legal support?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state the number of persons who have used legal support.
Have the remaining negotiations on claims to land and resources been concluded?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	If not, state the number of the remaining negotiations and the expected time of their conclusion.
Have there been any complaints and legal actions related to new land occupation?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state the number and briefly explain their content.
Has the company regularly informed the disadvantaged population on the achieved improvement in implementation of the Displacement action plan?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state the number of meetings held and the number of participants.

<b>New land occupation</b>		
In case there has been a new land occupation during reporting period, please provide the documents on land transaction. Enclose a new or revised Displacement action plan related to new land occupation, with described measures of mitigation, compensation, reached agreements, etc., and provide tabular overview with the list of the disadvantaged population and compensation status.		
Have any persons been physically displaced?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state the number of them.
Have any persons been economically disadvantaged?	Yes <input type="checkbox"/> No <input type="checkbox"/>	If yes, state the number.
Has the government helped the displacement?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
<b>9. Cooperation with communities and development</b>		
Please indicate if the company has performed any social initiatives or initiatives for community development during reporting period, as well as the responding costs if there are any:		

## **Appendix III:**

### **Legislation**

## **Laws:**

- Law on planning and construction (“Official Gazette RS” No. 72/2009, 81/2009, 64/2010, 24/2011, 42/2013, 145/2014)
- Law on nature conservation (“Official Gazette RS”, 36/09)
- Law on environmental protection (“Official Gazette RS” No. 135/04, 36/09, 72/09)
- Law on environmental impact assessment (“Official Gazette RS” No. 135/2004, 36/2009)
- Law on environmental impact strategic assessment (“Official Gazette RS” no. 135/2004)
- Law on waste management (“Official Gazette RS” no. 36/2009 i 88/2010)
- Law on noise protection (“Official Gazette RS” no. 36/09)
- Law on waters (“Official Gazette RS”, 46/91, 53/93, 67/93, 48/94, 54/96, 101/05)
- Law on forests (“Official Gazette RS”, 46/91, 83/92, 54/93, 60/93, 53/93, 67/93, 48/94, 54/96, 101/05)
- Law on air protection (“Official Gazette RS” no. 36/09 i 10/2013)
- Law on safety and health at work (“Official Gazette RS” no. 101/05)

**Regulations** defined on the basis of the Law on environmental impact include the following:

- Decree on the determination of the List of projects for which an environmental impact assessment is mandatory and the List of projects for which an environmental impact assessment may be required (“Official Gazette RS” No. 114/08)
- Rulebook on contents of the request for necessity of environmental impact assessment and contents of the requests for specification of scope and contents of the EIA studies (“Official Gazette RS” No. 69/05)
- Rulebook on contents of the EIA studies (“Official Gazette RS” No. 69/05)
- Rulebook on the procedure of public inspection, presentation and public consultation about the EIA studies (“Official Gazette RS” No. 69/05)
- Rulebook on work of Technical Committee for the EIA studies (“Official Gazette” No. 69/05)
- Regulation on permitted noise levels in the environment (“Official Gazette RS” No. 54/92)
- Decree on establishing class of water bodies (“Official Gazette RS” No. 5/68)
- Regulations on danger pollutants in waters (“Official Gazette SRS” No. 31/82)

### **Other relevant regulation** of the Republic of Serbia:

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

## **APPENDIX IV:**

### **Stakeholder participation and public consultation reporting**

## **Identification of stakeholders**

Stakeholders can be defined as persons and organizations that can influence, be affected, or believe to be affected by a decision or activity. The stakeholders on this project can be classified into the following basic groups:

Potentially affected stakeholders:

- PERS employees and contractors;
- Representatives of companies operating in the immediate zone of the project;
- Population in the zone of project impact;
- Legally regulated relevant authorities at local and regional level, such as: local landowners and leaseholders, and potentially affected industry and enterprises.

Other stakeholders:

- The public;
- Other companies operating in the national network;
- Non-governmental organizations.

As the project develops, more stakeholders can be identified and hired. In that sense, when identified once, an stakeholder can be classified in terms of their interest, problems and demand, and included in this list.

## **Grievance mechanism and form**

Grievances should be death with within 15 working days.

Reference number of complaint:			
Contact information	Name and surname:		
	Address:		
	Telephone no:		
	e-mail:		
How would you like to be contacted? Please mark	Via mail	Telephone	E-mail
Name and identity information (from ID).			
Details of your complaint. Please describe the problems, involved parties, time, location, frequency			
What is your recommendation for complaint solution?			
How do you submit this form to the authorized person?	Mail:		
	In person: Please bring the form to the following address:		
	E-mail: Send your complaint, proposed solution and contact information to e-mail:		
Signature		Date	

# **Results of public discussion on the Environmental management plan**

## **1. HISTORY**

The Republic of Serbia has applied for financing the costs of the Road rehabilitation project by the World Bank, the European Investment Bank and the European Bank for Reconstruction and Development. Part of funds will be directed to urgent maintenance and remedy of damages on state road of the IB category number 22, Preljina – Kraljevo, section: Mrčajevci – Kraljevo 1, from km 0+000 to km 18+791, with the length of 18.791 km. The subject project is a component of urgent unpredicted operations within the Road rehabilitation project necessary for rehabilitation and remedy of damages caused by excessive floods in May 2014. The project is classified in B environmental category, that is, as a project that requires the development of the Environmental management plan in compliance with the international financial institution policies in terms of the environment. According to valid legislation of Serbia, especially after the introduction of the Law on environmental impact assessment (Official Gazette RS, no. 135/04, 36/09) – the development of the Environmental impact assessment is not necessary for the Road rehabilitation projects.

## **2. REPORT ON PUBLIC DISCUSSION**

To be updated upon the organized public consultations.

**APPENDIX V:**

**Conditions of relevant institutions**

ЗАВОД ЗА ЗАШТИТУ  
СПОМЕНИКА КУЛТУРЕ  
К Р А Љ Е В О  
Установа културе  
од националног значаја  
Краљево, Цара Лазара бр. 24  
Број: 903/3  
06.07.2015. год.

мач,кгб/ља

Завод за заштиту споменика културе Краљево, Краљево, ул. Цара Лазара бр.24, на основу члана 36. став 1. тачка 4. чл. 99. став 2 тачка 1 и става 3, чл. 100 став 1, и члана 104 Закона о културним добрима („Службени гласник РС“, бр.71/94, 52/2011-др.закон, 99/2011-др.закон) и члана 131. Закона о општем управном поступку („Службени лист СРЈ“, бр.33/97), поступајући по захтеву привредног друштва АД „Путеви Чачак“, Чачак, Ул. 600, бр.2, под бројем 866 од 23.06.2015. године, за издавање мера техничке заштите за израду Пројекта рехабилитације путева и унапређења безбедности саобраћаја, хитних радова ЕБРД кредит бр. 44750, Ургентно одржавање и отклањање оштећења на државном путу ИБ 22 Прељина Краљево, деоница Мрчајевци-Краљево 1, км од 0+000 до км 18+791, запримљеног у овом Заводу под бројем 903/1 од 23.06.2015..године, доноси:

#### РЕШЕЊЕ

I – Подносиоцу захтева, издају се мере техничке заштите за потребе за израде Пројекта рехабилитације путева и унапређења безбедности саобраћаја, хитних радова ЕБРД кредит бр. 44750, Ургентно одржавање и отклањање оштећења на државном путу ИБ 22 Прељина Краљево, деоница Мрчајевци-Краљево 1, км од 0+000 до км 18+791, и могу се извршити под следећим условима:

1. Константовано је да на траси пута и у његовој непосредној близини нема утврђених непокретних културних добара, као ни добара која уживају претходну заштиту, према Закону о културним добрима(Сл.гласник РС 71/94).
2. Уколико се током радова на одржавању и отклањању оштећења на државном путу ИБ 22 Прељина Краљево, деоница Мрчајевци-Краљево 1, наиђе на непокретне или покретне остатке археолошког порекла, инвеститор или извођач дужни су да одмах обуставе даље радове и обавесте надлежни Завод.
3. Стручно лице Завода има право да након увида у откривени материјал пропише праћење радова или археолошка ископавања.
4. Забрањује се неовлашћено прикупљање археолошког материјала.
5. Извођач/Инвеститор је у обавези да преузме мере заштите како налаз не би био уништен и оштећен, и да се сачува на месту и у положају у коме је откривен;
6. Трошкове истраживања, конзервације, чувања, публиковања и излагања добра које ужива претходну заштиту, све до предаје добра на чување овлашћеној установи заштите сноси Инвеститор
7. За промене у пројекту неопходно је прибавити нове услове Завода.

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

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

сагласно са са.Т : *YFS*  
*Милиш Чупрић*

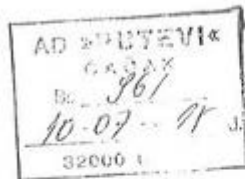
Доставити:

- Ⓒ Подносиоцу захтева
- Републичком Заводу за заштиту споменика културе у Београду
- Архиви Завода

В.Д. ДИРЕКТОРА ЗАВОДА,  
*Весна Маринковић*  
Весна Маринковић



РЕПУБЛИКА СРБИЈА  
ЗАВОД ЗА ЗАШТИТУ ПРИРОДЕ СРБИЈЕ  
03 Број: 020-1393/3  
Датум: 07.07.2015.  
НОВИ БЕОГРАД, Др Ивана Рибара бр. 91  
Тел: +381 11/2093-802; 2093-803  
Факс: +381 11/2093-867



Завод за заштиту природе Србије, на основу члана 9. Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010 и 91/2010-исправка) и члана 192. Закона о општем управном поступку („Службени лист СРЈ“, бр. 33/1997 и 31/2001 и „Службени гласник РС“, бр. 30/2010), поступајући по захтеву А.Д. Путеви Чачак, за издавање услова заштите природе за израду техничке документације Пројекта рехабилитације путева и унапређења безбедности саобраћаја на државном путу ИБ 22 Прелина-Краљево, деоница: Мрчајевци-Краљево 1 (стационажа од km 0+000 до km 18+791, L=18.791 km ), доноси

#### РЕШЕЊЕ

1. Предметно подручје (деоница пута) се не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, нити у обухвату простора еколошке мреже. Сходно томе, издају се следећи услови заштите природе:

- 1) Пројектом за ургентно одржавање и отклањање оштећења на државном путу ИБ 22, деоница: Мрчајевци-Краљево 1 (стационажа од km 0+000 до km 18+791, L=18.791 km ) предвидети таква решења и мере који ће обезбедити услове за очување ваздуха, земљишта, подземних и површинских вода.
- 2) Саставни део предметног Пројекта треба да буде и део који се односи на организацију радилишта, при чему је неопходно дефинисати и обезбедити:
  - привремене локације за складиштење потребног грађевинског и другог материјала и опреме, које је неопходно лоцирати ван простора са високом вегетацијом, као и плавних зона река и ограничити искључиво на време трајања радова;
  - привремене или трајне локације (постојеће уређене комуналне објекте/депонije) за одлагање и депоновање шута и другог отпадног грађевинског материјала у било каквом стању, као и комуналног отпада насталог у току извођења радова, односно забрану њиховог одлагања/депоновања у приобаљу Западне Мораве и других мањих водотокова повременог карактера, као и на пољопривредном земљишту, осим на локацијама дефинисаним Пројектом;
  - предвидети да се након завршетка предметних радова све површине које су на било који начин деградирале грађевинским и другим радовима, што пре санирају.
- 3) При извођењу радова строго се придржавати трасе и коридора пута како се при манипулацији возилима и машинама не би оставиле последице на шири простор. Такође, користити постојећу путну мрежу без изградње нових путева, у циљу спречавања фрагментације простора и постојећих станишта.
- 4) Забрањено је сервисирање возила и машина дуж трасе пута. Уколико дође до хаваријског изливања горива, уља/мазива и других штетних материја обавезна је санација површине и враћање у првобитно стање.

- 5) Предметне радове на траси пута која пролази кроз насељена места, изводити само у току периода дана због могућег утицаја буке од грађевинских машина и возила.
  - 6) Дефинисати ужу и ширу зону утицаја саобраћајнице на природу и животну средину (посебно са аспекта очувања пољопривредног земљишта и производње хране одговарајућег квалитета). Предвидети зоне утицаја и количине загађивача који сипањем са коловоза досењају у земљиште и воду, на основу тога утврдити мере и препоруке за коришћење земљишта (земљиште поред саобраћајнице на удаљености 50 m од ивице пута не може се користити у пољопривредне сврхе).
  - 7) Током извођења радова дуж целе трасе одржавати максимални ниво комуналне хигијене.
  - 8) По изведеним грађевинским радовима неопходно је што пре узлонити сву механизацију, грађевински материјал и друго. Уколико је дошло до нарушавања предметног подручја (терена дуж трасе) треба га санирати. У том смислу, успоставити биљни покривач (култивисати терен) на свим угроженим местима, применом одговарајуће флоре и врста које су биолошки постојане у датим климатским условима, отворније на штетне утицаје (издувне гасове и сл.), као и да је избор врста усклађен са околним простором и његовом наменом. Притом, избегавати врсте које су за наше поднебље препознате као инвазивне: *Acer negundo* (јаснолисни јавор или негундовац), *Amorpha fruticosa* (багремац), *Robinia pseudoacacia* (багрем), *Ailanthus altissima* (кисело дрво), *Fraxinus americana* (амерички јасен), *Fraxinus pennsylvanica* (пенсилвански јасен), *Celtis occidentalis* (амерички копривић), *Ulmus pumila* (ситнолисни или сибирски брест), *Prunus padus* (сремза) и *Prunus serotina* (хасна сремза), као и врсте које су детерминисане као алергене (тополе и сл.).
2. Ово Решење не ослобађа подносиоца захтева да прибави и друге услове, дозволе и сагласности предвиђене позитивним прописима.
  3. За све друге радове/активности на предметном подручју, потребно је Заводу за заштиту природе Србије поднети нови захтев.
  4. Уколико подносилац захтева у року од две године од дана достављања овог Решења не отпочне радове и активности за које је ово Решење о условима заштите природе издато, дужан је да од Завода прибави ново решење о условима.
  5. Такса за издавање овог Решења у износу од 30.000,00 динара је одређена у складу са чланом 2. став 5. тачка 1. Правилника о висини и начину обрачуна и наплате таксе за издавање акта о условима заштите („Службени гласник РС“, бр. 73/2011, 106/2013). Подносилац захтева је дужан да наведену таксу уплати у корист рачуна Завода у року од 5 дана од дана достављања предрачуна.

#### **Образложење**

Предузеће А.Д. Путеви Чачак (32000 Чачак, Улица 600 бр. 2) обратило се дописом бр. 864 од 23.06.2015. године, наш бр. 020-1393/1 од 29.06.2015. године, са захтевом за издавање услова заштите природе за израду техничке документације Пројекта рехабилитације путева и унапређења безбедности саобраћаја на државном путу 1Б 22 Прељана-Краљево, деоница: Мрчајевци-Краљево I (стационажа од km 0+000 до km 18+791, L=18.791 km).

На основу достављеног захтева и пратеће документације подносиоца захтева, утврђено је да је планирана израда техничке документације предметног Пројекта који је саставни део рехабилитације и безбедности на путевима Републике Србије и подразумева грађевинске – путарске радове у оквиру трасе већ постојећег пута. Врсте радова, технички услови и начин извођења радова дефинисани су Правилником о ургентном одржавању државног пута („Службени гласник РС“, бр. 74/2014 и 87/2014).

Увидом у Централни регистар заштићених природних добара и документацију Завода за заштиту природе Србије, а у складу са прописима који регулишу област заштите природе, утврђени су услови заштите природе из диспозитива овог Решења. При томе се имало у виду да се предметно подручје (траса пута) не налази унутар заштићеног подручја за које је спроведен или покренут поступак заштите, на основу Закона о заштити природе („Службени гласник РС“, бр. 36/2009, 88/2010 и 91/2010-исправка), нити је у обухвату простора еколошке мреже.

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

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

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

Такса на захтев и такса за решење, по Тар. бр. 1. и Тар. бр. 9 су наплаћене у складу са Законом о републичким административним таксама („Службени гласник РС“, бр. 43/2003, 51/2003, 61/2005, 5/2009, 54/2009, 50/2011, 93/2012 и 45/2015).

Упутство о правном средству: Против овог Решења може се изјавити жалба министарству надлежном за послове заштите животне средине у року од 15 дана од дана пријема решења. Жалба се предаје Заводу за заштиту природе Србије, уз доказ о уплати Републичке административне таксе у износу од 440,00 динара на текући рачун бр. 840-742221843-57, позив на број 59013 по моделу 97.

ДИРЕКТОР  
Александар Драгишић

Достављено:  
- Подносиоцу захтева  
- Архиви